



1 [Accept and Expend Grant - FY 2018 Better Utilizing Investments to Leverage Development  
2 Transportation Discretionary Grant - United States Department of Transportation - Better  
3 Market Street Phase 1 - \$15,000,000]

4 **Resolution authorizing Public Works to accept and expend a grant in the amount of**  
5 **\$15,000,000 from the United States Department of Transportation for the FY 2018 Better**  
6 **Utilizing Investments to Leverage Development Transportation Discretionary Grant to**  
7 **fund the construction of the Public Works' Better Market Street Phase 1 project for the**  
8 **period of June 2020 through June 2025.**

9  
10 WHEREAS, The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23,  
11 2018) (FY 2018 Appropriations Act) appropriated \$1.5 billion to be awarded by the United  
12 States Department of Transportation (USDOT) for National Infrastructure Investments; and

13 WHEREAS, On April 27, 2018, the United States Office of the Secretary of  
14 Transportation released a Notice of Funding Opportunity for the Department of  
15 Transportation's National Infrastructure Investments under the FY 2018 Appropriations Act;  
16 and

17 WHEREAS, Funds for the FY 2018 BUILD Transportation Discretionary Grants  
18 program were for capital investments in surface transportation infrastructure and were  
19 awarded on a competitive basis for projects that have a significant local or regional impact;  
20 and

21 WHEREAS, On July 18, 2018, San Francisco Public Works (SFPW) submitted a 2018  
22 BUILD Transportation Discretionary Grant application for the Better Market Street Phase 1  
23 project; and

1           WHEREAS, In December 2018, USDOT released the 2018 BUILD Award Fact Sheet  
2 which awarded \$15,000,000 to SFPW for the Better Market Street Phase 1 project  
3 construction phase; and

4           WHEREAS, The Federal Highway Administration and the California Department of  
5 Transportation will administer the FY 2018 BUILD Transportation Grant for the Better Market  
6 Street Phase 1 project; and

7           WHEREAS, The funding plan includes sufficient non-federal matching funds to meet  
8 the required 20% local match, including Proposition K Transportation Sales Tax funds and  
9 Proposition A General Obligation Bond funds; and

10          WHEREAS, The funding does not require an Annual Salary Ordinance (ASO)  
11 amendment; and

12          WHEREAS, The total construction budget, which includes the grant and match funds,  
13 include indirect costs totaling \$10,239,372 million; now, therefore be it

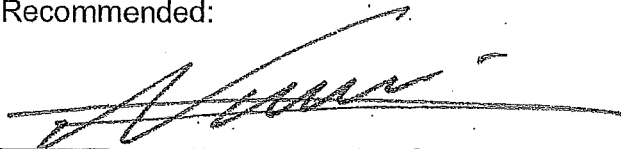
14          RESOLVED, That this Board of Supervisors authorizes SFPW to accept and expend  
15 up to \$15,000,000 in FY 2018 BUILD Transportation Discretionary Grant Funds for the project  
16 described above; and, be it

17          FURTHER RESOLVED, That SFPW, by adopting this Resolution, commits to providing  
18 the required local match to the FY 2018 BUILD Transportation Grant; and, be it

19          FURTHER RESOLVED, That the Director of Public Works or his or her designee is  
20 authorized to execute all required documents for receipt of FY 2018 BUILD Transportation  
21 Discretionary Grant Funds.  
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Recommended:

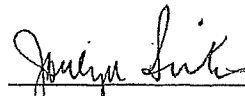


Mohammed Nuru

Director of Public Works

Approved: 

for Mayor

Approved: 

for Controller

<p><b>Item 2</b> <b>Files 20-0046</b></p>	<p><b>Department:</b> San Francisco Public Works</p>
<p><b>EXECUTIVE SUMMARY</b></p>	
<p style="text-align: center;"><b>Legislative Objectives</b></p>	
<ul style="list-style-type: none"> <li>The proposed resolution would (1) authorize Public Works to accept and expend a grant of \$15,000,000 from the United States Department of Transportation for the FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary (BUILD) Grant to fund the construction of the Public Works' Better Market Street Phase 1 project for the period of June 2020 to June 2025, and (2) confirm that grant is consistent with the City's General Plan.</li> </ul>	
<p style="text-align: center;"><b>Key Points</b></p>	
<ul style="list-style-type: none"> <li>Better Market Street is intended to reconstruct 2.2 miles of Market Street from Octavia Boulevard to the Embarcadero. Improvements include new water and sewer lines, broadband conduit installation, ADA-accessible curb ramps and streetcar access ramps, roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J. Brenham Streets.</li> <li>Phase 1 of the project will focus solely on the construction phase of the portion of Market Street between Fifth and Eighth Streets (the Central Market and Civic Center sections of Market Street). Construction is expected to extend from February 2021 to August 2023.</li> </ul>	
<p style="text-align: center;"><b>Fiscal Impact</b></p>	
<ul style="list-style-type: none"> <li>The total construction budget for the Better Market Street Phase 1 is \$176,759,600. Of the approximate \$176.8 million, \$161.8 million (91.5%) are City funds and \$15 million (8.5%) are federal funds. The grant budget, which is included in the \$176.8 million project budget is \$27.5 million, including the \$15 million BUILD grant and local matching funds. Local matching funds come from Proposition K Sales Tax revenues and Proposition A General Obligation Bond proceeds.</li> </ul>	
<p style="text-align: center;"><b>Recommendation</b></p>	
<ul style="list-style-type: none"> <li>Approve the proposed resolution.</li> </ul>	

**MANDATE STATEMENT**

City Charter Section 9.118(b) states that any contract entered into by a department, board or commission that (1) has a term of more than ten years, (2) requires expenditures of \$10 million or more, or (3) requires a modification of more than \$500,000 is subject to Board of Supervisors approval.

Administrative Code Section 10.170-1 requires Board of Supervisors approval for the acceptance and expenditure of federal, State, or other grant funds in the amount of \$100,000 or more.

**BACKGROUND***Public Works Better Market Street Project*

San Francisco Public Works ("Public Works") requests authorization to accept and expend \$15,000,000 in Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant funding from the U.S. Department of Transportation to pay construction and other costs for Better Market Street Phase 1. Better Market Street is intended to reconstruct 2.2 miles of Market Street from Octavia Boulevard to the Embarcadero. Improvements include new water and sewer lines, broadband conduit installation, ADA-accessible<sup>1</sup> curb ramps and streetcar access ramps, roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J. Brenham Streets.

The project scope conforms to several City policies including Transit First, Vision Zero, the SF Bicycle Plan and the Better Streets plan by restricting private vehicles between Steuart and Gough Streets, increasing efficiency of the 14 surface Muni bus lines that run on Market, and conducting significant roadway and other infrastructure improvements<sup>2</sup>. The plan includes building transit's core capacity along Market street in order to accommodate new growth, increase safety and decrease conflicts of bicyclists with transit and pedestrians. Construction for the first phase of the project will begin on February 26, 2021 and is estimated to reach substantial completion on August 30, 2023. Better Market Streets Phase 1B will be delivered through a separate contract and the schedule has not been finalized.

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<sup>1</sup> American with Disabilities Act

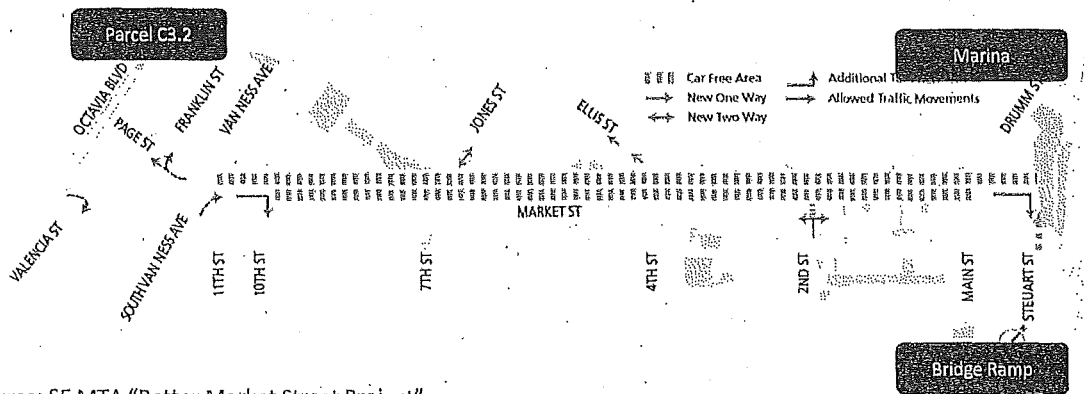
<sup>2</sup> Charter Section 8A.115 defines the City's Transit First policy to be incorporated into the City's General Plan. Vision Zero outlines all actions the City has taken to eliminate traffic fatalities. The SF Bicycle Plan presents guidelines for developing bike-friendly infrastructure. The Better Streets Plan was adopted by the Board of Supervisors in 2010 to create a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment.

*Better Market Street Project Readiness*

The Better Market Street planning and review process began in 2011 and is ongoing. The San Francisco Planning Commission certified the California Environmental Quality Act (CEQA) Environmental Impact Report on October 10, 2019 (Motion No. 20538). On October 15, 2019, San Francisco Public Works approved the project and adopted the CEQA Findings, Statement of Overriding Considerations, and Mitigation Measures and Monitoring Report (MMRP) (Public Works Order No. 202018), and the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved aspects of the project under SFMTA jurisdiction and adopted the CEQA Findings (Resolution No. 191015-131). The project is currently in the National Environmental Policy Act (NEPA) review process.

The San Francisco County Transportation Authority (SFCTA) and San Francisco Planning Department conducted the initial feasibility study and conceptual planning. During this period, Public Works led outreach efforts to incorporate transit passengers, bicyclists and pedestrians, as well as merchants and property owners along Market Street into the planning process. Four rounds of outreach and project scoping meetings have been held since 2011, and the concluding round resulted in a final agreement on the construction phasing and the preferred project configuration.

**Exhibit 1: Better Market Street Project**



Source: SF MTA "Better Market Street Project"

*Better Market Streets Phase 1*

The Better Market Street program will be implemented in phases. Phase 1 improvements will focus solely on the construction phase of the portion of Market Street between Fifth and Eighth Streets (the Central Market and Civic Center sections of Market Street). Beginning in September 2009, the City implemented a trial demonstration of some of the project elements to ensure that these changes would not negatively impact existing transportation services. Some of these "early start" projects include:

- Turn prohibitions requiring right turns for cars going eastbound on Market Street between 6th, 8th and 10th streets.
- Elimination of all turns for cars from side streets onto Market between 3<sup>rd</sup> and 8<sup>th</sup>.
- A raised cycle track built along 8 blocks of Masonic Avenue from Geary to Fell streets.

The initial anticipated completion date for the design phase was December 2019; however, it has since been delayed to May 2020 due to the additional city block (5<sup>th</sup> Street) that has been added to the scope of the project, according to Principal Capital Finance Analyst for the Department of Public Works Mr. Oscar Quintanilla. Phase 1 construction will now begin in February 2021 and is estimated to reach substantial completion on August 2023. See Exhibit 2 below.

**Exhibit 2: Better Market Street Phase 1 Project Delivery Milestones**

Phase	Start (Month/Year)	End (Month/Year)
Planning/Conceptual Engineering (typically 30% design)	1/1/2011	1/18/2019
Environmental Studies (CEQA/NEPA)	1/1/2015	5/15/2020
Design Engineering (PS&E)	1/21/2019	5/29/2020
Bid and Award	7/1/2020	2/1/2021
Construction (substantial completion)	2/26/2021	8/30/2023

## DETAILS OF PROPOSED LEGISLATION

The proposed resolution would (1) authorize Public Works to accept and expend a grant of \$15,000,000 from the United States Department of Transportation for the FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary (BUILD) Grant to fund the construction of the Public Works' Better Market Street Phase 1 project for the period of June 2020 through June 2025, and (2) confirm that grant is consistent with the City's General Plan. The purpose of this grant is to finance the construction of the Better Market Street Phase 1 project.

### *Background*

On April 27, 2018, the U.S. Office of the Secretary of Transportation released a Notice of Funding Opportunity (NOFA) for the FY 2018 BUILD Grant program funded under the Consolidated Appropriations Act, 2018. The Consolidated Appropriations Act of 2018 appropriated a total of \$1.5 billion to be awarded for National Infrastructure Investments.

On July 18, 2018, Public Works submitted a 2018 BUILD grant application for Better Market Street Phase 1. In December 2018, the U.S. Department of Transportation awarded \$15,000,000 to the Better Market Street Phase 1 project for construction phase expenditures. According to Mr. Quintanilla, , although the grant was awarded in December 2018, Public Works submitted the resolution to accept and expend the grant funds to the Board of Supervisors in January 2020, or 13 months after the grant award, because it was unclear which federal agency (the Federal Highway Administration or the Federal Transit Administration) would manage the grant at the federal level. In October 2019, the U.S. Department of Transportation decided that the Federal Highway Administration would manage the grant.



**FISCAL IMPACT**

According to Ms. Elizabeth Ramos, Capital Finance Analyst for the Department of Public Works, the construction cost estimate for Better Market Streets Phase I increased from the cost estimate at the time of the grant application (2018) of \$71.5 million to the current budget in 2020 of \$176.8 million due to additional scope of work added to the project, including the addition of another city block (starting at 5<sup>th</sup> Street rather than 6<sup>th</sup>) and changes to the design as a result of transit operations requirements.

*Better Market Street Phase 1 Construction*

The total construction budget for the Better Market Street Phase 1 is \$176,759,600, as shown in Exhibit 3 below. Of the approximate \$176.8 million, \$161.8 million (91.5%) are City funds and \$15 million (8.5%) are federal funds.

The total Phase 1 Construction Budget amount is shown in Exhibit 3 below.

**Exhibit 3: Better Market Street Phase 1 Construction Budget**

<b>Fund Source</b>	<b>Amount</b>
FY 2018 BUILD Transportation Discretionary Grant	\$15,000,000
Prop A General Obligation Bond	\$72,123,000
BART (8th/Grove/Hyde/Market)	\$410,000
One Bay Area Grant (OBAG)	\$3,366,000
Prop K	\$10,534,000
PUC Sewer and Water Funds	\$36,500,000
TBD (e.g., Prop A GO Bond, LPP Competitive Grant, AHSC Grant)	\$38,826,600
<b>Construction Total</b>	<b>\$176,759,600</b>
Source: Public Works	

Sources of local funds for the proposed Better Market Street Phase 1 construction budget include:

- \$72,123,000 in Proposition A General Obligation Bonds,
- \$410,000 from Bay Area Rapid Transit (BART),
- \$10,534,000 in Proposition K funding<sup>3</sup>, and
- \$36,500,000 in San Francisco Public Utilities Commission (SFPUC) Sewer and Water funds.

Sources of federal funding for the proposed Better Market Street Phase 1 construction budget include:

- \$15,000,000 in federal BUILD grant (subject of File 20-0046), and
- \$3,366,000 in One Bay Area Grant (OBAG) funding<sup>4</sup>.

<sup>3</sup> Prop K is San Francisco's voter-approved half-cent sales tax and generates approximately \$100 million annually for transportation improvements.

<sup>4</sup> The Metropolitan Transportation Commission distributes One Bay Area Grant (OBAG) funds to county Congestion Management Agencies (CMAs) in each of the nine Bay Area counties.

Public Works has not yet secured \$38,826,600, but states that these funds could potentially come from Proposition A GO Bonds, California Senate Bill Local Partnership Program Grant, or California Department of Housing and Community Development Affordable Housing and Sustainable Communities Program funds. According to Mr. Quintanilla, Public Works would work with SFMTA to secure additional Proposition A General Obligation bond funds if the Department is unable to secure the additional \$38.8 million needed to complete the project.

*BUILD Transportation Discretionary Grant Construction Budget*

The federal BUILD grant of \$15 million requires matching funds of at least 20 percent, or \$3 million. According to Ms. Ramos, BUILD grant funds will be combined with Proposition K funds and Proposition A GO Bonds to complete key elements of Better Market Street Phase 1 on Market Street from 5<sup>th</sup> to 8<sup>th</sup> Streets. The cost share will be finalized after the project reaches 100% design. The overall cost estimate was prepared by Public Works Streets & Highways engineers based on the unit-price and quantities of each bid line item. BUILD Grant funds of \$15 million will be used only for construction costs<sup>5</sup> as shown below:

- Approximately \$5 million (33% of the total grant amount) will be used towards the construction of .5 miles of roadway,
- \$3 million (20%) will be used towards the replacement of .5 miles of track,
- \$4 million (27%) will be used for replacing or upgrading an estimated 62 pedestrian crossing signals, and an estimated 125 traffic, bicycle and transit signals for all four intersections, and
- \$3 million (20%) will be used towards the construction of F-Loop Phase 1A<sup>6</sup>.

**Exhibit 4: BUILD Transportation Discretionary Grant Cost Estimate**

Fund Source	BUILD	Prop K/ Prop A GO Bond	Total
Roadway	\$5,000,000	\$1,000,000	\$6,000,000
Track Replacement	\$3,000,000	\$2,000,000	\$5,000,000
Traffic Signals Replacement and Upgrade	\$4,000,000	\$5,500,000	\$9,500,000
F-Loop Phase 1A	\$3,000,000	\$4,000,000	\$7,000,000
<b>Construction Total</b>	<b>\$15,000,000</b>	<b>\$12,500,000</b>	<b>\$27,500,000</b>

Source: San Francisco Public Works

<sup>5</sup> According to Ms. Ramos, the BUILD grant will only go towards funding “hard costs,” of which City agency personnel labor is not included. Until the contractor is selected and the construction contract is finalized, exact uses of funds cannot be determined.

<sup>6</sup> According to Ms. Ramos, roadway work is curb-to-curb and may include asphalt concrete, concrete base, concrete curb, pavement markings, etc. Track replacement work may include streetcar track, track drainage, track concrete and pavement, etc. Traffic Signals Replacement and Upgrade may include vehicle signals and mountings, pedestrian signals and mountings, poles, pull boxes, conduits, intersection controllers, etc. The F-Loop Phase 1A refers to the new rail, track switches, and OCS within the Phase 1A project limits that will connect the F-line to the F-Loop. The track along McAllister and Charles J. Brenham will be installed through Phase 1B, which is not funded by BUILD. F-Loop Phase 1A may include new rail, track switches, and overhead contact system work.

According to Mr. Quintanilla, the total grant budget of \$27.5 million, including grant and matching funds, will likely change as the project is scoped in more detail during the design phase. If the project budget increases, other sources of funds will need to be identified, including Proposition A GO Bonds or Proposition K Transportation Sales Tax funds.

**RECOMMENDATION**

Approve the proposed resolution.

File Number: \_\_\_\_\_  
(Provided by Clerk of Board of Supervisors)

**Grant Resolution Information Form**  
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary Grant
2. Department: San Francisco Public Works
3. Contact Person: Elizabeth Ramos Telephone: (415) 554-4069
4. Grant Approval Status (check one):  
 Approved by funding agency  Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$15,000,000

Grant Contract ID	Project
TBD	Better Market Street Phase 1

6. a. Matching Funds Required:  
Minimum: \$3,750,000
- b. Source(s) of matching funds (if applicable):  
Proposition K - local transportation sales tax
7. a. Grant Source Agency:  
U.S. Department of Transportation
- b. Grant Pass-Through Agency (if applicable):  
Federal Highway Administration (FHWA)  
California Department of Transportation (Caltrans)

8. Proposed Grant Project Summary:

The project will construct roadway improvements on Market Street between 6th and 8th Streets in downtown San Francisco. Improvements include roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J Brenham Streets. The BUILD project is part of a broader reconstruction of 2.2 miles of Market Street that will include non-BUILD funded improvements such as new water and sewer lines, broadband conduit installation, ADA-accessible curb ramps and streetcar access ramps, and landscaping and streetscape improvements.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:  
Start-Date: 06/2020 End-Date: 09/2025

10. a. Amount budgeted for contractual services:  
\$111,785,000
- b. Will contractual services be put out to bid?  
Yes
- c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements?  
No. Contracting must follow Federal guidelines, which include Disadvantage Business Enterprise (DBE) requirements but not LBE requirements.
- d. Is this likely to be a one-time or ongoing request for contracting out?  
One-time request.
11. a. Does the budget include indirect costs?  
 Yes       No
- b. 1. If yes, how much?  
\$10,239,372
- b. 2. How was the amount calculated?  
Department FY19/20 Indirect Cost Plan
- c. 1. If no, why are indirect costs not included?  
 Not allowed by granting agency       To maximize use of grant funds on direct services  
 Other (please explain):
- c. 2. If no indirect costs are included, what would have been the indirect costs?  
Not Applicable
12. Any other significant grant requirements or comments:

**\*\*Disability Access Checklist\*\* (Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Existing Site(s)      | <input checked="" type="checkbox"/> Existing Structure(s)      | <input checked="" type="checkbox"/> Existing Program(s) or Service(s) |
| <input checked="" type="checkbox"/> Rehabilitated Site(s) | <input checked="" type="checkbox"/> Rehabilitated Structure(s) | <input checked="" type="checkbox"/> New Program(s) or Service(s)      |
| <input type="checkbox"/> New Site(s)                      | <input checked="" type="checkbox"/> New Structure(s)           |   |

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

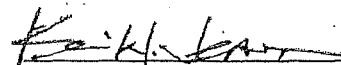
Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen  
(Name)

Disability Access Coordinator  
(Title)

Date Reviewed: December 19, 2019

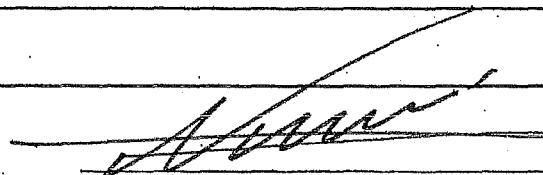
  
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru  
(Name)

Director, San Francisco Public Works  
(Title)

Date Reviewed: 12/31/19

  
(Signature Required)



Better Market Street Phase 1  
FY 2018 BUILD Transportation Discretionary Grant  
Construction Budget

<b>Fund Source</b>	<b>Amount</b>
FY 2018 BUILD Transportation Discretionary Grant	\$ 15,000,000
Prop A General Obligation Bond	\$ 72,123,000
BART (8th/Grove/Hyde/Market)	\$ 410,000
One Bay Area Grant (OBAG)	\$ 3,366,000
Prop K	\$ 10,534,000
PUC Sewer and Water Funds	\$ 36,500,000
TBD (e.g., Prop A GO Bond, LPP Competitive Grant, AHSC Grant)*	\$ 38,826,600
<b>Construction Total</b>	<b>\$ 176,759,600</b>

\* Senate Bill 1 - Local Partnership Program (LPP), Affordable Housing and Sustainable Communities (AHSC)

Application for Federal Assistance SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
* 3. Date Received: <input type="text"/> Completed by Grants.gov upon submission.	4. Applicant Identifier: <input type="text"/>	
5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>	
<b>State Use Only:</b>		
6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>	
<b>8. APPLICANT INFORMATION:</b>		
* a. Legal Name: <input type="text"/> San Francisco, City & County Of		
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 946000417	* c. Organizational DUNS: <input type="text"/> 1016439190000	
<b>d. Address:</b>		
* Street1: <input type="text"/> 1155 Market Street		
Street2: <input type="text"/>		
* City: <input type="text"/> San Francisco		
County/Parish: <input type="text"/>		
* State: <input type="text"/> CA: California		
Province: <input type="text"/>		
* Country: <input type="text"/> USA: UNITED STATES		
* Zip / Postal Code: <input type="text"/> 94103-1555		
<b>e. Organizational Unit:</b>		
Department Name: <input type="text"/> Public Works	Division Name: <input type="text"/>	
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>		
Prefix: <input type="text"/>	* First Name: <input type="text"/> Cristina	
Middle Name: <input type="text"/>		
* Last Name: <input type="text"/> Olea		
Suffix: <input type="text"/>		
Title: <input type="text"/> Project Manager		
Organizational Affiliation: <input type="text"/> City & County of San Francisco - Department of Public Works		
* Telephone Number: <input type="text"/> (415) 437-7050	Fax Number: <input type="text"/>	
* Email: <input type="text"/> cristina.c.olea@sfdpw.org		



Application for Federal Assistance SF-424

\* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

\* 10. Name of Federal Agency:

Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

\* 12. Funding Opportunity Number:

DTOS59-18-RA-BUILD1

\* Title:

FY 2018 National Infrastructure Investments

13. Competition Identification Number:

BUILD1-FY18

Title:

FY18 BUILD GRANT

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

\* 15. Descriptive Title of Applicant's Project:

Create major infrastructure, safety, and streetscape improvements for Better Market Street Phase 1 in San Francisco, on Market Street between Sixth Street and Eighth Street.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.





**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="15,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="50,222,000.00"/>
* e. Other	<input type="text" value="6,315,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="71,537,000.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes  No

If "Yes", provide explanation and attach





**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

**\*\* I AGREE**

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	SupprtLtrs.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	CostEst.xlsx	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	BCASummary.xlsx	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	BCA_Active.xlsm	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	BCA_Cal_IC.xlsm	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	2018buildinfoform.xlsx	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

# Better Market Street Phase 1

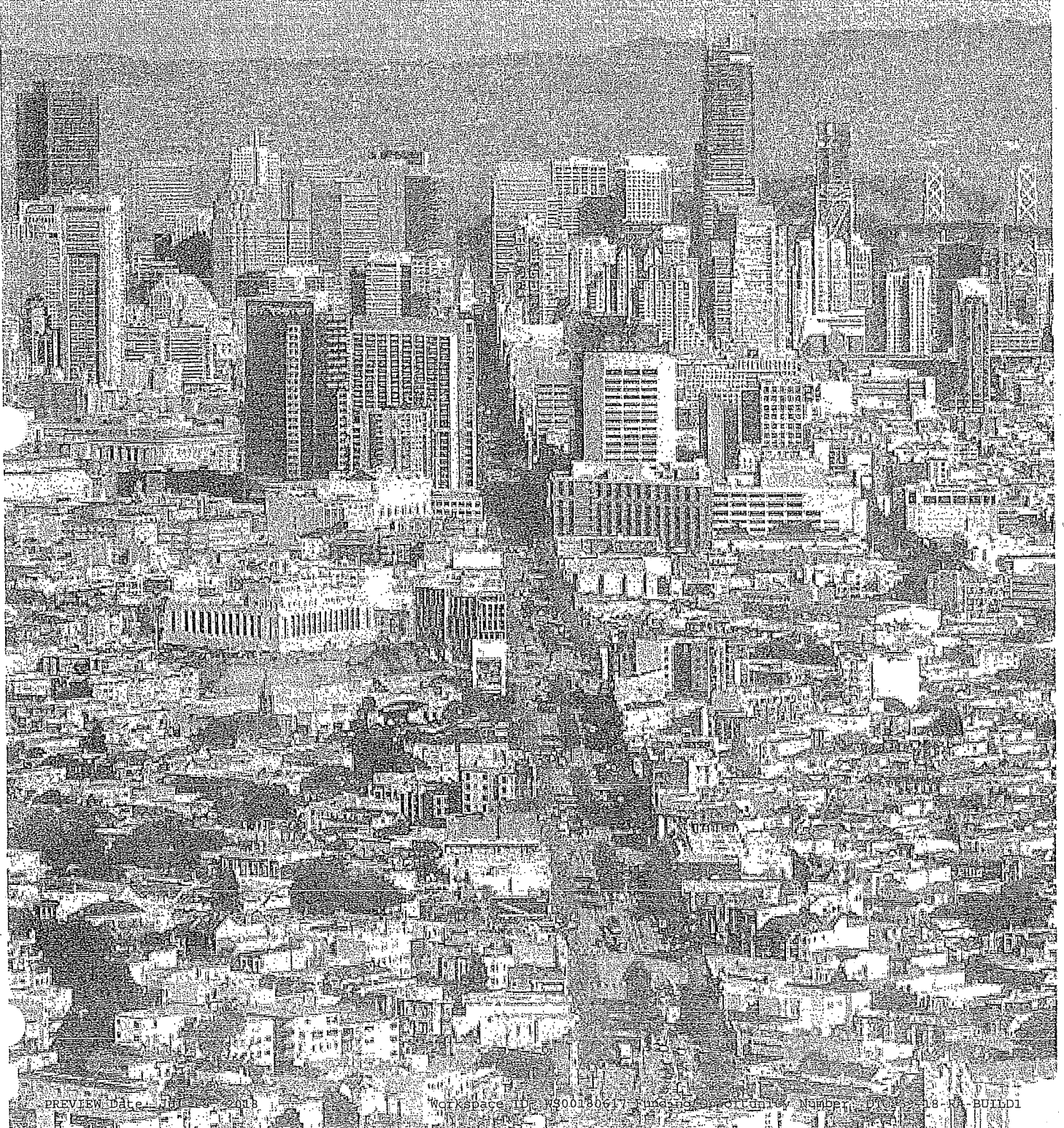


2018 BUILD Grant Application  
July 18, 2018



# Better Market Street Phase 1

2018 BUILD Grant Application  
July 18, 2018



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# Executive Summary

Market Street is San Francisco's civic backbone, connecting water to hills, businesses to neighborhoods, cultural centers to recreational opportunities. The movement of people and goods, from the very earliest times, has dominated its design and use.

Market Street is also San Francisco's most important transportation corridor, serving as the spine roadway within downtown San Francisco and linking the residential neighborhoods from the Twin Peaks foothills, through the Civic Center to the downtown Retail and Financial Districts. It provides access to over 133,400 jobs and 129,300 residential households within walking distance.

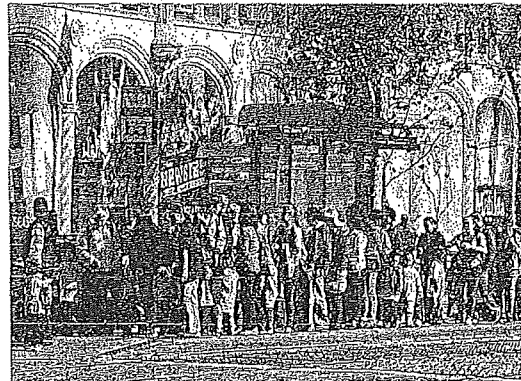


Both the design of San Francisco's street network and its historic land use patterns have served to funnel movement, chiefly transit, to Market Street. Infrastructure investments in the 1970s and 1980s, first in the underground Bay Area Rapid Transit (BART) and Muni Metro systems, and then in the surface historic streetcar system, cemented Market Street's role as San Francisco's key transit corridor. Nearly one-third of Muni's all-day, weekday surface transit lines travel on

Better Market Street Public Scoping Meeting, San Francisco, February 2015

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Market Street. During the busiest hour of the day, over 100 buses and streetcars pass in each direction, transporting over 250,000 daily riders.<sup>2</sup> Transit operational and on-time performance on Market Street impacts the entire Muni system – with delays and inefficiencies rippling out across San Francisco.

Market Street additionally is the Bay Area's most regionally significant rail corridor, providing underground Muni Metro light rail and BART regional rail service. The lower level BART service consists of six routes serving the entire San Francisco Bay Area with 420,000 average weekday daily passengers.<sup>3</sup> The upper level consists of six Muni Metro light rail lines. Muni Metro is the United States' third-busiest light rail system, operating a fleet of 151 light rail vehicles (LRVs) with an average weekday ridership of 173,500 passengers.<sup>4</sup> Access to these systems for local residents and businesses include four stations on Market Street; Civic Center, Powell, Montgomery, and Embarcadero BART Stations.

Market Street is also San Francisco's busiest pedestrian thoroughfare, averaging 500,000 each day. Recently, Market Street also became the most popular route for bicyclists wishing to access downtown San Francisco, surpassing one million annual trips inbound to the Financial District for the first time in 2015, making it the busiest bicycling street west of the Mississippi.

<sup>2</sup> Better Market Street Public Scoping Meeting, San Francisco, February 2015

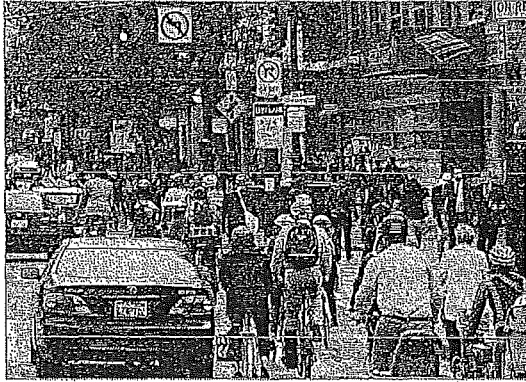
<sup>3</sup> BART systemwide daily passenger surveys, May 2018

<sup>4</sup> San Francisco Municipal Transportation Agency website ([www.sfmta.com/getting-around/muni/muni-metro-light-rail](http://www.sfmta.com/getting-around/muni/muni-metro-light-rail)), accessed online July 2018

## Key Challenges

Key challenges for Market Street include:

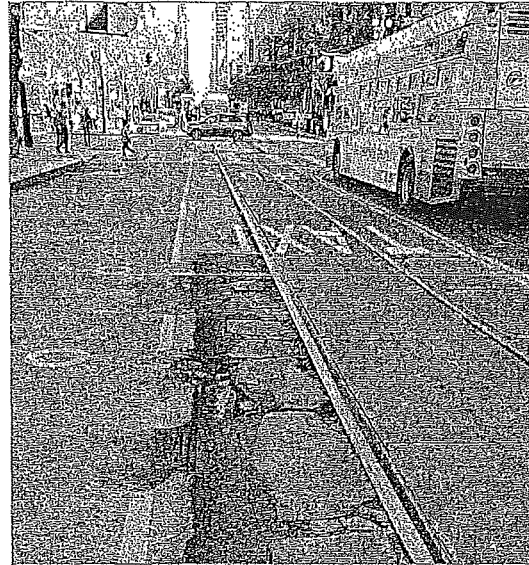
- 1 Competing interests and priorities in the use of the limited right-of-way.



- 2 Conflicts between travel modes that cause significant Muni transit delays and safety among various transportation modes.



- 3 Over-taxing of the roadway system that impacts the state of good repair, especially on the ventilation grates for the underground BART system.



These issues will be further aggravated due to the development potential in downtown San Francisco and the South-of-Market Area (SOMA). Various land use plans developed by the San Francisco Planning Department over the years, including the 1985 Downtown Plan, 2005 Transbay Redevelopment Plan, the 2012 Transbay Terminal Center Area Plan, and the 2018 Central South-of-Market Area Plan, have attracted significant new construction activities, which by 2035 will draw 33,350 new jobs and 19,400 new households within walking distance of the Market Street core.<sup>5</sup>

<sup>5</sup> Better Market Street Public Scoping Meeting, San Francisco, February 2015

# Proposed Project

In order to address the key challenges, five San Francisco City agencies have collaborated on a vision for a Better Market Street (BMS), which is a comprehensive program of projects to reconstruct 2.2 miles of the San Francisco's premier boulevard and most important transit corridor from Octavia Boulevard to the Embarcadero. San Francisco's vision for the BMS includes:

- Build transit's core capacity along Market Street in order to accommodate growth from new housing developments, transit service, and transit connections
- Increase safety and decrease conflicts of bicyclists with transit and pedestrians, and
- Improve quality of life by making Market Street into the San Francisco's premier pedestrian boulevard through streetscape and safety improvements

The program has three interdependent project scopes that will advance several key City policies, such as Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan. The three projects are:

- **BMS Core Capacity Improvements.** This project will increase the efficiency of the 14 surface Muni bus lines that run on Market Street. Proposed improvements include:

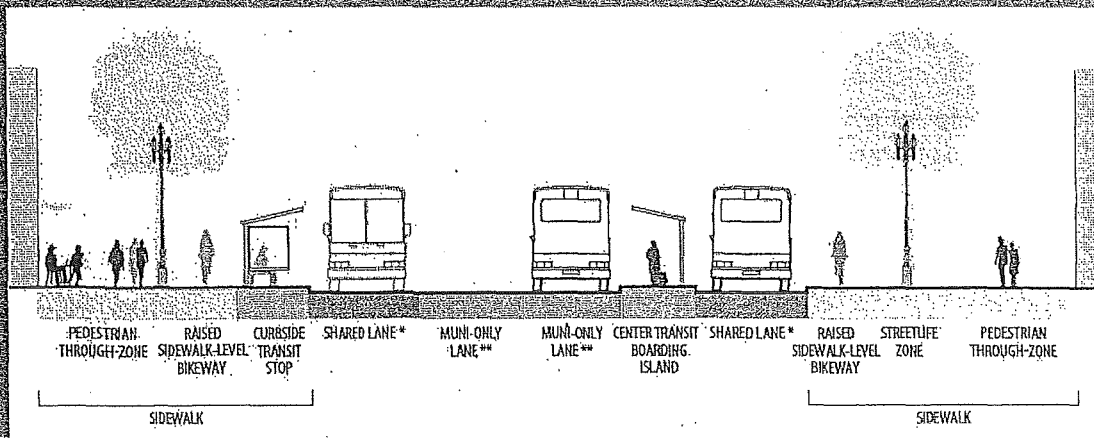
- **Capacity Improvements to Accommodate Economic Competitiveness**

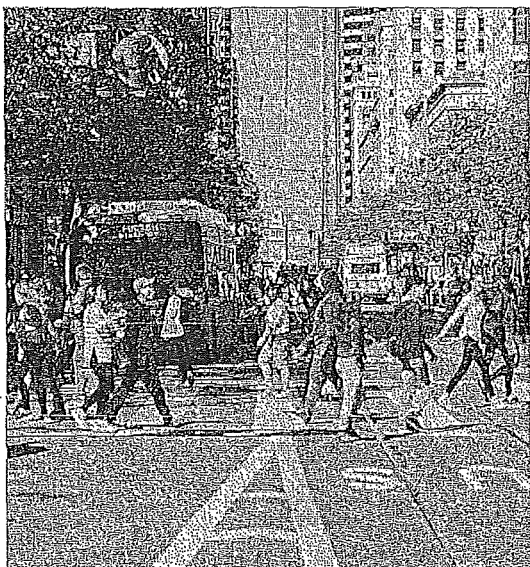
- Wider and longer boarding islands for more passengers and bus loading

- New center boarding islands to allow Rapid Buses to improve performance along the corridor

- Relocated curbside boarding islands that provide more regularly spaced local service along the corridor

- New F-line track loop at McAllister and Charles J. Brenham Streets to allow additional streetcar service between Powell and Fisherman's Wharf serving downtown workers and San Francisco's global tourism economy





- State of Good Repair Improvements

- Full resurfacing of roadway including concrete base repair to better withstand live loads of heavy trucks, Muni buses, and streetcars
- New Overhead Contact System (OCS) installation for Muni electric trolley buses and streetcars to support changed roadway geometries and increased transit service
- Replace major trunk line water and sewer systems owned and operated by the San Francisco Public Utilities Commission

- Safety Improvements

- Paint Muni-only lanes red color within the two center lanes
- Limit vehicular traffic to reduce conflicts with Muni buses/streetcars, bicyclists, and pedestrians

- Quality of Life Improvements

- Upgraded transit shelters, including larger waiting areas and sun/rain protection
- Protected cycling facility along the length of the corridor to attract bicyclists of all ages
- ADA-accessible curb ramps and streetcar access ramps ("mini-highs")
- New striping to clearly define bicycle circulation including jug-handles and intersection markings
- Clearly marked pedestrian crossings
- Improved water and sewer service, benefiting residents and workers along Market Street and throughout San Francisco
- Innovation improvements
  - Replacement and upgrade of traffic signals, including provision of larger, more visible signal heads and bicycle signals where needed
  - Transit signal priority enhancements to facilitate higher-capacity transit service
  - Private vehicular restrictions to speed bus service and reduce conflicts with Muni

- **BMS Streetscape Enhancements.** These improvements will make Market Street the San Francisco's premier pedestrian boulevard by enhancing quality of life and improving safety, including:

- Quality of life improvements
  - Installing Audible Pedestrian Signals and Pedestrian Countdown Signals
  - Ensuring a minimum 15'-wide pedestrian thoroughway everywhere
  - Extending sidewalks to shorten crossings (e.g., bulb outs)
  - Replacing sidewalk bricks to improve accessibility, providing all users with improved traction and narrower pavement joints that meet current ADA standards
  - Modernizing bicycle and pedestrian wayfinding systems
  - Planting new and replacement trees with improved subsurface conditions to enhance the overall health of the urban forest on Market Street
  - Installing streetscape improvements and furnishings, including benches and understory plantings
  - Adding public art
- Safety Improvements
  - Improve pedestrian crossing at intersections by eliminating two-stage crossings, shortening crossing distances, and changing cross streets to right angles

- **BMS State of Good Repair Improvements.** This project will replace aging transit and utility infrastructure with in-kind facilities, including:

- Replace streetcar tracks
- Replace the sewer on approximately 1/3 of the street
- Replace aging water distribution infrastructure
- Replace conduit and wiring for streetlight service
- Add conduit for high-speed internet connectivity to enhance City communications for residents, workers, and City agencies
- Enhanced freight accommodation through streamlined curbside loading design and management that minimizes conflicts with other Market Street users
- Enhanced asset management across the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (Public Works), and SF PUC agencies



# Project Readiness

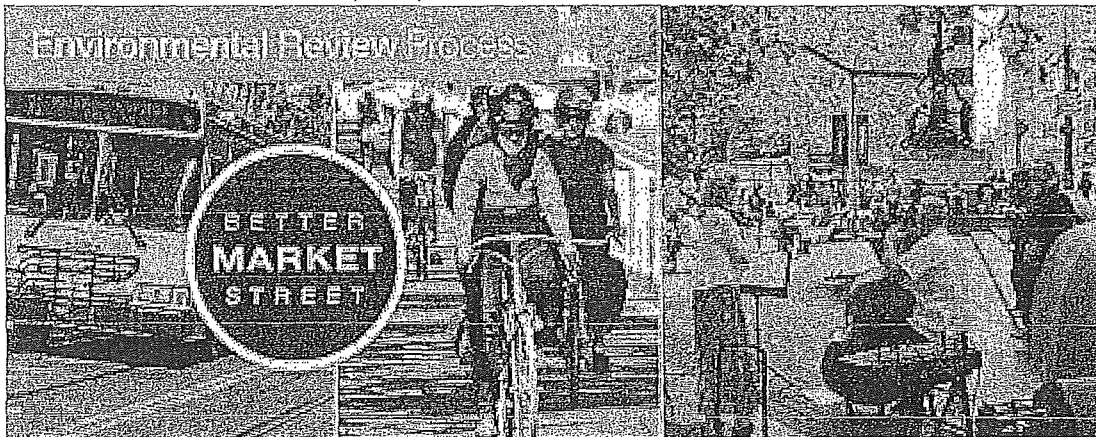
Better Market Street's extensive planning and public review process started in 2011 and is still ongoing. The project is currently in the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review and preliminary design (30% design) processes. It is anticipated that the project California Environmental Impact Report (EIR) and Federal Environmental Assessment (EA) will be adopted by the San Francisco Planning Department in April 2019 and the final design for BMS Phase 1 will be completed in December 2019. Phase 1 Construction will begin in June 2020 and be completed in June 2022.

The feasibility study and conceptual planning was led by the San Francisco County Transportation Authority (SFCTA) and San Francisco Planning Department. During this period, Public Works led an extensive outreach effort to merchants and property owners along Market Street, as well as transit passengers, bicyclists, and pedestrians, setting project goals and objectives and identifying potential options to reconfigure Market Street. Four rounds of public outreach and project scoping meetings have been held since 2011. The concluding round resulted in a final agreement on the preferred project configuration, as well as construction phasing.

Table 1 below presents the schedule of project delivery milestones for Better Market Street Phase 1. This will allow Public Works to meet the federal guidelines and enter construction prior to the end of the federal period of obligation on September 30, 2020 by delivering an initial fundable phase that will begin construction in June 2020.

Table 1 - BMS Phase 1: Project Delivery Milestones

Phase	Schedule	
	Start (Month/Year)	End (Month/Year)
Planning/Conceptual Engineering (typically 30% design)	1/2011	4/2019
Environmental Studies (CEQA/NEPA)	1/2015	4/2019
Design Engineering (PS&E)	4/2019	12/2019
Bid and Award	12/2019	6/2020
Construction	6/2020	6/2022



**Environmental Clearance Status -**

Better Market Street began its environmental review in 2015 and has a clear path to both CEQA and NEPA clearance by April 2019. Environmental clearance will enable Phase 1 construction at that time, ensuring that construction is begun before the federal obligation period ends.

For CEQA clearance, the SF Planning Department published an Initial Study in March 2016, which determined that potential effects of the project on most CEQA environmental resources would not be significant. The findings of the Initial Study led the next CEQA process to a Focused EIR, honing in on five topics: Transportation and Circulation, Cultural Resources, Noise, Air Quality, and Wind and Shadow.

Caltrans, has been designated the lead agency by the Federal Highway Administration (FHWA), for the federal clearance of the Better Market Street project. Caltrans will lead the production of an Environmental Assessment (EA) that will clear the project as a Complete Street and cover the federal discretionary OneBayArea Grant (OBAG) Cycle 2 funds, as well as all other federal funds allocated to the project, including Federal Transit Administration (FTA) funds.

The project team expects to complete the full environmental clearance in April 2019, at the same time detailed design starts. The project has a broad range of public support.

**Public Review and Support -** Better Market Street has been through an extensive public outreach process to date, which will continue as the design is developed. Improvements to Market Street were first considered in the early 2000s under the San Francisco County Transportation Authority, focusing on a series of near-term, low-cost improvements to improve the user experience for transit users, bicyclists, and pedestrians while still accommodating motor vehicle traffic. The proposed project then progressed into a Complete Street project



with the goals of decreasing transit travel time, improving pedestrian circulation and safety, creating a safer and more inviting bicycle route, and accommodating necessary motor vehicle trips. Public Works, SFMTA, and the SF Planning Department also became involved during this planning phase. As the agencies developed the project scope and heard initial public comments, the scope shifted to a complete reconstruction to address long-term needs, in addition to the desired near-term improvements, of the project corridor.

In consideration of the existing operation of the Project corridor and the public outreach process, several key design drivers were identified in December 2011, including improving mobility, enhancing access and the public realm experience, reducing conflict and friction between travel modes, establishing a unique identity, and integrating actions with form, street, and function.

Formal public outreach for the BMS project's conceptual design began in early 2011 and involved a public visioning process. People from both the immediately adjacent neighborhoods and all over San Francisco provided broad input through a series of coordinated workshops, online comments, social media, and other outreach venues. Three rounds of public outreach workshops and webinars were conducted from May 2011 to July 2013. Public notices for the workshops and webinars were distributed throughout San Francisco. The public notices included, but were not limited to, press releases; flyers (in several languages) published as posters and bus cards; public service announcement videos that aired on San Francisco local access television; over 1,000 postcards hand-distributed; multi-language bus posters placed in bus shelters on Market Street; Better Market Street email newsletter blasts distributed to over 5,000 people per round; hand-written notices sent to property owners

along Market Street; workshop announcements posted via social media; and announcements and updates provided on the Better Market Street website.<sup>6</sup>

The project team also established a Community Advisory Committee (CAC) to provide an ongoing mechanism for feedback between itself and local residents, business owners, and community representatives. The CAC includes several dozen members organized into three working groups:

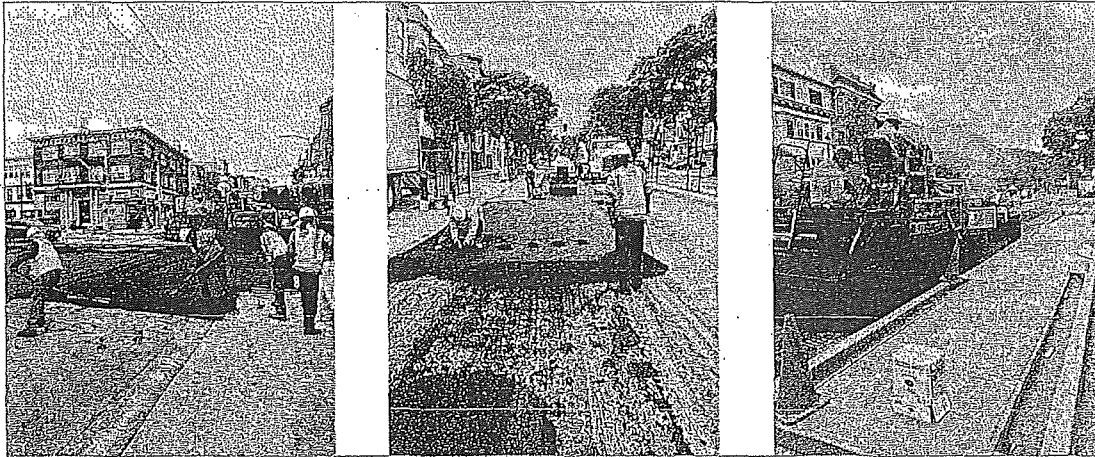
- Transportation/Corridor
- Streetscape/Urban Design
- District Identity

The CAC is broadly representative and includes local residents, local businesses, cultural groups, hotels, advocacy groups, community benefit districts, business improvement districts, and other public stakeholders from across San Francisco. The CAC generally met once a month during the visioning and planning phases of the project and will meet on a similar schedule during upcoming key design and engineering phases.

**Project Delivery Track Record** - Public Works has an extensive history of successfully delivering federally-funded projects and expects this proven track record will continue. Public Works has a dedicated team of project managers with experience coordinating between civil, traffic, rail, electrical, and hydraulic engineers; landscape architects, planners, and urban designers; construction managers; and finance staff. Within the past four years, Public Works has successfully managed and delivered projects with a total of \$103,000,000 in federal discretionary transportation funding sources, including Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), One Bay Area Grant (OBAG), Emergency Repair, Highway Bridge Program, and others.

<sup>6</sup> Better Market Street ([www.bettermarketstreetsf.org](http://www.bettermarketstreetsf.org))





## Project Phasing

To make the project more manageable and flexible, the BMS program will be implemented in two phases. Phase 1 improvements, for which BUILD funds are requested, will focus solely on the construction phase of the portion of Market Street between 6th and 8th Streets and the logical tie-in points with existing infrastructure at each end. This work is located in the Central Market and Civic Center sections of Market Street. Central Market has been a neglected section of Market Street for over 50 years, and activating Central Market was a priority of the late Mayor Edwin Lee. Addressing this part of the corridor first reflects his Administration's overarching concern with equitable development, and it remains the first priority of the program.

### Early Start Improvements

In order to ensure that the BMS project would receive public support and would not cause significant impacts on transportation services, the City of San Francisco has begun an initial trial demonstration of elements of the project, all of which have resulted in no negative impacts on land uses along the corridor, nor core capacity issues. These early start projects include:

- Turn prohibitions in September 2009, requiring right turns for cars going eastbound on Market Street between 6th and 8th Streets.
- This pilot program was later expanded to force eastbound right turns onto 10th Street.
- Safer Market Street implemented in 2015, eliminating all turns for cars from side streets onto Market Street between 3rd and 8th Streets.
- San Francisco built a raised cycle track pilot on Market Street between Gough and 12th Streets. The two-block pilot tested the cycle track at 2 inches and 4 inches above the roadway with four different concrete buffer designs. This design did not prevent commercial vehicles from unloading in the cycle track and led San Francisco to instead consider a sidewalk-level cycle track for Better Market Street.
- A raised cycle track was built along 8 blocks of Masonic Avenue from Geary to Fell Streets, which is primarily residential use. It is raised 2 inches from the roadway. Its use is being monitored to inform future raised cycle track designs as well.

# Socioeconomic Context and Benefits

In Plan Bay Area 2040 (PBA 2040), the Metropolitan Transportation Commission (MTC) developed a framework for addressing inequity in the San Francisco Bay Area. Communities of Concern (CoC), which are defined by populations with concentrations of minority and low-income households, as well as concentrations of people with disabilities, seniors 75 and over, severely rent-burdened households, single-parent families, zero-vehicle households, and limited English proficiency, are used to identify neighborhoods in need of important transportation and infrastructure investment to directly benefit underserved populations.

Communities of Concern



As mentioned, BMS Phase 1 work is located in the Central Market and Civic Center sections of Market Street. Because Better Market Street is centrally located within San Francisco's downtown neighborhoods, the program will directly benefit San Francisco CoCs adjacent to Phase 1. BMS Phase 1 is located adjacent to three CoCs: Civic Center, South of Market, and Tenderloin. Other CoCs, such as the Western Addition, Mission Dolores, and Inner Mission are located in close proximity. Moreover communities in southern and western San Francisco, such as Bayview-Hunters Point, rely on service providers along Market Street, including drug rehabilitation clinics, homeless service centers, and social work organizations, making the street essential for the 7,500 homeless people that live in San Francisco. 3,680 (49%) of these were recently counted in the adjacent supervisorial District 6, which includes the Tenderloin, SOMA, and Civic Center neighborhoods.<sup>7</sup>

The largest benefit BMS will provide to San Francisco's CoCs is more frequent and reliable public transportation options. According to PBA2040, low-income populations rely most heavily on public transportation, with low-income riders making up over half of public transit trips. Fifty-three percent of Muni riders are low-income. For marginalized communities, transit is often the best option for commuting to work and increased transit reliability can translate to increased job accessibility. Plan Bay Area's analysis shows that among low-wage workers, unreliable transportation is the largest

barrier to middle-wage work. The negative externalities produced by San Francisco's increasingly inefficient transit system is faced most heavily by low-income populations in the Bay Area that rely on the San Francisco's transit network to access jobs.

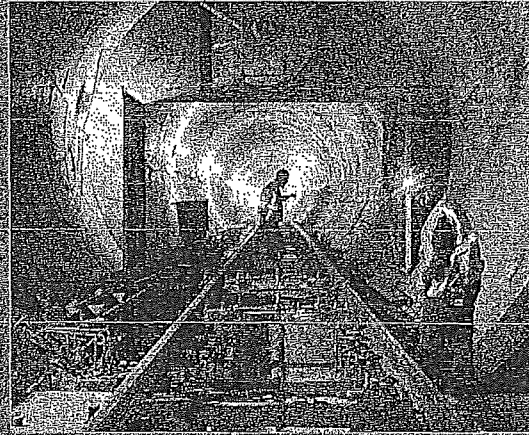
Better Market Street is designed to increase reliability of the entire transportation network in San Francisco. According to project estimates and data analysis, travel time is anticipated to be reduced by about 17% for Market Street surface transit lines. For disadvantaged individuals who rely on public transportation to commute between multiple jobs or are the only caretaker in a household, a 17% reduction in travel time is significant and valuable.

The project is supported by organizations representing low-income and marginalized groups within San Francisco. Both the San Francisco's Department of Homelessness and Supportive Housing and the Tenderloin Housing Clinic have written letters of support in the past, referencing how better transit, pedestrian, and bike infrastructure improves accessibility and mobility for all people. The Tenderloin Housing Clinic in particular references the Single Resident Occupancy (SRO) housing located on Market Street; residents in these SROs will directly benefit from the increased mobility Better Market Street will provide.

<sup>7</sup> 2017 San Francisco Homeless Count and Survey (hsh.sfgov.org/wp-content/uploads/2017/06/2017-SF-Point-in-Time-Count-General-FINAL-6.21.17.pdf), page 14

# Project Partners

Better Market Street is an expansive program that requires city-wide collaboration. BMS is a joint project of San Francisco Public Works (implementing agency), the San Francisco Municipal Transportation Agency (MTA), the San Francisco Public Utilities Commission (PUC), and the Department of Technology (DT), with work on facilities owned by all four agencies. The project team also includes the Planning Department, the San Francisco County Transportation Authority,



and the Mayor's Office of Workforce and Economic Development. This collaboration will ensure the investment in necessary infrastructure improvements will not only improve transportation services and state of good repair for the most critical transportation infrastructure in the entire San Francisco Bay Area, but will also create new jobs and provide residents in the project area access to jobs.

Additionally, the BMS project will integrate several other infrastructure projects that intersect with the corridor to achieve even larger benefits to the transportation system and overall economy in the Bay Area. These projects include, but are not limited to: 2nd Street Improvement Project, 6th Street Improvement Project, Page Street Neighborway, Geary Bus Rapid Transit (BRT), Van Ness BRT, Muni Forward, Central Subway, 8th Street and 7th Street Safety Projects, and the Upper Market Street Safety Project.

The project team has regular status and design meetings to ensure that project cost and construction impacts are minimized. Also, as those intersecting projects go through project development to detailed design and construction, the BMS project management team continues to coordinate with the other project managers to ensure that potential conflicts are identified and addressed early.

# Funding Plan and Cost Estimate

The BMS Phase 1 Project has an estimated total cost of \$80.7 million (see Table 2 for the BMS Phase 1 cost breakdown and funding plan). This cost includes \$8 million in non-participating SF PUC sewer and water main work. More specifically in terms of construction, Public Works estimates that the first phase construction cost of BMS Phase 1 will be \$71.5 million.

Public Works respectfully requests \$15 million in BUILD funds, all of which would be used directly for the Phase 1 construction phase. Table 2 illustrates the overall funding plan for BMS Phase 1, from Planning and Conceptual Engineering through to construction. The remaining \$65.7 million Phase 1 project cost (cost after \$15 million BUILD grant) will be covered entirely by local matching fund sources, including the San Francisco (SF) City General Fund, SF Proposition A General Obligation Bond, and SF Public Utilities Commission (PUC) funds, with PUC funds going toward the non-participating project work. Table 3 identifies specific construction subtasks for which the \$15 million BUILD would be used directly.

**Table 2 - BMS Phase 1 Funding Plan**

Source	Project Phases (Dollars in Millions)				Total by Fund Source
	Planning/ Conceptual Engineering	Environmental Documents	Final Design (PS&E)	Construction	
SF General Fund	0.4	1.1			1.5
SF Proposition A (General Obligation Bond)	1.6	0.4	4.5	50.2	56.8
SF PUC (non-participating)			1.2	6.3	7.5
<b>BUILD Request</b>				<b>15.0</b>	<b>15.0</b>
<b>Total by Phase</b>	<b>2.0</b>	<b>1.5</b>	<b>5.6</b>	<b>71.5</b>	<b>80.7</b>

Note: PUC = San Francisco Public Utilities Commission

Table 3 BMS Phase 1: Construction Cost Estimate (in Dollars)				
	BUILD	Prop A GO Bond	PUC Sewer and Water	Total
Sewer Replacement			3,202,763	3,202,763
Track Replacement	3,056,855	566,166		3,623,021
Water Replacement			428,503	428,503
State of Good Repair	3,056,855	566,166	3,631,265	7,254,287
Roadways	2,221,537	411,455		2,632,992
Center Transit Lanes		1,026,747		1,026,747
New Boarding Islands and Shelters		2,096,220		2,096,220
Traffic Signal Upgrade	3,386,379	627,198		4,013,577
Bicycle Facility		2,662,700		2,662,700
Overhead Contact System		5,068,089		5,068,089
New Traction Power Plant		8,674,754		8,674,754
Path of Gold Lighting		2,683,852		2,683,852
F Line Loop (McAllister-Charles J Brenham)	6,335,229	1,173,360		7,508,589
Core Capacity Improvements	11,943,145	24,424,375		36,367,520
Site Furnishings		764,491		764,491
Crosswalk Treatment		661,658		661,658
Curb Ramps		254,276		254,276
Tree Planting and Irrigation		1,879,783		1,879,783
Sub-Sidewalk Basement Allowance		969,463		969,463
Sidewalk Paving		2,573,511		2,573,511
Wayfinding Signage		95,542		95,542
Public Art		276,989		276,989
Streetscape Enhancements		7,475,714		7,475,714
<b>Total Construction</b>	<b>15,000,000</b>	<b>32,466,255</b>	<b>3,631,265</b>	<b>51,097,520</b>
Construction Management		5,695,951	435,752	6,131,702
Construction Administration (Engineering)		1,423,988	108,938	1,532,926
Construction Contingency		4,746,625	363,127	5,109,752
Traffic Control		2,373,313	181,563	2,554,876
Transit Operations During Construction		3,322,638	254,189	3,576,826
Mobilization		1,423,988	108,938	1,532,926
<b>Construction Phase Total</b>	<b>15,000,000</b>	<b>51,452,757</b>	<b>5,083,772</b>	<b>71,536,528</b>

# BUILD Selection Criteria



## Safety

Better Market Street is wholly located on San Francisco's Vision Zero High Injury Network (Figure 1) and has the highest per mile average collision rate of all City streets.<sup>16</sup> San Franciscans are more than ten times more likely to be hit by a car while walking on Market Street than on the average City street. In 2012 and 2013, there were 271 collisions along Market Street, 182 of which were vehicle-to-vehicle (67%). These collision types include autos, transit vehicles (bus and streetcar), and commercial vehicles all of which travel within the existing four lanes of Market Street. Typical collision types are rear-end, sideswipe, right angle collisions, and failure to yield right-of-way. The other 89 collisions over this two-year period involved pedestrians or bicycles (33%). Of those 89 pedestrian- and bicycle-involved collisions, 60% involved automobiles and 40% involved transit vehicles. The main collision factors of the 36 incidents involving transit hitting either a bicyclist or pedestrian consisted of "proceeding straight," "stopped in road," "turning movements," and "pulling into/out of a bus stop." The exclusive bike lane ends east of 8th Street, forcing bicyclists continuing along the Phase 1 project corridor to share the curb lane and compete with transit vehicles, delivery vehicles, and private vehicles.

<sup>16</sup> Market Street Safety Collision Analysis, San Francisco Municipal Transportation Agency, May 2015.

BMS Phase 1's recent collision history further underscores current safety conditions that are in drastic need of improvement relative to the entire BMS corridor. Phase 1 in particular experiences collisions at an annual rate per mile that is twice the comparable rate for the entire 2.25-mile BMS corridor. California statewide collision data were reviewed for Phase 1 for five full years (2012-2016) for purposes of this application's Benefit Cost Analysis (BCA). The review revealed that collisions involving transit vehicles, bicyclists, and pedestrians on the 1/3-mile Phase 1 occurred at a rate of 64 collisions per year. By contrast, the full 2.25-mile BMS corridor during the same five-year period experienced an annual collision rate of 42 per year (see Table 4 below).

Better Market Street's proposed safety improvements focus on addressing all of the above-mentioned collision factors.<sup>9</sup> The objective is to make it safe for all people to walk, bike, and drive along the street. The primary and most visible safety treatment is restricting private vehicles on the street, significantly reducing the exposure rate for collisions for all modes crossing Market Street. Further, the project recommends a separated and dedicated bicycle facility, giving priority to bicycles and significantly reducing bicycle conflicts with vehicles. Additionally, pedestrian major safety improvements include installing bulb-outs, redesigning irregular geometric intersections, opening closed crosswalks,

realigning crosswalks, constructing new ADA-compliant curb ramps, and installing wider and larger traffic signal vehicle heads for greater visibility. The recommended countermeasures are focused at locations where collision analysis identifies them to be most effective. The combination of all these improvements will reduce the number of conflicts, injuries, and deaths on Market Street.

**New/Improved Intersections:** To improve safety for vehicles, pedestrians, and cyclists, the Project includes three complex, multi-leg intersections with new or upgraded signals, conduit, and/or crosswalks. Signal timing coordination between all the intersections further enhances safety.

**Support Modal Shift:** The Project supports increased usage of transit over other modes through faster travel times, improved boarding areas throughout the Phase 1 segment, and a new F-line streetcar turnaround area that will enable more frequent service on Market Street while New F-Line track loop at McAllister and Charles J Brenham Streets will allow additional streetcar service between Powell, the San Francisco Ferry Building, and Fisherman's Wharf, enhancing the thriving San Francisco downtown economy and the global tourism industry. The Project promotes the interconnectivity of non-vehicular modes, including connections to regional BART rail, Citywide bicycle routes, and walking areas, promoting a broader shift towards safer forms of transportation.

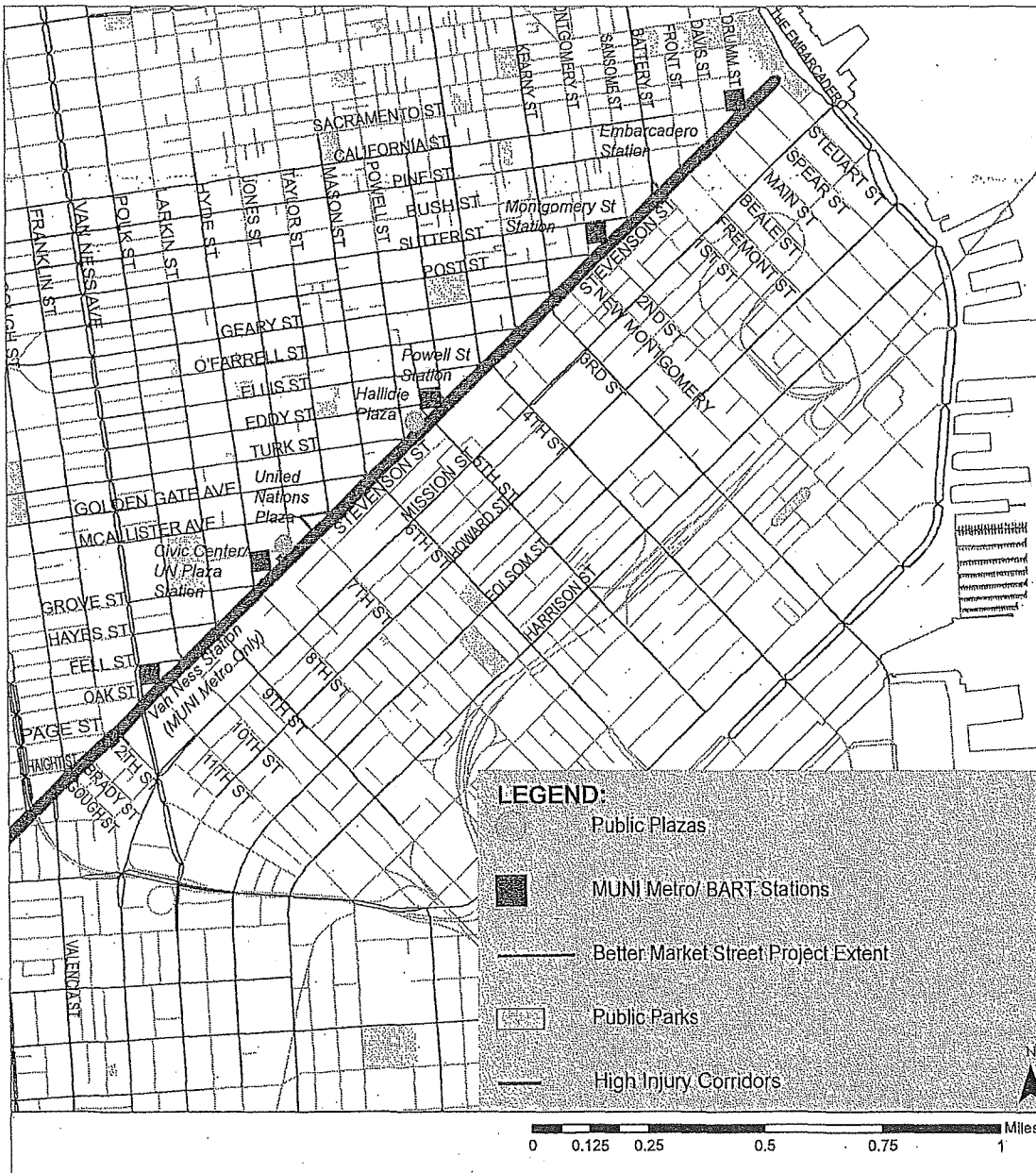
Table 4 - BMS Phase 1 Collision Rate Relative to Entire Corridor		
	Phase 1 (6th to 8th)	Entire BMS Corridor
Length (Miles)	0.34	2.25
Total Collisions (5 years)	109	476
Collisions per Year	21.8	95.2
Annual Collision Rate per Mile	64.1	42.3

Source: Transportation Injury Mapping System (TIMS) using California statewide collision database, 2012-2016 (five full years)

<sup>9</sup> Market Street Safety Collision Analysis, San Francisco Municipal Transportation Agency, May 2015



Figure 1 - San Francisco Vision Zero High Injury Network



**Pedestrian/Bicycle Additions/Improvements:**

To optimize pedestrian safety, the Project incorporates wide pedestrian-friendly sidewalks, varying from 25 to 35 feet in width. To enhance bike safety, the Project utilizes existing right-of-way to create separated bicycle paths to accommodate bicycle travel, requiring no costly right-of-way acquisition.

**State of Good Repair**

The Project contributes to the state of good repair by improving, upgrading, or replacing existing transportation and public utilities infrastructure facilities and systems within the Central Market area. BUILD grant funds will enable the delivery of these improvements,

which will support and enhance the delivery of critical transportation and infrastructure services to more than 250,000 daily Muni surface transit riders and sewer and water trunk line repairs that will serve hundreds of thousands of daily downtown workers and residents. Each component involves improvements to a specific existing section of transportation infrastructure, as well as critical water and wastewater infrastructure upgrades, all to serve a multitude of existing offices, hotels, residences, and future development along the Phase 1 segment.

**Consistent with efforts and plans to maintain transportation facilities or systems in a state of good repair:** The Project is the first phase of a greater plan to maintain Market Street transportation facilities and systems in a state of good repair. Project components for Phase 1 will further deliver critical large-scale rehabilitation of aging transit and public utility infrastructure with in-kind assets that include:

- Replace streetcar tracks
- Replace Overhead Contact System (OCS) poles and wires
- Replace the sewer on the street and abandon century old existing brick sewer
- Replace aging water distribution infrastructure
- Replace conduit and wiring for streetlight service
- Add SFPUC Power Enterprises conduit for future electric distribution
- Add conduit for high-speed internet connectivity



**Rehabilitates, reconstructs, or upgrades surface transportation assets that, if left unimproved, threaten future transportation network efficiency, mobility of goods or people, or economic growth due to their poor condition:** As outlined in the benefit-cost analysis (BCA) provided in Appendix A, and summarized in the *Results of Expected Project Costs and Benefits* section of this application, the core benefit of the Project is to prevent Phase 1's transportation infrastructure from slipping to a level of service that results in significant travel time delays. This, in turn, has the potential to discourage new developments that generate economic growth and make the Bay Area economically competitive in key job sectors.

**Appropriately capitalized up front and uses asset management approaches that optimize long-term cost structure:** Public Works uses innovative and robust asset management programs as follows:

- **Street Resurfacing:** PW's street resurfacing program, Pavement Management and Mapping System (PMMS), determines which projects are paved based on program budget, Pavement Condition Index (PCI), visual confirmation, utility clearances and coordination, estimated treatment, location, and project cost.



- **Trees:** The Bureau of Urban Forestry uses a combination of the Computerized Maintenance Management System (CMMS) and the Tree Census to track work on San Francisco's urban forest and prioritize projects. Results from the Tree Census shows where tree planting work should be prioritized in San Francisco.
- **Sidewalks:** The Bureau of Urban Forestry also uses CMMS to track work on sidewalk repair. The bureau adds an overlay of service destinations, such as schools and senior centers to establish priority locations.

**Sustainable source of revenue available for long-term operations and maintenance of the project:** San Francisco Public Works and SFMTA have robust operating revenue sources that will fully fund ongoing operations and maintenance (O&M) of BMS Phase 1 following construction, thus requiring no BUILD grant funds for O&M purposes. In City Fiscal Year (FY) 2017-18, Public Works had access to a more than \$96 million budget from various local funding sources that will ensure that the BMS Phase 1 remains in a state of good repair following Project completion. Similarly, the SFMTA FY 2018 to 2020 budget estimates available operating grant monies of \$148.4 million in FY 2018 escalating to \$174.4 million in FY 2020.<sup>10</sup>

## Economic Competitiveness

The relocation of Twitter's global headquarters to San Francisco's Mid-Market area in 2012 signaled a major turning point for the Central Market area's continuing economic growth and competitiveness in the global tech economy. The BUILD grant for construction of BMS Phase 1 will leverage critical transportation and other infrastructure improvements that will allow San Francisco to realize its broad economic growth strategy for the Project area. Public Works has chosen the segment of Market Street between 6th and 8th Streets as Phase 1 of BMS, as it is located within the most economically challenged portion of the corridor, while at the same time has the most potential for improvement. The Central Market Economic Strategy (CMES) interviewed residents, merchants, workers, and other stakeholders, each identifying public safety and vacant storefronts as top concerns. CMES noted approximate vacancies of 30% for retail storefronts and 50% for office space in the Project area.<sup>11</sup> However, with the emergence of the tech sector in the neighborhood, private investment has increased in recent years. Project improvements coupled with this rising investment would support continued economic growth in this area, while reducing crime and improving the overall health and safety of the Project area.

**Improves long-term efficiency, reliability or cost-competitiveness in the movement of workers or goods:** The core benefit of the Project is preventing the Phase 1 segment's transportation infrastructure from slipping to a level of service that results in significant travel time delays to transit and potentially discourages continued development of residential, office, and retail developments that generate economic growth and regional competitiveness.

<sup>10</sup> Proposed Operating Budget Fiscal Year 2019 and 2020, San Francisco Municipal Transportation Agency, April 3, 2018

<sup>11</sup> Central Market Economic Strategy, Central Market Partnership, November 2011

The Project's exclusive transit lanes, boarding islands, transit signal upgrades, and related component provides increased service and enhanced reliability of the bus and streetcar system on the most heavily traveled street in San Francisco. The Project translates directly into millions of hours of travel time savings per year for workers in the Central Market area, a direct improvement in the efficiency of the movement of these workers.

**Makes improvements that increase the economic productivity of land, capital, or labor at specific locations, particularly Economically Distressed Areas:** The Project increases the economic productivity of adjacent land by upgrading existing transportation systems and facilities along the Phase 1 segment, upgrading necessary utilities, and enhancing existing high-capacity transit services to support increasing urban development. The Project also supports more intense development of these blocks by providing wide choices of environmentally friendly modes of transportation to the employees that work along Market Street. The transportation improvements will directly support 12 development projects ranging from hotel/office to residential/retail uses along the two block areas of Market Street, including 10 developments that have completed entitlements. The Project makes these gains possible by completing a multi-modal transportation network robust enough to support the full development and build-out of this rapidly developing area.

The Project's location in Central Market is also meaningful from the standpoint of serving disadvantaged communities. CMES found that 31% of Project area residents have annual incomes less than \$15,000, a percentage that is more than three times San Francisco's average. Improved Muni transit service and

connectivity to the regional BART rail system at Civic Center Station provides residents in this area with affordable and accessible modes of transportation for reaching the growing employment centers within San Francisco and throughout the region. The Project also promotes long-term economic growth in a manner that is sustainable by concentrating jobs and investment in a transit-rich infill environment that balances jobs, housing and essential services. By encouraging job formation in this setting, modal shifts in commuting away from private automobiles and towards more transit, walking and biking are supported, reducing greenhouse gas emissions and dependence on fossil fuels.

### **Environmental Protection – Air Quality/Environmental Sustainability**

**Improve energy efficiency, reduce dependence on oil and/or reduce greenhouse gas (GHG) emissions:** The Project reduces travel time and congestion, resulting in lower GHG emissions. Likewise, reduced travel time means less use of fossil fuels, reducing dependence on oil.

Nearly half of San Francisco's greenhouse gas emissions are attributed to transportation. The promotion of neighborhood developments that are well served by public transit is essential to helping San Francisco achieve its emission-reduction objectives. The Project's transportation improvements will encourage and serve mixed-use development and more broadly support the entire neighborhood by ensuring that sufficient capacity and variety of routes exist to promote efficient movement of people and goods. By facilitating transit oriented development on a meaningful scale, and by placing jobs in direct proximity to existing and future housing, the Project

promotes modal shifts that reduce the greenhouse gas emissions associated with vehicular travel. Further, by encouraging a shift to transit, bicycle, and pedestrian modes through enhanced facilities, energy efficiency would be enhanced through reduced fossil fuel consumption.

The BMS Phase 1 project would redesign and provide various transportation and streetscape improvements along the project corridor. These would include changes to roadway configuration and private vehicle access, traffic signals, and surface transit, including changes regarding Muni-only lanes, stop spacing and service, stop locations, stop characteristics, and infrastructure. Also included are bicycle facilities, pedestrian facilities, and streetscapes. These features would decrease transit travel time, improve pedestrian circulation and safety, and create a safer and more inviting bicycle route, all of which would help to reduce the number of automobile trips compared with current conditions. Together, these features of the proposed project would improve pedestrian and bicyclist safety, comfort, and mobility along and across Market Street from Octavia Street to The Embarcadero. As a result, the project would promote reduced dependence on oil and the associated congestion-related emissions

During construction, Public Works and the contractor would work together to implement congestion mitigation measures including active monitoring of detours; carpool, bicycle, walk, and transit access for construction workers; construction worker parking plan; construction coordination with adjacent businesses; and project construction updates for adjacent businesses and residents. These measures would reduce congestion as well as reduce disruptions to transit, pedestrians, and bicyclists during construction.

**Extent to which project uses innovative ways to improve or streamline environmental reviews while maintaining the same**

**outcomes:** San Francisco prepared and published an initial study in 2016 to scope out most topics from further environmental review. Thus, the EIR is focused on the topics that were determined to potentially result in significant impacts, making the preparation of the EIR faster and more streamlined. In addition, the EIR includes analysis for a project variant that modifies the transportation and streetscape improvements proposed by the project. Thus, decision-makers have the opportunity to consider the potential environmental impacts of the project variant when considering approval of the proposed project rather than waiting for an addendum or other subsequent environmental document to analyze the project variant. Furthermore, the NEPA process is occurring concurrently with the CEQA process, which Public Works anticipates will result in a faster environmental clearance process. Additional NEPA streamlining measures using the Caltrans Preliminary Environmental Studies (PES) process has allowed Public Works to prepare a simpler Environmental Assessment (EA) to complete NEPA review.

**Maintain, protect or enhance the environment, as evidenced by its avoidance of adverse environmental impacts to**

**air quality:** The quantification of reduced greenhouse gas emissions is included in California Department of Transportation's (Caltrans') Life-Cycle Benefit-Cost Analysis model. The expected benefits over 20 years from emission cost savings is \$700,000. The bulk of these savings come from a reduction in carbon dioxide emissions of over 20,000 tons over the life cycle of the project. Additionally, the project will result in further reduction in carbon monoxide, nitrogen oxides, and volatile organic compound emissions. Taking

into account the extent of the transit, bike, and pedestrian improvements in the Better Market Street program, San Francisco Public Works anticipates improvement in air quality to be larger than what is possible to quantify in the Caltrans' model. Better Market Street is one part of San Francisco's strategy to enhance the region's public transit system. An improved Market Street will improve access to the new Salesforce Transit Center and the Central Subway, and increase bike and pedestrian traffic with safer and more accessible infrastructure. A more efficient transit system, and safer bike and pedestrian pathways, will help San Franciscans move away from reliance on motor vehicles.

During construction, the project sponsor would implement a mitigation measure requiring all off-road equipment to meet EPA-approved Tier 3 or 4 final emissions standards, depending on engine horsepower. With implementation of Mitigation Measure M-AQ-1, NOx emissions would be reduced by 74 percent and would not exceed the BAAQMD's threshold of significance.

Further, by proposing traffic management strategies, such as restrictions on vehicles turning onto Market Street, the vehicular and person throughput across Market Street is expected to increase, which will reduce vehicle emissions by reducing stop-and-go driving. Finally, street trees and vegetation are a component of the streetscape scope. The Bay Area Air Quality Management District (BAAQMD) notes that these "may trap and filter coarse and fine particulates... [which] are eventually washed to the ground by rainfall. Trees also lower the air temperature by providing shade over streets and parking lots, thereby reducing evaporative emissions from vehicles."<sup>12</sup>

## Quality of Life/Livability

**Planning for Healthy Places:** Better Market Street will reduce vehicle emissions by making alternative modes of transportation more attractive than private automobile travel. Better Market Street will install ample bike racks, add additional spaces for bike share facilities, and implement private vehicle restrictions on significant sections of Market — all of which serve as Transportation Demand Management (TDM) strategies. With the absence of parking on and near Market Street and additional private vehicle restrictions, transit or bicycling will be an even better option than an automobile.

**Multi-Modal Benefits:** Better Market Street serves as the archetype of Complete Streets Design chiefly because of its multi-modal benefits, especially public transit. Construction of BMS Phase 1 will enable the first phase of center-lane SF Muni rapid bus operations that will provide exclusive bus and streetcar connections to San Francisco's global Financial District and facilitate connections to the newly opened Salesforce Transbay Terminal. Termed the "Grand Central Station of the West", the multi-level structure ultimately will be the central hub of several major transit agencies serving the San Francisco Bay Area and California, including SF Muni, AC Transit (eastern Bay Area), Caltrain and BART regional rail, and future California High-Speed Rail. In June 2018, Muni bus service was introduced at the street level, with regional AC Transit buses due to start service on the upper level in August 2018. The Center is projected to service approximately 20 million users annually.<sup>13</sup>

Furthermore, BMS Phase 1 designed to improve the mobility for all four modes of transportation serving downtown San Francisco – transit,

<sup>12</sup> Bay Area Air Quality Management District, Planning for Healthy Places, "Vegetation," ([www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php\\_may20\\_2016-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en)), page 40

<sup>13</sup> "Transit Center District Plan," San Francisco Planning Department, November 2009, ([www.sf-planning.org/ftp/CDG/docs/transit\\_center/Transit\\_Center\\_District\\_Plan\\_Public\\_Draft\\_WEB.pdf](http://www.sf-planning.org/ftp/CDG/docs/transit_center/Transit_Center_District_Plan_Public_Draft_WEB.pdf)) page 1

bicycles, pedestrians, and autos / trucks. Transit riders will also benefit from larger transit islands that can safely accommodate more buses and more passengers, with full ADA compliance. In addition, pedestrian improvements include bulb-outs, new crosswalks, and ADA-compliant curb ramps, while bicyclists will have a dedicated, protected facility along the entire length of the corridor. Motorists throughout eastern San Francisco trying to move north and south across Market Street will benefit from the increased cross-volume throughput with the elimination of turning conflicts that currently block cross-street traffic.

**Core Capacity:** Better Market Street is identified in the San Francisco Bay Area Metropolitan Transportation Commission (MTC)'s Bay Area Core Capacity Transit Study as *the* core transit street for the City of San Francisco given its regional importance as a transit corridor to the San Francisco Bay Area. Market Street transit service is currently at capacity, with multiple routes operating along the corridor that provide less than the FTA minimum of 5.4 square feet of space per passenger. Better Market Street core capacity improvements will result in as much as a 22% increase in service in the PM peak period. This service improvement will also benefit the neighborhoods on the other end of each of the bus lines, such as Inner Mission, Visitacion Valley, the Richmond, the Sunset, and Ocean Beach, as the increased efficiency along the Market Street portion of the routes will allow the SFMTA to add the programmed Muni Forward service increases to each line.

The project proposes to create a Muni Rapid service network on Market Street in the center track lanes that will have the same stop spacing as the Muni Metro and BART systems. In addition, the transit-only lanes will be extended so that Muni routes will have quick, efficient access to the Salesforce Transit Center. Transit

Signal Priority, stop consolidation, and the widening and lengthening of boarding islands will improve transit rider throughput and service reliability. Geary BRT and other Muni routes will benefit from the above-mentioned improvements under the Better Market Street project as they access the Transbay Terminal to provide connections across the region.

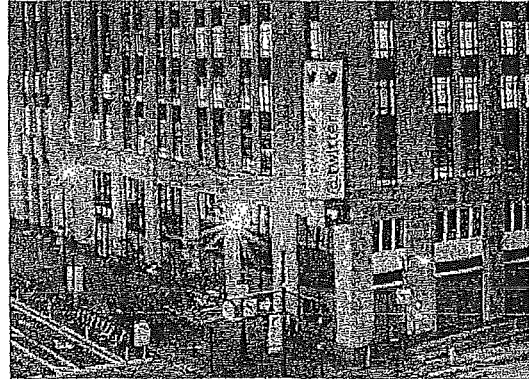
Simulation results from an analysis of transit operations on Market Street yielded positive outcomes. Option 1 of Near-Term Project Conditions included updated transit spacing and turn restrictions on Market Street. Transit stops were modeled such that two transit vehicles would be able to stop at an outbound transit stop and three vehicles would be able to stop at an inbound transit stop. In addition to an increase in the capacity of each stop, the existing 40 stops on Market Street (20 inbound and 20 outbound) were reduced to 27 total stops, a decrease of 33 percent. Consequently, overall corridor dwell times would decrease due to the improved station spacing. The transit lines were re-aligned such that local buses would use the curb-side lanes and limited-service buses would use the center lanes.

The EIR transit analysis showed all 26 transit segments on Market Street showed travel time decreases. Travel times for transit vehicles on Market Street decreased an average of 18 percent. Travel times for inbound transit vehicles on Market Street decreased an average of 6 percent and for outbound transit vehicles increased an average of 9 percent (approximately one minute). This option also decreased bus/bicycle conflicts by 10 percent as compared to Near-Term No Project Conditions. Investing in Better Market Street would yield tangible time and cost savings for the passengers of the fourteen transit lines operating along the project corridor.

## Innovation

The BMS project includes the following innovations:

- **Innovative approaches to transportation safety.** BMS Phase 1 will install separated, sidewalk-level cycle tracks to separate bicyclists from transit vehicle / auto lanes and commercial truck loading areas serving corridor businesses. Additionally, transit islands for passenger waiting areas as well as sidewalk bulbouts will provide safe refuge areas for transit riders and pedestrians along the Phase 1 corridor.
- **Innovative technology supporting surface transportation to significantly enhance the operational performance of transportation system, including broadband deployment.** BMS Phase 1 will install new conduit throughout to support broadband internet, which will serve as a backbone for the project area and support continued residential and job growth surrounding Market Street and greater downtown San Francisco. The conduit will be shared for traffic signal interconnect, which will support the efficient movement of transit vehicles and autos along the Phase 1 corridor.
- **Innovations in transportation funding and finance, including private sector funding or funds from sale/lease of publicly owned assets.** Public Works has secured significant local funding for Phase 1, constituting more than 80 percent (\$65.7 of \$80.7 million) of total cost for planning, design, and construction. 70 percent of the total cost for Phase 1 (\$56.8 million) will be financed by City of San Francisco Proposition A General Obligation Bond proceeds.



## Partnership

The BMS project will be led by San Francisco Public Works. Public Works will be responsible for the final design and managing the construction of the project. The project has three other partnering agencies: the San Francisco Municipal Transportation Agency (MTA), the San Francisco Public Utilities Commission (PUC), and the Department of Technology (DT).

**Community Partners:** The Better Market Street project has clear and diverse support from community members as shown by the enclosed letters. These diverse organizations include:

- **Businesses**
  - Twitter
  - SHN/Orpheum Theater
  - Tidewater Capital
  - Brookfield Properties
  - Trinity Properties
  - Pacific Eagle Holdings
  - Group i and AGI Avant
- **Organizations**
  - Building Owners and Management Association
  - Associated General Contractors of California
  - San Francisco Hotel Council
  - Central Market Community Benefit District





- City and County of San Francisco, Department of Homelessness & Supportive Housing (HSH)

To date there is no sign of any public opposition to the project. The one thing all public stakeholders agree on is the need for a Better Market Street.

### Non-Federal Revenue for Transportation Infrastructure Investment

As indicated above, the overall Phase 1 project cost would be approximately \$80.7 million, of which \$65.7 million has been secured from the non-federal revenue sources detailed in Table 5 below. This means Public Works has local funding commitments for more than 80% of the entire BMS Phase 1 project cost. The San Francisco General Fund, San Francisco Proposition A General Obligation Bond, and San Francisco PUC funds will fully finance BMS Phase 1 from planning and conceptual design through final design, as well as nearly 80 percent of the Phase 1 construction cost (\$56.54 million). The broad array of secured, local revenue sources is reflective of a robust local commitment to the project from the City of San Francisco and project stakeholders.

- San Francisco Bay Area Planning and Urban Research Association (SPUR)
- San Francisco Bicycle Coalition
- Tenderloin Community Business District
- **Government**
  - US Representative Nancy Pelosi
  - Joint support from California State Assemblymen Phil Ting and David Chiu, and California State Senator Scott Wiener
  - San Francisco Mayor Farrell's office
  - Metropolitan Transportation Commission (MTC)
  - San Francisco Bay Area Rapid Transit (BART)
  - San Francisco County Transportation Authority (SFCTA)

Source	Project Phases (Dollars in Millions)				Total by Fund Source
	Planning/Conceptual Engineering	Environmental Documents	Final Design (PS&E)	Construction	
SF General Fund	0.4	1.1			1.5
SF Proposition A (General Obligation Bond)	1.6	0.4	4.5	50.2	56.8
SF PUC (non-participating)			1.2	6.3	7.5
<b>BUILD Request</b>				<b>15.0</b>	<b>15.0</b>
<b>Total by Phase</b>	<b>2.0</b>	<b>1.5</b>	<b>5.6</b>	<b>71.5</b>	<b>80.7</b>

Note: PUC = San Francisco Public Utilities Commission

# Additional Coordination Issues/Status

**Right-of-Way (ROW) issues** – BMS Phase 1 does not require any ROW acquisition. All work will be performed exclusively within the existing public ROW. Bay Area Rapid Transit (BART) tunnels and stations are located immediately under Market Street, so the project will seek the necessary BART approvals to work over their facilities. Additionally, BART has plans and secured funding to replace ventilation grates within the Market project corridor and is closely coordinating with Public Works. SF Public Works has successfully completed multiple projects over BART facilities and thus does not anticipate any unusual issues.

**Utility Relocation** – The SFPUC and SFMTA have significant utilities in the Market Street ROW including combined sewer/water mains, high- and low-pressure emergency water service, street light power, traffic signal wiring, and traction power substations and ducts. Both agencies have joined the project and all SFMTA and SFPUC utility work will be constructed as part of the Better Market Street contracts. This is consistent with the recent citywide approach to capital project delivery: by combining multiple disparate scopes into a single construction contract, economies of scale can be achieved, taxpayer cost savings realized, and public disruption minimized. There are also private utilities with facilities on Market Street; the most extensive belong to Pacific Gas & Electric and AT&T. The project team has already started coordination with these companies. Public Works has successfully completed multiple projects in the ROW that required relocation of private utilities and does not anticipate any issues.

**Agreements with other jurisdictions** – Public Works is working with its state and regional partner agencies Caltrans, MTC and BART to complete the proposed work. Caltrans is administering the federal OBAG grant and is leading federal environmental clearance of the project. MTC has programmed the federal OBAG funds. BART coordination involves its work to reconstruct ventilation grates and station entrance canopies. Public Works has successfully completed multiple projects with regional Caltrans and BART cooperation and thus does not anticipate any unusual issues.

# Results of Benefit Cost Analysis

Caltrans has a suite of Benefit-Cost tools, which can be mixed and matched in an effort to approximate benefits and costs of multi-modal projects such as Better Market Street Phase 1. Public Works used both the Highway/Transit and Active Transportation tools. Using the current inputs, the combined benefit-cost ratio is 8.8 and the net-present value of BMS Phase 1 over a 20-year lifespan is \$105.4 million, both of which are greater than the entire 2.25-mile BMS project corridor. Comparatively, the entire BMS corridor project benefit-cost ratio is 7.0 and the net-present value of the project over a 20-year lifespan is \$63.0 million. These results underscore the greater benefits accrued by building BMS Phase 1 first, which will address the higher collision rates relative to all of Market Street, as well as support and enhance the economic competitiveness of the Central Market business area.

## Quantified Benefits

Better Market Street Phase 1 will bring substantial cost-effective benefits to people walking, cycling, and riding transit on the surface of Market Street. Of benefits that could be quantified using the Caltrans' Highway/Transit and Active Transportation Benefit-Cost Analysis (BCA) tools, Better Market Street Phase 1 will generate a net-present value of \$105 million in benefits, an average of \$5.25 million per year over a 20-year project lifespan as shown in Table 6 below.

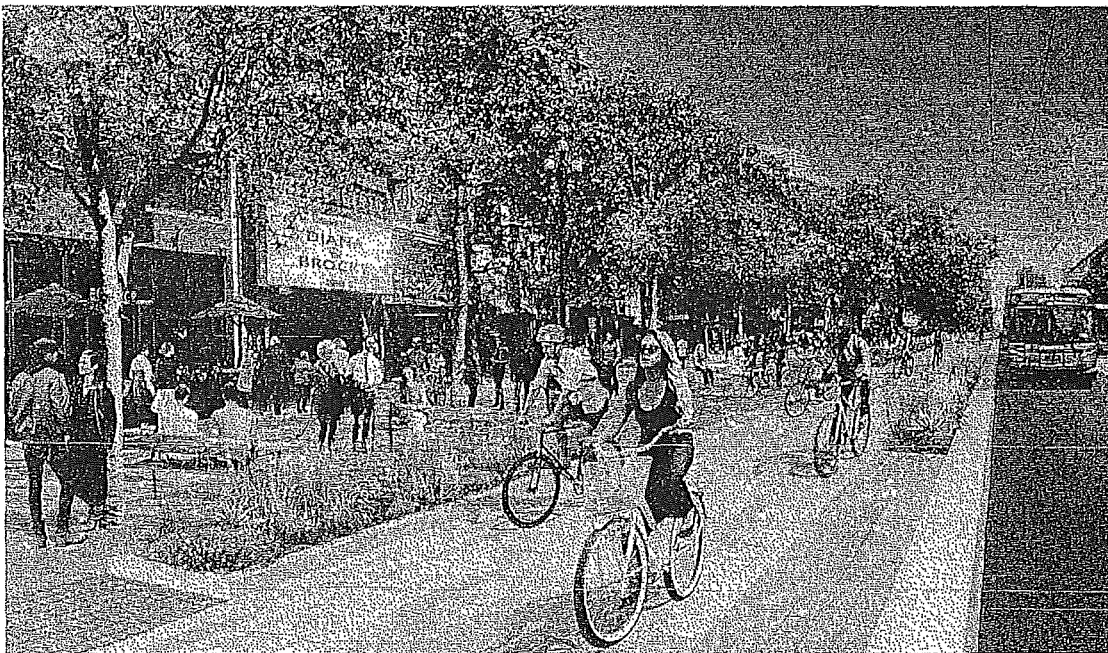
Phase	Highway/Transit	Active Transport	Combined Results
Life-cycle costs (mil. \$)	\$8.70	\$4.80	\$13.50
Life-cycle benefits (mil. \$)	\$16.20	\$102.70	\$118.90
Net-present value (mil. \$)	\$7.60	\$97.90	\$105.40
B/C Ratio	1.9	21.2	8.8
Rate of Return	9.6%	87.6%	41.0%
Payback Period	9 Years	1 Year	3 Years

The BCA shows that the largest benefits of the BMS Phase 1 include:

- **Travel Time and Delay Savings.** The Active Transport BC analysis revealed that people walking and bicycling will benefit from reduced travel delay waiting at traffic signals as a result of 3 intersections improved with the addition of Leading Bicycle Intervals and/or Leading Pedestrian Intervals and improved signal timing. These benefits, valued at \$47.8 million over 20 years, are particularly high due to the sheer scale of pedestrian volumes along Market Street, at about 500,000 per day. In addition, people riding transit will benefit from a faster trip as a result of improvements including stop consolidation, private vehicle restrictions, and longer boarding islands that will speed transit rider boarding. Altogether, these improvements are expected to speed up peak period transit service by 17%, providing approximately 1.04 million person-hours of time savings valued at \$12.2 million over 20 years.

- **Improvements in Journey Quality.** People walking will benefit from comprehensive streetscape improvements, valued at \$9.6 million over 20 years in the Active Transport BCA. Benefits quantified include introducing a modernized wayfinding system, benches, information panels, and improved pavement evenness as a result of replacing bricks with new concrete pavers with narrower joints that meet current ADA standards. Other amenities that would contribute to improved journey quality but could not be captured with the BCA tool include new and replacement trees, landscaping, and public art.

- **Safety Benefits and Collision Cost Savings.** Numerous safety upgrades will improve safety for people walking and bicycling and reduce transit collisions, resulting in fewer injuries and reduced cost of property damage. People bicycling will benefit from an upgrade of the current combination Class II and Class III bike facility to a Class IV separated bikeway for the entire 0.3 miles of the corridor. People walking





will benefit from new pedestrian crossings, curb extensions, and enhanced crosswalks. Together, these upgrades are anticipated to prevent 19 bicycle or pedestrian collisions per year, including 18 injury accidents per year, valued at \$228,130, over 20 years. Transit vehicles are expected to see an 18% reduction in collisions as a result of introduction of private vehicle restrictions and creation of a separated bikeway so buses and bikes will no longer share a lane. This collision reduction is valued at \$3.9 million over 20 years.

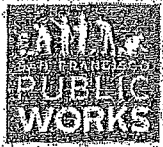
- **Health Benefits.** By inducing approximately additional 900 new bicyclist commuters, Better Market Street will also provide notable public health benefits, including reductions in mortality and absenteeism valued at \$7.7 million over 20 years.

- **Emissions Benefits.** Better Market Street will reduce San Francisco's emissions which will provide a cost savings of \$24,395 over 20 years for Active Transportation, and savings of \$15,613 for Transit. The bulk of these savings come from a reduction in CO<sub>2</sub> emissions; as well as small reductions in CO, NO<sub>x</sub>, and VOC emissions.

## Methodology

Public Works conducted the benefit-cost analysis based on conservative and defensible assumptions, which were developed in collaboration between Public Works staff and consultants. Detailed assumptions and calculations are documented in a technical appendix accompanying this application. One noteworthy assumption is that project costs incorporated in the BCA exclude some project elements for which the Caltrans BCA methodology could not capture the benefits, or which have a useful life that significantly exceeds the 20-year window of the BCA analysis. In particular, the cost of building the State of Good Repair (SOGR) elements of the project is not reflected, despite being a sizable component of the overall project cost. In reality, these SOGR investments are essential for Market Street to continue to serve the existing 8.8 million annual transit person trips and support its growth to 14.2 million in the future with the Project, including well beyond the 20-year window of the Phase 1 BCA.

# Federal Wage Rate Certification



Mark Farrell  
Mayor

Mohammed Nuru  
Director

Julia Dawson  
Deputy Director  
for Financial Management  
and Administration

1 Dr. Carlton B. Goodlett Pl.  
Room 348  
San Francisco, CA 94102  
tel. 415-554-4831

[sfpublicworks.org](http://sfpublicworks.org)  
[facebook.com/sfpublicworks](https://facebook.com/sfpublicworks)  
[twitter.com/sfpublicworks](https://twitter.com/sfpublicworks)

July 10, 2018.

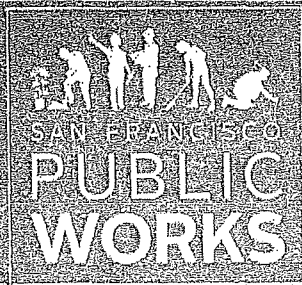
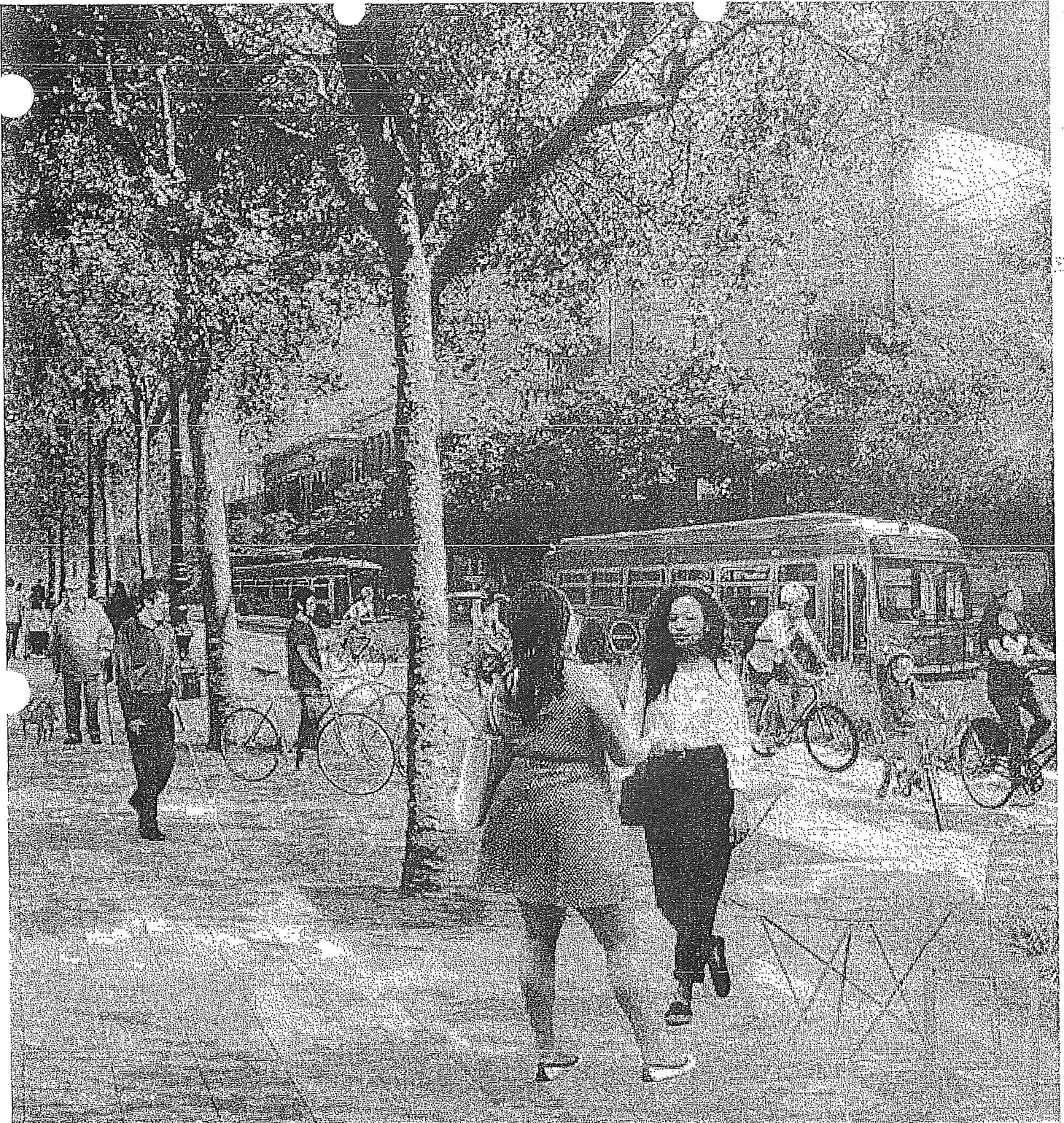
U.S. Department of Transportation  
Office of the Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590.

SUBJECT: Federal Wage Rate Requirement

The City and County of San Francisco, acting by and through San Francisco Public Works as an applicant for 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant funding, certifies that it will comply with the requirement of subchapter IV of chapter 31 of Title 40, United States Code (Federal wage rate requirements), as required by the Consolidated Appropriations Act, 2016 (Pub. L. 114-113, Dec. 18, 2015).

Sincerely,

Julia Dawson  
Deputy Director for Financial Management & Administration



PREVIEW Data as of June 18, 2018

Workspace ID: WS00180617 Funding Opportunity Number: DTGS59-18-RA-BUJED1



July 3, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of BOMA San Francisco I am writing to express support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

BOMA is the most influential and effective advocacy, recruitment and training organization for the U.S. commercial real estate industry. BOMA San Francisco represents more than 72 million square feet of office space in San Francisco, San Mateo, Marin and Sonoma counties, and is federated with BOMA International and BOMA California, the voices of the commercial real estate industry in Washington, D.C. and Sacramento.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

Building Owners and Managers Association of San Francisco  
233 Sansome Street, 8th Floor, San Francisco, CA 94104  
(415) 362-8567





We respectfully thank you for your consideration of this request and look forward to your decision.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Bozeman', is positioned below the word 'Sincerely,'.

John M. Bozeman  
Director of Government and Public Affairs  
BOMA San Francisco

Building Owners and Managers Association of San Francisco  
233 Sansome Street, 8th Floor, San Francisco, CA 94104  
(415) 362-8567



The Voice of the  
Construction Industry

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**VICE PRESIDENT**  
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**STATE OFFICE**  
3095 Beacon Blvd.  
West Sacramento, CA 95691  
Office: 916.371.2422  
Fax: 916.371.2352  
agcstac@agc-ca.org

**NORTHERN CALIFORNIA**  
1390 Willow Pass Rd., Suite 250  
Concord, CA 94520  
Office: 925.827.2422  
Fax: 925.827.4042  
agcnorth@agc-ca.org

**SOUTHERN CALIFORNIA**  
1906 W. Garvey Ave. South, Suite 100  
West Covina, CA 91790  
Office: 626.608.5800  
Fax: 626.608.5810  
agcsouth@agc-ca.org

July 9, 2018:

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of the Associated General Contractors of California I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

The mission of the Associated General Contractors of California is to be the recognized leader in providing business opportunities, education, training, resources, and advocacy for its members while advancing sound public policy for the construction industry. AGC members build California's highways, roads, tunnels, dams, utility systems, power plants, bridges, refineries, hospitals, schools, sewage and waste treatment plants, rail transit systems, and office buildings. We support the Better Market Street project for its stated goal of improving San Francisco's infrastructure.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

The Associated General Contractors of California | [www.agc-ca.org](http://www.agc-ca.org)

Letter to Elaine Chao, US Department of Transportation

July 9, 2018

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Very truly yours,



Claire E. Koenig  
Regional Manager, Bay Area Region  
AGC OF CALIFORNIA  
(510) 773-8116  
[koenigc@agc-ca.org](mailto:koenigc@agc-ca.org)

cc: Jennifer Blot, San Francisco Department of Public Works



July 6, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of the Hotel Council of San Francisco I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

The Hotel Council is a non-profit trade association founded in 1987 to help ensure the economic vitality of the tourism industry in San Francisco. The Council is committed to supporting the workers and the hospitality industry through strategic partnerships and programs.

San Francisco needs a Better Market Street. Not only is it our most important transit street, it is our premier cultural, civic and commercial corridor. We support San Francisco's vision to remake our busiest pedestrian street, busiest bicycle thoroughfare and busiest transit corridor, making it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit.

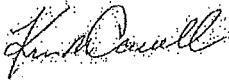
These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035.

Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.



Kevin Carroll

Executive Director



July 3, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of the Central Market Community Benefit District (CMCBD) I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Located at the center of San Francisco's iconic Market Street, the CMCBD is an assessment district providing investments to improve safety, cleanliness, and economic development. We support San Francisco's vision to remake our busiest pedestrian street, busiest bicycle thoroughfare and busiest transit corridor, making it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year

901 market street, suite 490

san francisco ca 94103

T 415.957.5985

[www.central-market.org](http://www.central-market.org)

over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,



Tracy Everwine  
Executive Director



**SPUR**

San Francisco | San Jose | Oakland

July 10, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

SPUR is a member-supported nonprofit organization that promotes good planning and good government in the San Francisco Bay Area through research, education and advocacy. On behalf of SPUR, I am writing to express my support for San Francisco Public Works' FY 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

SPUR has long championed a vision of Market Street as San Francisco's grand boulevard, a great civic space that can effectively manage all transportation modes while serving as the city's anchor. Over the years we have held countless forums and dialogues about Market Street, its potential and its place in our city as our civic backbone.

These funds are critical to rebuilding Market Street and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,

Ratna Amin

SPUR Transportation Policy Director





San Francisco Bicycle Coalition  
1720 Market Street  
San Francisco CA 94102  
T 415.431.BIKE  
F 415.431.2468  
sfbike.org

July 6, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**Re: Support for BUILD Discretionary Grant Application – Better Market Street Project**

Dear Secretary Chao:

On behalf of the San Francisco Bicycle Coalition and our 10,000-plus members, I am writing to express our strong support for San Francisco Public Works' 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

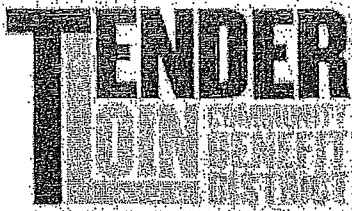
Market Street serves as the backbone of San Francisco's transportation system, and Better Market Street is the City's chance to finally transform this signature boulevard into a world-class corridor. There is no other street that is more important for biking and transit in San Francisco, and we need to make sure Better Market Street makes a significant impact to improve and advance our transportation networks for years to come. To get there, we need the funding to match the vision we have for Market Street. BUILD would contribute to Phase I of this project to complete work between Sixth and Eighth streets, which would serve as the key anchor for the next phases of the project stretching east and west.

Protected bike lanes on Market Street are long overdue. Biking in SF has grown 184% in the last ten years, and Market Street has felt that growth the most, with counts regularly surpassing 6,000 trips every day. Manual bike counts regularly show that bikes far outnumber motor vehicles; data from 2015 showed that bikes accounted for 76% of all inbound traffic during morning commute times.

Beyond biking, the benefits of Better Market Street are extensive. This project will provide much-needed improvements to our public transit network and also increase pedestrian safety while actualizing a visionary design that would bring biking onto sidewalk level to fully integrate bicycles into the redesign of Market Street. Activating public space will bring more foot traffic and boost local businesses. The potential for improvements is difficult to overstate, and to ensure Better Market Street is able to continue progressing on the current timeline, funding is critical.

Therefore, we strongly support this application and thank you for your consideration.

Sincerely,  
Janice Li  
Advocacy Director  
San Francisco Bicycle Coalition



July 16, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

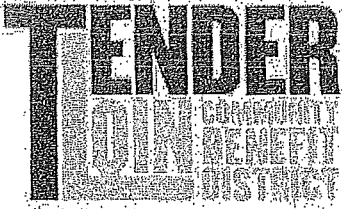
I am writing to express the Tenderloin Community Benefit District's **strong** support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

The Tenderloin Community Benefit District is a not-for-profit organization dedicated to cleaning the sidewalks and improving the quality of life in the Tenderloin – a neighborhood on the north side of Market Street located between San Francisco's downtown and its Civic Center. Our District includes 4 blocks on the north side of Market Street between Hyde and Mason streets. We represent residents, workers, property owners, merchants and visitors. Our primary goal is to provide clean, safe and friendly sidewalks in 29 of the densest blocks in San Francisco – home to more than 25,000 residents including several thousand children and seniors.

The BUILD funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work on the Tenderloin section of the street (between Sixth and Eighth streets on the south side or between Hyde and Taylor streets on the north side) and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

*To Lead the Evolution of the Tenderloin into a Vibrant Community for All.*



The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

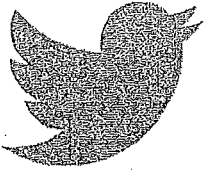
We respectfully thank you for your consideration of this request and look forward to your decision.

Yours respectfully,

A handwritten signature in black ink, appearing to read "Simon Bertrang", is written over a light gray background.

Simon Bertrang  
Executive Director

*To Lead the Evolution of the Tenderloin into a Vibrant Community for ALL.*



Twitter Inc.  
1355 Market St.  
San Francisco CA, 94103

June 29, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of Twitter Inc. I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Twitter, Inc. is a platform for public free expression and conversation in real time. Roughly 336 million active monthly users, come to Twitter to see what's happening and what people are talking about. Every day, instances of breaking news, entertainment, sports, politics, and big events happen first on Twitter. Twitter is a global organization with more than 4,000 employees in offices around the world. However, our Headquarters with more than 2,000 employees is proudly located in the heart of San Francisco's Market Street Corridor. As one of the largest employers in the neighborhood and one of the most visible companies in the city, we have made our commitment to building up our neighborhood and serving our neighbors.

Market Street is San Francisco's premier commercial, civic, and cultural corridor. Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

DOT funds will support State of Good Repair and Core Capacity construction on Market Street's heavily-used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor. The project will also improve quality of life and safety along the corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Tom Tarantino  
Twitter Inc.



**TIDEWATER**  
C A P I T A L

June 27, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application - Better Market Street Project

Dear Secretary Chao:

On behalf of Tidewater Capital I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Tidewater Capital invests in and develops real estate in the Bay Area for the collective prosperity of its neighbors and collaborators. We believe physical spaces have a significant impact on our individual lives, the social fabric of our communities, and the health of our global environment. Having spent years working on re-developing Market Street with one of our most significant projects located at 1028 Market, "The Hall", we know the importance of creating a diverse and vibrant urban core and embracing environmental sustainability in which communities can thrive. The Better Market Street Project embodies not just our company's core values, but also San Francisco's values.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.



**TIDEWATER**  
C A P I T A L

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,  
Craig M. Young

Managing Principal  
Tidewater Capital, LLC

**Brookfield  
Properties**

July 10, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of Brookfield Properties, I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Brookfield owns and operates two significant buildings along Market Street and this project is important for the City and this corridor to remain relevant. Further, as a company, we are one of the largest owners and operators of commercial real estate in the U.S.

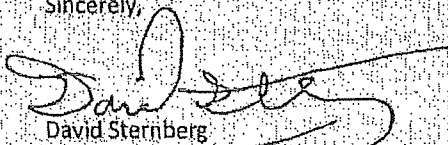
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Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

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We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,



David Sternberg  
Executive Vice President, Mountain & Northern California  
U.S. Office Division  
Brookfield Properties

685 MARKET ST.  
685 Market St, Suite 520, San Francisco, CA, 94105  
T +1 415 344 0004 F +1 415 453 1766



June 19, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application -- Better Market Street Project

Dear Secretary Chao:

On behalf of Trinity Properties, I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Trinity Properties is currently investing in the neighborhood of one billion dollars in the development of 1,900 residential units, which are located on Market Street. Our location is a key to the revitalization of the Mid-Market Area and will provide much-needed housing for the City of San Francisco, both affordable and market rate. In addition we will be providing a major retail facility for groceries and much-needed household goods. A vital element for the success of Trinity Place will be the improvements to Market Street that are included in the Better Market Street Plan. We enthusiastically support this project and we are very hopeful that you will provide support funding to this truly forward-thinking and vital project.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

Trinity  
1145 Market Street, Suite 1200  
San Francisco, CA 94103  
Office: (415) 864-1111, Fax: (415) 864-5188  
TrinitySF.com

Renting Made Easy





The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Regards,



Walter Schmidt  
Executive Managing Director



July 9, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590



Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of Pacific Eagle Holdings Corporation, I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Pacific Eagle is a San Francisco-based real estate manager with a more than 20-year track record investing in hotels, offices, and condominiums New York, Boston, Chicago, Los Angeles, San Francisco and Seattle. The company is a subsidiary of one of the world's leading real estate investment and development companies, Great Eagle Holdings.

Pacific Eagle leverages its global expertise and hospitality capabilities to develop projects that transform challenging urban locations. At 1125 Market Street, our Eaton Workshop team is developing a product that reflects the future of hospitality – an experiential space at the nexus of multiple private, public and civic function combining hotel, co-working, food and beverage as well as art spaces, connecting the cosmopolitan with the super-local, attracting the new to be inspired by the old. Whilst being a transformer and destination in its own right, the project's success will still heavily rely on the support of its locational ecosystem.

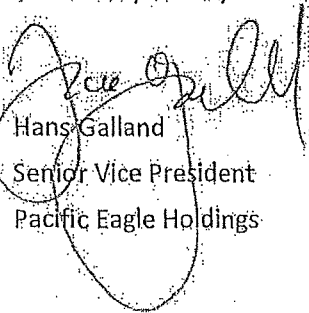
These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work

between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We thank you for your consideration of this request and look forward to your decision.



Hans Galland  
Senior Vice President  
Pacific Eagle Holdings



1182 MARKET STREET SUITE 200 SAN FRANCISCO, CA 94102  
TELEPHONE 415 551 2075 FACSIMILE 415 431 5052

July 5, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of Shorenstein Hays Nederlander Theatres (SHN), I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project. SHN is the preeminent theatrical entertainment company in the Bay Area in San Francisco's premier venues, the Orpheum and Golden Gate Theatres, which are respectively located on and adjacent to Market Street.

The historic SHN Orpheum Theatre, located at the corner of Market and Hyde Streets in the heart of San Francisco's theater district, originally opened in 1926 with a façade patterned after a 12th-century French cathedral. Designated a San Francisco Landmark in 1977, this spectacular 2,200-seat theatre saw an external rejuvenation in 2016. The original and historical integrity of the landmark prevails as the Orpheum continues to welcome audiences from across United States and the world.

Built in the 1920s, the SHN Golden Gate Theatre is former vaudeville house and movie theater. The venue was restored and reopened nearly 60 years later as a leading-edge performing arts venue. The theatre, located at the corner of Taylor Street and Golden Gate Avenue, is a part of the Market Street Theatre and Loft District, which is listed on the National Register of Historic Places—the United States federal government's official list of historic places deemed worthy of preservation. This magnificent 2,300-seat theatre has been on the National Register of Historic Places since April 1986.

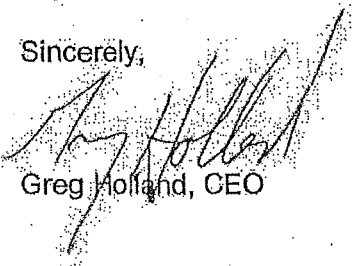
These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,



Greg Holland, CEO

**GROUP i**

500 Sansome Street  
Suite 750  
San Francisco CA 94111

July 12, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application -- Better Market Street Project

Dear Secretary Chao:

On behalf of Group i, I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Group i is working to develop 950-974 Market, a venture to revitalize the Mid-Market corridor with new housing, a hotel for intrepid travelers, neighborhood-serving retail, and a dedicated non-profit space. Combined with ample outdoor, publicly-accessible open areas, this community-oriented development will enliven the neighborhood, activate the public realm, and provide gathering and employment opportunities for the community.

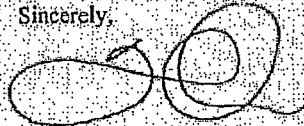
The BUILD funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,



Joy Ou  
President, Group i

NANCY PELOSI  
12TH DISTRICT, CALIFORNIA  
DEMOCRATIC LEADER

233 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0508  
(202) 225-4965

Congress of the United States  
House of Representatives  
Washington, DC 20515-0508

DISTRICT OFFICE  
SAN FRANCISCO FEDERAL BUILDING  
90 7TH STREET, SUITE 2-800  
SAN FRANCISCO, CA 94103  
(415) 556-4862  
www.pelosi.house.gov

July 11, 2018

The Honorable Elaine L. Chao  
Secretary of Transportation  
1200 New Jersey Avenue Southeast  
Washington, D.C. 20590

Dear Secretary Chao:

Thank you for your commitment to investing in our nation's infrastructure. I am writing to request your full and fair consideration for San Francisco's Better Utilizing Investments to Leverage Development (BUILD) grant application request for \$15 million for the Better Market Street project.

Market Street is the spine of San Francisco, acting as an economic nerve center, cutting across the city, from the waterfront to the hills of Twin Peaks. Market Street is at the center of our City's economic development growth, with more than 700 businesses and government institutions located in the area.

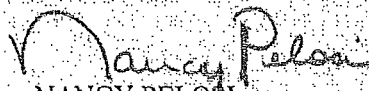
Residents have long depended on Market Street for their livelihoods, whether they travel by car, rail, trolley, bus, ferry or bike. While Market Street is experiencing revitalization by both new inhabitants and new ideas, the need for repair and modernization has never been greater.

If funded, this grant will greatly improve Market Street's ageing public transportation system. These funds will contribute to Phase I of the project, between Sixth and Eighth streets. This grant would help increase transit volume and efficiency, repair crumbling transit and utility infrastructure, and improve bike and pedestrian safety.

The Better Market Street project will support San Francisco's booming economy and population and the construction of an estimated 40,000 new mixed-rate housing units planned on, or neighboring, the corridor. It is clear that thousands of workers and their families rely on the economic security of our iconic Market Street.

I look forward to your response and thank you for your consideration.

best regards,

  
NANCY PELOSI  
Member of Congress

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

# California Legislature

July 3, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project, San Francisco

Dear Secretary Chao:

As the elected members of California's State Legislature representing San Francisco, we write to express our strongest support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

The California Legislature continues to pass funding measures that provide for both the expansion of California's transportation infrastructure and for much needed maintenance of the state's aging transportation system. We are confident that by partnering with the Federal Government, we can affect real change across the state's transportation system.

Rebuilding Market Street is critical for San Francisco's ability to preserve its commercial, civic, and cultural corridors. Additionally, San Francisco is projected to grow by 10,000 new residents each year for the next ten years, making this project even timelier to accommodate population growth. Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from within the City and from the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

BUILD will contribute to Phase I of Better Market Street, which will complete work between





Secretary Chao  
July 3, 2018  
Page 2

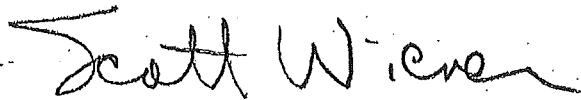
Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

We respectfully thank you for your consideration of this request and look forward to your decision.


Sincerely,



**Phil Ting**  
Assemblymember, 19<sup>th</sup> District



**Scott Wiener**  
Senator, 11<sup>th</sup> District



**David Chiu**  
Assemblymember, 17<sup>th</sup> District

OFFICE OF THE MAYOR  
SAN FRANCISCO



MARK E. FARRELL  
MAYOR

June 26, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Chao,

I am writing in support of San Francisco's Better Market Street project, which is seeking a \$15 million 2018 BUILD Discretionary Grant.

As the Mayor of San Francisco, I have witnessed the hard work involved in the design and outreach process for the project, which aims to rebuild 2.2 miles of Market Street, providing much-needed state-of-good-repair and core capacity construction for the street's heavily used transportation and rail infrastructure that serves residents from the greater Bay Area region. There is great civic interest in this project, which will focus its first phase between Sixth and Eighth Streets, the burgeoning Mid-Market neighborhood that will be home to thousands of mixed-rate residential units within the next few years.

Every day, hundreds of thousands of people are on Market Street, whether they commute by car, rail, bus, trolley, ferry or bike. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the project boundaries. At peak evening commute times, there are 200 buses per hour on Market Street.

Better Market Street will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. It is a project that supports the growing needs of a 21st-century San Francisco.

I hope that you will concur that this transformative and essential project is worthy of a BUILD Discretionary Grant.

Sincerely,

A handwritten signature in black ink that reads "Mark E. Farrell".

Mark E. Farrell  
Mayor of the City and County of San Francisco

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200  
SAN FRANCISCO, CALIFORNIA 94102-4681  
TELEPHONE: (415) 554-6141



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415-778-6700  
www.mtc.ca.gov

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*Scott Haggerty, Vice Chair*  
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Transportation Agency

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U.S. Department of Transportation

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San Francisco Bay Conservation  
and Development Commission

*Nick Jankovitch*  
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*Jane Kim*  
City and County of San Francisco

*Sara Licariola*  
San Jose Mayor's Appointee

*Alfredo Pedrosa*  
Napa County and Cities

*Julia Pierce*  
Association of Bay Area Governments

*Libby Schopf*  
Oakland Mayor's Appointee

*Warren Slacini*  
San Mateo County

*James P. Sperring*  
Solano County and Cities

*Amy R. Worth*  
City of Contra Costa County

*Steve Henniger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Franklin*  
Deputy Executive Director, Operations

*Brad Paul*  
Deputy Executive Director,  
Local Government Services

July 12, 2018

The Honorable Elaine Chao  
Secretary, United States Department of Transportation  
Office of the Secretary of Transportation  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

RE: Support for San Francisco Public Works Application to BUILD Program

Dear Secretary Chao:

The Metropolitan Transportation Commission (MTC) submits this letter of support for San Francisco Public Works' application for BUILD Transportation Discretionary Grant funding for the Better Market Street project. The Commission supports this project as being consistent with the region's adopted long-range plan, Plan Bay Area 2040.

MTC looks forward to working closely with the Department of Transportation and San Francisco Public Works to deliver this regionally significant project. Please contact Anne Richman at 415-778-6722 or Tom Bulger, MTC's Washington representative, at 202-775-0079 for any further information about our support for this project.

Sincerely,

Alix A. Bockelman  
Deputy Executive Director, Policy

\\PROJECT\Funding\ARRA\Federal Discretionary Programs\BUILD\2018\Support Letters\MTC Letter of Support -- SF Public Works.docx



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT  
 300 Lakeside Drive, P.O. Box 12688  
 Oakland, CA 94604-2688  
 (510) 464-6000

2018

July 2, 2018

Robert Raburn, Ph.D.  
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Nicholas Josefowitz  
 VICE PRESIDENT

Grace Crunican  
 GENERAL MANAGER

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Joel Keller  
 2ND DISTRICT

Rebecca Saltzman  
 3RD DISTRICT

Robert Raburn, Ph.D.  
 4TH DISTRICT

John McPartland  
 5TH DISTRICT

Thomas M. Blalock, P.E.  
 6TH DISTRICT

Lateefah Simon  
 7TH DISTRICT

Nicholas Josefowitz  
 8TH DISTRICT

Bevan Duffy  
 9TH DISTRICT

Secretary Elaine Chao  
 U.S. Department of Transportation  
 1200 New Jersey Avenue, S.E.  
 Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of the San Francisco Bay Area Rapid Transit District (BARTD), I am writing to express strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

BART and the San Francisco Department of Public Works are working collaboratively on a number of improvement projects that will elevate the quality of life and enhance the safety, security and overall experience on Market Street for years to come. BART proudly carries over 430,000 daily riders – two-thirds to and from San Francisco every day. The Market Street corridor is a primary destination for daily commuters, residents, visitors, laborers, and students. BART supports the work SFDPW is doing on Market Street and we commit to working together on a strong partnership to bring new canopies, escalators, street grates, elevators and a collaborative safety effort to this vibrant spine of San Francisco's heart – Market Street.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

Every day, Market Street connects hundreds of thousands of people to jobs in the City and throughout the San Francisco Bay Area. The street is at the center of the City's economic and real estate development growth, with more than 700 businesses and government institutions along the 2.2-mile span of the Better Market Street project. People commuting from the City and the surrounding areas depend on Market Street whether they commute by car, rail, trolley, bus, ferry or bike.

[www.bart.gov](http://www.bart.gov)

The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,



Tim Chan

Acting Group Manager – Station Area Planning  
BART Planning, Development + Construction

July 3, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Subject: Support for BUILD Discretionary Grant Application – San Francisco Public Works’  
Better Market Street Project

Dear Secretary Chao,

On behalf of the San Francisco County Transportation Authority (Transportation Authority), I am writing to express our agency’s strong support of the Better Market Street project application from San Francisco Public Works for \$15 million from the Fiscal Year 2018 BUILD Discretionary Grant program. This project is crucial to supporting San Francisco’s growing economy and population, and will revitalize a central portion of the city’s transportation infrastructure.

The Transportation Authority develops San Francisco’s transportation policies through our roles as the county Congestion Management Agency and administrator of San Francisco’s Prop K sales tax and Prop AA vehicle registration programs. We have been a project partner since the initial planning phases of the Better Market Street project, and have continued to support the project through funding and analysis of the impacts of the project’s improvements on mobility. Most recently, in July 2017 the Transportation Authority Board programmed nearly \$16 million in federal funds to the region for Better Market Street from the One Bay Area Grant Cycle 2 program.

Market Street is at the economic center of San Francisco, with more than 700 businesses and government institutions along the 2.2-mile span of the project. Nearly 40,000 new housing units are planned within or neighboring the project area, and through 2035, over 20% of the San Francisco’s projected job growth is forecasted to take place in or adjacent to the Market Street corridor. As a regional transit spine with BART and Muni transit services operating below and at the surface of the street, Market will benefit from the project’s major streetscape and safety improvements for transferring and alighting passengers, from the planned increased transit capacity for the 14 surface transit lines that converge on Market Street, and from the replacement of aging transit and utility infrastructure.

A BUILD investment in the Better Market Street project will advance Federal program goals including safety, revitalization and leveraging local investment. I urge your favorable consideration of this project.

Sincerely,

Tilly Chang  
Executive Director

cc: R. Alonso, P. Hwang, J. Blot – SF Public Works  
K. Breen, J. Wasilco – SFMTA  
A. Powers – San Francisco Mayor’s Office



Plan, Fund, Deliver

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Tilly Chang  
EXECUTIVE DIRECTOR



July 2, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Chao:

On behalf of the San Francisco Office of Economic and Workforce Development (OEWD), I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

OEWD supports San Francisco's ongoing economic vitality by strengthening its neighborhoods, businesses, commercial corridors and workforce. As the lead agency for the Central Market/Tenderloin Strategy, we are committed to facilitating the City's investment in Market Street. As a resource for Community Benefit Districts citywide, we are committed to supporting the Market Street-area CBDs' goals for an improved public realm.

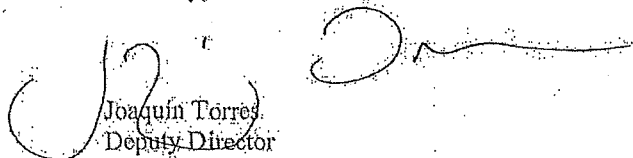
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The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

Sincerely,

  
Joaquin Torres  
Deputy Director



1 Dr. Carlton B. Goodlett Place, Room 448

San Francisco, CA 94102 | [www.oewd.org](http://www.oewd.org)

P: 415.554.6969 F: 415.554.6018



DEPARTMENT OF  
HOMELESSNESS AND  
SUPPORTIVE HOUSING

July 12, 2018

Secretary Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for BUILD Discretionary Grant Application – Better Market Street Project

Dear Secretary Chao:

On behalf of the San Francisco Department of Homelessness and Supportive Housing I am writing to express my strong support for San Francisco Public Works' Fiscal Year 2018 BUILD Discretionary Grant application request for \$15 million for the Better Market Street project.

Through the provision of coordinated, compassionate, and high-quality services, the Department of Homelessness and Supportive Housing (HSH) strives to make homelessness in San Francisco rare, brief, and one time. HSH is responsible for developing and implementing the City's strategies for reducing homelessness in San Francisco. We do this work in partnership with nonprofit services providers and other City departments including San Francisco Public Works, the Department of Public Health, the Human Services Agency, the San Francisco Police Department, and others.

These funds are critical to rebuilding Market Street, San Francisco's premier commercial, civic, and cultural corridor, and will fund State of Good Repair and Core Capacity construction on Market Street's heavily used transportation and rail infrastructure. BUILD will contribute to Phase I of Better Market Street, which will complete work between Sixth and Eighth streets and serve as the key anchor for the next phases of the project stretching east and west.

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The Better Market Street project will support San Francisco's growing economy and population, which is forecast to increase by 10,000 new residents a year over the next decade. The project has the potential to create up to 25 percent more jobs in the project area by 2035. Furthermore, as the population of San Francisco continues to rapidly grow, real estate development continues to boom in the project area with more than 40,000 new mixed-rate housing units planned on, or neighboring, the Market Street

415.252.3232  
<http://hsh.sfgov.org>







DEPARTMENT OF  
HOMELESSNESS AND  
SUPPORTIVE HOUSING

corridor.

We respectfully thank you for your consideration of this request and look forward to your decision.

A handwritten signature in black ink, appearing to read 'Jeff Kositsky', is written over a horizontal line.

Jeff Kositsky  
Director  
Department of Homelessness and Supportive Housing

415.252.3232  
<http://hsh.sfgov.org>



**The following attachment is not included in the view since it is not a PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**CostEst.xlsx**

**The following attachment is not included in the view since it is not a PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**BCASummary.xlsx**

**The following attachment is not included in the view since it is not a PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**BCA\_Active.xlsm**

**The following attachment is not included in the view since it is not a PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**BCA\_Cal\_LC.xlsm**

**The following attachment is not included in the view since it is not a PDF file.**

**Upon submission, this file will be transmitted to the Grantor without any data loss.**

**2018buildinfoform.xlsx**

**BUDGET INFORMATION - Construction Programs**

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

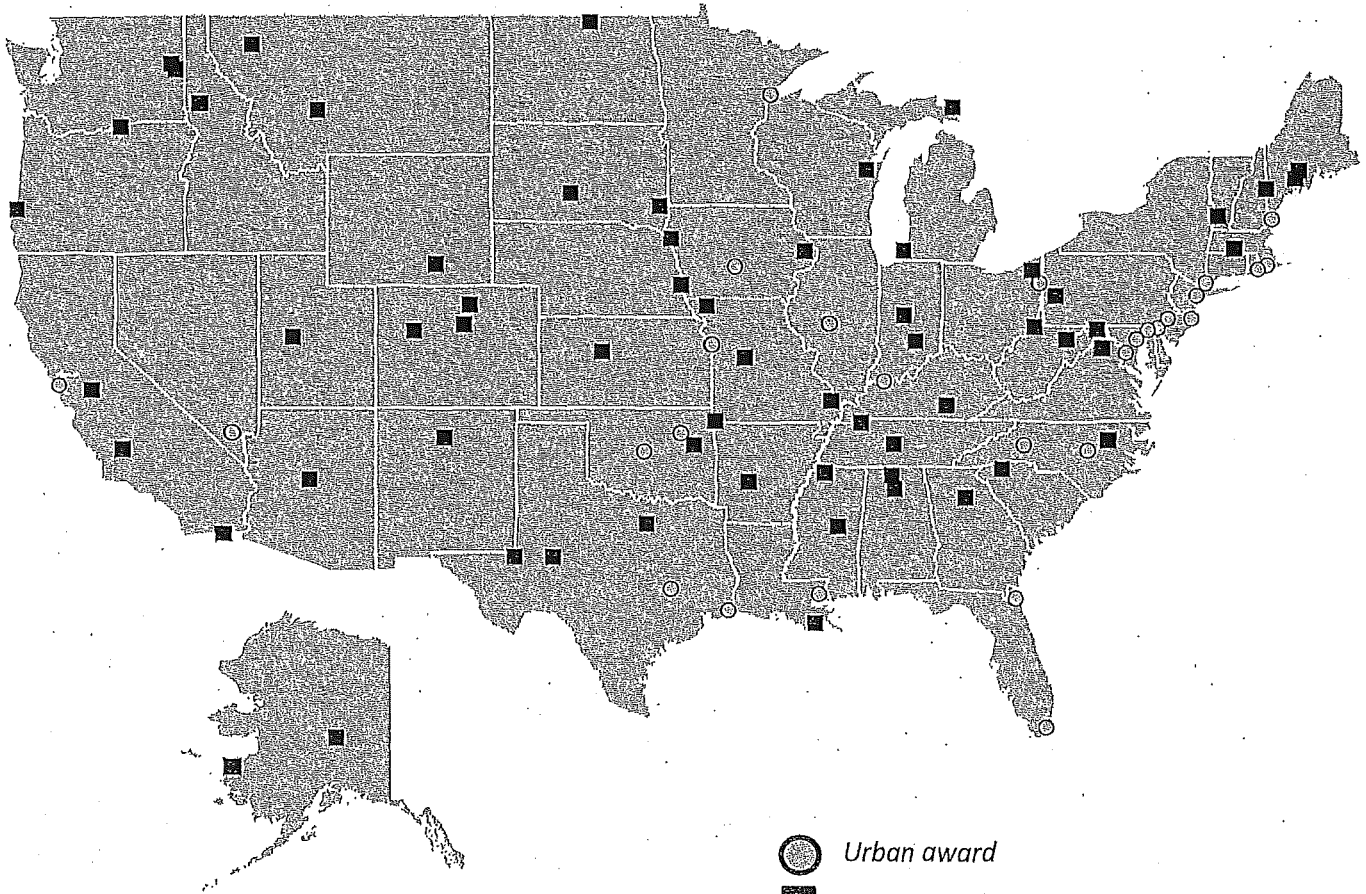
COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 0.00	\$ 0.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 0.00	\$ 0.00	\$ 0.00
3. Relocation expenses and payments	\$ 0.00	\$ 0.00	\$ 0.00
4. Architectural and engineering fees	\$ 7,664,628.00	\$ 7,664,628.00	\$ 0.00
5. Other architectural and engineering fees	\$ 0.00	\$ 0.00	\$ 0.00
6. Project inspection fees	\$ 0.00	\$ 0.00	\$ 0.00
7. Site work	\$ 0.00	\$ 0.00	\$ 0.00
8. Demolition and removal	\$ 0.00	\$ 0.00	\$ 0.00
9. Construction	\$ 55,185,322.00	\$ 37,407,143.00	\$ 17,778,179.00
10. Equipment	\$ 0.00	\$ 0.00	\$ 0.00
11. Miscellaneous	\$ 3,576,826.00	\$ 3,576,826.00	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 66,426,776.00	\$ 48,648,597.00	\$ 17,778,179.00
13. Contingencies	\$ 5,109,752.00	\$ 4,137,931.00	\$ 971,821.00
14. SUBTOTAL	\$ 71,536,528.00	\$ 52,786,528.00	\$ 18,750,000.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 71,536,528.00	\$ 52,786,528.00	\$ 18,750,000.00
<b>FEDERAL FUNDING</b>			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="80"/> % Enter the resulting Federal share.			\$ 15,000,000.00

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# BUILD Grants

Better Utilizing Investments to Leverage Development  
Transportation Discretionary Grants Program

## 2018 AWARDS



U.S. Department  
of Transportation



# BUILD 2018 AWARDS

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Project SMAART Phase II</u>	Alabama	\$14,222,671	Rural
<u>State Highway 157 Widening Project</u>	Alabama	\$14,000,000	Rural
<u>Lower Yukon River Regional Port and Road Renovation Project</u>	Alaska	\$23,168,722	Rural
<u>Nenana Bridge Project</u>	Alaska	\$9,174,000	Rural
<u>Verde Connect - State Route 260 to Middle Verde Road</u>	Arizona	\$25,000,000	Rural
<u>Hot Springs Bypass Extension</u>	Arkansas	\$20,000,000	Rural
<u>I-49 Missouri-Arkansas Connector</u>	Arkansas	\$25,000,000	Rural
<u>Better Market Street Phase I</u>	California	\$15,000,000	Urban
<u>Calexico East Port of Entry Bridge Expansion</u>	California	\$20,000,000	Rural
<u>North County Corridor Project</u>	California	\$20,000,000	Rural
<u>State Route 46 Widening Segment 4B</u>	California	\$17,500,000	Rural
<u>Colorado's V2X Technology Safety and Mobility Improvement Project</u>	Colorado	\$20,000,000	Rural
<u>North Interstate 25 Phase 2</u>	Colorado	\$20,000,000	Rural
<u>South Midland Avenue Reconstruction &amp; Rural Broadband Project</u>	Colorado	\$7,007,562	Rural
<u>Stamford Transportation Center Escalator and Elevator Improvement</u>	Connecticut	\$9,160,000	Urban
<u>Delaware Memorial Bridges Ship Collision Protection System</u>	Delaware	\$22,249,850	Urban
<u>Metrorail Station Platform Reconstruction Project</u>	District of Columbia	\$20,000,000	Urban
<u>South Dade Transitway Park-and-Ride Improvements</u>	Florida	\$9,500,000	Urban
<u>Urban Core Riverfront Revitalization &amp; Bay Street Innovation Corridor</u>	Florida	\$25,000,000	Urban
<u>SR 316/US 29 at SR 11 Grade Separation Project</u>	Georgia	\$24,821,050	Rural
<u>Cherrylane Bridge</u>	Idaho	\$15,704,700	Rural
<u>Springfield Rail Improvements - Usable Segment IV</u>	Illinois	\$22,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>North Central Indiana Expansion Project - I-65 Added Travel Lanes</u>	Indiana	\$20,000,000	Rural
<u>South Central Indiana Expansion Project - I-65</u>	Indiana	\$20,000,000	Rural
<u>Des Moines Transload Facility</u>	Iowa	\$11,200,000	Urban
<u>Iowa 64 (Platt Street Corridor) Maquoketa Transformation Project</u>	Iowa	\$3,818,957	Rural
<u>Siouxland Regional Transit Operations and Bus Storage Facility</u>	Iowa	\$7,000,000	Rural
<u>Interstate 70 and Turner Diagonal Interchange Improvements</u>	Kansas	\$13,843,600	Urban
<u>Vine Street Corridor Project</u>	Kansas	\$6,057,827	Rural
<u>KY 331/Industrial Drive and Rinaldo Road Widening and Reconstruction Project</u>	Kentucky	\$11,520,000	Urban
<u>Pulaski County Interchange Improvement to KY 461</u>	Kentucky	\$25,000,000	Rural
<u>US 641 Widening</u>	Kentucky	\$23,000,000	Rural
<u>Interstate 12 Widening &amp; Rehabilitation Project</u>	Louisiana	\$25,000,000	Urban
<u>Port Fourchon to Airport Connector: Bridging a Gap to Critical Rural Infrastructure</u>	Louisiana	\$16,422,000	Rural
<u>Maine Western Gateways Project</u>	Maine	\$11,027,500	Rural
<u>Traffic Safety and Mobility Improvements - Phase 1</u>	Maine	\$8,241,100	Rural
<u>Waterville Downtown Transit Corridor, Gateways, and Revitalization</u>	Maine	\$7,371,200	Rural
<u>I-95 at Belvidere Road Interchange</u>	Maryland	\$20,000,000	Urban
<u>Seagirt Marine Terminal Berth 3 Modernization P3 Project</u>	Maryland	\$6,554,575	Urban
<u>Closing the Gap in New England: Western Massachusetts Freight Rail Upgrade</u>	Massachusetts	\$10,800,000	Rural
<u>North Terminal Extension Project</u>	Massachusetts	\$15,406,403	Urban
<u>Carbide Dock Port Rehabilitation and Truck Route Reconstruction</u>	Michigan	\$20,700,000	Rural
<u>US-31 Relocation from Napier Road to I-94</u>	Michigan	\$20,000,000	Rural
<u>Twin Ports Interchange Reconstruction</u>	Minnesota	\$20,000,000	Urban
<u>Holly Springs Road - Road Construction and Bridge Replacement</u>	Mississippi	\$13,000,000	Rural
<u>SR 19 Road and Bridge Improvements</u>	Mississippi	\$25,000,000	Rural

Project Name	State	BUILD Award Amount	Urban/Rural
<u>New Buck O'Neil (US 169) Crossing</u>	Missouri	\$25,000,000	Urban
<u>Rail Spur - Sedalia Rail Industrial Park - Existing and New Industrials with Intermodal Capacity</u>	Missouri	\$10,098,105	Rural
<u>SEMO Port Loop Track Terminal Project</u>	Missouri	\$19,800,000	Rural
<u>South Main Corridor Improvement Project</u>	Missouri	\$10,488,088	Rural
<u>Kalispell Bypass: Foys Lake Section</u>	Montana	\$12,750,000	Rural
<u>Missouri River Crossing - Toston Structures</u>	Montana	\$10,000,000	Rural
<u>US 75 Highway Mobility Improvement Project</u>	Nebraska	\$20,000,000	Rural
<u>Las Vegas Medical District Automated Circulator and Connected Pedestrian Safety Project</u>	Nevada	\$5,319,838	Urban
<u>Market Street Marine Terminal Main Wharf Rehabilitation</u>	New Hampshire	\$7,504,854	Urban
<u>Downtown Toms River Loop Road Project</u>	New Jersey	\$5,660,000	Urban
<u>North Central Regional Transit District Maintenance Facility, Vehicle Wash Bay, and Fueling Station</u>	New Mexico	\$1,291,910	Rural
<u>Brooklyn Bridge Approach Arches and Towers Rehabilitation</u>	New York	\$25,000,000	Urban
<u>GREATTER-NC Rural Bridge Improvement Project</u>	North Carolina	\$23,000,000	Rural
<u>Hickory Reconnected Through Transportation Infrastructure Investment</u>	North Carolina	\$17,092,608	Urban
<u>Raleigh Union Station Phase II: RUS Bus</u>	North Carolina	\$20,000,000	Urban
<u>Jack Rabbit Road Reconstruction Project - Phase II</u>	North Dakota	\$15,000,000	Rural
<u>Appalachian NGL Hub Rail Transloading Facility</u>	Ohio	\$20,000,000	Rural
<u>Geauga County Road Safety Improvements</u>	Ohio	\$9,651,000	Rural
<u>Youngstown SMART<sup>2</sup> Network</u>	Ohio	\$10,853,192	Urban
<u>LINK Tulsa (Leveraging Intelligent Networks &amp; Key-Corridors) Project</u>	Oklahoma	\$6,500,000	Urban
<u>Oklahoma City Northwest Expressway Multimodal BRT</u>	Oklahoma	\$14,375,250	Urban
<u>Port of Muskogee Rail Access</u>	Oklahoma	\$5,789,210	Rural
<u>Columbia River Barge Terminal Rail Access</u>	Oregon	\$19,414,875	Rural
<u>Coos Bay Rail Line Bridge Rehabilitation Project</u>	Oregon	\$20,000,000	Rural
<u>30<sup>th</sup> Street Station Transformation</u>	Pennsylvania	\$15,000,000	Urban

Project Name	State	BUILD Award Amount	Urban/Rural
<u>Gateway 228 Capacity and Safety Improvements Project</u>	Pennsylvania	\$20,000,000	Rural
<u>Simple, Smarter Roads for the Newport Innovation Corridor</u>	Rhode Island	\$20,000,000	Urban
<u>Upstate Express Corridor Capacity Expansion Project</u>	South Carolina	\$25,000,000	Rural
<u>Gateway Boulevard (CR 106) Improvement Project - Phase 2</u>	South Dakota	\$8,702,731	Rural
<u>US 83 Reconstruction Project</u>	South Dakota	\$20,000,000	Rural
<u>I-65 Interchange at Buckner Road</u>	Tennessee	\$25,000,000	Rural
<u>Alliance Texas/Haslet Accessibility Improvement Project</u>	Texas	\$20,000,000	Rural
<u>Berth 6 Expansion: Multimodal On-Dock Rail Project</u>	Texas	\$20,000,000	Urban
<u>BUILDing Brazos Transit District: Bus Replacement Project</u>	Texas	\$14,050,000	Urban
<u>Glasscock County and Reagan County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Winkler County Improvement Project</u>	Texas	\$25,000,000	Rural
<u>Brush Wellman Road</u>	Utah	\$7,994,000	Rural
<u>Vermont Regional Freight Rail Corridor Upgrade Project</u>	Vermont	\$20,000,000	Rural
<u>Virginia Inland Port Terminal Optimization and Grade Separation</u>	Virginia	\$15,500,197	Rural
<u>Geiger Boulevard Infrastructure Improvements Project</u>	Washington	\$14,300,000	Rural
<u>Washington State Rural Rail Rehabilitation</u>	Washington	\$5,666,982	Rural
<u>Corridor H - Kerens to Parsons - Segment 5</u>	West Virginia	\$20,000,000	Rural
<u>US 522 Berkeley Springs Bypass</u>	West Virginia	\$20,000,000	Rural
<u>State Trunk Highway 29 - County Highway VV Multimodal Interchange Project</u>	Wisconsin	\$19,757,899	Rural
<u>I-80 Winter Freight Improvement Project</u>	Wyoming	\$20,000,000	Rural

# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

**PROJECT NAME:** Better Market Street Phase I

**APPLICANT/SPONSOR:** City & County of San Francisco

Urban

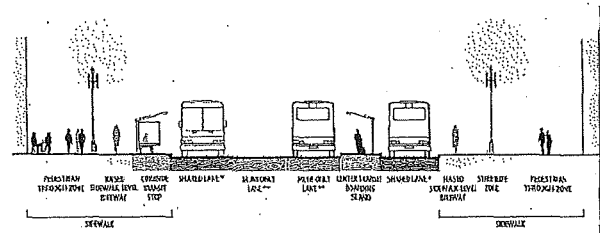
**BUILD GRANT AWARD:** \$15,000,000

**TOTAL PROJECT COST:** \$80,719,000

**PROJECT LOCATION:** San Francisco, California

## PROJECT DESCRIPTION:

The project will construct roadway improvements on Market Street between 6th and 8th Streets in downtown San Francisco. Improvements include roadway resurfacing, streetcar track replacement, replacement and upgrade of traffic signals, and a new F-line streetcar turnaround loop at McAllister and Charles J Brenham Streets. The BUILD project is part of a broader reconstruction of 2.2 miles of Market Street that will include non-BUILD funded improvements such as new water and sewer lines, broadband conduit installation, ADA-accessible curb ramps and streetcar access ramps, and landscaping and streetscape improvements.



## PROJECT HIGHLIGHTS AND BENEFITS:

The project will enhance safety and accessibility of the downtown area to both motorized and non-motorized users with ADA-compliant updates to the streetscape. These upgrades will also increase the likelihood that more users will choose to get around by foot or bicycle, which will have an impact on health and quality of life. The project uses innovative design solutions to reconfigure the roadway and improve visibility of traffic and bicycle signals. In addition, as part of this project, new conduit will be installed throughout to support broadband internet deployment.



U.S. Department  
of Transportation

[www.transportation.gov/buildgrants](http://www.transportation.gov/buildgrants)



FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary Grant  
(FY 2018 BUILD Transportation Discretionary Grant)  
National Infrastructure Investments Discretionary Grant Program  
U.S. Department of Transportation  
Federal Grant Funds

**Summary**

San Francisco Public Works requests authorization to accept and expend \$15,000,000 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant funds. Public Works will use awarded funding for the Better Market Street Phase 1 project.

**Background**

On April 27, 2018, the U.S. Office of the Secretary of Transportation released a Notice of Funding Opportunity for the FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary Grant program funded under the Consolidated Appropriations Act, 2018.

On July 18, 2018, San Francisco Public Works submitted a 2018 BUILD grant application for Better Market Street Phase 1. In December 2018, the U.S. Department of Transportation awarded \$15,000,000 to the Better Market Street Phase 1 project for construction phase expenditures. Projects funded from the FY 2018 BUILD Transportation Discretionary Grant program require a 20% local match.

For questions, please contact Elizabeth Ramos, San Francisco Public Works Capital Budget Analyst, at 415-554-4069.

OFFICE OF THE MAYOR  
SAN FRANCISCO



LONDON N. BREED  
RECEIVED  
MAYOR  
BOARD OF SUPERVISORS  
SAN FRANCISCO

2020 JAN 14 PM 4:45

*AK*

TO: Angela Calvillo, Clerk of the Board of Supervisors *Sic*  
FROM: Sophia Kittler  
RE: Accept and Expend Grant – FY 2018 Better Utilizing Investments to  
Leverage Development Transportation Discretionary Grant – Better  
Market Street Phase 1 - \$15,000,000  
DATE: Tuesday, January 14, 2020

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**Resolution authorizing San Francisco Public Works to accept and expend a grant in the amount of \$15,000,000 of FY 2018 Better Utilizing Investments to Leverage Development Transportation Discretionary Grant funding for the construction of the San Francisco Public Works' Better Market Street Phase 1 project.**

Should you have any questions, please contact Sophia Kittler at 415-554-6153.

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200  
SAN FRANCISCO, CALIFORNIA 94102-4681  
TELEPHONE: (415) 554-6141



London N. Breed  
Mayor

Mohammed Nuru  
Director

San Francisco Public Works  
1 Dr. Carlton B. Goodlett Pl.  
Room 348  
San Francisco, CA 94102  
tel 415-554-6920

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twitter.com/mrcleansf

**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Mohammed Nuru, Director of Public Works  
**DATE:** December 31, 2019  
**SUBJECT:** Accept and Expend Resolution for Federal Grant  
**GRANT TITLE:** FY 2018 BUILD Transportation Discretionary Grant

Attached please find the original\* and 1 copy of each of the following:

- Proposed grant resolution; original signed by Department
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Grant Award Fact Sheet

**Departmental representative to receive a copy of the adopted resolution:**

Name: Elizabeth Ramos

Phone: 415-554-4069

Interoffice Mail Address: Public Works, 1155 Market Street, 4<sup>th</sup> Floor

Certified copy required Yes

No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).