



Memorandum

AGENDA ITEM 7

DATE: November 23, 2021
TO: Transportation Authority Board
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 12/07/21 Board Meeting: Major Capital Project Update - Better Market Street

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>Led by San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, underground sewer/water utilities upgrades, turn restrictions, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; and traffic signals. SFPW has developed a phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start in 2022. A new Muni streetcar track loop circling the block between 7th Street and McAllister Street is Phase 2. The project team developed multiple alternative design proposals and, in response to community-identified priorities of minimizing construction impact and maintaining service for the F Market streetcar, the BMS team selected Alternative 1 which prioritizes safety and streetscape improvements, while minimizing underground work, which will also reduce project cost and business impacts for Phase 1. The BMS team completed advertised the project on October 13, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. Cristina Calderón Olea, SFPW project manager, will provide an update to the Board.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

To improve safety and transit performance, the City implemented a quick-build project on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. The F-Line Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2.

DISCUSSION

Status and Key Activities. Phase 1 Alternative Selection: Under an earlier design proposal, Phase 1 construction was anticipated to take up to 4 years and would require the F Market streetcar to be shut down between Union Square and Castro for the duration of the construction. The project team received concerns from Market Street Railway and the Castro Merchants Association regarding the duration of the F Market shutdown. As a result of community inputs and the need to reduce construction impact, the BMS team delayed advertisement of the Phase 1 of the project and developed two new alternatives that take into consideration risks associated with previous scope of work, construction duration, and impact to F Market. The project team presented these alternatives to the Transportation Authority Board at the July 13, 2021 meeting.



After careful consideration the Department Directors selected Alternative 1 which focuses on safety, accessibility, and streetscape improvements between 5th and 8th streets. This alternative will provide a full traffic signal upgrade at 4 intersections to improve safety and assist people who bike, walk, drive, or take transit. The curb lane and intersections will be repaved to provide a smoother ride for cyclists and safer crossing for pedestrians. The project will construct ADA-compliant curb ramps for increase accessibility and new bulb outs at 6th and Hyde streets, and at Market, Mason, and Turk streets to shorten crossing distances. New streetscape improvements include new trees, benches, and bike racks. This alternative does not include major underground utility work such as replacing the main sewer and water line, F Market track replacement, BART grate replacement, and new transit islands. The alternative does include minor sewer work for side street catch basins and for drainage along Market Street where there is existing ponding or at the new bulb-outs. This reduction in underground utilities will enable the project to be constructed in a shorter duration with less impacts to the F Market streetcars.

The BMS team completed final design of Phase 1 on October 8, 2021 and advertised the construction contract on October 13, 2021. The bids are due on December 1, 2021. The BMS team anticipates awarding the construction contract in January 2022 with construction expected to last less than 2 years. Notice to Proceed is scheduled for February 15, 2022 and Substantial Completion is expected by October 2023. The main construction items are roadway, landscape, traffic signal, structural related work for traffic signal and overhead contact system pole foundations, and traffic routing.

The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The team will also keep the F Market streetcars running except for three 2-week closures for construction at intersections. Bicycles will also be accommodated on Market Street during the peak hour for the peak direction, e.g. until 9:30 AM eastbound, and after 4:30 PM westbound.

Muni Center Lane: SFMTA recently installed "MUNI ONLY" center lanes between 3rd and Main streets. Taxis are permitted to use the red "MUNI TAXI ONLY" center lanes on Market Street between 3rd and 12th streets. SFMTA is also conducting outreach to taxi drivers who operate on Market Street to get their feedback. The speed limit has also been reduced to 20 mph along the corridor which will improve pedestrian safety.

Project Cost and Funding. The construction contract is estimated to be \$30,000,000 which includes almost \$5,000,000 for traffic routing along Market Street, \$500,000 for construction mitigation for local businesses, and utility investigation cost of approximately \$100,000. The project budget includes a 10% contingency and soft costs for a total budget of \$45,000,000. Construction bids for Phase 1 will inform the cost estimate for future phases. The project team will develop an implementation plan and estimate for the full corridor. While Phase 1 is fully funded, we anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.



The funding table below shows the current funding plan for the BMS Project. The BMS project has secured \$197 million in funding from the federal BUILD grant program, OBAG Program, BART, Prop K sales tax, SFMTA’s Prop A General Obligation bond, and other funding sources. Funds not used for Phase 1 will be moved to future phases.

Better Market Street Phase 1 Construction Funding Plan

Funding Source	Amount (\$M)
Federal BUILD Grant	\$15.0
Federal OBAG	\$3.4
State Affordable Housing & Sustainable Communities Grant	\$2.7
Local SFMTA GO Bond	\$20.0
Local Prop K Sales Tax	\$5.0
Local Certificates of Participation	\$3.0
BART	\$0.6
Total	\$49.7

The Federal BUILD grant requires the contract to be awarded by November 10, 2021. With the reevaluation of the project scope and the redesign, advertisement of the construction contract was delayed to October 13, 2021. The project team is working with the Federal Highway Administration and Caltrans on an amendment to the BUILD grant agreement to extend the deadline for awarding the construction contract to January 2022.

Current Issues and Risks. As the City reopens, the project team is sensitive to the needs of the businesses and the community as they start to recover from the COVID19 pandemic. Alternative 1, which includes no underground utility work, will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements to future phases will require the City to repair or replace those utilities at a later date in the same area, which will likely trigger replacement of surface improvements installed in Phase 1.

The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The Phase 1 contract will include potholing from Steuart to Octavia. The information gained from the potholing will help inform the design of future phases. However, the underground private utilities are often poorly documented and potholing during design is not enough to determine the locations of all utilities. The center sewer line from the late 1880’s will be relined in the future, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, however, the joints in the existing pipes are made of lead and are at risk of failing in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Between 5th and 8th streets



alone there is 3,800 linear feet of water main that will need to be replaced to bring it up to current standards. A future project will have to address this underground infrastructure.

As mentioned above, funding for the overall project remains a significant challenge and a risk for completion of the longer-term project.

FINANCIAL IMPACT

None. This is an information item.