



1 [Apply for, Accept, and Expend Grant - Metropolitan Transportation Commission -  
2 OneBayArea Grant - \$19,346,000]

3 **Resolution authorizing the filing of an application for funding assigned to the**  
4 **Metropolitan Transportation Commission (MTC); committing any necessary matching**  
5 **funds; stating assurance to complete the projects; and authorizing Public Works to**  
6 **accept and expend \$19,346,000 in OneBayArea Grant funds awarded through the MTC.**

7  
8 WHEREAS, San Francisco Public Works (herein referred to as APPLICANT) is  
9 submitting an application to the Metropolitan Transportation Commission (MTC) for  
10 \$19,346,000 in funding assigned to MTC for programming discretion, including but not limited  
11 to federal funding administered by the Federal Highway Administration (FHWA) such as  
12 Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality  
13 Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein  
14 collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the

15 1. John Yehall Chin Elementary Safe Routes to School Project;

16 2. Better Market Street;

17 (herein referred to as PROJECTS) for the OneBayArea Grant Program (herein referred  
18 to as PROGRAM); and

19 WHEREAS, The United States Congress from time to time enacts and amends  
20 legislation to provide funding for various transportation needs and programs (collectively the  
21 FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation  
22 Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality  
23 Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives  
24 Program (TA) (23 U.S.C. § 213); and

1 Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives  
2 Program (TA) (23 U.S.C. § 213); and

3 WHEREAS, State statutes, including California Streets and Highways Code §182.6,  
4 §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding  
5 programs for the programming discretion of the Metropolitan Planning Organization (MPO)  
6 and the Regional Transportation Planning Agency (RTPA); and

7 WHEREAS, Pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations  
8 promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for  
9 a regionally-significant project shall submit an application first with the appropriate MPO, or  
10 RTPA, as applicable, for review and inclusion in the federal Transportation Improvement  
11 Program (TIP); and

12 WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay  
13 region; and

14 WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC  
15 Resolution No. 3606, revised) that sets out procedures governing the application and use of  
16 REGIONAL DISCRETIONARY FUNDING; and

17 WHEREAS, MTC Resolution No. 4202 established the OneBayArea Grant Program as  
18 the MTC's framework for programming federal surface transportation funds, which delegated  
19 program management and project selection to the county congestion management agencies  
20 (CMA) for PROGRAM projects for Transit Expansion, Reliability, and Access Improvements,  
21 Smart System Management, Transportation Demand Management, Safety and Streetscape  
22 Improvements, Safe Routes to School, and Priority Development Area Planning and  
23 Implementation; and

24 WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY  
25 FUNDING; and

1           WHEREAS, The San Francisco County Transportation Agency (SFCTA), which is the  
2 CMA for San Francisco County, solicited applications for \$40,489,000 in federal funds under  
3 the PROGRAM; and

4           WHEREAS, The APPLICANT has applied to the SFCTA and received approval for two  
5 projects to receive \$19,346,000 in federal funds under the PROGRAM:

- 6           1. John Yehall Chin Elementary Safe Routes to School Project (\$3,366,000);
- 7           2. Better Market Street (\$15,980,000); and

8           WHEREAS, Each of the projects require a local match, which APPLICANT plans to  
9 program as follows:

- 10           1. John Yehall Chin Elementary Safe Routes to School Project (\$436,000 in  
11           Proposition K Sales Tax Funds);
- 12           2. Better Market Street (\$18,841,000 in Proposition A Transportation Bond Funds);  
13           and

14           WHEREAS, As part of the application for REGIONAL DISCRETIONARY FUNDING,  
15 MTC requires a resolution adopted by the responsible implementing agency stating the  
16 following:

- 17           1. the commitment of any required matching funds;
- 18           2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is  
19           fixed at the programmed amount, and therefore any cost increase cannot be  
20           expected to be funded with additional REGIONAL DISCRETIONARY FUNDING;
- 21           3. that the PROJECTS will comply with the procedures, delivery milestones, and  
22           funding deadlines specified in the Regional Project Funding Delivery Policy (MTC  
23           Resolution No. 3606, revised);

- 1 4. the assurance of the sponsor to complete the PROJECTS as described in the  
2 application, subject to environmental clearance, and if approved, as included in  
3 MTC's federal Transportation Improvement Program (TIP);
- 4 5. that the PROJECTS will have adequate staffing resources to deliver and complete  
5 the PROEJCTS within the schedule submitted with the project application;
- 6 6. that the PROJECTS will comply with all project-specific requirements as set forth in  
7 the PROGRAM;
- 8 7. that APPLICANT has assigned and will maintain a single point of contact for all  
9 FHWA and California Transportation Commission (CTC) funded transportation  
10 projects to coordinate within the agency and with the respective Congestion  
11 Management Agency (CMA), MTC, California Department of Transportation  
12 (Caltrans), FHWA, and CTC on all communications, inquiries, or issues that may  
13 arise during the federal programming and delivery process for all FHWA and CTC  
14 funded transportation and transit projects implemented by APPLICANT;
- 15 8. in the case of transit projects, the PROJECTS will comply with MTC Resolution No.  
16 3866, revised, which sets forth the requirements of MTC's Transit Coordination  
17 Implementation Plan to more efficiently deliver transit projects in the region; and
- 18 9. in the case of RTIP projects, state law requires PROJECTS be included in a local  
19 congestion management plan, or be consistent with the capital improvement  
20 program adopted pursuant to MTC's funding agreement with the countywide  
21 transportation agency; and

22 WHEREAS, That APPLICANT is authorized to submit an application for REGIONAL  
23 DISCRETIONARY FUNDING for the PROJECTS; and

24 WHEREAS, There is no legal impediment to APPLICANT making applications for the  
25 funds; and

1           WHEREAS, There is no pending or threatened litigation that might in any way  
2 adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver such  
3 PROJECT; and

4           WHEREAS, The Director of Public Works or his or her designee is authorized to  
5 execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the  
6 PROJECTS as referenced in this Resolution; and

7           WHEREAS, MTC requires that a copy of this Resolution be transmitted to the MTC in  
8 conjunction with the filing of the application; and

9           WHEREAS, The grants do not require an ASO amendment; and

10           WHEREAS, The grant budgets include indirect costs totaling \$22,915,402; now,  
11 therefore, be it

12           RESOLVED, That the APPLICANT is authorized to execute and file an application for  
13 funding for the PROJECTS for REGIONAL DISCRETIONARY FUNDING under the FEDERAL  
14 TRANSPORTATION ACT or continued funding; and, be it

15           FURTHER RESOLVED, That APPLICANT, by adopting this Resolution, does hereby  
16 state that:

- 17           1. APPLICANT will commit \$19,277,000 in non-federal matching funds; and,
- 18           2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the  
19 projects is fixed at the MTC-approved programmed amount, and that any cost  
20 increases must be funded by APPLICANT from other funds, and that APPLICANT  
21 does not expect any cost increases to be funded with additional REGIONAL  
22 DISCRETIONARY FUNDING;
- 23           3. APPLICANT understands the funding deadlines associated with these funds and  
24 will comply with the provisions and requirements of the Regional Project Funding  
25 Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will

1 retain the expertise, knowledge and resources necessary to deliver federally-funded  
2 transportation and transit projects, and has assigned, and will maintain a single  
3 point of contact for all FHWA and CTC funded transportation projects to coordinate  
4 within the agency and with the respective CMA, MTC, Caltrans, FHWA, and CTC  
5 on all communications, inquiries or issues that may arise during the federal  
6 programming and delivery process for all FHWA and CTC funded transportation  
7 and transit projects implemented by APPLICANT;

- 8 4. PROJECTS will be implemented as described in the complete application and in  
9 this Resolution, subject to environmental clearance, and, if approved, for the  
10 amount approved by MTC and programmed in the federal TIP;
- 11 5. APPLICANT has reviewed the PROJECTS and has adequate staffing resources to  
12 deliver and complete the PROJECTS within the schedule submitted with the project  
13 application;
- 14 6. The PROJECTS will comply with the requirements as set forth in MTC  
15 programming guidelines and project selection procedures for the PROGRAM;
- 16 7. APPLICANT agrees to comply with the requirements of MTC's Transit Coordination  
17 Implementation Plan as set forth in MTC Resolution No. 3866, revised;
- 18 8. In the case of an RTIP project, PROJECTS are included in a local congestion  
19 management plan, or are consistent with the capital improvement program adopted  
20 pursuant to MTC's funding agreement with the countywide transportation agency;  
21 and, be it

22 FURTHER RESOLVED, That APPLICANT is an eligible sponsor of REGIONAL  
23 DISCRETIONARY FUNDING funded projects; and, be it

24 FURTHER RESOLVED, That APPLICANT is authorized to submit an application for  
25 REGIONAL DISCRETIONARY FUNDING for the PROJECTS; and, be it

1 FURTHER RESOLVED, That there is no legal impediment to APPLICANT making  
2 applications for the funds; and be it

3 FURTHER RESOLVED, That there is no pending or threatened litigation that might in  
4 any way adversely affect the proposed PROJECTS, or the ability of APPLICANT to deliver  
5 such PROJECTS; and be it

6 FURTHER RESOLVED, That the Director of Public Works or his or her designee is  
7 authorized to execute and file an application with MTC for REGIONAL DISCRETIONARY  
8 FUNDING for the PROJECTS as referenced in this resolution; and be it

9 FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in  
10 conjunction with the filing of the application; and be it

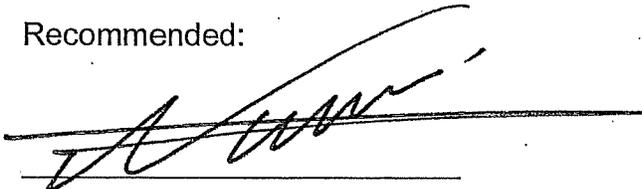
11 FURTHER RESOLVED, That the MTC is requested to support the application for the  
12 PROJECTS described in the resolution, and if approved, to include the PROJECTS in MTC's  
13 federal TIP upon submittal by the project sponsor for TIP programming; and be it

14 FURTHER RESOLVED, That the grant funds are hereby placed on Controller's  
15 Reserve pending appropriation of the matching funds; and be it

16 FURTHER RESOLVED, That APPLICANT is authorized to accept and expend  
17 \$19,346,000 awarded by the MTC through the One Bay Area Grant Program; and be it

18 FURTHER RESOLVED, That the Director of Public Works or his or her designee is  
19 authorized to execute all documents pertaining to the project with Caltrans.

20  
21 Recommended:



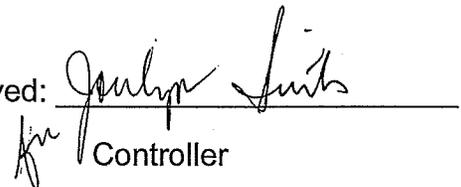
22  
23  
24 Mohammed Nuru

25 Director of Public Works

Approved:

  
Mayor

Approved:

  
Controller

<b>Items 4 and 5</b> <b>Files 18-0269 and 18-0270</b>	<b>Department:</b> General Services Agency - Department of Public Works (DPW)
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### EXECUTIVE SUMMARY

#### Legislative Objectives

- File 18-0269: Resolution authorizing the Department of Public Works (DPW) to (1) file an application to the MTC for \$19,346,000 OneBayArea Grant (OBAG) funds; (2) accept and expend \$19,346,000 OBAG funds; (3) commit to providing \$19,277,000 in matching funds; and (4) state assurance to complete the projects.
- File 18-0270: Resolution retroactively authorizing DPW to accept and expend federal financial assistance under Public Law 93-288, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, from the United States Department of Transportation Federal Highway Administration, and/or state financial assistance under the California Disaster Assistance Act, for an amount not to exceed \$2,789,354. DPW will commit \$307,040 in required matching funds to the grant of \$2,789,354.

#### Key Points

- The OneBayArea Grant Program (OBAG) projects include \$19,346,000 in federal funds for the following two projects submitted by DPW: (1) John Yehall Chin Safe Routes to School Project (\$3,366,000 in OBAG funds, \$436,000 in required local matching funds); and (2) Better Market Street Project (\$15,980,000 in OBAG funds, \$18,841,000 in required local matching funds)
- On January 19, 2017, DPW issued Order #185632 declaring a local emergency regarding the severe erosion on O'Shaughnessy Boulevard between Dei Vale Avenue and Malta Drive, resulting from the January 2017 storm system. After Caltrans received the authority to use FHWA Emergency Relief Program funds for damages resulting from the storm, DPW requested and was approved to receive \$2,789,354 in federal funds for the emergency stabilization work at O'Shaughnessy Boulevard.

#### Fiscal Impact

- The total budget for the Better Market Street project is approximately \$503,704,591. Of this amount, \$34,821,000 will fund design costs to develop plans, specifications, and estimates for the Better Market Street project. The OBAG grant will fund \$15,980,000, and DPW will fund \$18,841,000 of the design costs. The total budget for the John Yehall Chin Safe Routes to School Project is \$4,200,000. Of this amount, \$3,802,000 will fund the construction of curb extensions and associated catch basin, structural, electrical, and water work at "high injury" intersections around the John Yehall Chin Elementary School. The OBAG grant will fund \$3,366,000, and DPW will contribute the additional \$436,000.
- The total budget for the Federal Highway Administration's (FHWA) Emergency Relief Program grant for the O'Shaughnessy Boulevard project is \$3,096,394. The FHWA grant will fund \$2,789,354, and DPW will contribute an additional \$307,040.

#### Recommendations

- Amend File 18-0270 to correctly state that the required grant match is \$307,040.
- Approve File 18-0270 as amended, and File 18-0269.

## MANDATE STATEMENT

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of \$100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

## BACKGROUND

### OneBayArea Grant Program (File 18-0269)

In November 2015, the Metropolitan Transportation Commission (MTC) adopted the second cycle of the OneBayArea Grant Program (OBAG)<sup>1</sup>, which will direct approximately \$42,300,000 to San Francisco over the next four years (FY2017-18 to FY2021-22). As the Congestion Management Agency (CMA)<sup>2</sup> for San Francisco, the San Francisco County Transportation Authority (SFCTA) issued a call for projects to select the San Francisco projects to be funded by this cycle of OBAG. Eligible project types are required to fit into one of the following programs: (1) transit expansion, reliability, and access improvements; (2) smart system management, transportation demand management, safety and streetscape improvements, safe routes to school; and (3) priority development area planning and implementation. In addition, at least 70 percent (or approximately \$30,000,000) of the OBAG funds must go toward projects that support priority development areas.

On July 25, 2017, the SFCTA Board adopted funding<sup>3</sup> for three of six projects in San Francisco's OBAG program of projects, totaling \$21,493,000 in federal funds. On September 26, 2017, the SFCTA Board adopted funding for two more projects in San Francisco's program of projects, totaling \$17,980,000 million in federal funds. The adopted program of projects includes \$19,346,000 in federal funds for the following two projects submitted by the Department of Public Works (DPW):

- John Yehall Chin Safe Routes to School Project (\$3,366,000): To construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.

<sup>1</sup> Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals.

<sup>2</sup> The Transportation Authority is the designated Congestion Management Agency for San Francisco and is required by state law to develop and adopt a Congestion Management Program to monitor activity on the transportation network and adopt plans for mitigating traffic congestion in the city.

<sup>3</sup> SFCTA Board adopted OBAG funding for projects based on SFCTA staff recommendations. SFCTA staff screened projects based on the following Board-adopted screening and prioritization criteria: (1) Proximity to a Priority Development Area (PDA); (2) Proximity to a High-Impact Project Area; (3) Proximity to Communities of Concern (CoC); (4) Proximity to Bay Area Air Quality Management District (BAAQMD) CARE Community; (5) Proximity to PDA with an Affordable Housing Preservation and Creation Strategy; (6) Project Readiness; (7) Planning for Healthy Places; (8) Safety; (9) Multi-Modal Benefits; (10) Multiple Project Coordination; (11) Community Support; (12) Core Capacity; and (13) Alternate Funding Sources.

- **Better Market Street Project (\$15,980,000):** To completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.

### **Federal Highway Administration Grant (File 18-0270)**

On January 23, 2017, the Governor of California, Jerry Brown, declared that a storm system resulting from an atmospheric river, combined with extreme drought conditions, caused dangerous flash flooding, erosion, and substantial mud and debris flows throughout the State of California. The Governor directed the California Department of Transportation (Caltrans)<sup>4</sup> to request immediate assistance through the U.S. Department of Transportation Federal Highway Administration's (FHWA) Emergency Relief Program in order to obtain federal assistance for highway repairs and reconstruction for the damages and erosion resulting from the storm system.

On January 19, 2017, San Francisco's DPW had previously issued Order #185632 declaring a local emergency regarding the severe erosion on O'Shaughnessy Boulevard between Del Vale Avenue and Malta Drive, resulting from the storm system. After Caltrans received the authority to use FHWA Emergency Relief Program funds for damages resulting from the storm, DPW requested and was approved to receive \$2,789,354 in federal funds for the emergency stabilization work at O'Shaughnessy Boulevard.

The January 2017 storm system fractured and collapsed a previous stable rock outcropping at O'Shaughnessy Boulevard, resulting in dropped boulders and debris onto the boulevard, blocking the southbound lane. FHWA funds will be used for road clearing, removal of vegetation, scaling and removal of large loose rocks from the slope, road and slope stabilization at O'Shaughnessy Boulevard.

## **DETAILS OF PROPOSED LEGISLATION**

The proposed resolutions would authorize the Department of Public Works (DPW) to accept and expend the following grants:

File 18-0269: Resolution authorizing DPW to (1) file an application to the MTC for \$19,346,000 OneBayArea Grant (OBAG) funds; (2) accept and expend \$19,346,000 OBAG funds; (3) commit to providing \$19,277,000 in matching funds; and (4) state assurance to complete the projects.

The \$19,346,000 in OBAG funds will fund the following two projects, as detailed below:

- **John Yehall Chin Safe Routes to School Project (\$3,366,000 in OBAG funds, \$436,000 in required local matching funds):** To construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall

<sup>4</sup> Caltrans requests Emergency Relief Program funds from FHWA when an emergency event is declared. FHWA authorized Caltrans to use Emergency Relief Program funds for damages associated with the January 2017 storm.

Chin Elementary School. The grant performance period would be from March 2019 through October 2019.

- Better Market Street Project (\$15,980,000 in OBAG funds, \$18,841,000 in local matching funds): To completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. The grant performance period would be from April 2019 through December 2020.

DPW applied for the OBAG funds in April 2017. The OBAG grant funds require 11.47 percent local matching funds. The proposed match of \$19,277,000 is 99.6 percent of grant funds of \$19,346,000. According to Ms. Rachel Alonso, DPW Transportation Finance Analyst, the 99.6 percent match exceeds the required match of 11.47 percent because construction projects, especially large projects like Better Market Street, are often overmatched and leverage multiple sources of funding. No grant funds have been spent to date.

File 18-0270: Resolution retroactively authorizing DPW to accept and expend federal financial assistance under Public Law 93-288, as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, from the United States Department of Transportation Federal Highway Administration, and/or state financial assistance under the California Disaster Assistance Act, for an amount not to exceed \$2,789,354. DPW will commit \$307,040 in required matching funds to the grant of \$2,789,354. The resolution should be amended to correctly state that the required match is \$307,040, rather than \$307,404 as written in the resolution.

The acceptance of the grant is retroactive because the emergency event (storm system) occurred in January 2017. Federal funds were approved in June 2017. According to Ms. Alonso, DPW submitted the proposed resolution approving the acceptance of the grant funds to the Board of Supervisors nine months after the grant funds were awarded because of administrative delays. The grant performance period is from January 2017 through May 2019. The project includes both Emergency Opening<sup>5</sup> and Permanent Restoration<sup>6</sup> work.

Emergency Opening work (\$419,495) is eligible for 100 percent federal reimbursement. \$419,495 in grant funds for the EO work has been spent to date.

Permanent Restoration work (\$2,676,899) is eligible for 88.53 percent federal reimbursement. The \$307,040 in matching funds meets the required 11.47 percent local match requirement for the PR work.

<sup>5</sup> Emergency Opening work is defined as any repairs made during and immediately following a disaster that: 1) restores essential traffic, 2) minimizes the extent of damage, or 3) protects the remaining facilities.

<sup>6</sup> Permanent Restoration work is repairs undertaken to restore the road to its pre-disaster condition.

**FISCAL IMPACT****OneBayArea Grant Program (File 18-0269)**Better Market Street Project

The total budget for the Better Market Street project is approximately \$503,704,591. Of this amount, \$34,821,000 will fund design costs for project management, landscape architecture, and engineering staff to develop plans, specifications, and estimates for the Better Market Street project. The OBAG grant will fund \$15,980,000, and DPW will fund \$18,841,000 of the design costs. The source of \$18,841,000 for the Better Market Street project is Proposition A General Obligation Transportation Bond funds approved by San Francisco voters in November 2014. Table 1 below summarizes grant funding for the Better Market Street project.

**Table 1. Better Market Street Project Grant Budget**

<b>Sources</b>	
OneBayArea Program Grant (Cycle 2) <sup>7</sup>	\$15,980,000
Proposition A General Obligation Transportation Bond (matching funds)	18,841,000
<b>Total Sources</b>	<b>\$34,821,000</b>
<b>Uses</b>	
Design <sup>8</sup>	\$34,821,000
<b>Total Uses</b>	<b>\$34,821,000</b>

According to Ms. Alonso, DPW will not incur any ongoing project design costs once the grant funds expire.

John Yehall Chin Elementary Safe Routes to School Project

The total budget for the John Yehall Chin Safe Routes to School Project is \$4,200,000. Of this amount, \$3,802,000 will fund the construction of curb extensions and associated catch basin, structural, electrical, and water work at "high injury" intersections around the John Yehall Chin Elementary School. The OBAG grant will fund \$3,366,000, and DPW will contribute the additional \$436,000. The source of \$436,000 is Proposition K Sales Tax funds, which is a half-cent local sales tax for transportation that was approved by San Francisco voters in November 2003. Table 2 below summarizes grant funding for the John Yehall Chin Safe Routes to School Project.

<sup>7</sup> OBAG Cycle 2 funds are for design phase only. Previous phases (planning and environmental) are funded by \$5.1 million General Fund, \$3.1 million Octavia Land Sales, \$1.0 million Market-Octavia Impact Fees, and \$17.5 million Prop A GO Transportation Bond. No construction phase funding has been allocated yet.

<sup>8</sup> Design costs are for Project Management, Landscape Architecture and Engineering staff to develop plans, specifications, and estimates for the project. The end result will be a set of detailed drawings that can be advertised for a construction contractor to build.

**Table 2. John Yehall Chin Safe Routes to School Project Grant Budget**

<b>Sources</b>	
OneBayArea Program Grant (Cycle 2) <sup>9</sup>	\$3,366,000
Proposition K Sales Tax (matching funds)	436,000
<b>Total Sources</b>	<b>\$3,802,000</b>
<b>Uses</b>	
Construction <sup>10</sup>	\$3,802,000
<b>Total Uses</b>	<b>\$3,802,000</b>

According to Ms. Alonso, DPW will not incur any ongoing costs for the curb extensions and associated work once the grant funds expire.

**Federal Highway Administration Grant (File 18-0270)**

The total budget for the Federal Highway Administration’s (FHWA) Emergency Relief Program grant for the O’Shaughnessy Boulevard project is \$3,096,394. The FHWA grant will fund \$2,789,354, and DPW will contribute an additional \$307,040. The source of \$307,040 is DPW’s Street Structure Repair General Fund. Table 3 below summarizes grant funding for the FHWA Emergency Relief Program grant.

**Table 3. O’Shaughnessy Boulevard Project: FHWA Emergency Relief Program Grant Budget**

<b>Sources</b>	
FHWA Emergency Relief Program	\$2,789,354
DPW Street Structure Repair General Fund (matching funds)	307,040
<b>Total Sources</b>	<b>\$3,096,394</b>
<b>Uses</b>	
Design <sup>11</sup>	\$477,199
Construction <sup>12</sup>	2,194,388
Construction Management <sup>13</sup>	424,807
<b>Total Uses</b>	<b>\$3,096,394</b>

According to Ms. Alonso, the FHWA Emergency Relief Program grant funds will be used for road clearing, loose rock removal, as well as slope stabilization at O’Shaughnessy Boulevard. By performing this work, DPW aims to reduce the risk of additional rock fall in the area in order to

<sup>9</sup> OBAG Cycle 2 funds are for construction phase only. Previous phases (planning, environmental, and design) were funded by \$358,000 in Active Transportation Program funds and \$40,000 in Proposition K Sales Tax funds.

<sup>10</sup> The project will construct curb extensions and a raised crosswalk at intersections in the neighborhood surrounding 350 Broadway Street.

<sup>11</sup> Design costs are for engineers to develop plans, specifications, and estimates for the project. The end result will be a set of detailed drawings that can be advertised for a construction contractor to build.

<sup>12</sup> Construction costs include removal of vegetation, scaling and removal of large loose rocks, road clearing, and slope stabilization at O’Shaughnessy Boulevard.

<sup>13</sup> Construction management costs are for a professional service that uses specialized, project management techniques to oversee a project, from its beginning to its end. The purpose of construction management is to control a project's time, cost and quality.

protect the general public that uses O'Shaughnessy Boulevard. In addition, DPW will not incur any ongoing costs once the grant funds expire.

**RECOMMENDATIONS**

Amend File 18-0270 to correctly state that the required grant match is \$307,040.

Approve File 18-0270 as amended, and File 18-0269.

File Number: 180269  
 (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: OneBayArea Grant (OBAG)
2. Department: Public Works
3. Contact Person: Rachel Alonso Telephone: 415.554.4139
4. Grant Approval Status (check one):  
 Approved by funding agency                       Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$19,346,000

Grant Contract ID	Project
TBD	John Yehall Chin Elementary SRTS Project
TBD	Better Market Street

6. a. Matching Funds Required:  
 Minimum: \$2,506,479  
 Actual: \$19,277,000
- b. Source(s) of matching funds (if applicable):  
**John Yehall Chin SRTS:** Proposition K (Local Sales Tax)  
**Better Market Street:** Prop A GO Bond
7. a. Grant Source Agency:  
 Federal Highway Administration (FHWA)
- b. Grant Pass-Through Agency (if applicable):  
 California Department of Transportation (Caltrans)
8. Proposed Grant Project Summary:  
**John Yehall Chin Elementary Safe Routes to School Project (\$3,366,000):**  
 Project to improve pedestrian safety around the school.  
**Better Market Street (\$15,980,000):**  
 Project to completely reconstruct Market Street from Octavia Boulevard to the Embarcadero
9. Grant Project Schedule, as allowed in approval documents, or as proposed:  
**John Yehall Chin SRTS:** Start-Date: 03/2019 End-Date: 10/2019  
**Better Market Street:** Start-Date: 07/2019 End-Date: 06/2021
10. a. Amount budgeted for contractual services:  
 \$3,148,178

- 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, because of restrictions on the use of these Federal grant funds.
- d. Is this likely to be a one-time or ongoing request for contracting out?  
One-time

11. a. Does the budget include indirect costs?  
 Yes                       No

b. 1. If yes, how much?  
\$22,915,402

b. 2. How was the amount calculated?  
Using SF Public Works division overhead rates.

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?

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 type="checkbox"/> Existing Structure(s)      | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s)       | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s)      |
| <input type="checkbox"/> New Site(s)                 | <input 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: 11/30/2017

  
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

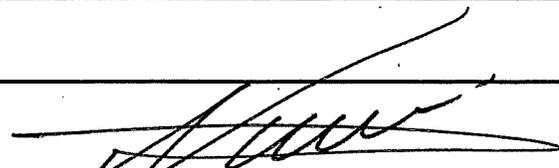
Mohammed Nuru

(Name)

Director, San Francisco Public Works

(Title)

Date Reviewed: 12/13/18

  
(Signature Required)

**John Yehall Chin Elementary Safe Routes to School Project  
OneBayArea Program Grant Budget - Construction Phase Only**

<u>Sources</u>		<u>Amount (\$1000)</u>
OBAG 2		\$ 3,366
Proposition K (EP 38)		\$ 436
<b>TOTAL REVENUE:</b>		<u>\$ 3,802</u>
<u>Uses</u>		<u>Amount (\$1000)</u>
Construction		\$ 3,802
<b>TOTAL COST:</b>		<u>\$ 3,802</u>

Note: OBAG Cycle 2 funds are for construction phase only. Previous phases (planning, environmental, and design) were funded by \$358,000 in Active Transportation Program funds and \$40,000 in Prop K Sales Tax funds.





RESOLUTION APPROVING A PORTION OF SAN FRANCISCO'S ONE BAY AREA GRANT  
PROGRAM CYCLE 2 PROGRAM OF PROJECTS

WHEREAS, In November 2015, through Resolution 4202, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework for programming the region's federal transportation funds in an effort integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, Congestion Management Agencies (CMAs) have flexibility to program OBAG 2 funds to a wide variety of project types ranging from transit expansion, reliability and access improvements to pedestrian and bicycle safety projects to street resurfacing to transportation demand management, provided that the recommendations comply with MTC's OBAG requirements; and

WHEREAS, One of MTC's key requirements is that at least 70% of OBAG 2 funds must be programmed to projects within or providing proximate access to Priority Development Areas (PDAs), which are areas San Francisco previously nominated to focus future growth in a transit-oriented manner (see Attachment 1); and

WHEREAS, As San Francisco's CMA, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of the OBAG 2 program; and

WHEREAS, MTC requires that \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority Board prioritized for non-infrastructure projects due to the relative difficulty in funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements; and

WHEREAS, On March 13, 2017, the Transportation Authority issued the OBAG 2 call for projects, and received eight applications requesting a total of \$87.06 million in OBAG 2 funds, more



than double the funds available (Attachment 2); and

WHEREAS, Transportation Authority staff evaluated the applications using the Board-adopted screening and prioritization criteria (Attachment 3) and follow-up communications with project sponsors and MTC and recommended fully funding two of the eight requests and partially funding another four requests, as detailed in Attachment 2 and summarized in Attachment 4; and

WHEREAS, The recommendation includes fully funding the requests for the Geary Rapid Transit Phase 1 Project (\$6.939 million) and the John Yehall Chin Elementary Safe Routes to School Project (\$3.366 million); and

WHEREAS, The recommendation to partially fund the request for the Better Market Street Project (\$15.98 million recommended versus \$37.12 million requested) would fully fund the design phase of the project but does not include funding for the construction phase which lacks a full funding plan at this time, making that phase ineligible for OBAG 2 funds; and

WHEREAS, The funding recommendation for the Peninsula Corridor Electrification Project (\$11.188 million) would count toward the City's remaining \$16.1 million commitment to the project, and the City will continue to identify funds to cover the gap; and

WHEREAS, The funding recommended for the SRTS Non-Infrastructure (2019-2021) Project (\$2.8 million recommended (of which \$1.797 million is the required SRTS set-aside) versus \$3.9 million requested) excludes about \$1.1 million in OBAG-ineligible scope elements; and

WHEREAS, The \$2.0 million recommended for the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator and Faregates Project (\$2.0 million recommended versus \$9.2 million requested), combined with another \$1 million in Prop K sales tax that we are recommending from the Prop K Facilities category, will be matched with BART funds to fully fund the project; and

WHEREAS, Transportation Authority and MTC staff determined that the Port of San



Francisco's Mission Bay Ferry Landing Project was ineligible to receive funding due to lack of a full funding plan for the construction phase for which OBAG 2 funds were requested; and

WHEREAS, Nearly 100% of the projects recommended for non-SRTS OBAG 2 funding are either within or provide proximate access to PDAs; defined as directly serving the PDA even if not fully contained within it (Attachment 5); and

WHEREAS, At its June 28, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its July 11, 2017 meeting, the Board severed the requests for the Better Market Street project and the Bay Area Rapid Transit District's (BART's) Embarcadero Station: New Northside Platform Elevator and Faregates project to be considered separately after further information is provided; and

WHEREAS, At its July 25, 2017 meeting, the Board severed the request for the San Francisco Safe Routes to Schools (SRTS) Non-Infrastructure Project (2019-2021) to be considered separately after further information is provided; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a portion of San Francisco's OBAG 2 Program of Projects totaling \$21,492,736, as shown in Attachment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC all other relevant agencies and interested parties.

Attachments (5):

1. OBAG 2 Priority Development Area Map
2. OBAG 2 Projects Received and Detailed Staff Recommendations
3. OBAG 2 Screening and Prioritization Criteria
4. OBAG 2 Program of Projects – Summary of SFCTA Recommendations (R18-05)
5. OBAG 2 Program of Projects – Map of Staff Recommendations

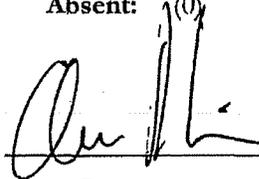


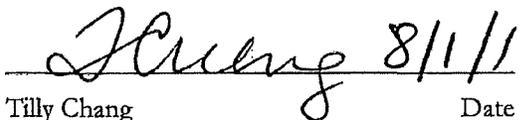
The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of July, 2017, by the following votes:

**Ayes:** Commissioners Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (11)

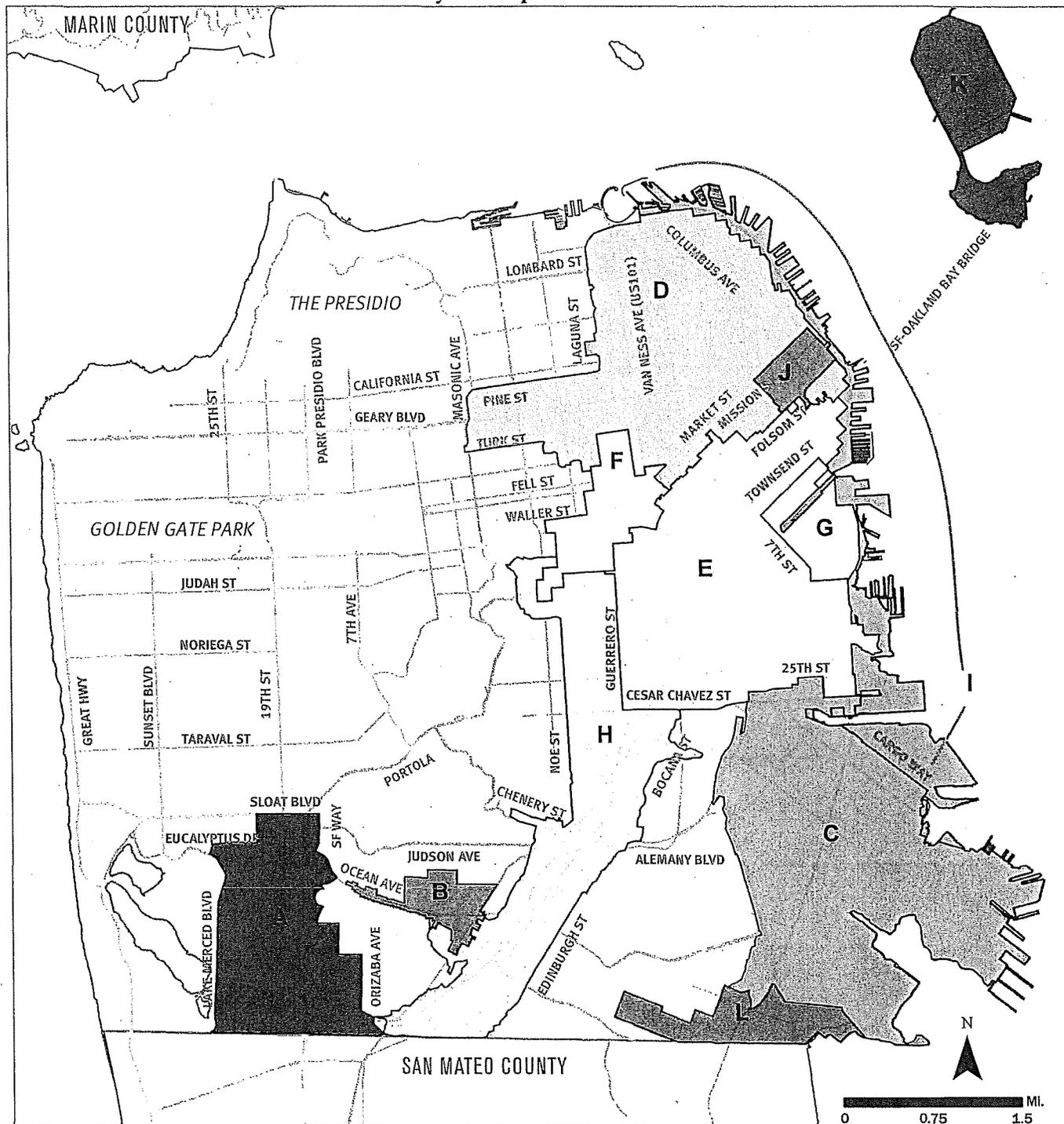
**Nays:** (0)

**Absent:** (0)

 7/26/17  
\_\_\_\_\_  
Aaron Peskin Date  
Chair

ATTEST:  8/1/17  
\_\_\_\_\_  
Tilly Chang Date  
Executive Director

**Attachment 1  
San Francisco One Bay Area Grant Cycle 2  
Priority Development Areas**



**Priority Development Areas**

- A. 19th Avenue
- B. Balboa Park
- C. Bayview/Hunters Point Shipyard/Candlestick Point
- D. Downtown-Van Ness-Geary
- E. Eastern Neighborhoods
- F. Market-Octavia/Upper Market
- G. Mission Bay
- H. Mission-San Jose Corridor
- I. Port of San Francisco
- J. Transit Center District
- K. Treasure Island and Yerba Buena Island
- L. San Francisco/San Mateo Bi-County Area

Source: The Association of Bay Area Governments (ABAG)

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Unauthorized reproduction prohibited. This map is for planning purposes only.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

1455 Market Street, 22nd Floor, San Francisco, CA 94103  
TEL 415.522.6800 FAX 415.522.6829  
EMAIL info@sfcta.org WEB www.sfcta.org



**Attachment 2.  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects  
Projects Received and Detailed Staff Recommendation<sup>1</sup>**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	<b>Geary Bus Rapid Transit Phase 1</b> - Create dedicated bus-only lanes along the six-mile 38/38R route on Geary Street, O'Farrell Street, and Geary Boulevard from Market Street to 34th Avenue. Provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements. This is for Phase 1 of the Bus Rapid Transit project.	SFMTA	Construction	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000	1, 2, 3, 5, and 6	Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	<b>Better Market Street</b> - Completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.	SFPW	Design and Construction	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000	3, 5, and 6	Recommend funding design phase only (\$42 million design cost) due to lack of full funding for construction. Project could seek construction funding through various discretionary sources including Regional Measure 3 (RM3) Core Capacity funds, consistent with San Francisco's proposed RM3 priorities. See Attachment 8 for funding plan.
33.5	<b>Peninsula Corridor Electrification Project</b> - Electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service by electrifying the Caltrain line from San Francisco to San Jose and replacing 75% of the diesel fleet with high performance electric train sets.	PCJPB	Construction	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736	6, 10	Requested OBAG 2 amount represents San Francisco's remaining commitment to the PCEP project. SFCTA, SFMTA, and the Mayor's Office will continue to identify funds to cover the gap.
27.8	<b>San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021)</b> - Implement an additional two years of the SRTS program that includes educational, encouragement, and evaluation activities and deliverables for school years 2019-2021 on behalf of the SRTS Partnership. The intent is to increase the percentage of students actively commuting to participating schools and improve safety of routes to schools. The scope currently includes comprehensive services at 35 elementary schools, special activities at 4 middle schools, and 2 high schools citywide, and technical assistance to any interested public school.	DPH	Construction (Non-Infrastructure)	\$ 3,879,016	\$ 3,879,016	\$ 2,813,264	all	The recommended award will continue the current program through 2021. Reduced recommendation eliminates proposed add-on tasks, such as a bicycle build program for students, which are ineligible for OBAG funds. \$1.797 million of recommended funding is from the required Safe Routes to School set-aside prioritized for non-infrastructure projects. 20 of the current 35 elementary schools currently participating in the program are in PDAs.

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**Attachment 2.  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects  
Projects Received and Detailed Staff Recommendation<sup>1</sup>**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	<b>John Yehall Chin Elementary Safe Routes to School</b> - Construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.	SFPW	Construction	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000	3	OBAG award would fully fund construction of this shovel-ready project that received Prop K and Active Transportation Program funds for the planning and design phases.
24.4	<b>Bayshore Multimodal Facility</b> - Complete environmental review and final design for a bi-county, Bayshore Multi-Modal Facility serving Caltrain, Muni, Samtrans, and future California High Speed Rail at the Bayshore Caltrain Station. Project would include an implementation plan for a complete street design, turnaround facility, and public space.	SF Planning	Environmental Review and Design	\$ 9,876,625	\$ 452,388	\$ -	10	We are not recommending OBAG 2 funding for this project, but note it is eligible for Prop K Bi-County funds if it moves forward. This avoids federalizing the project at this stage which is more efficient and mitigates delivery risk given strict federal requirements and SF Planning's lack of a funding agreement with Caltrans. This also allows us to help fully fund the BART elevator project below.
21.9	<b>Mission Bay Ferry Landing</b> - Construct a new ferry terminal in Mission Bay to provide a link between this Priority Development Area and the East and North Bays.	Port of SF	Construction	\$ 42,700,000	\$ 10,000,000	\$ -	6 and 10	Deemed ineligible due to lack of a full funding plan for requested phase. Prior phases are already under contract. Construction phase recommended as a San Francisco Regional Measure 3 priority.
17.4	<b>Embarcadero Station: New Northside Platform Elevator and Faregates</b> - Procure and install a new elevator on the east end of the station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	BART	Construction	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000	3, 6	\$2 million in OBAG 2 and \$1 M from the Prop K facilities funds designated for BART and/or from the "undesignated" line that BART/Caltrain/Muni can apply for will fully fund the project. BART will cover the difference with BART funds. Muni has no objection to the project.
<b>TOTAL</b>				\$ 2,724,284,641	\$ 87,059,404	\$ 42,286,000		

<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>	\$ 42,286,000
--	---------------

<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), Port of San Francisco (SF Port), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Planning Department (SF Planning) and San Francisco Public Works (SFPW).

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### Attachment 3.

## San Francisco One Bay Area Grant (OBAG) 2 Screening and Prioritization Criteria (Resolution 17-29, adopted 02.28.2017)

To develop a program of projects for San Francisco's OBAG 2 County Program, the Transportation Authority will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 2 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have proposed to add a few additional criteria to better reflect the particular conditions and needs in our county (as indicated by *italicized text*).

### OBAG SCREENING CRITERIA

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include, but are not limited to the following factors:

- Award of the OBAG 2 funds will result in a fully funded, stand-alone capital project, plan, or Safe Routes to School (SRTS) project.
- Project scope must be consistent with the intent of OBAG and its broad eligible uses.<sup>1</sup>
- Project sponsor is eligible to receive federal transportation funds.
- Project sponsor is requesting a minimum of \$500,000 in OBAG funds.<sup>2</sup>
- Project is consistent with Plan Bay Area (the Bay Area's regional transportation plan) *and the San Francisco Transportation Plan.*
- Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded. For non-infrastructure projects, the project sponsor may demonstrate funding federally ineligible activities with the local match.

#### Additional Screening Criteria for Street Resurfacing Projects:

- Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.
- Pavement rehabilitation projects must have a PCI score of 70 or below. Preventative maintenance projects must extend the useful life of the facility by at least 5 years.

#### Additional Screening Criteria for the SRTS Set-Aside:

---

<sup>1</sup> Eligible scopes of work include but are not limited to transit improvements, smart system management, transportation demand management, safety and streetscape improvements, street resurfacing, and PDA planning. Refer to MTC's OBAG 2 guidelines for a full list, and contact SFCTA staff with any questions about eligibility.

<sup>2</sup> SFCTA staff will consider projects requesting more than \$100,000 but less than \$500,000 on a case by case basis if the project is competitive and cannot easily be funded elsewhere, but sponsors must demonstrate an ability to comply with federal funding requirements.

### Attachment 3.

- *Non-infrastructure projects (e.g. education and outreach) will be prioritized given that they have limited discretionary funding opportunities.*
- *Projects must be coordinated with San Francisco SRTS Coalition (Coalition), i.e., either having been prioritized by the Coalition or having a letter of support signed by all of the Coalition member agencies.*

#### OBAG PRIORITIZATION CRITERIA

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance, to enable matching of recommended projects with eligibility requirements of available fund sources, and if necessary, to prioritize a very competitive list of eligible projects that exceed available programming capacity.

#### Location-Specific Criteria

- **Located within or provides “proximate access” to Priority Development Area (PDA):** OBAG establishes a minimum requirement that 70% of all OBAG funds be used on projects that are located within or provide proximate access to a PDA. Projects that are geographically outside of a PDA, but are determined to be eligible by the Transportation Authority because they provide proximate access to a PDA, must be mapped and given policy justifications for why and how they support a given PDA. The Transportation Authority will also consider consistency with the Transportation Investment Growth Strategy and/or PDA plans.
- **Located within High Impact Project Areas:** Factors used to determine High Impact Project Areas include:
  - PDAs taking on significant housing growth in Plan Bay Area, including Regional Housing Needs Allocation, as well as housing production, especially those that are adding a large number of very low, low, and moderate income housing units.
  - Dense job centers in proximity to housing and transit (both currently and as projected in Plan Bay Area), especially where supported by reduced parking requirements and Travel Demand Management programs
  - Improved transportation choices for all income levels in proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.), to reduce vehicle miles travelled
- **Located within a Community of Concern (COC):** Projects located within a COC, as defined by MTC, Congestion Management Agencies, or Community Based Transportation Plans will be given higher priority. *Projects identified in Muni’s Equity Strategy will be given priority.*
- **Located within PDAs with affordable housing preservation and creation strategies:** Projects located within PDAs with affordable housing preservation and creation strategies and community stabilization strategies will be given priority. *Technically, San Francisco is already compliant with MTC’s criterion which is meant to apply at the jurisdiction level. Nonetheless, in order to meet the spirit of this criterion and after consulting with the Planning Department, we will give priority to projects located near a proposed housing development within a PDA with 75% or more affordable units.*
- **Located within Bay Area Air Quality Management District (Air District) Community Air Risk Evaluation (CARE) Community, or located near freight transport infrastructure:** Projects located in areas with highest exposure to particulate matter and toxic

### Attachment 3.

air contaminates that employ best management practices to mitigate exposure, will receive a higher priority.<sup>3</sup>

#### Other Criteria

- **Project Readiness:** Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority.
- **Planning for Healthy Places:** Projects that implement best practices identified in Air District Planning for Healthy Places guidelines will receive higher priority.<sup>4</sup>
- **Safety:** *Projects that address high injury corridors or other locations consistent with the City's Vision Zero policy will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.*
- **Multi-modal Benefits:** *Projects that directly benefit multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists) will be prioritized.*
- **Multiple Project Coordination:** *Projects that are coordinated with non-OBAG funded, but related improvements, such as making multi-modal improvements on a street or road that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).*
- **Community Support:** *Projects with clear and diverse community support will receive a higher priority. This can be shown through letters of support, specific reference to adopted plans that were developed through a community-based planning process (e.g. community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement plan), or community meetings regarding the project. SR2S infrastructure projects that come from documented walking audits with school officials and community members also will be prioritized.*
- **Core Capacity:** *Projects that increase capacity and reliability needs such as those identified in MTC's Bay Area Core Capacity Transit Study will receive a higher priority. Core corridors include the Muni Metro and Rapid Network, Transbay and Peninsula travel corridors. Includes transit capacity and travel demand management to increase person throughput and transit reliability in freeway corridors.*
- **Alternate Funding Source:** *This factor will be considered to prioritize projects with limited alternate funding sources.*
- **Project Sponsor Priority:** *For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.*

**Geographic Equity:** *This factor will be applied program-wide.*

As is customary, the Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate

<sup>3</sup> Information regarding Air District CARE Communities can be found online (<http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>).

<sup>4</sup> Information regarding Air District Planning for Healthy Places can be found online (<http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>).

**Attachment 3.**

with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

**Attachment 4.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Summary of SFCTA Recommendations (Resolution 18-05)<sup>1</sup>**

Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street <sup>3</sup>	Design	3, 5, and 6	<del>\$ 603,720,000</del>	<del>\$ 37,123,000</del>	<del>\$ 15,980,000</del>
PCJPB	Peninsula Corridor Electrification Project	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
DPH	San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) <sup>3</sup>	Construction (Non-Infrastructure)	all	\$ 3,879,016	\$ 3,879,016	\$ 2,813,264
BART	Embarcadero Station: New Northside Platform Elevator and Faregates <sup>3</sup>	Construction	3, 6	<del>\$ 15,000,000</del>	<del>\$ 9,200,000</del>	<del>\$ 2,000,000</del>
<b>TOTAL</b>				<del>\$ 2,671,708,016</del>	<del>\$ 76,607,016</del>	<del>\$ 42,286,000</del>
<b>Total Approved (Res. 18-05):</b>				<b>\$ 2,049,109,000</b>	<b>\$ 26,405,000</b>	<b>\$ 21,492,736</b>
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>						<b>\$ 42,286,000</b>

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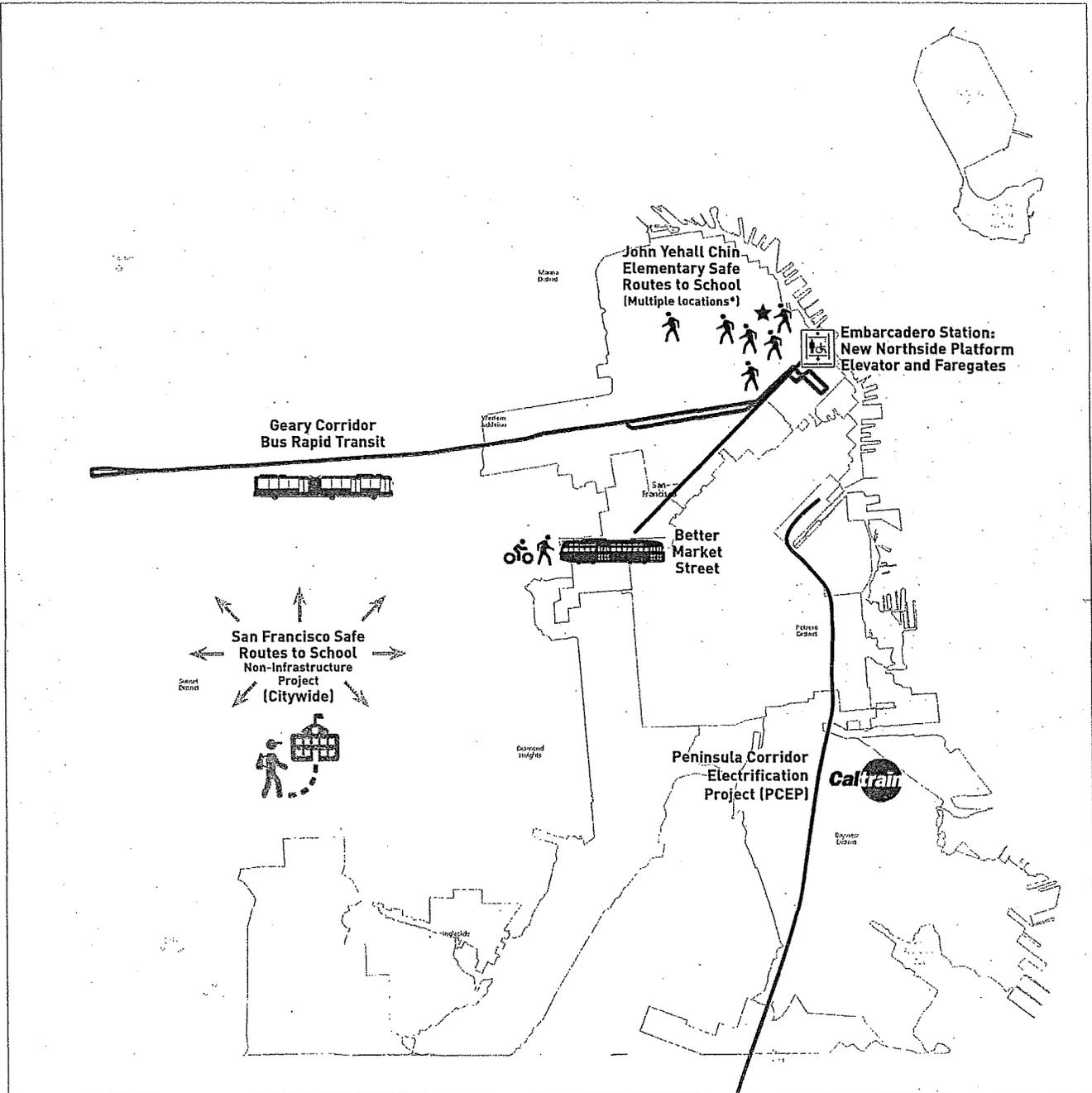
<sup>1</sup> Projects are sorted by recommended OBAG 2 programming from highest to lowest.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

<sup>3</sup> Action on these projects was continued pending further information and discussion.



# San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects—Recommended Projects



Grey backgrounds denote Priority Development Areas (PDAs)

\* John Yehall Chin Elementary (\*) Safe Routes to School Intersection Improvement locations:

- Broadway and Cyrus Place
- Pacific and Stockton
- Kearny and Jackson
- Bush and Kearny
- Battery and Washington
- Battery and Pacific



RESOLUTION APPROVING PROGRAMMING OF \$17,980,000 IN SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 2 FUNDS TO TWO PROJECTS AND AMENDMENT OF THE PROP AA STRATEGIC PLAN

WHEREAS, In November 2015, through Resolution 4202, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Cycle 2 (OBAG 2) framework for programming the region's federal transportation funds in an effort integrate the region's transportation program with California's climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy; and

WHEREAS, Congestion Management Agencies (CMAs) have flexibility to program OBAG 2 funds to a wide variety of project types ranging from transit expansion, reliability and access improvements to pedestrian and bicycle safety projects to street resurfacing to transportation demand management, provided that the recommendations comply with MTC's OBAG requirements; and

WHEREAS, As San Francisco's CMA, the Transportation Authority is responsible for programming \$42.286 million in San Francisco's county share of the OBAG 2 program; and

WHEREAS, MTC requires that \$1.797 million of San Francisco's county share to be reserved for Safe Routes to Schools (SRTS) projects, which the Transportation Authority Board prioritized for non-infrastructure projects due to the relative difficulty in funding non-infrastructure projects (e.g. education, safety training) compared to securing funds for capital improvements; and

WHEREAS, On March 13, 2017, the Transportation Authority issued the OBAG 2 call for projects, and received eight applications requesting a total of \$87.06 million in OBAG 2 funds, more than double the funds available (Attachment 1); and

WHEREAS, Transportation Authority staff evaluated the applications using the Board-



adopted screening and prioritization criteria and follow-up communications with project sponsors and MTC and recommended fully funding two of the eight requests and partially funding another four requests, as detailed in Attachment 1 and summarized in Attachments 2 and 3; and

WHEREAS, On July 25, 2017, through Resolution 18-05, the Board approved OBAG 2 funding for three of six projects totaling \$21.493 million in OBAG 2 funding and deferred consideration of the following three projects totaling \$20.793 million in OBAG 2 funding to allow time for additional questions and follow up: the Better Market Street Project (\$15.98 million), the Safe Routes to School (SRTS) Non-Infrastructure Project (\$2.8 million), and the Embarcadero Station: New Northside Platform Elevator and Faregates Project (\$2.0 million); and

WHEREAS, Board members raised several topics related to SRTS, ranging from questioning the effectiveness of outreach and education to increase the share of kids walking and biking to school, to expressing a preference for capital investments to improve safety, to interest in other strategies such as school crossing guards; and

WHEREAS, Based on Commissioner interest in funding capital safety improvements around schools, Transportation Authority staff worked with the Department of Public Health (DPH) to reduce the staff recommendation for the SRTS Non-Infrastructure project by about 25%, from \$2.813 million to \$2.062 million to accommodate a new \$751,246 SRTS Capital Improvements placeholder; and

WHEREAS, Transportation Authority staff would work with the San Francisco Municipal Transportation Agency and DPH to identify a project or projects to be funded through the \$751,246 Capital Improvements placeholder through school audits, Vision Zero planning, or other processes and bring a recommendation back to the Board for approval prior to the OBAG 2 funds becoming available in 2020; and

WHEREAS, As a condition of receiving OBAG 2 funding, all project sponsors must



provide quarterly project reports to assist with project delivery oversight, compliance with OBAG 2 timely-use-of-funds requirements, and periodic reporting to the Board; and

WHEREAS, San Francisco Public Works must provide to the Board quarterly reports and semi-annual updates for the Better Market Street project, in particular addressing any changes in project schedule and cost; and

WHEREAS, The approval of \$6.939 million in OBAG 2 funds through Resolution 18-02 for construction of the Geary BRT Phase 1 project freed up \$2.065 million in Prop AA vehicle registration fee funds and \$4.874 million in Prop K sales tax funds from Phase 1 to help close the funding gap for the design phase of Geary BRT Phase 2; and

WHEREAS, Codifying this programming action requires an amendment to the 2014 Prop AA Strategic Plan to reprogram \$2.065 million in Prop AA funds from the Muni Rapid Network placeholder in the 2012 Strategic Plan (intended for Geary BRT Phase 1) to Geary BRT Phase 2 in Fiscal Year 2018/19, as detailed in Attachment 5; and

WHEREAS, At its September 12, 2017 meeting, the Board severed the requests for the San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) and San Francisco Safe Routes to School Capital Improvements to be considered separately after further discussion; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves programming the remaining \$17,980,000 in San Francisco's OBAG 2 funds to two projects, as shown in Attachment 2 with scope, schedule and budget detail summarized in Attachment 4; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop AA Strategic Plan, as detailed in Attachment 5; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to MTC all other relevant agencies and interested parties.



Attachments (5):

1. OBAG 2 Projects Received and Detailed Staff Recommendations (revised)
2. OBAG 2 Program of Projects – Summary of SFCTA Recommendations (revised)
3. OBAG 2 Program of Projects – Map of Staff Recommendations
4. San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries
5. Prop AA Strategic Plan Amendment for Geary BRT Phase 2.



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 26th day of September, 2017, by the following votes:

**Ayes:** Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (9)

**Nays:** (0)

**Absent:** Commissioners Cohen and Sheehy (2)

Aaron Peskin 9/28/17  
Aaron Peskin Date  
Chair

ATTEST: Tilly Chang 9/29/17  
Tilly Chang Date  
Executive Director

**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
36.1	<b>Geary Bus Rapid Transit Phase 1</b> - Create dedicated bus-only lanes along the six-mile 38/38R route on Geary Street, O'Farrell Street, and Geary Boulevard from Market Street to 34th Avenue. Provide other pedestrian- and transit-supportive improvements such as bulb-outs, optimized stops with upgraded amenities, and signal improvements. This is for Phase 1 of the Bus Rapid Transit project.	SFMTA	Construction	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000	1, 2, 3, 5, and 6	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Allows equivalent amount of Prop K/Prop AA funds to shift to Phase 2 of the project to advance design.
34.6	<b>Better Market Street</b> - Completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.	SFPW	Design and Construction	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000	3, 5, and 6	Recommend funding design phase only (\$42 million design cost) due to lack of full funding for construction. Project could seek construction funding through various discretionary sources including Regional Measure 3 (RM3) Core Capacity funds, consistent with San Francisco's proposed RM3 priorities.
33.5	<b>Peninsula Corridor Electrification Project</b> - Electrify and upgrade the performance, operating efficiency, capacity, and reliability of Caltrain's commuter rail service by electrifying the Caltrain line from San Francisco to San Jose and replacing 75% of the diesel fleet with high performance electric train sets.	PCJPB	Construction	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736	6, 10	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> Requested OBAG 2 amount represents San Francisco's remaining commitment to the PCEP project. SFCTA, SFMTA, and the Mayor's Office will continue to identify funds to cover the gap.
27.8	<b>San Francisco Safe Routes to School (SRTS) Non-Infrastructure Project (2019-2021)</b> - Implement an additional two years of the SRTS program that includes educational, encouragement, and evaluation activities and deliverables for school years 2019-2021 on behalf of the SRTS Partnership. The intent is to increase the percentage of students actively commuting to participating schools and improve safety of routes to schools. The scope currently includes comprehensive services at 35 elementary schools, special activities at 4 middle schools, and 2 high schools citywide, and technical assistance to any interested public school.	DPH	Construction (Non-Infrastructure)	\$ 3,879,016	\$ 3,879,016	\$ 2,062,018	all	The recommended award will continue the current program from 2019 to 2021 at a reduced level of services that would include 25 elementary schools, 2 middle schools, and one high school in order to accommodate the SRTS Capital Improvements project. Recommendation excludes proposed add-on tasks, such as a bicycle build program for students, which are ineligible for OBAG funds. \$1.81 million of recommended funding is from the required Safe Routes to School set-aside prioritized for non-infrastructure projects. 20 of the current 35 elementary schools currently participating in the program are in PDAs.

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**Attachment 1.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects**  
**Projects Received and Detailed Staff Recommendation <sup>1</sup>**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
26.6	<b>John Yehall Chin Elementary Safe Routes to School</b> - Construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.	SFPW	Construction	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000	3	<b>OBAG 2 funds approved on July 25, 2017 through Resolution 18-05.</b> OBAG award would fully fund construction of this shovel-ready project that received Prop K and Active Transportation Program funds for the planning and design phases.
24.4	<b>Bayshore Multimodal Facility</b> - Complete environmental review and final design for a bi-county, Bayshore Multi-Modal Facility serving Caltrain, Muni, Samtrans, and future California High Speed Rail at the Bayshore Caltrain Station. Project would include an implementation plan for a complete street design, turnaround facility, and public space.	SF Planning	Environmental Review and Design	\$ 9,876,625	\$ 452,388	\$ -	10	We are not recommending OBAG 2 funding for this project, but note it is eligible for Prop K Bi-County funds if it moves forward. This avoids federalizing the project at this stage which is more efficient and mitigates delivery risk given strict federal requirements and SF Planning's lack of a funding agreement with Caltrans. This also allows us to help fully fund the BART elevator project below.
21.9	<b>Mission Bay Ferry Landing</b> - Construct a new ferry terminal in Mission Bay to provide a link between this Priority Development Area and the East and North Bays.	Port of SF	Construction	\$ 42,700,000	\$ 10,000,000	\$ -	6 and 10	Deemed ineligible due to lack of a full funding plan for requested phase. Prior phases are already under contract. Construction phase recommended as a San Francisco Regional Measure 3 priority.
17.4	<b>Embarcadero Station: New Northside Platform Elevator and Faregates</b> - Procure and install a new elevator on the east end of the station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	BART	Construction	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000	3, 6	\$2 million in OBAG 2 and \$1 M from the Prop K facilities funds designated for BART and/or from the "undesignated" line that BART/Caltrain/Muni can apply for will fully fund the project. BART will cover the difference with BART funds. Muni has no objection to the project.
n/a	<b>San Francisco Safe Routes to School (SRTS) Capital Improvements</b> - Placeholder for a project or projects that will improve safety walking and biking to schools.	TBD	Design and Construction	\$ 700,000	\$ -	\$ 751,246	all	Added in response to Board feedback requesting capital improvements to improve safety around schools. Specific improvements will be identified through walking audits, Vision Zero planning and design work, or other processes and subject to approval by the Board before OBAG funds can be accessed.
<b>TOTAL</b>				<b>\$ 2,724,984,641</b>	<b>\$ 87,059,404</b>	<b>\$ 42,286,000</b>		

<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>	<b>\$ 42,286,000</b>
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<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.

**Attachment 1.  
San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects  
Projects Received and Detailed Staff Recommendation**

Evaluation Score <sup>1</sup>	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	Requested Phase(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming	District(s)	Notes
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<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), Port of San Francisco (SF Port), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Planning Department (SF Planning), San Francisco Public Works (SFPW), or To Be Determined (TBD).

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**Attachment 2.**  
**San Francisco One Bay Area Grant Cycle 2 (OBAG 2)**  
**Summary of SFCTA Recommendations <sup>1,3</sup>**

Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	District(s)	Total Project Cost	OBAG 2 Requested	Recommended OBAG 2 Programming
SFPW	Better Market Street	Design	3, 5, and 6	\$ 603,720,000	\$ 37,123,000	\$ 15,980,000
PCJPB	Peninsula Corridor Electrification Project <sup>3</sup>	Construction	6, 10	\$ 1,980,253,000	\$ 16,100,000	\$ 11,187,736
SFMTA	Geary Bus Rapid Transit Phase 1 <sup>3</sup>	Construction	1, 2, 3, 5, and 6	\$ 64,656,000	\$ 6,939,000	\$ 6,939,000
SFPW	John Yehall Chin Elementary Safe Routes to School <sup>3</sup>	Construction	3	\$ 4,200,000	\$ 3,366,000	\$ 3,366,000
DPH	<del>San Francisco Safe Routes to School Non-Infrastructure Project (2019-2021) <sup>4</sup></del>	<del>Construction (Non-Infrastructure)</del>	<del>all</del>	<del>\$ 3,879,016</del>	<del>\$ 3,879,016</del>	<del>\$ 2,062,018</del>
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	Construction	3, 6	\$ 15,000,000	\$ 9,200,000	\$ 2,000,000
TBD	<del>San Francisco Safe Routes to School Capital Improvements <sup>4</sup></del>	<del>Design and Construction</del>	<del>all</del>	<del>\$ 751,246</del>	<del>\$</del>	<del>\$ 751,246</del>

<b>TOTAL</b>		\$ 2,667,829,000	\$ 72,728,000	\$ 39,472,736
<b>Total Approved (Res. 18-05):</b>		\$ 2,049,109,000	\$ 26,405,000	\$ 21,492,736
<b>Total Pending Approval</b>		\$ 618,720,000	\$ 46,323,000	\$ 17,980,000
<b>TOTAL OBAG 2 FUNDS AVAILABLE FOR PROJECTS</b>				\$ 42,286,000
<b>TOTAL REMAINING</b>				\$ 2,813,264

<sup>1</sup> Projects are sorted by recommended OBAG 2 programming from highest to lowest.

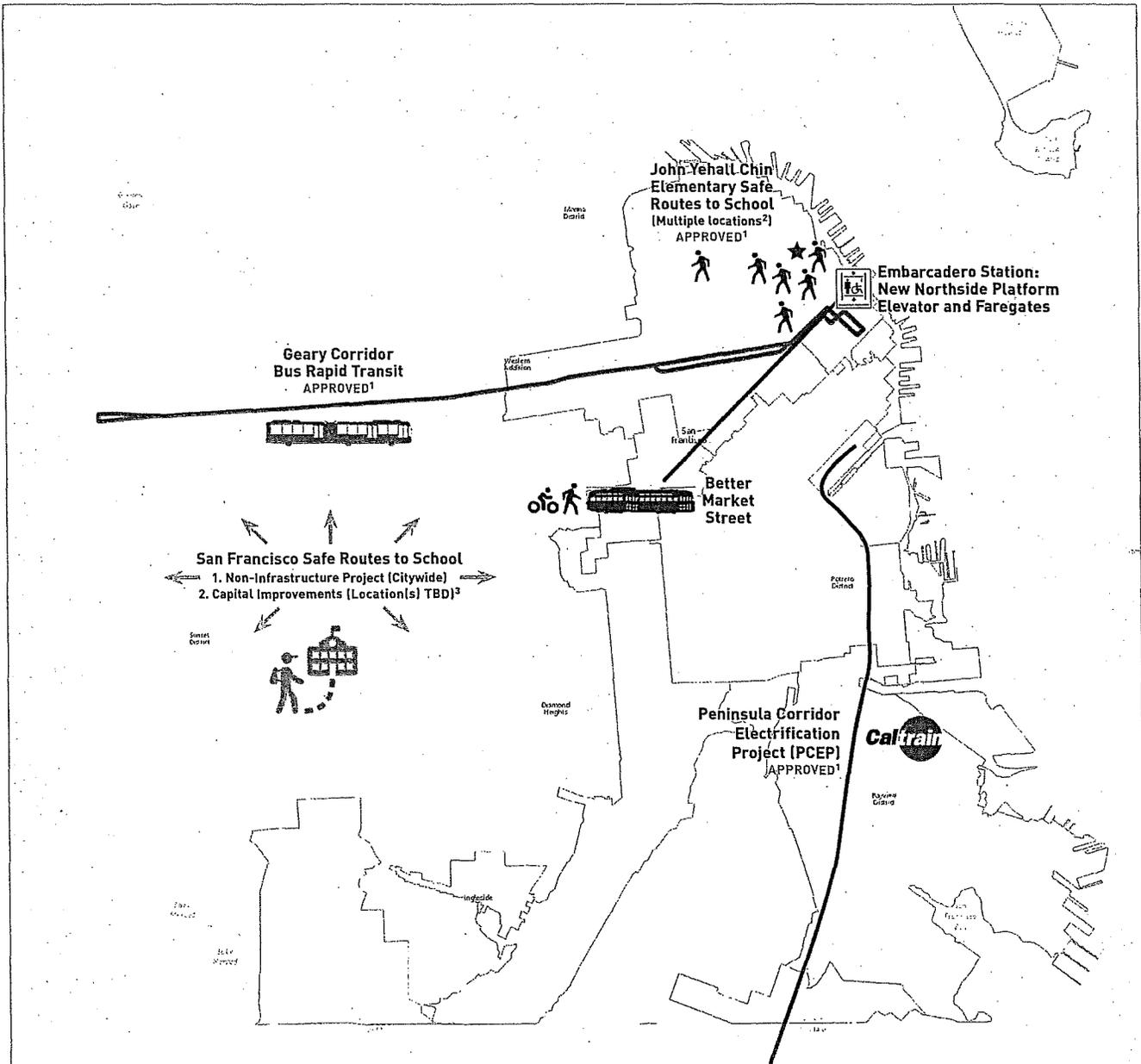
<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (PCJPB), San Francisco Department of Public Health (DPH), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and To Be Determined (TBD).

<sup>3</sup> Shaded projects were approved through Resolution 18-05 on July 25, 2017.

<sup>4</sup> Strikethrough projects are deferred for further discussion.



# San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Call for Projects—Recommended Projects



Grey backgrounds denote Priority Development Areas (PDAs)

**NOTES:**

1. Projects approved on July 25, 2017 through Resolution 18-05.
2. John Yehall Chin Elementary (★) Safe Routes to School Intersection Improvement locations:
  - Broadway and Cyrus Place
  - Pacific and Stockton
  - Kearny and Jackson
  - Bush and Kearny
  - Battery and Washington
  - Battery and Pacific
3. Candidate projects to be identified through planned or future walking audits, Vision Zero-related planning, or other processes. Projects will go through Board approval process.

## Attachment 4

### San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

# Better Market Street

**Sponsor:** San Francisco Public Works

**Recommended OBAG 2 Programming:** \$15,980,000

**Recommended Phase:** Design

**Districts:** 3, 5, and 6

#### Scope:

Completely reconstruct 2.2 miles of Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes. The program will advance several key City policies: Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan through a series of three interdependent project scopes:

1. Better Market Street Core Capacity Improvements. Increase transit capacity through improved efficiency for the 14 surface transit lines that converge on Market Street through upgrades such as: wider and longer transit boarding islands; red Muni-only lanes; new F-Line track loop; full repaving of the roadway; signal replacement; private vehicle restrictions; protected cycling facility along the length of the corridor; traction power upgrades including a new substation; and a new Overhead Contact System.
2. Better Market Street Streetscape Enhancements. Revitalize Market Street with major streetscape and safety improvements including: simplifying north side intersections to make it easier and safer to cross; sidewalk bulb-outs; crosswalk realignment and reconstruction; ensuring generous minimum sidewalk widths; replacing sidewalk bricks; modernizing wayfinding systems; planting new and replacement street trees; and installing streetscape improvements, furnishings, and public art.
3. Better Market Street State of Good Repair. Replace aging transit and utility infrastructure with in-kind facilities: streetcar tracks, sewer, water distribution infrastructure, streetlight conduit and wiring, and high-speed internet conduit.

Better Market Street is a joint project of SF Public Works, the San Francisco Municipal Transportation Agency, SF Public Utilities Commission, and the Department of Technology, with work on facilities owned by all four agencies. SF Public Works is leading the implementation and will coordinate the design drawings and bid the construction contracts. The project team also includes the Planning Department.

#### Schedule:

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	1/2011	6/2019
Environmental Studies (PA&ED)	1/2015	6/2019
Design Engineering (PS&E)	7/2019	6/2021
Construction	1/2022	12/2024

Attachment 4

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

Funding Plan (\$1,000):

Source	Status	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned			\$15,980		\$21,143	\$37,123
General Fund	Allocated	\$2,480	\$2,620				\$5,100
Octavia Land Sales	Allocated		\$3,050				\$3,050
Market Octavia Impact Fees	Allocated		\$1,000				\$1,000
Prop A GO Bond	Programmed	\$12,807	\$4,685	\$18,841		\$60,413	\$96,746
PUC	Planned			\$7,218		\$63,151	\$70,369
Prop B General Fund setaside	Programmed					\$10,055	\$10,055
FTA 5337 Fixed Guideway	Programmed					\$11,700	\$11,700
SFMTA 2021 Revenue Bond	Programmed					\$18,870	\$18,870
Prop K sales tax	Planned					\$1,250	\$1,250
SFMTA CIP	Planned					\$7,073	\$7,073
Senate Bill 1 (STIP/ATP)	Planned					\$50,000	\$50,000
Regional Measure 3	Planned					\$100,000	\$100,000
OBAG 3	Planned					\$16,000	\$16,000
TBD New revenues (e.g. vehicle license fee, bonds, sales tax)	Planned					\$76,000	\$76,000
FTA 5309	Planned					\$99,384	\$99,384
Total by Phase		\$15,287	\$11,355	\$42,039		\$535,039	\$603,720

Attachment 4

San Francisco One Bay Area Grant Cycle 2 (OBAG 2) Project Summaries

# Embarcadero Station: New Northside Platform Elevator and Faregates

Sponsor: Bay Area Rapid Transit District

Recommended OBAG 2 Programming: \$2,000,000

Recommended Phase: Construction

Districts: 3 and 6

**Scope:**

This project will purchase and install a new vertical elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency and accessible faregates will be added to accommodate wheelchairs. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.

**Schedule:**

Phase	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	Jun 2016	Jan 2017
Design Engineering (PS&E)	Feb 2017	Mar 2018
Construction	Jul 2019	Jul 2021

**Funding Plan (\$1,000):**

Source	Status <sup>2</sup>	PLAN	ENV	PS&E	ROW	CON	Total by Fund Source
OBAG 2	Planned					\$2,000	\$2,000
BART Measure RR	Allocated			\$1,910		\$3,890	\$5,800
Prop K	Planned					\$1,000	\$1,000
BART Other Revenue	Planned					\$6,200	\$6,200
Total by Phase				\$1,910		\$13,090	\$15,000

**Metropolitan Transportation Commission (MTC)  
Regional Project Funding Delivery Policy Guidance for  
FHWA-Administered Federal Funds  
In the San Francisco Bay Area  
MTC Resolution 3606  
January 22, 2014**

**Regional Project Funding Delivery Policy Intent**

The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

**General Policy Guidance**

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP); must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

**Regional Discretionary Funding:**

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

**Programming to Apportionment in the year of Obligation/Authorization**

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

**Advanced Project Selection Process**

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

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**Important Tip:** Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

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#### **Advance Construction Authorization (ACA)**

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

#### **Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)**

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

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**Important Tip:** If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

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#### **Federal Rescissions**

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated; unless otherwise directed by the Commission.

### **Annual Obligation Plan**

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

### **Local Public Agency (LPA) Single Point of Contact**

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

#### **FHWA-Administered Project Milestones Status**

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

#### **Local Public Agency (LPA) Qualification**

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

#### **Maximizing Federal Funds on Local Projects**

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

#### **Specific Project-Level Policy Provisions**

Projects selected to receive Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the funding deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

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**Important Tip:** Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

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Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

**In Summary:**

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

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**Important Tip:** If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

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**November 1** - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

**November 1 – January 31** – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

**January 31** - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

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**Important Tip:** In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

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- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

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**Important Tip:** There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

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- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

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**Important Tip:** Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

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- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

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**Important Tip:** In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

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- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

**Consequences of Missed Deadlines**

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

**Regional Project Delivery Principles**

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

## Regional Project Delivery Policy Guidance

## MTC Resolution 3606

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

<http://www.mtc.ca.gov/funding/delivery>

January 22, 2014

San Francisco OBAG 2 Application  
Project Scope, Schedule, Cost



v.2 (REV 03.17.17)

<b>Project Name</b>	John Yehall Chin Elementary Safe Routes to School	
<b>Sponsor Agency</b>	San Francisco Public Works	
<b>Sponsor Agency Contact Name</b>	Project Manager: Marcia Camacho	Grant Manager: Rachel Alonso
<b>Phone Number</b>	415.558.4015	415.554.4139
<b>Email</b>	marcia.camacho@sfdpw.org	rachel.alonso@sfdpw.org
<b>Partner Agencies and Staff Contacts (if applicable)</b>	Not Applicable	
<b>Project Location (including boundaries)</b>	Intersections near John Yehall Chin Elementary School (350 Broadway Street)	
<b>Supervisory District(s)</b>	3	
<b>Brief Project Description for MyStreetSF (50 words max)</b>	This project aims to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School. The project will construct curb extensions and a raised crosswalk at intersections in the neighborhoods surrounding 350 Broadway Street.	
<b>Detailed Scope (may attach Word document): Please describe the project scope and benefits, in particular how the project would meet the OBAG 2 program goal of supporting focused growth.</b>	See attached scope.	
<b>Attachments: Please list all attachments, e.g. letters of support; maps, drawings, photos; and any other materials to support understanding of the project</b>	<ol style="list-style-type: none"> <li>1) Scope and Community Outreach</li> <li>2) Maps</li> <li>3) SFMTA Safe Routes to School Prioritization</li> <li>4) Letter of Support</li> <li>5) Complete Streets Checklist</li> </ol>	

Project Delivery Milestones	Schedule		Cost			Work
	Start (Mo/Yr)	End (Mo/Yr)	Phase Total (\$1,000)	% of Construction	Source of Cost Estimate (e.g. % Design Complete)	In-house, Contracted, or Both
Planning/Conceptual Engineering (typically 30% design)	7/14	6/15	\$ 40	1%	Actual Cost	In-house
Environmental Studies (PA&ED)	09/15	09/17	\$ 21	1%	Actual Cost	In-house
Design Engineering (PS&E)	01/16	5/18	\$ 337	9%	35% Design	In-house
Right-of-way						
Construction	3/19	10/19	\$ 3,802	N/A	35% Design	Contracted
<b>Total Cost (\$1,000)</b>			<b>\$ 4,200</b>			

Is the project located in or near environmentally, historically, or culturally sensitive areas? yes

Does the project location overlap with other jurisdictions' ROW or require ROW acquisition? yes

Does the project require utility relocation? yes

Does the project require any other agreements with other jurisdictions or regulatory agencies? yes

If checked yes to any of the above, please describe possible impact on project delivery, and provide more detail on the status and steps identified/undertaken to address the issues below.



**Additional Status/Schedule/Cost Information (see instructions for type of information requested)**

The project received NEPA clearance in October 2015. CEQA clearance is expected to be obtained in the fall of 2017. The project is Cateorically Exempt from Environmental Review based on 23 CFR 771.117(c)(3): Construction of bicycle and pedestrian lanes, paths, and facilities. Minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. This means that the project has been determined to not have a significant effect on the environment. The project involves some relocation of catch basins, but avoids all high-pressure fire hydrants and valves. Curb ramps at all intersections would be upgraded to meet standards. Excavation for the constuction of bulbs would be no deeper than 12 feet.

The project is not being proposed in conjunction with any programs for extensive replacement or installation of sidewalks, curbs, gutters, or sidewalk bulbs. At some of the locations, water valves may need to be relocated. The project is located within historically and culturally sensitive areas. The project drawings and specificatons will address this and maintain the significance of the area. Coordination between Public Works and the SF Public Utilities Commission (PUC) will be required to relocate catch basins for construction of the bulb-outs.

Public Works received a federal Active Transportation Program (ATP) Cycle 1 grant in 2013 for environmental clearance and detailed design. Construction funds were not included in that application due to concerns about project readiness. The ATP design grant expires in June 2018, by which point Public Works will be ready to advertise a construction contract.

**Requested OBAG 2 Programing Year by Phase**

Fund Source	FY 2017/18*	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
OBAG 2 - Construction	\$ -	\$ 3,366	\$ -	\$ -	\$ -	\$ 3,366
					Project Total	\$ 3,366

\* If project has requested funding in FY 2017/18, please provide a justification for why the funds are needed in these early years of the program. Due to funding availability, MTC has indicated it will prioritize on-going projects but will also consider non-infrastructure projects (including plans) and preliminary engineering phases for Fiscal Year 2017/18.



**San Francisco OBAG 2 Application  
Major Line Item Budget**

**General Instructions**

Please provide budget detail for all phases through construction. Sponsor may use sample budget templates below or may attach budget details in another format that includes all required information.

Name: John Yehall Chin Elementary Safe Routes to School

**ENGINEER'S COST ESTIMATE**

Bid Item	Bid Item Description	Quantity	Unit	Unit Price	Extension	Total
<b>STREETS &amp; HIGHWAYS</b>						
T-1	Traffic Routing Work	1	LS	\$260,000	\$260,000	
R-2	Asphalt Concrete	7,000	SF	\$5	\$35,000	
R-3	Full Depth Planing Per 2-Inch Depth of Cut	3,200	SF	\$2	\$6,400	
R-4	8-Inch Thick Concrete Base	6,200	SF	\$22	\$136,400	
R-5	8-inch thick Concrete Pavement or Parking Strip	1,200	SF	\$25	\$30,000	
R-6	Combined 6-Inch Wide Curb & 2-Foot Wide Gutter	440	LF	\$70	\$30,800	
R-7	3 1/2-Inch Thick Concrete Sidewalk	5,200	SF	\$20	\$104,000	
R-8	Concrete Curb Ramp w/ Concrete Detectable Surface Tiles	12	EA	\$4,500	\$54,000	
R-9	Adjust City-Owned Hydrant and Water main Valve Box	6	EA	\$835	\$5,010	
R-10	Adjust City-Owned Manhole and Catch Basin Frame	8	EA	\$626	\$5,008	
R-11	Pull Box "Type I" Replacement With Fiberyte Lid	8	EA	\$625	\$5,000	
R-12	Pull Box "Type III" Replacement With Fiberyte Lid	8	EA	\$625	\$5,000	
				<b>Subtotal Cost for Curb Ramp Work</b>		\$676,618
						\$676,618
<b>STRUCTURAL</b>						
ST-0	Traffic Routing for Structural work	1	LS		\$40,500	
ST-1	Demolition	2,700	SF	\$100	\$270,000	
ST-2	Structural Slab	2,700	SF	\$120	\$324,000	
ST-3	Shoring	2,700	SF	\$10	\$27,000	
ST-4	Site security	2,700	SF	\$30	\$81,000	
ST-5	partition wall	3,600	SF	\$5	\$18,000	
ST-6	Water proofing	2,700	SF	\$30	\$81,000	
					<b>Subtotal Cost for Structural Work</b>	
					\$84,150	
					<b>Subtotal Cost for Structural Work</b>	
					\$925,650	\$925,650
<b>ELECTRICAL</b>						
E 1	Repainting street light	-	LS		\$12,000	
E 2	Relocate Fire Alarm	6	EA	\$5,000	\$30,000	
E 3	Relocate Traffic Signal Box	4	EA	\$15,000	\$60,000	
					<b>Subtotal Cost for Electrical Work</b>	
					\$102,000	\$102,000
<b>SEWER</b>						
SW-0	Traffic Routing for Sewer Work	-	LS		\$38,206	
SW-1	Trench And Excavation Support for Drainage Work	-	LS		\$6,000	
SW-2	Concrete Catch Basin Without Curb Inlet And With New Frame And Grating Per SFDPW Standard Plan 87,188	8	EA	\$6,000	\$48,000	
SW-3	Abandon Existing Catch Basin	4	EA	\$1,000	\$4,000	
SW-4	6-inch or 8-Inch Diameter VCP Side Sewer or 10-inch VCP Culvert Repair, Replacement or Construction (Conditional Bid Item)	170	LF	\$220	\$37,400	

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San Francisco OBAG 2 Application  
Major Line Item Budget

SW-5	6-inch, 8-Inch or 10-Inch Diameter Side Sewer or Culvert Connection to Concrete or Brick Sewer	4	EA	\$1,000	\$4,000	
SW-6	Television Inspection Of Existing 6-Inch Or 8-Inch Diameter Side Sewers and 10-Inch Diameter Culverts Located within Project Limits	10	EA	\$200	\$2,000	
SW-7	Post-Construction Television Inspection of Newly Constructed Side Sewers, Storm Pipes, and Culverts (Conditional Bid Item)	8	EA	\$150	\$1,200	
SW-8	Post-Construction FELL Inspection of Newly Constructed Culverts (Conditional Bid Item)	170	LF	\$70	\$11,900	
SW-9	Cast Iron Water Trap for Catch Basin Including Cleanout Cap per SFDPW Standard Plan 87,194 (Conditional Bid Item)	6	EA	\$300	\$1,800	
SW-10	Exploratory Holes (Conditional Bid Item)	8	EA	\$800	\$6,400	
SW-11	Allowance for Pre-Excavation Soil Sampling, Handling, Transportation and Disposal of Hazardous Excavated Materials and Soils Related to Sewer Drainage Work	2	AL	\$55,000	\$110,000	
SW-12	Allowance for SAR inspection	2	AL	\$6,000	\$12,000	
SW-13	Contingency Allowance to Perform Necessary Work Due to Unforeseen Conditions Related to Sewer Work	2	AL	\$5,000	\$10,000	
<b>Subtotal Cost for Sewer Work</b>					<b>\$292,906</b>	<b>\$292,906</b>
<b>WATER</b>						
W1	Relocate Low Pressure Fire Hydrant	1	EA	\$40,000	\$40,000	
W2	Adjust SFWD Valves	6	EA	\$1,500	\$9,000	
<b>Subtotal Cost for Water Department Work</b>					<b>\$49,000</b>	<b>\$49,000</b>
<b>GENERAL</b>						
G 1	Allowance for Partnering Requirements	1	LS	\$10,000	\$10,000	
G 2	Survey Monuments	12	EA	\$3,100	\$37,200	
<b>Subtotal Cost for General Work</b>					<b>\$47,200</b>	<b>\$47,200</b>
<b>SFMTA (FORCE ACCOUNT)</b>						
SF1	Roadway Striping	1	LS		\$60,000	
ST-2	MTA Traffic Signs	12	EA	\$500	\$6,000	
<b>Subtotal Cost for SFMTA (Force Account) Work</b>					<b>\$66,000</b>	<b>\$66,000</b>
<b>Subtotal</b>						<b>\$2,159,374</b>
<b>Mobilization at 5%</b>						<b>\$107,969</b>
<b>Escalation (2 yrs at 5%)</b>						<b>\$221,336</b>
<b>Total Construction Estimate (Total of Bid Items)</b>						<b>\$2,488,679</b>
<b>Contingency (10% of Construction)</b>						<b>\$248,868</b>
<b>Construction + Contingency</b>						<b>\$2,737,546</b>
<b>TOTAL CONSTRUCTION PROJECT COST</b>						<b>\$2,737,546</b>
<b>15% Design Contingency</b>						<b>\$410,632</b>
<b>Construction Management fees (all disciplines)</b>						<b>\$653,074</b>
<b>TOTAL PROJECT COST</b>						<b>\$3,801,252</b>
<b>TOTAL PROJECT COST ROUNDED</b>						<b>\$3,802,000</b>

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**San Francisco OBAG 2 Application  
Screening Criteria**

Project Name:

John Yehall Chin Elementary Safe Routes to School

Please check all that apply, and fill in the blank as appropriate.

<b>All Projects</b>	
Project is a fully funded, stand-alone project that fits one of the following categories:	
Safe Routes to School (SRTS) project (capital or non-infrastructure)	<input checked="" type="checkbox"/>
Capital project	<input type="checkbox"/>
Plan	<input type="checkbox"/>
Project scope is consistent with the intent of OBAG and its broad eligible uses.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Does not expire
The OBAG funding request is at least \$500,000. If less than \$500,000 please provide justification (grant request must not be lower than \$100,000):	<input checked="" type="checkbox"/>
Project is consistent with 2013 Plan Bay Area and the San Francisco Transportation Plan.	<input checked="" type="checkbox"/>
Check one that applies:	
Sponsor has identified the required 11.47% local match in committed or programmed funds.	<input checked="" type="checkbox"/>
(For a capital project) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.	<input type="checkbox"/>
(For a non-infrastructure project) Sponsor has secured local funds to fund federally ineligible activities (comprising of at least 11.47% of the total project cost) and would like to claim toll credits in lieu of a match for the federally eligible scope.	<input type="checkbox"/>
Sponsor has submitted MTC's Complete Streets Checklist.	<input checked="" type="checkbox"/>
<b>Street Resurfacing Only</b>	
Project selected based on the analysis results from San Francisco's certified Pavement Management System.	<input type="checkbox"/>
The project location's PCI is:	N/A
(For preventative maintenance) Project will extend the useful life of the facility by the following number of years:	N/A
<b>Safe Routes to School (SRTS) Only</b>	
Project is for non-infrastructure scope (e.g. education and outreach).	<input type="checkbox"/>
Coordination with SRTS Coalition (check all that apply):	
Project has been prioritized by the Coalition.	<input type="checkbox"/>
Project has a letter of support signed by all of the Coalition member agencies.	<input type="checkbox"/>

**San Francisco OBAG 2 Application  
Prioritization Criteria**

Project Name:  
John Yehall Chin Elementary Safe Routes to School

See the Transportation Authority's OBAG 2 website ([www.sfcta.org/obag2](http://www.sfcta.org/obag2)) for links to resources that correspond to the criteria below. Please check all that apply, and provide additional detail where requested.

<b>Location-Specific Prioritization</b>		
	In or through	Provides a proximate access to*
<b>Priority Development Area (PDA)</b> If checked, list PDA names: Downtown-Van Ness-Geary	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>High Impact Project Area</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Community of Concern</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Community Air Risk Evaluation (CARE) Community</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>* For all areas checked for a proximate access, please explain how Project provides a proximate access, including geographical and/or policy justifications:</b>		
<p>John Yehall Chin Elementary School (JYC) is 3 blocks north (Washington Street and Montgomery Street) and 2.5 blocks west (Port/Pier 15 Area) of High Impact Project Areas. The approximate distances are 0.21 miles and 0.19 miles, respectively. Map 2 in Attachment 2 illustrates the geographic relationship between these locations and how they can be served by the John Yehall Chin Safe Routes to School (JYC SR2S) infrastructure improvements.</p> <p>The High Impact Project Area 0.19 miles east of JYC SR2S, consisting of Pier 15, parts of Pier 27-29 and a mixture of job centers and residential units, is walking distance from the project area. The 82X Levi Plaza Express bus line runs along Sansome and Battery Streets and stops very close to the school. Based on school data, there are residents who live in the High Impact Project Area that can walk to and from JYC (<i>Attachment 2, Map 7</i>).</p> <p>The 10-Townsend and 12-Folsom/Pacific MUNI bus lines travel to the intersection of Sansome Street and Washington Street, which is another High Impact Project Area, and continue south on Sansome Street to additional High Impact Project Areas (<i>Attachment 2, Map 5</i>).</p> <p>Kearny Street and Jackson Street is located approximately 0.25 and 0.11 miles from High Impact Project Areas. The areas located directly south and to the southeast of this project location consist of high density mixed-use commercial buildings (office/retail). There is a high daily pedestrian traffic of over 40,000 according to a query of Transbase in these areas [<a href="http://transbasesf.org/transbase/">http://transbasesf.org/transbase/</a>]. The 8-San Bruno MUNI bus line also travels northbound on Kearny Street, making this street heavily used for multiple modes of travel.</p> <p>Battery Street and Pacific Avenue and Battery Street and Washington Street are approximately 0.14 and 0.06 miles respectively from High Impact Project Areas. These areas to the east of Battery Street and Pacific Avenue and the area to the west of Washington Street and Pacific Street consist of high density mixed-use commercial buildings (office/retail).</p> <p>Pacific Avenue and Stockton Street is approximately 0.28 miles northeast of a High Impact Project Area. This location is in Chinatown, a densely-populated neighborhood with a pedestrian volume of up to 40,000 people daily. Further west, the JYC SR2S project location of Broadway and Cyrus Place is approximately 0.09 miles north of a High Impact Project Area. These two final High Impact Project Areas are composed of residential buildings whose inhabitants can use the public transportation running along Powell Street, Sacramento/Clay Streets, and Leavenworth Street to access job centers.</p>		
<b>Project near affordable housing development (with 75% or more affordable units) in PDA</b>	<input type="checkbox"/> adjacent	<input checked="" type="checkbox"/> within 1/8 mile <input checked="" type="checkbox"/> within 1/4 mile
<b>Included in the Major Project List in the Transportation Investment Growth Strategy</b>	<input type="checkbox"/>	No
<b>Included in MTC-funded PDA plan(s)</b> If checked, list PDA plan(s): _____	<input type="checkbox"/>	No

**San Francisco OBAG 2 Application  
Prioritization Criteria**

<p><b>Included in Muni Equity Strategy</b> <input checked="" type="checkbox"/></p>	<p>Develop capital project to improve transit and walking conditions on Kearny with respect to the 8-Bayshore bus line. Chinatown has benefited from improved service management, service increases, and schedule adjustments over the past year. Service has been increased on the 8AX, 8BX and 10 routes. The service hours were also extended on the 8AX and 8BX to address crowding in the late morning. In April 2016, service will be increased to 15 minutes on both the 10 Townsend and 12 Folsom/Pacific, creating a 7.5 minute shared segment on Pacific Avenue.</p>
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<p><b>Planning for Healthy Places</b> <span style="float: right;">If checked, list applicable strategies:</span></p>	
<p>Project implements Transportation Demand Management (TDM) strategies. <input type="checkbox"/></p>	
<p>Project implements traffic management strategies to reduce vehicle emissions (e.g. traffic circles or signal retiming). <input checked="" type="checkbox"/></p>	<p>Creating a safer and improved walking environment will reduce vehicle dependency resulting in a decrease of vehicle emissions.</p>
<p>Project promotes the use of zero emission vehicles (e.g. installation of electric vehicle charging stations), as well as the uses of alternative fuels. <input type="checkbox"/></p>	

<p><b>Safety</b> <span style="float: right;">If checked, list applicable locations:</span></p>	
<p>Project is located on the Vision Zero High Injury Network. <input checked="" type="checkbox"/></p>	<p>The proposed improvements fall on four Vision Zero High Injury Network streets:</p> <ul style="list-style-type: none"> <li>- <i>Broadway Street</i>: JYC school is located at 350 Broadway St. Improvements proposed for intersection of Broadway/Cyrus Place.</li> <li>- <i>Kearny Street</i>: improvements proposed for intersections of Kearny/Jackson and Kearny/Bush.</li> <li>- <i>Battery Street</i>: improvements proposed for intersections of Battery/Pacific and Battery/Washington.</li> <li>- <i>Stockton Street</i>: improvements proposed for intersection of Stockton/Pacific.</li> </ul>

San Francisco OBAG 2 Application  
 Prioritization Criteria

If not on the Vision Zero High Injury Network, project is located at high injury locations as supported by data.

Data used: \_\_\_\_\_

**Description of specific safety concerns and project features that address those concerns:**

According to SWITRS data, between 2008-2012 there were a total of **322 injury collisions within a 1/4 mile of the school**. Of the 322 injury collisions, 61 involved pedestrians, 51 occurred during school hours, and 27 were of severe or fatal nature. Based on 2015 student demographics, 35% of the student population lives less than 1/2 mile from the school, making walking a viable choice for mode of transportation. Given the amount of students living close to the school, it is important to have walking routes as safe as possible.

One of the project locations, the intersection of Bush Street and Kearny Street, ranks within the top 1 percent of pedestrian volumes in the city of San Francisco based on the SFMTA pedestrian volume model. The intersection of Kearny and Jackson also ranks in the top 10 percent. Crowded corners at intersections can pose a barrier to pedestrian travel and **encourage unsafe pedestrian behavior such as walking in the street**. Field work at these locations confirmed that such behaviors do occur and this project will directly address and mitigate these issues.

Through the **construction of curb or sidewalk extensions (also known as bulb-outs) and a raised crosswalk**, the project seeks to improve safety for people who walk, bike, or take public transit to and from John Yehall Chin Elementary School. The construction of curb extensions will provide a larger area at the intersection for people to stand as they wait for signal lights. The bulbs also provide three other benefits:

1. Reduce crossing distance during which a pedestrian is exposed to vehicles
2. Increases visibility of and sight distance between pedestrians, motorists, and bicyclists
3. Reduces speed and/or volume of motor vehicles and bicycles around the bulbed corner in the proximity of non-motorized users

**Describe how the proposed elements are consistent with Vision Zero policies:**

John Yehall Chin SR2S is consistent with Vision Zero policies in that the project elements incorporate curb extensions and raised crosswalks, both of which have been reviewed by the WalkFirst project to assess their effectiveness at reducing pedestrian collisions and have been incorporated into Vision Zero policy. Given that this project includes improvements at several high-injury and high-pedestrian-volume locations, John Yehall Chin SR2S is a critical near-term improvement for this program and is a priority for the entire city. Funding this project will help the City meet its goal of eliminating traffic-related fatalities by 2024.

**San Francisco OBAG 2 Application  
Prioritization Criteria**

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<b>Multi-modal benefits</b>		If checked, list mode-specific scope elements:
Project will bring benefits to the following mode:		
Pedestrians	<input checked="" type="checkbox"/>	Curb extensions and a raised crosswalk
Bicyclists	<input type="checkbox"/>	
Transit passengers	<input type="checkbox"/>	
Motorists	<input type="checkbox"/>	
<b>Multiple Project Coordination</b>		
Public Works sees coordinating with other agencies as a potential opportunity, whether it be for design work, construction as a joint project, or at least timing considerations to minimize disruptions to the public. No major capital construction conflicts are known at this time. The John Yehall Chin Safe Routes to School project was initially developed by the SFMTA, which led a 2013 Walk Audit, funded the planning phase efforts with Proposition K Traffic Calming funds, and identified the intersections to be improved. As design advances, Public Works project management staff will engage with PG&E and/or SFMTA, if needed.		
<b>Community Support</b> (may attach Word document or include as part of the Scope section on the first page)		
Refer to Attachment #1: Scope and Community Support		
<b>Core Capacity</b>		If checked, list applicable corridors:
Project is identified as a 1) Prerequisite Project or 2) Project Common to All Packages in Bay Area Core Capacity Transit Study (CCTS).	<input type="checkbox"/>	N/A
Project is not identified in CCTS but located on Bay Area Core Corridors (i.e. Muni Metro and Rapid Network, Transbay and Peninsula travel corridors).	<input type="checkbox"/>	N/A
If checked, please indicate base year for data purposes, provide base year data and anticipated increase in person throughput and/or reliability that will result from the project. Provide supporting data and/or explanations.		
<b>Project Sponsor Priority</b>		
If applicable, please identify the priority of this project relative to other OBAG 2 SF applications submitted by the same sponsor.		
Given the small size of this grant, and the need to obtain federal construction funding in order to meet the obligations inherent in using federal funds for environmental clearance and detailed design, this is the department's first priority OBAG application.		

**PROJECT SCOPE**

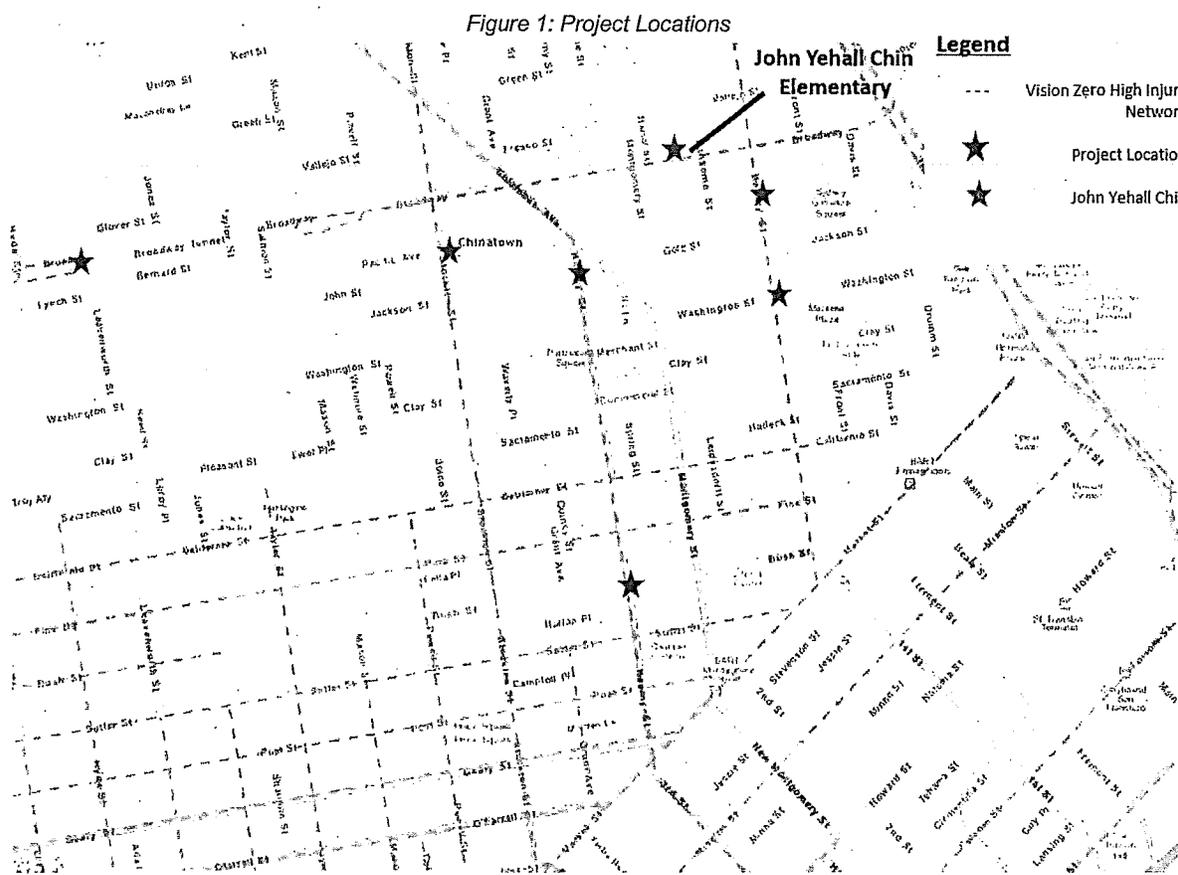
John Yehall Chin Elementary School is located at 350 Broadway Street, between Montgomery and Sansome Streets, in San Francisco's Telegraph Hill neighborhood. This area is within the Downtown-Van Ness-Geary Priority Development Area and has proximate access to High Impact Project Areas because of its dense residential and employment centers. The area around the school is also considered a community of concern as defined by the Metropolitan Transportation Commission because of its transportation challenges, either because of affordability, disability, or because of age-related mobility limitations.

Based on 2015 student demographics, 81 percent of students are eligible for free/reduced price meals with at least 52 percent of students living one mile or less from the school. Residential and employment density within the school neighborhood is among the highest in the city, with 52 percent of students living within one mile of the school, increasing to 65 percent within two miles. Even with the short distance to school, the travel mode for students commuting via a family vehicle has increased from 34 percent in fall 2014 to 38 percent in spring 2016 and travel mode by walking decreased from 38 percent to 33 percent in the same time frame. In addition, one third of students travel to Chin Elementary from more remote southeastern neighborhoods such as Visitacion Valley and Bayview, creating a need for more safety near bus stops.

The John Yehall Chin Safe Routes to School Project will provide pedestrian safety improvements to the vicinity this K-5 school and the surrounding neighborhood in northeastern San Francisco. The project would include significant pedestrian improvements at the following intersections:

Intersection	Countermeasure	Location Information
1) Kearny and Bush	Curb extension	Situated among many commercial establishments and office buildings, this intersection has some of the highest pedestrian volumes in San Francisco. At 9.5 blocks south, this location is furthest from the school site, but within the enrollment area.  Based on information from SWITRS, from 2005-2015, 26 accidents have occurred with 11 involving pedestrians.
2) Kearny and Jackson	Curb extension	Situated 3.5 blocks southwest from the school among commercial establishments, a private preschool through 8 <sup>th</sup> grade school, and a 12-15 story very-low-income senior housing development, this intersection also has high pedestrian volumes. Based on information from SWITRS, from 2005-2015, 19 accidents have occurred with 5 involving pedestrians.
3) Pacific and Stockton	Curb extension	Situated 4.5 blocks west and among many commercial establishments, 13% of the student body lives within 600 feet of this intersection. Based on information from SWITRS, 16 accidents occurred from 2005-2012, of which 12 involved pedestrians.
4) Battery and Pacific	Curb extension	This intersection is located 2.5 blocks southeast from the school. Battery Street is a high injury corridor that is situated among many commercial establishments and office buildings. Based on

		information from SWITRS, from 2005-2015, 12 accidents have occurred with 3 involving pedestrians.
5) Battery and Washington	Curb extension	This site is 4.5 blocks southeast of the school. Based on information from SWITRS, from 2005-2015, 29 accidents have occurred with 1 involving pedestrians.
6) Broadway and Cyrus PI	Raised Crosswalk	This location is 8 blocks from the school, but the Safe Routes to School Enrollment Map shows students live along the route. Furthermore, the intersection is adjacent to the Broadway West Mini Park and close to another elementary school, Spring Valley.



The proposed safe routes to school infrastructure improvements for John Yehall Chin Elementary represent a substantial transportation priority not only for San Francisco Public Works but also for several agencies citywide. John Yehall Chin Elementary School is ranked as one of the schools with greatest need of safety improvements on the SFMTA Safe Routes to School prioritization list (*Attachment 4*). This prioritization was created to better select Safe Routes to School projects and includes criteria such as rates of free or reduced lunch, number of students enrolled living within one mile of the school, and high levels of collisions involving a pedestrian.

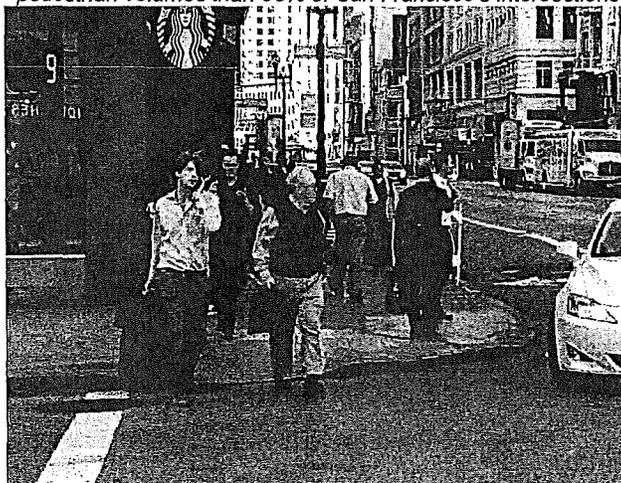
The project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to John Yehall Chin Elementary School and others living and working in the neighborhood. The curb extensions and raised crosswalk will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. This will help to reduce conflicts between pedestrians and motor vehicles, as measured by collision data. It should also encourage additional students to walk to school.

The project locations were chosen based on how well they met these criteria:

- Potential to improve walking conditions
- Proximity to school
- Along a high injury street
- Relative difficulty of funding these projects from other sources
- Confidence that Public Works will be able to implement the improvements within the time and schedule provided by the One Bay Area Grant.

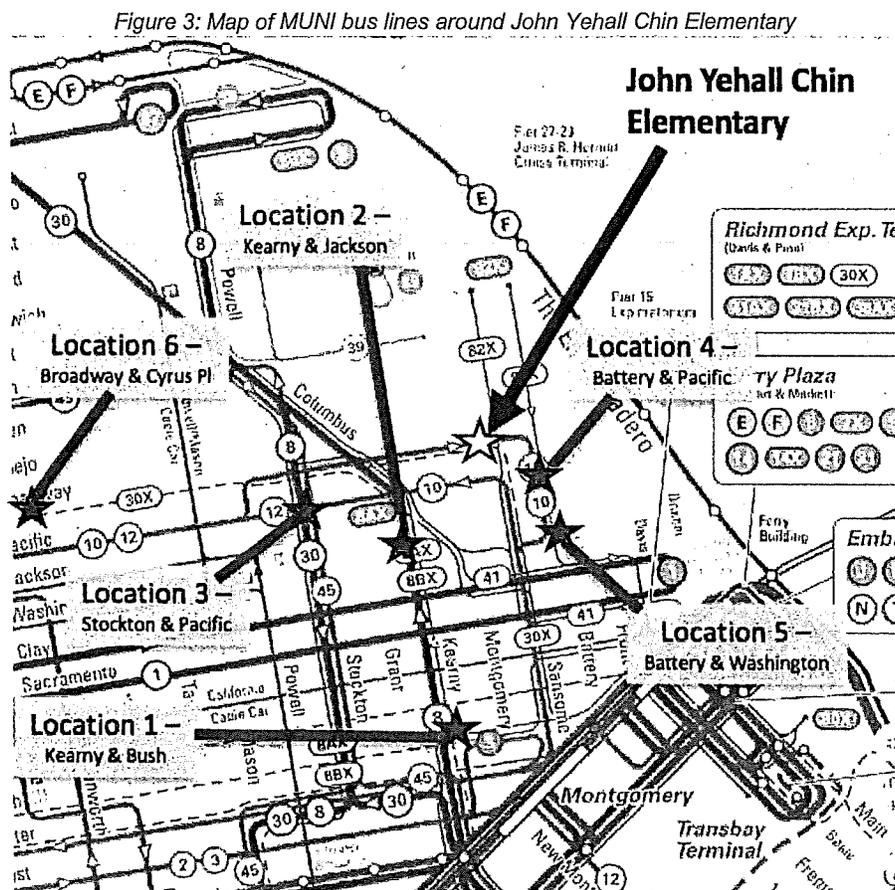
In addition to students, other users include people living and working in the Financial District. Although the intersection of Kearny and Bush Streets is located further from the school, it is still within the enrollment area, is a realistic walking distance (approximately a half mile to the south), and serves one of the highest pedestrian volumes in San Francisco. Kearny Street, a high injury corridor, has some of the largest office buildings in San Francisco and many street level restaurants and retail businesses. The intersections of Kearny at Bush and Kearny at Jackson, for example, have daily pedestrian estimates of 40,052 and 33,736 respectively (*Figure 2*).

*Figure 2: The intersection of Kearny Street and Bush Street has higher pedestrian volumes than 95% of San Francisco's intersections*



Based on SFMTA's pedestrian volume model, approximately 148,500 pedestrians use the selected intersections every day. There is also a very high density of transit routes in the area, with the Muni 10-

Townsend and 12-Folsom/Pacific running on Pacific Avenue and Broadway, the 8-San Bruno, 8AX, 8BX running on Kearny Street, and the 41-Union running on Columbus Avenue, in addition to several express routes on Bush Street (Figure 3). These transit lines serve neighborhoods and destinations as diverse as Visitacion Valley, San Francisco City College, Potrero Hill, San Francisco General Hospital, Pacific Heights, and the Marina.



Although estimating the increase in users resulting from the construction of curb extensions is difficult given the lack of research available, Public Works expects to see an increase in pedestrian volumes. Studies have found a strong correlation between the walkability of a neighborhood and physical activity.<sup>i</sup> According to a 2004 report from the CDC, the second most commonly reported barrier to walking to school was traffic-related danger, cited by 30.4% of parents.<sup>ii</sup> This ranks behind only distance to school, a less significant factor for John Yehall Chin Elementary School given its small enrollment area and high population density. Therefore, improving the perception of traffic safety is the most effective strategy available for increasing the proportion of students walking to school.

GIS analysis was performed using data from the 2012 American Community Survey 5-year estimates and 2011 Longitudinal Employer-Housing Dynamics dataset. A weighted average of the census tracts located

within ¼ mile of the selected intersections show that the project area has a population density of approximately 31,000 people per square mile and employment density of 181,000 jobs per square mile. These are some of the highest residential and employment densities in the City. Based on this data and forecasted population growth in the area, SFMTA estimates an increase of 1,500 pedestrians after the first year and 7,500 pedestrians after five years. Here, high-quality pedestrian and transit facilities are crucial to the safety and livelihood of thousands of people.

This project is consistent with MTC's 2013 Plan Bay Area. It works directly towards Targets 4 and 9:

- Target 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- Target 9: Increase non-auto mode share by 10 percentage points (to 26 percent of trips) and decrease automobile VMT per capita by 10 percent.

## COMMUNITY SUPPORT

As part of the NEPA process, the project presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team invited neighborhood members to a community meeting.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. A specific location was mentioned during a Walk Audit with the school community, including Sansome at Pacific. Other locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian high-injury network and proximity to significant pedestrian generators.

The SFMTA maintains a prioritized list of schools for infrastructure and non-infrastructure investments. The priority ranking is based on several factors, including the percentage of the school enrollment living within one mile (a proxy for the potential for walking and bicycling), the percentage of students receiving free or reduced price meals, the existing mode share, the number of collisions, and the severity of injury collisions in the school neighborhood. John Yehall Chin Elementary School ranked 6th of 73 schools for infrastructure investments.

The WalkFirst Implementation Strategy relied upon two types of outreach. Between December 2013 and January 2014, a series of 10 focus groups were held at various locations in the city with different members of the community. Participants discussed the general strategy for pedestrian safety improvements, including the location where investments should be focused and the types of preferred improvements. Participants generally felt that pedestrian investments should be focused where safety improvements are most urgently needed, and curb extensions were a popular treatment type. Additional outreach included a web-based tool that informed the public about the types of available treatments and their costs, and information about the types of collisions that occur on the high-injury network. Participants were asked to select available treatments that they would like to see in San Francisco; curb extensions were among the treatments identified.

The Better Streets Plan Outreach consisted of 106 meetings between 2006 and 2010 that reached a broad cross section of the San Francisco community. The San Francisco Department of City Planning met with neighborhood groups, advocacy groups, the disabled community and countless other stakeholders in addition to hosting workshops with the general public. These meetings showed that the public was very

interested in reshaping San Francisco's streets to meet pedestrian needs, and showed general support for the types of improvements proposed in this grant application.

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<sup>1</sup> Gallimore, Brown, and Werner, "Walking routes to school in new urban and suburban neighborhoods: An environmental walkability analysis of blocks and routes" (June 2011)

<sup>ii</sup> Centers for Disease Control, "Barriers to Children Walking to or from School" (September 2005)





# Map #3: Project within 1/4 mile of affordable housing development

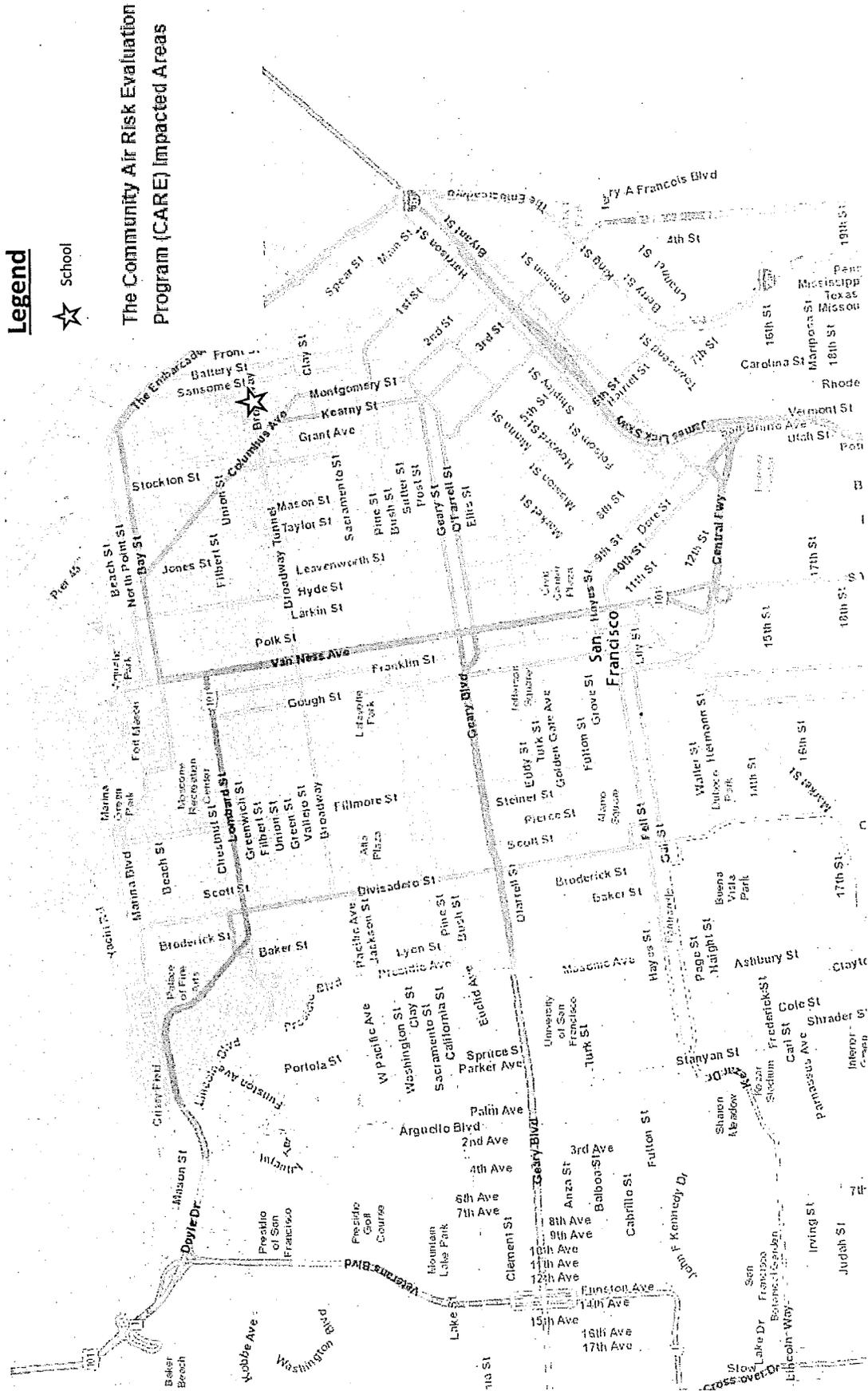


Attachment 2: Maps

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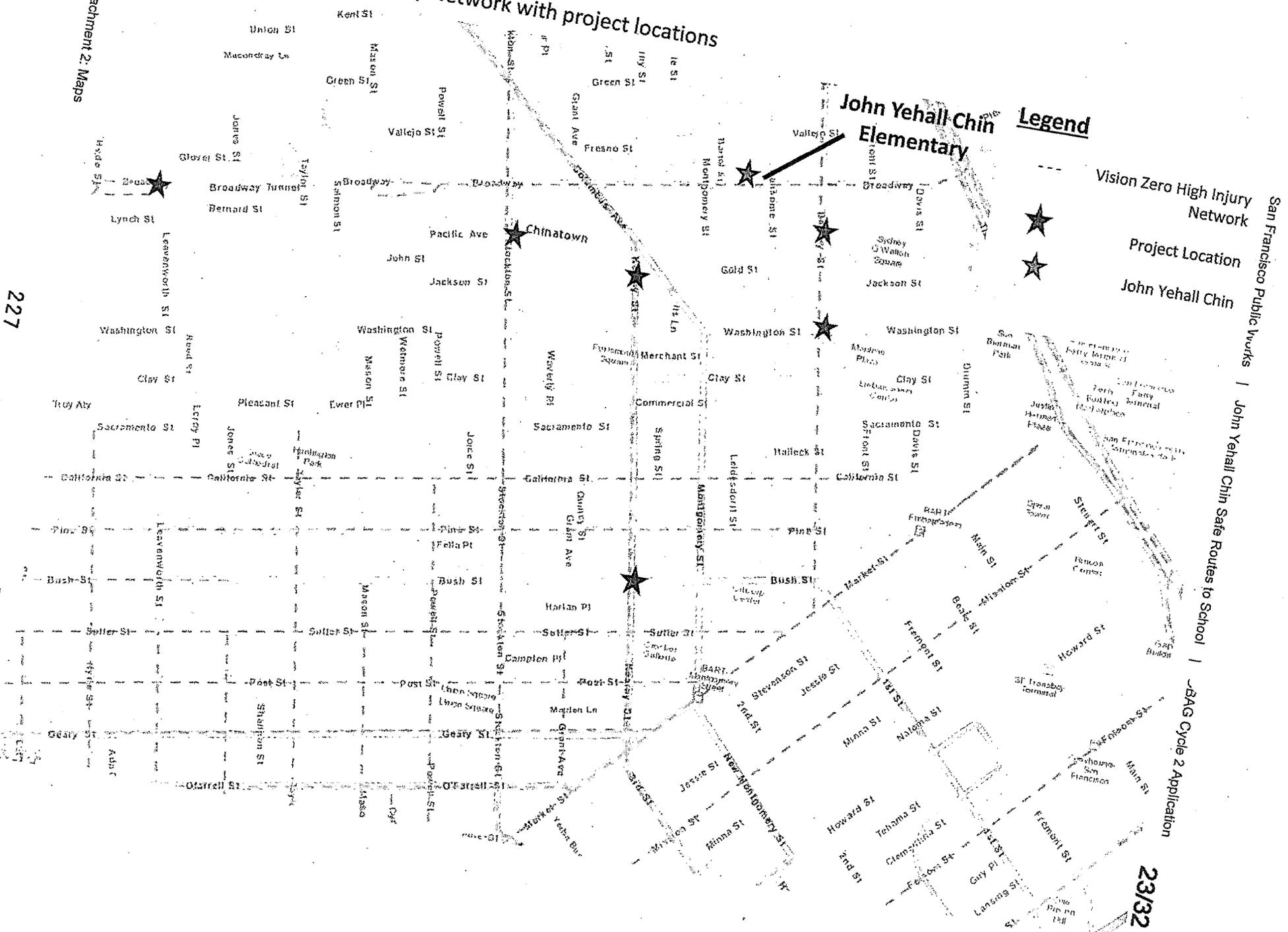
Map #4: Community Air Risk Evaluation (CARE Community)





# Map #6: Vision Zero High Injury Network with project locations

Attachment 2: Maps



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Map #7: John Yehall Chin Attendance Map (2017)

Attachment 2: Maps



John Yehall Chin

- ★ = a family at your school
- 🚩 = your school

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Source: San Francisco Safe Routes to School (<http://sfsaferoutes.org/schools/john-yehall-chin/>)

Table 2: SRTS Prioritization Ranking

SFMTA Safe Routes to School Prioritization Ranking for Infrastructure Projects

Tier calculation is the sum of the quartiles for the number of students who currently walk and the number of pedestrian-involved collisions (data used is in highlighted columns)  
 Within each tier, each school is ranked based on the sum of the quartiles for % students within one mile, % low-income students, % collisions with fatalities/severe injuries and % of collisions during school hours

Tier	Rank	School	Demographic Data						TRAFFIC COLLISION HISTORY AROUND SCHOOLS									
			Sup. District	Total School Enrollment (2010-2011)	% student enrollment living within 1 mile	Free/Reduced Priced Meals	Walk Share	Total Walkers	Fatal Injury Collisions	Severe Injury Collisions	Fatal + Severe Injuries	Minor Injury Collisions	Total Injury Collisions	Pedestrian-Involved Collisions	during drop off (7:30am-9:30am) or pickup (1:30pm-4pm)	% collisions that are fatal + severe	% collisions that involve peds	collisions during school hrs of all total injury collisions
1	1	Jean Parker	3	272	62.4%	83.3%	56.1%	153	5	17	22	150	204	77	48	11%	52%	24%
	2	Gordan Lau	3	662	54.9%	86.1%	41.5%	275	7	23	30	244	304	70	87	10%	46%	23%
	3	Redding	3	331	64.6%	83.7%	51.4%	170	5	27	32	362	426	119	96	8%	28%	23%
	4	Cesar Chavez	9	471	60.5%	77.9%	44.1%	209	4	10	14	157	155	54	43	7%	20%	22%
	5	Marshall	9	239	59.7%	83.6%	55.9%	134	0	24	24	350	398	72	99	6%	18%	25%
	6	John Yehall Chin	3	258	53.8%	87.3%	49.8%	123	2	14	16	150	192	62	48	8%	32%	25%
	7	Tenderloin	6	367	68.7%	84.3%	49.3%	161	3	31	34	85	520	99	133	7%	19%	26%
	8	Monroe	11	509	58.4%	57.9%	45.4%	231	0	6	6	95	97	36	30	6%	37%	31%
	9	Bessie Carmichael	6	480	42.9%	74.3%	31.0%	149	2	10	12	242	266	60	71	5%	23%	27%
2	1	ER Taylor	9	653	67.1%	75.4%	31.2%	204	2	4	6	42	54	21	23	11%	39%	43%
	2	George Moscone	9	331	64.1%	85.7%	44.5%	147	1	8	9	119	137	34	30	7%	25%	22%
	3	George Peabody	1	249	44.4%	45.1%	31.2%	78	1	13	14	101	129	41	37	11%	32%	29%
	4	Bryant	9	241	65.9%	87.4%	65.8%	159	0	5	5	105	115	32	29	4%	28%	25%
	5	Yick Wo	3	254	63.3%	53.3%	48.2%	127	0	7	7	73	87	25	14	8%	29%	16%
	6	Garfield	3	263	50.0%	71.8%	40.9%	95	1	10	11	75	97	49	18	11%	51%	19%
	7	Spring Valley	3	342	92.1%	82.9%	37.0%	127	2	10	12	157	161	46	39	7%	25%	22%
	8	Rosa Parks	5	395	43.5%	62.1%	21.9%	87	4	11	15	234	264	66	79	6%	25%	30%
	9	Alamo	1	516	54.8%	34.4%	32.4%	167	2	3	5	90	100	24	29	5%	24%	29%
3	1	Visitation Valley	10	432	75.7%	84.7%	37.4%	162	0	2	2	23	27	10	5	7%	37%	33%
	2	Guadalupe	11	475	64.7%	74.7%	26.7%	127	2	1	3	28	34	10	11	9%	29%	32%
	3	SF Community	11	32	62.1%	69.5%	25.0%	48	3	7	10	125	145	46	44	7%	32%	30%
	4	Leonard Flynn	9	478	51.0%	66.1%	26.0%	124	0	5	5	99	109	16	36	5%	15%	33%
	5	Lafayette	1	529	66.5%	31.0%	28.8%	152	0	5	5	41	51	14	11	10%	27%	22%
	6	Fairmount	8	368	36.2%	55.6%	30.8%	113	1	1	4	133	141	29	47	3%	21%	33%
	7	John Muir	5	222	43.9%	86.4%	32.2%	72	0	14	14	208	236	46	49	6%	19%	21%
	8	Sanchez	8	259	32.5%	81.7%	20.9%	54	2	11	13	211	237	52	58	5%	26%	24%
	9	Longfellow	11	601	65.0%	65.5%	38.4%	231	0	4	4	58	66	15	11	6%	23%	17%
	10	Buena Vista	9	394	23.4%	55.9%	19.1%	75	4	7	11	115	137	22	36	8%	16%	26%
	11	Jefferson	4	492	49.7%	41.3%	25.5%	125	2	5	7	135	159	34	49	4%	17%	25%
4	1	Cleveland	11	327	68.5%	72.9%	34.8%	114	0	4	4	17	25	8	9	16%	32%	36%
	2	Sheridan	11	217	67.6%	76.2%	29.7%	64	0	4	4	42	50	13	15	8%	26%	30%
	3	George Washington C	10	279	74.5%	85.4%	21.7%	51	3	3	4	55	63	15	19	6%	24%	30%
	4	Chinese Ed Center	3	85	34.5%	95.3%	23.1%	20	5	20	25	270	320	116	86	8%	36%	27%
	5	Glen Park	8	340	32.7%	77.7%	15.7%	57	3	3	6	71	83	18	24	7%	22%	25%
	6	Sutro	1	247	43.7%	69.8%	23.6%	58	0	8	8	137	153	32	51	5%	21%	33%
	7	Bret Harte	10	237	46.5%	80.0%	33.2%	79	1	3	4	18	26	4	3	15%	15%	12%
	8	Starr King	10	343	25.0%	50.6%	22.4%	70	1	4	5	39	49	7	16	10%	14%	33%
	9	Junipera Serra	9	275	50.5%	82.7%	23.6%	65	0	3	3	54	60	12	17	5%	20%	28%
	10	Sunnyside	7	322	36.1%	53.1%	23.0%	74	0	1	1	28	30	10	10	3%	37%	33%
	11	RL Stevenson	4	475	43.1%	54.7%	17.2%	82	0	2	2	43	47	11	16	4%	21%	34%
	12	Sunset	4	391	43.9%	33.5%	13.7%	54	0	1	1	52	54	17	21	2%	31%	39%
	13	Dr. Charles Drew	10	268	51.3%	76.8%	13.8%	29	1	6	7	94	108	24	22	6%	22%	20%
	14	Francis Scott Key	4	527	48.0%	56.5%	21.8%	115	0	0	0	17	17	4	5	0%	24%	23%
	15	Paul Feyer	9	329	27.8%	71.2%	14.6%	48	0	1	2	18	22	11	9	4%	18%	31%
	16	Dianne Feinstein	4	471	31.0%	22.7%	11.1%	52	0	2	2	18	22	11	8	9%	50%	35%
	17	Frank McCoppin	1	258	42.1%	68.0%	45.5%	117	0	3	3	72	78	15	22	4%	19%	28%
	18	Alvarado	8	521	25.9%	41.2%	20.9%	109	0	3	3	28	34	2	9	9%	6%	26%
	19	New Traditions	5	229	27.7%	49.7%	15.4%	35	0	16	16	157	169	28	43	8%	15%	23%
	20	Harvey Milk	8	245	17.1%	47.5%	8.6%	21	0	7	7	84	98	35	24	7%	36%	24%
	21	Argonne	1	423	45.3%	41.4%	24.2%	102	1	3	4	68	76	15	14	5%	20%	18%
	22	Dr. William Cobb	2	383	25.8%	74.0%	13.7%	25	0	10	10	139	159	23	39	6%	14%	25%
	23	Commandore Sloat	7	380	18.1%	39.4%	7.9%	30	0	4	4	93	107	19	34	4%	16%	32%
	24	Grattan	5	384	31.0%	20.6%	19.1%	73	0	3	3	30	36	8	9	8%	22%	25%
	25	McKinley	8	352	32.5%	47.9%	14.7%	52	0	5	5	71	81	14	20	6%	17%	25%
	26	Sherman	2	425	23.7%	52.7%	9.5%	40	0	8	8	205	221	31	57	4%	14%	26%
	27	West Portal	7	572	20.6%	36.0%	8.9%	51	0	4	4	48	56	13	12	7%	23%	21%



San Francisco Unified School District  
**John Yehall Chin Elementary School**  
350 Broadway  
San Francisco, California 94133  
(415) 291-7946  
FAX: (415) 291-7943  
Allen A. Lee, Principal



March 14, 2017

San Francisco County Transportation Authority (SFCTA)  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103

To Whom It May Concern:

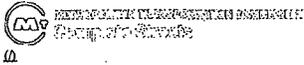
John Yehall Chin Elementary School serve students from Kindergarten through 5<sup>th</sup> grade, located between the Financial District, Chinatown, and the North Beach neighborhoods. The diverse school community includes many families who walk from the south and west of the school and others who travel from the Visitacion Valley and the Crocker-Amazon neighborhoods. John Yehall Chin Elementary School supports the San Francisco Public Works' (SFPW) application for an One Bay Area Grant so that program such as Safe Routes to School can continue flourish and be beneficial to our young students.

Our school has a strong history of students and their families walking to school, and many members of our community cross these busy streets every single day. These improvements would help all of us in addressing concerns about traffic speeds, traffic volumes, and lack of pedestrian space that pose barriers to students wishing and needing to walk to school. Further, thousands of San Franciscans live and work in our school neighborhood and these improvements would make walking safer and more convenient for them as well.

We strongly believe that the proposed curb extensions at these locations will not only increase the number of students walking in the area, but also provide a safer and more walkable community. We fully endorse this application and encourage you to fund this project. Thank you for your consideration of this application.

Sincerely,

Allen Lee  
Principal  
John Yehall Chin Elementary School  
San Francisco Unified School District



Successfully submitted checklist.

**Project:**

[John Yehall Chin Safe Routes to School \(/projects/984\)](#)

[./checklists/1155/edit](#) [./checklists/1155](#)

**Checklist:**

John Yehall Chin Safe Routes to School

**Name:**

John Yehall Chin Safe Routes to School

**Description:**

Construct curb extensions and a raised crosswalk to improve pedestrian safety near John Yehall Chin Elementary School (350 Broadway Street).

**Status:**

In Progress

**Project:**

[John Yehall Chin Safe Routes to School \(/projects/984\)](#)

**Location:**

San Francisco

**Contact Name:**

Rachel Alonso

**Contact Email:**

rachel.alonso@sfdpw.org

**Contact Phone:**

4155544139

**Contact Address:**

1155 Market Street, 4th floor  
San Francisco, CA 94102

**1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.**

- Class I bicycle paths
- Class II bicycle lanes
- Class III bicycle routes
- Class IV bikeways
- Bicycle boxes
- Raised separated bikeways
- Bicycle Boulevards
- Bicycle parking
- Sidewalks on one side or both sides of street
- Marked crosswalks
- Protected intersection
- Painted conflict zones
- Narrow unpaved path
- Pedestrian-actuated traffic signals or routine pedestrian cycle
- Bulb-outs
- Bicycle actuated traffic signals or routine bicyclist cycle
- High visibility crosswalks
- Pedestrian-level lighting
- ADA-compliant ramps
- Traffic signal push buttons
- Refuge islands on roadways
- Transit shelter
- Wide curb lanes
- Right turn only lanes
- Transit vehicle stop

Transit vehicle stops  
 Pedestrian countdown signals  
 Way-finding or directional signage  
 None

**: Other**

Frequent crosswalks

**: Please provide specifics of any items checked above.**

Current conditions include adequate pedestrian facilities according to current state and federal standards. Sidewalks are present throughout the project area on both sides of the street, often overflowing with pedestrians due to the high demand from people who live, work, and visit in the area. There are frequent crosswalks, mostly standard style demarcated with a single pair of parallel lines without the up-to-date continental striping for better visibility. Most crossings are equipped with curb ramps and pedestrian count down signals, though the ramps are not always up to current guidelines even if they meet minimum standards. High ridership transit lines service the area serving many peoples' mode of transportation to, from, and through the area. Transit stops and shelters are present throughout the area. Many of the corridors near or adjacent to project locations are pedestrian high injury corridors and are often heavily congested with pedestrians. This suggests a need for improvements that go beyond minimum standards in order to increase safety and comfort for pedestrians.

**1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?**

0-1/4 mile  
 1/4 mile to 1/2 mile  
 1/2 mile to 1 mile  
 1+ mile

**1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified**

Improved lighting  
 sidewalks  
 Improve intersections  
 Mid-block crossings  
 Accommodations for the elderly or disabled or school age children  
 School age children  
 Transit shelters  
 ADA facilities  
 Widened curb lanes  
 Bicycle parking  
 Traffic signals responsive to bicycles  
 Shorter vehicular traffic signal cycles  
 Addressing choke points or gaps in pedestrian or bicycle  
 RR crossings  
 Bike racks on busses  
 Widened or better-fit under crossings  
 Removed slip lanes  
 Right turn only lanes  
 None

**: Other**

Choke Points

**1d: Please describe the overall context of the project area:**

The project area is located north of the Financial District of San Francisco. The residential and employment density within the school neighborhood is among the highest in the city with 54 percent of students living within a mile of the school, demonstrating that the school has high potential for walk and bicycling. In addition, one third of students travel to Chin Elementary from more remote southeastern neighborhoods of San Francisco. An express bus route, which accommodates many of these students, stops at Keamy Street and Nottingham Place, approximately 900 feet from the school.

**1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?**

Unresponsive signals to bicycles  
 Lack of bicycle parking  
 Freeway on-off ramps  
 Narrow curb lanes  
 Choke points  
 RR crossings  
 No bike racks on buses  
 Wide roadway crossings

Long signal cycles which require pedestrians to wait long periods of time  
 Short signal crossing times  
 Narrow undercrossings, overcrossings  
 Slip lanes  
 Sidewalk obstruction or missing sidewalk  
 Pedestrian-level lighting  
 Lack of ADA compliant facilities  
 Lack of Transit vehicle stops

: Other

**2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?**

Educational institutions  
 Transit stations  
 Senior centers  
 High-density land uses  
 Downtowns  
 Shopping areas  
 Medical centers  
 Major public venues  
 Government buildings  
 Parks

: Other

**3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?**

Yes

**: If so, please provide the number of collisions and describe the outcomes of each:**

According to SWITRS data, between 2008-2012 there were a total of 322 injury collisions within a 1/4 mile of the school. Of the 322 injury collisions, 61 involved pedestrians, 51 occurred during school hours and 27 injuries were of severe or fatal nature. Based on 2015 student demographics, 35% of the student population lives less than 1/2 mile from the school, making walking a viable choice for mode of transportation. Given the amount of students living close to the school, it is important to have walking routes as safe as possible. One of the project locations, the intersection of Bush Street and Kearny Street, ranks within the top 1 percent of pedestrian volumes in the city of San Francisco based on the SFMTA pedestrian volume model. The intersection of Kearny and Jackson also ranks in the top 10 percent. Crowded corners at intersections can pose a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street. Field work at these locations confirmed that such behaviors do occur and this project will directly address and mitigate these issues.

**: If so, what resources have you consulted?**

The project is designed upon a basis of robust data analyses from various sources. We have consulted the SF department of Public Health and SF Municipal Transportation Agency High-Injury Corridor Maps and Data, information from the SF Pedestrian Safety Task Force, and have done detailed and thorough examinations of the data and what they suggest through other projects at the MTA such as WalkFirst in order to reach agency goals such as Vision Zero. Data and community input show that many improvements can be made to ensure a safer and more pedestrian friendly environment that can improve the quality of life for those who live, work, and visit the area. It is the hope that the improvements will create a vibrant pedestrian atmosphere and make the streets and sidewalks safer and more pleasant to walk on.

**4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?**

City or town bicycle plan  
 Countywide bicycle plan  
 City or town pedestrian plan  
 Countywide pedestrian plan  
 Combined bicycle and pedestrian plan  
 ADA transition plan  
 General plan  
 Specific plan  
 Regional transportation Plan  
 Sales tax expenditure plan  
 Station area access plan  
 No plans

: Other

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

- Caltrans Deputy Directive 64
- Caltrans Highway Design Manual (Chapter 1000)
- ACR 211
- MUTCD 2003
- MUTCD California supplement
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- MTC Pedestrian Districts Study
- None
- more

: Other

SB 375: Sustainable Communities Assemble Bill 1356 (2008 Legislated Complete Streets Bill) SF Transit First Policy SF Vision Zero policy

: If so, have the policies been followed?

Yes

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

- AASHTO bicycle and pedestrian design guides
- Americans with Disabilities Act Accessibility Guidelines
- Caltrans Design Information Bulletin 89
- Caltrans Highway Design Manual
- Caltrans California MUTCD
- Caltrans Pedestrian and Bicycle Facilities in California
- FHWA MUTCD
- ITE Designing Urban Walkable Thoroughfares
- NACTO Urban Bikeway Design Guide
- N/A - no bicycle or pedestrian facilities included
- None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

Public outreach efforts included meetings, workshops, discussions, and web-based tools with the Chin Elementary school community, neighborhood groups, advocacy groups, the disabled community and countless other stakeholders. Outreach comments and recommendations to the MTA included those such as a desire for increased enforcement and re-timing loading zone restriction. The community showed general support and enthusiasm for improving pedestrian facilities. Participants in 2014 focus group generally felt that pedestrian investments should be focused where safety improvements are most urgently needed, and curb extensions were a popular treatment type.

: How have you responded to comments received?

Based on the feedback, Public Works tried to choose intersections that either had a close proximity to the school, were on a high injury corridor, or located close to transit. Curb extensions or raised crosswalks are the treatments for the selected intersections SFMTA staff took a speed survey on Broadway and determined that speeding is occurring. Staff plan to use local funds to build a speed feedback sign that encourages drivers to slow. At the time of the comment regarding the construction schedule, construction was originally slated for 2018, but will now be 2019. As for the project locations, the site constraints for locations nearest the school would render this project infeasible. City staff are exploring other pedestrian safety improvements closer to the school site that may be supported through local funds.

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

- Class I bicycle paths
- Class II bicycle lanes
- Class III bicycle routes
- Class IV bikeways
- Bicycle boxes
- Raised separated bikeways
- Bicycle Boulevards
- Bicycle parking
- Sidewalks on one side or both sides of street
- Widened sidewalks
- Marked crosswalks
- Protected intersection
- Painted conflict zones

- Narrow unpaved path
- Pedestrian-actuated traffic signals or routine pedestrian cycle
- Bulb-out
- Bicycle actuated traffic signals or routine bicyclist cycle
- High visibility crosswalks
- Pedestrian-level lighting
- ADA-compliant ramps
- Traffic signal push buttons
- Refuge islands on roadways
- Transit shelters
- Wide curb lanes
- Right turn only lanes
- Transit vehicle stops
- Pedestrian countdown signals
- Way-finding or directional signage
- None

: Other

Curb extensions and bus bulbs

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

: Was a road diet or car parking removal considered?

No

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

100

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

N/A

9a: How will access for bicyclists and pedestrians be maintained during project construction?

- Alternative signed bicycle route
- Alternative signed pedestrian route
- Separated pedestrian pathway
- Other

: Other

10a: What agency will be responsible for ongoing maintenance of the facility?

San Francisco Public Works

10b: How will ongoing maintenance be budgeted?

Annual capital and operating budgets

[Edit checklist \(/checklists/1155/edit\)](#)
[Delete checklist \(/checklists/1155\)](#)

Metropolitan  
Transportation  
Commission

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San Francisco OBAG 2 Application  
Project Scope, Schedule, Cost

1/99

v.2 (REV 03.17.17)

<b>Project Name</b>	Better Market Street	
<b>Sponsor Agency</b>	San Francisco Public Works	
<b>Sponsor Agency Contact Name</b>	Project Manager: Simon Bertrang	Grant Manager: Rachel Alonso
<b>Phone Number</b>	415.554.4810	415.558.4034
<b>Email</b>	simon.bertrang@sfdpw.org	rachel.alonso@sfdpw.org
<b>Partner Agencies and Staff Contacts (if applicable)</b>	San Francisco Municipal Transportation Agency: Joel Goldberg (joel.goldberg@sfmta.com)	
<b>Project Location (including boundaries)</b>	Market Street from Octavia Boulevard to Steuart Street	
<b>Supervisorial District(s)</b>	3, 5 and 6	
<b>Brief Project Description for MyStreetSF (50 words max)</b>	Better Market Street will completely reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. The project will prioritize transit, provide safe pedestrian access for people of all ages and abilities, and build safe bicycle facilities and quality public spaces and streetscapes.	
<b>Detailed Scope (may attach Word document): Please describe the project scope and benefits, in particular how the project would meet the OBAG 2 program goal of supporting focused growth.</b>	Please see Attachment 1.	
<b>Attachments: Please list all attachments, e.g. letters of support, maps, drawings, photos; and any other materials to support understanding of the project</b>	<ol style="list-style-type: none"> <li>1. Scope and Community Outreach</li> <li>2. Diagrams/Photos</li> <li>3. Maps</li> <li>4. Letters of Support</li> <li>5. Complete Streets Checklist</li> <li>6. SFMTA Market Street Safety Collision Analysis Memorandum</li> <li>7. Initial VISSIM Testing Results</li> </ol>	

Project Delivery Milestones	Schedule		Cost			Work
	Start (Mo/Yr)	End (Mo/Yr)	Phase Total (\$1,000)	% of Construction	Source of Cost Estimate (e.g. % Design Complete)	In-house, Contracted, or Both
Planning/Conceptual Engineering (typically 30% design)	1/2011	6/2019	\$ 15,287	3%	actuals + cost to complete	Both
Environmental Studies (PA&ED)	1/2015	6/2019	\$ 11,355	2%	actuals + cost to complete	Both
Design Engineering (PS&E)	7/2019	6/2021	\$ 42,039	8%	conceptual design documents	Both
Right-of-way						
Construction	1/2022	12/2024	\$ 535,039	N/A	conceptual design documents	Contracted
<b>Total Cost (\$1,000)</b>			<b>\$ 603,720</b>			

- Is the project located in or near environmentally, historically, or culturally sensitive areas? yes
- Does the project location overlap with other jurisdictions' ROW or require ROW acquisition? yes
- Does the project require utility relocation? yes
- Does the project require any other agreements with other jurisdictions or regulatory agencies? yes
- If checked yes to any of the above, please describe possible impact on project delivery, and provide more detail on the status and steps identified/undertaken to address the issues below.

**Additional Status/Schedule/Cost Information (see instructions for type of information requested)**

Please see Attachment 1 (Section I, Part B).

Requested OBAG 2 Programming Year by Phase						
Fund Source	FY 2017/18*	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total
OBAG 2 - PE Phase	\$ -	\$ -	\$ 15,980	\$ -	\$ -	\$ 15,980
OBAG 2 - Construction	\$ -	\$ -	\$ -	\$ -	\$ 21,143	\$ 21,143
					Project Total	\$ 37,123

\* If project has requested funding in FY 2017/18, please provide a justification for why the funds are needed in these early years of the program. Due to funding availability, MTC has indicated it will prioritize on-going projects but will also consider non-infrastructure projects (including plans) and preliminary engineering phases for Fiscal Year 2017/18.

San Francisco OBAG 2 Application  
Funding Plan (\$1,000)

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Source	Status <sup>2</sup>	Project Phases <sup>1</sup>					Total by Fund Source	TOTAL PROJECT FUNDING
		PLAN	ENV	PS&E	ROW	CON		
OBAG 2	Planned			\$15,980		\$21,143	\$37,123	\$603,720
General Fund	Allocated	\$2,480	\$2,620				\$5,100	
Octavia Land Sales	Allocated		\$3,050				\$3,050	Total Cost Entered:
Market Octavia Impact Fees	Allocated		\$1,000				\$1,000	\$603,720
Prop A GO Bond	Programmed	\$12,807	\$4,685	\$18,841		\$60,413	\$96,746	
PUC (non-participating)	Planned			\$7,218		\$63,151	\$70,369	
Prop K (EP 44)	Programmed					\$1,250	\$1,250	
Prop B GF setaside	Programmed					\$10,055	\$10,055	
FTA 5337 Fixed Guideway	Programmed					\$11,700	\$11,700	
SFMTA 2021 Revenue Bond	Programmed					\$18,870	\$18,870	
SFMTA CIP	Planned					\$7,073	\$7,073	
SB1 (STIP II / "ATP+" / GHG funding)	Planned					\$50,000	\$50,000	
RM3	Planned					\$100,000	\$100,000	
OBAG 3	Planned					\$16,000	\$16,000	
New (VLF, Bonds, sales tax, potential TTF II).	Planned					\$76,000	\$76,000	
FTA 5309	Planned					\$99,384	\$99,384	
Total by Phase		\$15,287	\$11,355	\$42,039		\$535,039	\$603,720	

Cost Entered by Phase (\$1,000)	\$15,287	\$11,355	\$42,039	\$535,039
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Please identify the responsible agency(ies) and funding sources for ongoing maintenance of the project, including but not limited to lighting and landscaping:

San Francisco Public Works is responsible for the overall maintenance of all Right-of-Way (ROW), including Market Street. Operating and capital funds are allocated annually for as-needed and routine repairs to and cleaning of infrastructure (roadways, sidewalks, curb ramps, etc.)

Other agencies are responsible for maintaining their own facilities located in Public Works' ROW. For example, SFMTA is responsible for the maintenance of the track lanes, center boarding islands, overhead contact system, traffic signals, and striping, etc. SFPUC is responsible for the sewers, water mains, hydrants, and street lighting, etc. Funding for the maintenance of the project will come from the annual budgets of both agencies. Note that the SFPUC scope items are non-participating, economies-of-scale investments.

<sup>1</sup> Acronyms for project phases include: PLAN - Pre-environmental Planning, ENV - Environmental Studies, PS&E - Plans, Specifications & Estimates or Final Design, ROW- Right of Way, and CON - Construction.

<sup>2</sup> Allocated - funds have been approved for expenditure for the subject project by the funding authority; Programmed - funds have been assigned to the subject project but not yet approved for expenditure; Planned - funds have not yet been committed.

**San Francisco OBAG 2 Application  
Major Line Item Budget**

**General Instructions**

Please provide budget detail for all phases through construction. Sponsor may use sample budget templates below or may attach budget details in another format that includes all required information.

**Project Name:** Better Market Street

	Trade Costs	Design Contingency	Escalation (2014 to 2023 Midpoint Const)	Subtotal Contracts	Project Cost (Rolled-Up)
		30%	52%		140%
Environmental Review*	11,355,013			11,355,013	
Conceptual Engineering**	15,286,798			15,286,798	
Detailed Design***	42,038,696			42,038,696	
<b>Planning, Design and Project Management</b>	<b>68,680,507</b>			<b>68,680,507</b>	
Sewer Replacement	11,562,763	3,468,829	7,845,286	22,876,878	32,027,629
Track Replacement	13,080,000	3,924,000	8,874,725	25,878,725	36,230,214
Water Replacement	1,547,000	464,100	1,049,633	3,060,733	4,285,026
<b>State of Good Repair</b>	<b>26,189,763</b>	<b>7,856,929</b>	<b>17,769,643</b>	<b>51,816,335</b>	<b>72,542,869</b>
Roadways	9,505,748	2,851,724	6,449,610	18,807,083	26,329,916
Center Transit Lanes	3,706,810	1,112,043	2,515,055	7,333,908	10,267,472
New Boarding Islands and Shelters	7,567,870	2,270,361	5,134,768	14,973,000	20,962,200
Traffic Signal Upgrade	14,490,000	4,347,000	9,831,404	28,668,404	40,135,765
Bicycle Facility	9,613,002	2,883,901	6,522,381	19,019,284	26,626,997
Overhead Contact System (accommodate cycle track)	18,297,050	5,489,115	12,414,471	36,200,636	50,680,890
New Traction Power Plant	63,318,000	18,995,400	42,960,995	125,274,395	175,384,153
Path of Gold Lighting (full replacement)	9,689,368	2,906,810	6,574,195	19,170,373	26,838,522
F Line Loop (McAllister-Charles J Brenham)	3,795,100	1,138,530	2,574,959	7,508,589	10,512,025
<b>Core Capacity Improvements</b>	<b>139,982,949</b>	<b>41,994,885</b>	<b>94,977,838</b>	<b>276,955,671</b>	<b>387,737,939</b>
Site Furnishings	2,760,000	828,000	1,872,648	5,460,648	7,644,908
Crosswalk Treatment	2,388,750	716,625	1,620,757	4,726,132	6,616,584
Curb Ramps	918,000	275,400	622,859	1,816,259	2,542,763
Tree Planting & Irrigation	6,786,479	2,035,944	4,604,597	13,427,020	18,797,828
Sub-Sidewalk Basement Allowance	3,500,000	1,050,000	2,374,735	6,924,735	9,694,629
Sidewalk Paving	9,291,010	2,787,303	6,303,911	18,382,224	25,735,113
Wayfinding Signage	344,929	103,479	234,033	682,440	955,416
Public Art	1,000,000	300,000	678,496	1,978,496	2,769,894
<b>Streetscape Enhancements</b>	<b>26,989,168</b>	<b>8,096,750</b>	<b>18,312,036</b>	<b>53,397,955</b>	<b>74,757,136</b>
<b>TOTAL CONSTRUCTION</b>	<b>193,161,880</b>	<b>57,948,564</b>	<b>131,059,517</b>	<b>382,169,961</b>	<b>535,037,945</b>
Construction Management	12%			45,860,395	

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**San Francisco OBAG 2 Application  
Major Line Item Budget**

Construction Administration (Engineering)	3%	11,465,099
Construction Contingency	10%	38,216,996
Traffic Control	5%	19,108,498
Transit Operations during Construction	7%	26,751,897
Mobilization	3%	11,465,099
<b>CONSTRUCTION PHASE TOTAL</b>		<b>535,037,945</b>

<b>TOTAL PROJECT BUDGET</b>	<b>603,718,452</b>
-----------------------------	--------------------

Notes:

- \*Environmental Review = 3% of trades and design contingency + 1% for project management
- \*\*Conceptual Engineering = 3% of subtotal contracts + 1% for project management
- \*\*\*Detailed Design = 10% of subtotal contracts + 1% for project management

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**San Francisco OBAG 2 Application  
Screening Criteria**

Project Name:  
Better Market Street

Please check all that apply, and fill in the blank as appropriate.

<b>All Projects</b>	
Project is a fully funded, stand-alone project that fits one of the following categories:	
Safe Routes to School (SRTS) project (capital or non-infrastructure)	<input type="checkbox"/>
Capital project	<input checked="" type="checkbox"/>
Plan	<input type="checkbox"/>
Project scope is consistent with the intent of OBAG and its broad eligible uses.	<input checked="" type="checkbox"/>
Sponsor has a Master Agreement with Caltrans with an expiration date of:	Does Not Expire
The OBAG funding request is at least \$500,000. If less than \$500,000 please provide justification (grant request must not be lower than \$100,000):	<input checked="" type="checkbox"/>
Project is consistent with 2013 Plan Bay Area and the San Francisco Transportation Plan.	<input checked="" type="checkbox"/>
Check one that applies:	
Sponsor has identified the required 11.47% local match in committed or programmed funds.	<input checked="" type="checkbox"/>
(For a capital project) Sponsor has secured local funds to fully fund the pre-construction phases (e.g. project development, environmental or design) and would like to claim toll credits in lieu of a match for the construction phase. Sponsor will still meet all federal requirements for the pre-construction phases.	<input type="checkbox"/>
(For a non-infrastructure project) Sponsor has secured local funds to fund federally ineligible activities (comprising of at least 11.47% of the total project cost) and would like to claim toll credits in lieu of a match for the federally eligible scope.	<input type="checkbox"/>
Sponsor has submitted MTC's Complete Streets Checklist.	<input checked="" type="checkbox"/>
<b>Street Resurfacing Only</b>	
Project selected based on the analysis results from San Francisco's certified Pavement Management System.	<input type="checkbox"/>
The project location's PCI is:	N/A
(For preventative maintenance) Project will extend the useful life of the facility by the following number of years:	N/A
<b>Safe Routes to School (SRTS) Only</b>	
Project is for non-infrastructure scope (e.g. education and outreach).	<input type="checkbox"/>
Coordination with SRTS Coalition (check all that apply):	
Project has been prioritized by the Coalition.	<input type="checkbox"/>
Project has a letter of support signed by all of the Coalition member agencies.	<input type="checkbox"/>

**San Francisco OBAG 2 Application  
Prioritization Criteria**

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Project Name:  
Better Market Street

See the Transportation Authority's OBAG 2 website ([www.sfcta.org/obag2](http://www.sfcta.org/obag2)) for links to resources that correspond to the criteria below. Please check all that apply, and provide additional detail where requested.

**Location-Specific Prioritization**

	In or through	Provides a proximate access to*
<b>Priority Development Area (PDA)</b> If checked, list PDA names: 1. Transit Center District 2. Downtown – Van Ness – Geary 3. Market-Octavia/Upper Market	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>High Impact Project Area</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Community of Concern</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Community Air Risk Evaluation (CARE) Community</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
* For all areas checked for a proximate access, please explain how Project provides a proximate access, including geographical and/or policy justifications:		
<b>Project near affordable housing development (with 75% or more affordable units) in PDA</b>	<input checked="" type="checkbox"/> adjacent <input type="checkbox"/> within 1/8 mile	<input type="checkbox"/> within 1/4 mile

<b>Included in the Major Project List in the Transportation Investment Growth Strategy</b>	<input checked="" type="checkbox"/>
<b>Included in MTC-funded PDA plan(s)</b> If checked, list PDA plan(s): Better Market Street (Downtown - Van Ness - Geary PDA)	<input checked="" type="checkbox"/>
<b>Included in Muni Equity Strategy</b>	<input checked="" type="checkbox"/>

<b>Planning for Healthy Places</b>		If checked, list applicable strategies:
Project implements Transportation Demand Management (TDM) strategies.	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Install ample bike racks</li> <li>2. Install additional spaces for bike share facilities</li> <li>3. Implement private vehicle restrictions on significant sections of Market Street.</li> </ol>
Project implements traffic management strategies to reduce vehicle emissions (e.g. traffic circles or signal retiming).	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Restrictions on vehicles turning onto Market will reduce emissions and stop-and-go driving.</li> </ol>
Project promotes the use of zero emission vehicles (e.g. installation of electric vehicle charging stations), as well as the uses of alternative fuels.	<input type="checkbox"/>	

<b>Safety</b>	If checked, list applicable locations:

**San Francisco OBAG 2 Application  
Prioritization Criteria**

Project is located on the Vision Zero High Injury Network. <input checked="" type="checkbox"/>	Wholly located on network along Market from Octavia to Steuart Streets with 17 network intersections crossings from Octavia to Battery Streets.
If not on the Vision Zero High Injury Network, project is located at high injury locations as supported by data. <input type="checkbox"/> Data used: _____	
<p>Description of specific safety concerns and project features that address those concerns:</p> <p>Better Market Street is wholly located on San Francisco's Vision Zero High Injury Network (Map 6), and has the highest per mile City average collision rate of all City streets. San Franciscans are more than ten times more likely to be hit by a car while walking on Market Street than the average City street. In 2012 and 2013, there were 271 collisions along Market Street, 89 of which involved pedestrians or bicycles (33%). Of those 89 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." Better Market Street's proposed safety improvements focus on addressing all of these collision factors. For more information about the Market Street Safety collision analysis, please refer to the SFMTA Market Street Safety Collision Analysis Memorandum (Attachment 6).</p> <p>The Better Market Street project focuses on making 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, installing new ADA-compliant curb ramps, and 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.</p>	
<p>Describe how the proposed elements are consistent with Vision Zero policies:</p> <p>Better Market Street is consistent with Vision Zero policies in that the project elements incorporate turn restrictions, advance stop lines, raised crosswalks, sidewalk extensions, and Leading Pedestrian Intervals. All the aforementioned elements have been reviewed by the WalkFirst project to assess their effectiveness at reducing pedestrian collisions and have been incorporated into Vision Zero policy. In addition, the creation of a Class IV protected cycletrack facility, transit boarding islands, and larger traffic signal infrastructure for greater intersection visibility, are also project elements that are consistent with Vision Zero policies.</p>	

**San Francisco OBAG 2 Application  
Prioritization Criteria**

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<b>Multi-modal benefits</b>	<b>If checked, list mode-specific scope elements:</b>	
Project will bring benefits to the following mode:		
Pedestrians	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Bulb-outs to shorten crossings</li> <li>2. New aligned crosswalks</li> <li>3. ADA compliant curb ramps</li> <li>4. Accessible Pedestrian Signals and Pedestrian Countdown Signals</li> </ol>
Bicyclists	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Dedicated, protected bicycle facility for length of corridor.</li> </ol>
Transit passengers	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Rapid transit service in center lane on Market Street</li> <li>2. Extend bus-only lane into Financial District and Transbay Terminal</li> <li>3. Longer transit islands to accommodate more buses/passengers with ADA compliance</li> </ol>
Motorists	<input checked="" type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Increase of north/south cross-volume throughput due to elimination of turning conflicts blocking cross-street traffic</li> </ol>

**Multiple Project Coordination**

Better Market Street has been coordinating, and will continue to coordinate, with other projects that intersect with the corridor. Such 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 project cost and construction impacts are minimized. Also, as those intersecting projects go through project development to detailed design and construction, the Better Market Street project management team continues to coordinate with the other project managers to ensure that potential conflicts are identified and addressed early.

**Community Support** (may attach Word document or include as part of the Scope section on the first page)

Please see Attachment 1 (Section I, Part A(vi) and Part H).

**Core Capacity**

**If checked, list applicable corridors:**

Project is identified as a 1) Prerequisite Project or 2) Project Common to All Packages in Bay Area Core Capacity Transit Study (CCTS).	<input checked="" type="checkbox"/>	Market Street is the core transit street for San Francisco and this project is identified as a Prerequisite Project in the CCTS.
Project is not identified in CCTS but located on Bay Area Core Corridors (i.e. Muni Metro and Rapid Network, Transbay and Peninsula travel corridors).	<input type="checkbox"/>	Not applicable.

San Francisco OBAG 2 Application  
Prioritization Criteria

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If checked, please indicate base year for data purposes, provide base year data and anticipated increase in person throughput and/or reliability that will result from the project. Provide supporting data and/or explanations.

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. Attachment 7, Initial Results for Better Market Street VISSIM Testing, details findings from an analysis of transit operations on Market Street in 2014. The model is bounded by the Embarcadero/Steuart Street in the east and Octavia Boulevard/Division Street in the west and contains every intersection in between on Market Street. The model simulates the 4:00 to 6:00 PM peak period and includes all bus traffic crossing Market Street.

Option 1 of Near-Term Project Conditions includes updated transit spacing and turn restrictions on Market Street. In addition to an increase in the capacity of each stop, the existing 40 stops on Market Street (20 inbound and 20 outbound) have been reduced to 27 total stops, a decrease of 33 percent. Dwell times for all Market Street transit vehicles were increased to account for greater ridership at each transit stop, though overall corridor dwell times typically decrease due to the improved station spacing.

Compared to the Updated Baseline Conditions, 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 cars on Market Street decreased an average of 6 percent and for outbound cars 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.

For additional information, please refer to Attachment 1 (Section 1, Part I) and Attachment 7. The benefits are summarized in Table 1 (Corridor Travel Times by Vehicle Type) on page 6 of Attachment 7.

**Project Sponsor Priority**

If applicable, please identify the priority of this project relative to other OBAG 2 SF applications submitted by the same sponsor.

Better Market Street is a priority project for San Francisco Public Works. OBAG funding has always played a crucial role in the project funding plan, and is critical to delivering many of the desired scope elements. SF Public Works has also submitted an OBAG application for the John Yehall Chin Safe Routes to School project.

## SECTION I: PROJECT SPECIFIC INFORMATION

### A. Detailed Scope Summary

Market Street is San Francisco's most important transportation corridor. Both the design of the street network and historic land use patterns have served to funnel movement, chiefly transit, to Market Street. Infrastructure investments in the 1970s and 80s, first in the underground BART and the Muni Metro systems, and then in the surface streetcar and overhead catenary 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 Market Street. During the busiest hour of the day, over 100 buses and streetcars pass in each direction (*Figure 1: Buses per Hour on Market Street*). The performance of transit on Market Street impacts the entire Muni system – with delays and inefficiencies rippling out across the City.

Market Street's status as the City's premier transportation artery extends to bicyclists and pedestrians as well. It has recently grown into the busiest bicycling street west of the Mississippi, surpassing one million annual trips in the inbound direction for the first time in 2015. With almost 500,000 pedestrians walking the sidewalks every day, it is also the City's busiest pedestrian thoroughfare. Conflicts between travel modes have created congestion and safety issues. Without new approaches, conflicts will be compounded as demand for transit along Market Street increases due to new residential and mixed-use development and projects along the corridor and in SOMA, as well as future connections to the new Transbay Transit Center, the Central Subway, the Van Ness and Geary Bus Rapid Transit (BRT) lines, and the implementation of service increases planned as part of the Muni Forward program, which will increase Market Street bus volumes by 25%.

San Francisco's vision for a Better Market Street (BMS) is a comprehensive program to reconstruct 2.2 miles of the City's premier boulevard and most important transit corridor from Octavia Boulevard to the Embarcadero (*Figure 2: Better Market Street Project Area*).

San Francisco's vision for a Better Market Street (BMS) is to:

1. Build transit's core capacity along Market Street in order to accommodate growth from new housing developments, transit service, and transit connections (*Figure 3: Current Boarding Islands and Curbside Stops Lack Capacity*);
2. Accommodate growing bicycle traffic, increase safety, and decrease conflicts of bicyclists with transit and pedestrians (*Figure 4: Current Accommodation for Bicycles is Inadequate*); and

3. Revitalize Market Street as the City's premier pedestrian boulevard through streetscape and safety improvements (*Figure 5: Current Streetscape Lacks Amenities*)

The program is a series of interdependent project scopes (BMS Core Capacity Improvements, BMS Streetscape Enhancements, and BMS State of Good Repair) that will advance several key City policies: Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan. The project will achieve core objectives by prioritizing transit; providing safe access for street users of all types, ages, and abilities; and building safe bicycle routes, quality public spaces, and streetscapes. In addition, because so many surface transit lines converge on the corridor, including busy lines like the 5/5R, 6/7/7R, 9/9R, and 38/38R, the major transit performance improvements on Market Street will provide system-wide benefits and allow SFMTA to add the planned Muni Forward service increases that will serve the neighborhoods across the City, including Inner Mission, Visitacion Valley, the Richmond, the Sunset, and Ocean Beach.

Better Market Street is a joint project of Public Works, SF Municipal Transportation Agency (MTA), SF Public Utilities Commission (PUC), and the Department of Technology (DT), with work on facilities owned by all four agencies. Public Works is leading the implementation and will coordinate the design drawings and bid the construction contracts. The project team also includes the Planning Department and the County Transportation Authority.

The three interdependent project scopes are as follows:

- i. *BMS Core Capacity Improvements* will increase transit's already high capacity along the corridor by increasing the efficiency for the 14 surface transit lines that converge on Market Street via cost-effective investments. The project will accommodate growth from new housing developments, new transit service, and new transit connections as well as make room for growing bicycle traffic, increase safety, and decrease conflicts between transit, bicycles, and pedestrians. Proposed improvements include:
  - Wider and longer transit boarding islands for more customer and bus capacity
  - Consolidated and relocated stops to improve transit efficiency (*Figures 6 and 7: Transit Stop Spacing*)
    - New center boarding islands located only at every BART/Muni Metro Station to allow the Rapid Buses to improve performance along the corridor
    - Relocated curbside boarding islands that provide more regularly-spaced local service along the corridor
  - ADA accessible curb ramps and streetcar access ramps ("mini-highs") at all F-line (historic streetcar) stops

- Upgraded transit shelters
  - Red Muni-only lanes in the two center lanes
  - New F-Line track loop at McAllister and Charles J Brenham to allow additional streetcar service between Powell and Fisherman's Wharf
  - Full repaving of roadway including base repair
  - Replacement and upgrade of traffic signals including provision of larger, more visible signal heads and bicycle signals where needed
  - Transit signal priority
  - Private vehicular restrictions to speed bus service and reduce conflicts with Muni (*Figures 8 and 9: Proposed Vehicle Restrictions*)
  - Protected cycling facility along length of the corridor to attract bicyclists of all ages
  - New striping to clearly define bicycle circulation including jug-handles and intersection markings
  - Clearly marked pedestrian crossings
  - Traction power upgrades including a new substation to provide power for increased transit service on surface routes and in the Muni Metro
  - New Overhead Contact System (OCS) installation to support changed geometries and increased service
- ii. *BMS Streetscape Enhancements* will revitalize Market Street as the City's premier pedestrian boulevard by creating major streetscape and safety improvements that include:
- Simplifying north side intersections to make it easier and safer to cross by
    - Eliminating two-stage crossings
    - Shortening crossing distances
    - Changing cross streets to right angles
  - Extending sidewalks to shorten crossings (e.g. bulb outs)
  - Realigning and reconstructing crosswalks
  - Adding new curb ramps at all intersection crossings and on transit islands
  - Installing Audible Pedestrian Signals and Pedestrian Countdown Signals throughout
  - Ensuring minimum 15' wide pedestrian through-way everywhere and generous sidewalk widths that prioritize human-scale movement
  - Replacing sidewalk bricks to improve accessibility, providing all users with improved traction and narrower joints that meet current ADA standards
  - Modernizing wayfinding systems (bicycle and pedestrian)
  - Planting new and replacement trees with improved subsurface conditions to improve overall health of the urban forest on Market Street

- Installing streetscape improvements and furnishings including benches, understory plantings, et cetera
  - Adding Public Art
- iii. *BMS State of Good Repair* will replace aging transit and utility infrastructure with in-kind facilities.
- 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

#### B. Additional Status/Schedule/Cost Information

- i. *Environmental/Historic/Cultural Risk* – We are advancing an Environmental Impact Report (EIR) for California Environmental Quality Act (CEQA) clearance of the proposed project and an Environmental Assessment (EA) for its National Environmental Policy Act (NEPA) clearance. An Initial Study addressing most of the CEQA categories was published in January 2016. The remaining categories, those that have the potential for significant impacts, will be addressed in detail in the EIR and the technical studies that feed into it, including Transportation, Cultural and Historic Resources, Air Quality, Noise, and Wind and Shadow. The full EIR and EA process will ensure that all potential impacts of the proposed project are fully disclosed to the public. We have confidence in the duration for environmental review as it has been determined by the Planning Department and the Public Works in-house Regulatory Affairs staff, many of whom used to perform environmental reviews for Caltrans. The project has not proven to be controversial to date and enjoys a broad range of support among the public.
- ii. *Right-of-Way (ROW) issues* – The project does not require any ROW acquisition. All work will be performed exclusively in the public ROW. Improvements at Van Ness Avenue and Market Street will include some work in Caltrans ROW and the project will seek the necessary Caltrans Encroachment Permit. 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. Public Works has successfully completed multiple projects in Caltrans ROW and over BART facilities and we do not anticipate any issues.

- iii. *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, tax payer cost savings realized, and public disruption minimized. There are also private utilities with facilities on Market Street; the most extensive belong to PG&E and AT&T. The project team has already started the 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.
  
- iv. *Agreements with other jurisdictions* – As previously stated, Public Works will need approvals from regional transit providers Caltrans and BART to complete the proposed work. Public Works has successfully completed multiple projects in Caltrans ROW and over BART facilities and does not anticipate any issues.

**C. Project Readiness**

- i. *Project Development* - This complex project has developed well through the planning stage and continues to progress through environmental clearance. As of spring 2017, design is at approximately 10%. After several years of working to develop a consensus alternative, the project is on track to deliver a design that effectively meets the project goals for all stakeholders.
  
- ii. *Schedule* - The following schedule will allow us to meet the federal guidelines and deliver an initial fundable phase that will begin construction in January 2022.

Project Delivery Milestones  Phase	Schedule	
	Start (Mo/Yr)	End (Mo/Yr)
Planning/Conceptual Engineering (typically 30% design)	1/2011	6/2019
Environmental Studies (PA&ED)	1/2015	6/2019
Design Engineering (PS&E)	7/2019	6/2021
Right-of-way		
Construction	1/2022	12/2024

Now that Public Works and SFMTA have arrived at a consensus conceptual alternative, engineering documents can be developed from 10% to 30% design in two years. The duration for Environmental Studies has been defined by Public Works in-house Regulatory Affairs staff, many of whom used to perform environmental reviews for Caltrans. Developing design documents from 30% to 100% is achievable within the second two-year time frame by relying on a strategic combination of dedicated in-house engineers and external consultants.

- iii. *Cost Estimate* - Better Market Street is a complex project with a lengthy development process. As such, the project team has included contingencies and escalation/inflation assumptions more aggressive than those used on simpler projects with shorter timeframes. Specifically, a 30% design contingency has been added to the cost estimate to acknowledge that the quantities and scope are from conceptual documents. As we develop the detailed design, we will scale the design contingency as appropriate to the phase. The project is holding an industry-standard 10% construction contingency. Costs originally developed in 2014 have been escalated to 2023 dollars, the mid-point of construction. Furthermore, while agencies such as the Metropolitan Transportation Commission tend to use a more standard 2.2% annual inflation index, the project funding plan assumes 5% annual inflation instead. This more aggressive number is in alignment with recommendations to the San Francisco Capital Planning Committee for capital project and plan cost assumptions in Fiscal Years 2015-16 and 2016-17. Taking a more conservative approach to the project's escalation assumptions will ensure a realistic cost estimate.
- iv. *Funding plan* - The project funding plan is a collaborative effort between Public Works and SFMTA Capital Finance staffs. As with many complex, multimodal projects – given the diversity of scope to be delivered, the design still to be completed, and the current reality of how transportation projects are financed in California – the project relies on more than one dozen funding sources.<sup>1</sup> Identified sources have been internally categorized as having high, medium, and low certainty. The project's timeline allows Finance staffs at both agencies to seek funds at every opportunity and apply for new grants as they arise. Furthermore, the project delivery plan will be phased based on minimizing disruption and in recognition of current construction contractor bonding and delivery capacities. The reality is that phasing is to Better Market Street's advantage. As

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<sup>1</sup> "The Basics of Transportation Funding," California State Assembly, 7/6/2015  
(<http://assembly.ca.gov/sites/assembly.ca.gov/files/Committees/Transportation-070615-Background-Paper.pdf>)

funds for each phase (linear and/or modal) become accessible, contracts will be issued accordingly.

Eight million dollars in local funds have already been allocated to the project, as well as \$8.5M in bond proceeds issued from the 2014 Proposition A General Obligation Bond, of which an additional \$27.8M will be used for design and \$60.4M for construction.

In addition to the \$37M in OBAG Cycle 2 funds, the funding plan assumes the \$1.25M in Proposition K sales tax funds already programmed as an OBAG local match placeholder (Strategic Plan Expenditure Plan 44).

For construction, \$47.7M has been identified from several sources in SFMTA's control: the Proposition B annual General Fund set-aside, FTA 5337 Fixed Guideway formula funds, SFMTA 2021 Revenue Bond funds, and funds from SFMTA's next Capital Improvement Program covering Fiscal Years 2019-2033.

The remaining \$340M in construction funding is acknowledged as less certain. For many large projects, the levels of funding uncertainty approach zero as full funding plans are memorialized in time for obligation (E-76 package) of construction funds. This is the case with Better Market Street. Potential future sources include new state revenue stemming from the passage of Senate Bill 1, such as State Transportation Improvement Program (STIP), the augmented Active Transportation Program (ATP), and increased Green House Gas reduction funds. Policy level discussion for a potential Regional Measure 3 Bridge Toll have been advancing, and Better Market Street is a candidate project for its additional revenue. Finally, OBAG 3, FTA 5309 funds, and new local measures such as a Vehicle License Fee (VLF), general obligation bonds, and/or a sales tax, as will be identified in the recently relaunched Mayor's Transportation Task Force, can also be folded into the project funding plan. The non-participating water and sewer scopes will be funded by SFPUC.

- v. *Environmental Clearance* - Better Market Street is well under way in its environmental review and has a clear path to both CEQA and NEPA clearance.

On the CEQA front, the SF Planning Department published an Initial Study in March 2016 that determined the potential effects of the project on most CEQA environmental resources would not be significant. This Initial Study is allowing us to focus the EIR only on the five effects determined to be potentially significant: Transportation and Circulation,

Cultural Resources, Noise, Air Quality, and Wind and Shadow. An environmental review consultant team is hard at work on the technical studies that will support the full analysis of the project on these five environmental resource factors. The technical studies will feed into the EIR and its analysis of the direct and indirect environmental effects of three alternatives and two design options, including both construction-related and long-term operational impacts.

On the NEPA front, Caltrans, as assigned by the Federal Highway Administration (FHWA), has agreed to be the lead agency for the federal clearance of the Better Market Street project. Caltrans will lead the production of an EA that will clear the project as a Complete Street and cover both the OBAG 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 the summer of 2019, at the same time detailed design starts. The project has not proven to be controversial to date and enjoys a broad range of support among the public.

- vi. *Public Review* - Better Market Street has been through an extensive public outreach process to date, which will continue as design is developed. The project was first considered in the early 2000's under the San Francisco County Transportation Authority, focusing on a series of near-term, low-cost improvements to Market Street 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 Planning Department also became involved during this planning phase. As the agencies developed the project scope and heard initial public comments, project 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 the City 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 the City. The public notices included, but were not limited to, press releases; postcards and flyers (in several languages) published as posters and bus cards; public service announcement videos that aired on SFGovTV; 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>2</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:

- i. Transportation/Corridor
- ii. Streetscape/Urban Design
- iii. 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 the city. 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.

- vii. *Project Delivery Track Record* - San Francisco Public Works has a lengthy history of successfully delivering federally-funded projects. We expect this proven track record will continue. We have a dedicated team of project managers with experience coordinating between civil, traffic, rail, electrical and hydraulic engineers, landscape architects, planners, urban designers, construction managers, and finance staff. We are delivering and have delivered projects of varying complexity with a variety of federal aid sources, including Active Transportation Program (ATP) Cycle 1, Highway Safety Improvement

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<sup>2</sup> Better Market Street (<http://www.bettermarketstreetsf.org/>)

Program (HSIP) Cycle 6, One Bay Area Grant (OBAG) Cycle 1, Emergency Repair, Highway Bridge Program, and others. Public Works has not had any Caltrans administered projects in red flag status in the past five years.

#### D. 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 seem like an even better option than an automobile. Furthermore, by proposing traffic management strategies, such as restrictions on vehicles turning onto Market Street, the traffic volume 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>3</sup>

#### E. Safety

Better Market Street is wholly located on San Francisco's Vision Zero High Injury Network (*Map 6*), and has the highest per mile City average collision rate of all City streets. San Franciscans are more than ten times more likely to be hit by a car while walking on Market Street than the average City street. In 2012 and 2013, there were 271 collisions along Market Street, 89 of which involved pedestrians or bicycles (33%). Of those 89 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." Better Market Street's proposed safety improvements focus on addressing all of these collision factors. For more information about the Market Street Safety collision analysis, please refer to the SFMTA Market Street Safety Collision Analysis Memorandum (*Attachment 6*).

The Better Market Street project focuses on making 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

<sup>3</sup> Bay Area Air Quality Management District, Planning for Healthy Places, "Vegetation," ([http://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.

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, installing new ADA-compliant curb ramps, and 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.

Better Market Street is consistent with Vision Zero policies in that the project elements incorporate turn restrictions, advance stop lines, raised crosswalks, sidewalk extensions, and Leading Pedestrian Intervals. All the aforementioned elements have been reviewed by the WalkFirst project to assess their effectiveness at reducing pedestrian collisions and have been incorporated into Vision Zero policy. In addition, the creation of a Class IV protected cycletrack facility, transit boarding islands, and larger traffic signal infrastructure for greater intersection visibility, are also project elements that are consistent with Vision Zero policies.

#### F. Multi-Modal Benefits

Better Market Street stands to serve as the archetype of Complete Streets Design chiefly because of its multi-modal benefits. It is designed to improve the mobility for all four modes of transportation within the City at-large. The project is proposing to create a rapid transit service in the center lanes of Market Street and to extend the bus-only lane further east into the Financial District and to the Transbay Terminal. 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 blocking cross-street traffic.

#### G. Multiple Project Coordination

Better Market Street has been coordinating, and will continue to coordinate, with other projects that intersect with the corridor. Such 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 project cost and construction impacts are minimized. Also, as those intersecting projects go through project development to detailed design and construction,

the Better Market Street project management team continues to coordinate with the other project managers to ensure that potential conflicts are identified and addressed early.

#### H. Community Support

The Better Market Street project has clear and diverse support from community members as shown by the enclosed letters. We have the support of merchant groups and key businesses who are looking forward to the improvements that the project will bring. Advocacy organizations representing multiple transportation modes, including walking, bicycling, and public transportation, have participated in our planning process and are on board. We have forged partnerships with contractor associations that support the project and the jobs it will bring to the City. We have worked closely with local Community Benefit Districts and Business Improvement Districts to gather their input, ideas, and support. Environmental and arts organizations recognize their role in improving San Francisco's premier corridor and are backing the project. Workforce development and affordable housing organizations also support the plan and understand how improving Market Street will benefit San Francisco's less fortunate populations.

To date there is no sign of any public opposition to the project. Moreover, in an often divided City, the one thing both techies and community advocates (among others) agree on is the need for a Better Market Street.

#### I. Core Capacity

Better Market Street is identified in the MTC's Bay Area Core Capacity Transit Study because Market Street is **the** core transit street for the City of San Francisco. Market Street transit service is currently at capacity, with multiple routes operating along the corridor providing 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 Transbay Terminal. 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 benefit from the above-mentioned improvements under the Better Market Street project as they access the Transbay Terminal to provide connections across the region.

Attachment 7, Initial Results for Better Market Street VISSIM Testing, details findings from an analysis of transit operations on Market Street in 2014. The model is bounded by the Embarcadero/Steuart Street in the east and Octavia Boulevard/Division Street in the west and contains every intersection in between on Market Street. The model simulates the 4:00 to 6:00 PM peak period and includes all bus traffic crossing Market Street.

Option 1 of Near-Term Project Conditions includes updated transit spacing and turn restrictions on Market Street. Transit stops were modeled such that two 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) have been reduced to 27 total stops, a decrease of 33 percent. Dwell times for all Market Street transit vehicles were increased to account for greater ridership at each transit stop, though overall corridor dwell times typically decrease due to the improved station spacing. The transit lines were re-aligned such that local buses use the curb-side lanes and limited-service buses use the center lanes, except for the 38L which travels on Market Street for a relatively short distance before turning right onto First Street and for the F Line Streetcar, which will remain in the center lane.

Compared to the Updated Baseline Conditions, 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 cars on Market Street decreased an average of 6 percent and for outbound cars 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.

These benefits are summarized in Table 1 (Corridor Travel Times by Vehicle Type) on page 6 of Attachment 7. 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.

#### J. Alternate Funding Sources

Both Public Works and the SFMTA are committed to securing all the required project funds and will be updating our funding plan on a quarterly basis, as required by some funding sources, such as FTA Section 5309. We have collectively categorized funds as high, medium, and low risk. In the near term, Public Works and SFMTA staff will focus on securing the low-risk funds that have greater certainty of procurement before Phase I construction commences.

OBAG is an essential funding source for the project because it will get Better Market Street through design and Phase 1 of construction. On the local level, a project of significance such as Better Market Street would have difficulty procuring local funds because of the opportunity costs of funding other competing priorities citywide. Furthermore, San Francisco Public Works does not have access to flexible capital fund sources. The 2011 General Obligation Streets Bond has been fully programmed and funds are nearly exhausted. Public Works is also largely reliant upon the City's over-subscribed General Fund for regular capital fund requests that tend to favor renewal projects rather than enhancements. OBAG represents a crucial and rare funding source for Better Market Street because Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds can be used for bicycle facilities and streetscape enhancements. Similar hard-to-fund scopes were delivered with OBAG Cycle 1 in projects such as Second Street and Broadway Chinatown Phase IV.

## SECTION II: LOCATION SPECIFIC CRITERIA

### Map 1: Priority Development Areas

Better Market Street is wholly located in three Priority Development Areas (PDAs):

- Transit Center District
- Downtown – Van Ness – Geary
- Market-Octavia/Upper Market

Better Market Street is also a listed project in the 2013 Transportation Investment and Growth Strategy (TIGS) – specifically as one of the major projects serving multiple PDAs. Better Market Street serves four including: the Transit Center District, Downtown – Van Ness – Geary, Market-Octavia/Upper Market, and Eastern Neighborhoods PDAs.<sup>4</sup>

Better Market Street is also in an MTC-funded PDA Plan. The Association of Bay Area Governments (ABAG)'s Plan Bay Area PDA Showcase online GIS map lists the Better Market Street Plan as the primary planning document for the Downtown-Van Ness-Geary PDA.<sup>5</sup> In spring 2013, SFMTA and the Planning Department received \$2.38M in grant funds from MTC for eight projects, one of which is the Better Market Street EIR.<sup>6</sup>

### Map 2: High Impact Project Areas

Better Market Street runs squarely through and along multiple High Impact Project Areas. Not only is there significant housing development projected along Market Street, especially in Central Market and in the Hub, but Downtown and SOMA are projected to continue to be significant and growing job centers (*Figures 10 and 11: Projected Housing and Job Growth by 2035*). Better Market Street will serve this growth, building on the incredible underground transit resources already in place (BART and Muni Metro) by serving all income levels with speedier and more reliable surface transit service on Muni's most important transit corridor. Better Market Street will improve the connectivity of multiple ongoing and planned transportation investments including Central Subway, Van Ness BRT, Geary BRT, E-line service, the Transbay Terminal, High Speed Rail, and Downtown Caltrain Extension (*Figure 12: New Transit Connections*).

<sup>4</sup> San Francisco County Transportation Authority, "San Francisco Transportation Investment and Growth Strategy" Executive Summary / Figure E-3 (<http://www.sfcta.org/sites/default/files/content/Planning/CongestionManagementPlan/2015/San%20Francisco%20Growth%20Strategy%20Update%205312015.pdf>), page 14

<sup>5</sup> Association of Bay Area Governments, Priority Development Area Showcase (<http://gis.abag.ca.gov/website/PDAShowcase/>)

<sup>6</sup> San Francisco Municipal Transportation Agency, Board Item 10.4 (<https://www.sfmta.com/sites/default/files/agendaitems/6-4-13%20Item%2010.4%20Planning%20grant%20app.pdf>)

### Map 3: Community Air Risk Evaluation Community

Better Market Street is wholly located within a Community Air Risk Evaluation (CARE) Community and will employ best management practices to mitigate exposure.

As a major project for the improvement of public infrastructure located within the San Francisco Department of Public Health's (DPH) Air Pollutant Exposure Zone, Better Market Street is subject to the terms of Chapter 25 of the San Francisco Public Health Code, which protects public health by reducing diesel exhaust emissions from publicly funded construction sites through enforcing specific Best Management Practices (BMPs).

The project will incorporate the following BMPs for air-quality protection:

- All off-road equipment shall have engines that meet or exceed either United States Environmental Protection Agency (EPA) or California Air Resources Board (CARB) Tier 2 off-road emission standards, and have been retrofitted with a CARB Level 3 verified diesel emission control strategy (VDECS). Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
- Where access to alternative sources of power is available, use of portable diesel engines to perform work on the project shall be prohibited; any diesel engines that are employed shall not be left idling for more than two minutes at any location, except as allowed for in applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall require that workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.
- The project contractor must submit a Construction Emissions Minimization Plan before the start of construction which details how the contractor will meet these requirements, including estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for each Construction Phase. After the start of Construction Activities, the Contractor shall maintain quarterly reports at the construction site documenting compliance with the Construction Emissions Minimization Plan.

### Map 4: Communities of Concern

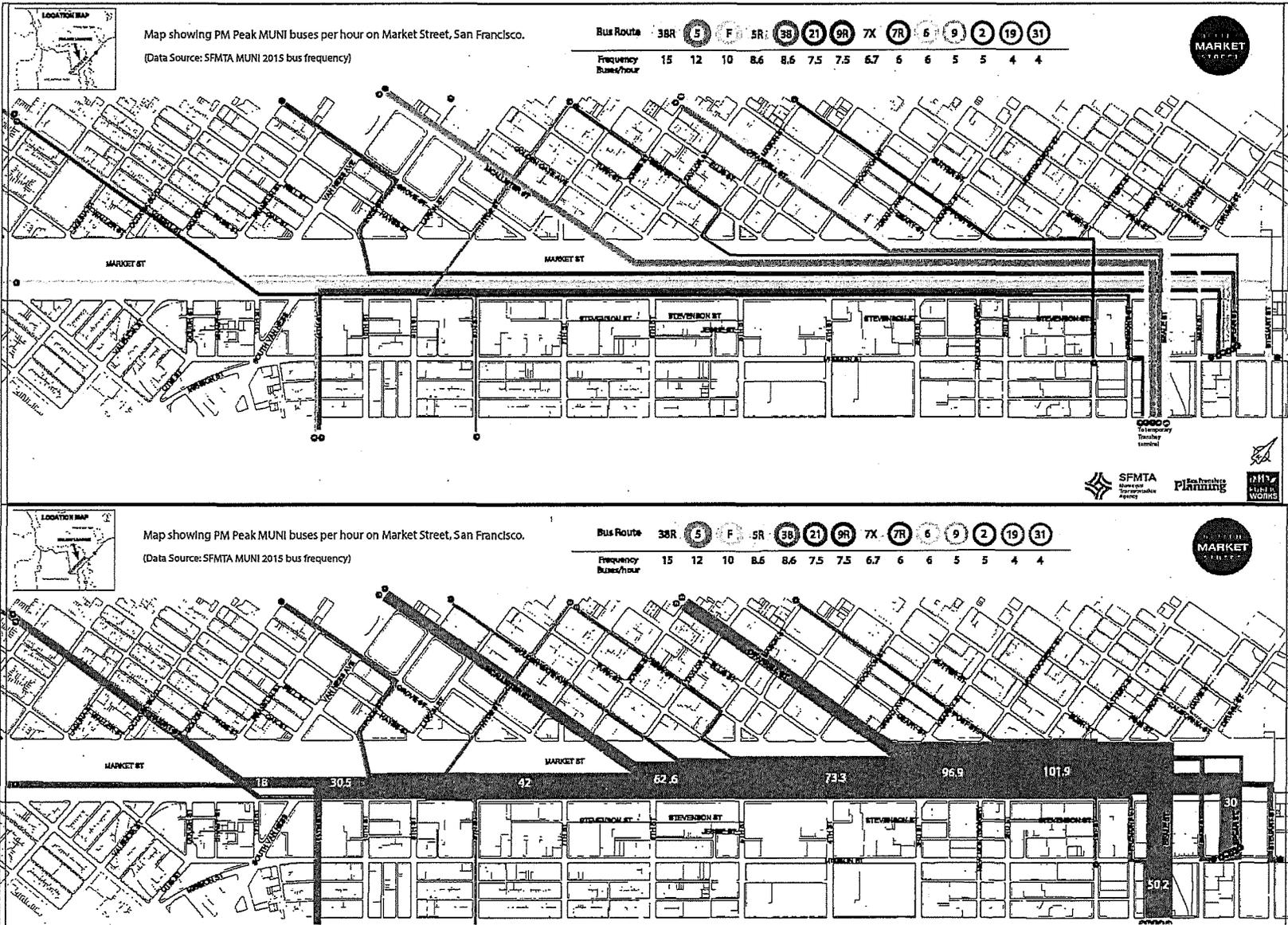
The Better Market Street project runs through and serves scores of blocks identified as within Communities of Concern (CoC). In addition, multiple projects identified in the Muni Equity Strategy include transit service running on or crossing Market Street. These Muni Equity projects will benefit from the improvements planned as part of Better Market Street by increasing speed and reliability on these lines too.

The specific CoC's served by Better Market Street include the Tenderloin, SOMA, Western Addition and the Mission. In addition, the Muni Equity Strategy identifies these same Communities of Concern served by Better Market Street (Tenderloin/SOMA, Western Addition and Mission) as three of the City's seven "Equity Strategy Neighborhoods" based on the concentration of households with low income, high concentration of people of color, high household density, low vehicle ownership rates, and a need for Citywide accessibility. Service improvements and increases enabled by Better Market Street will serve the immediately adjacent Equity Strategy neighborhoods mentioned above (Muni routes 19, 31, and 38R for the Tenderloin; 5 and 7R for Western Addition; 9/9R for Inner Mission) as well as the more far-flung Equity Strategy Neighborhoods at the other end of the bus lines that converge on Market Street (e.g. 9/9R for Visitacion Valley).

Map 5: PDA with Affordable Housing Preservation and Creation Strategy

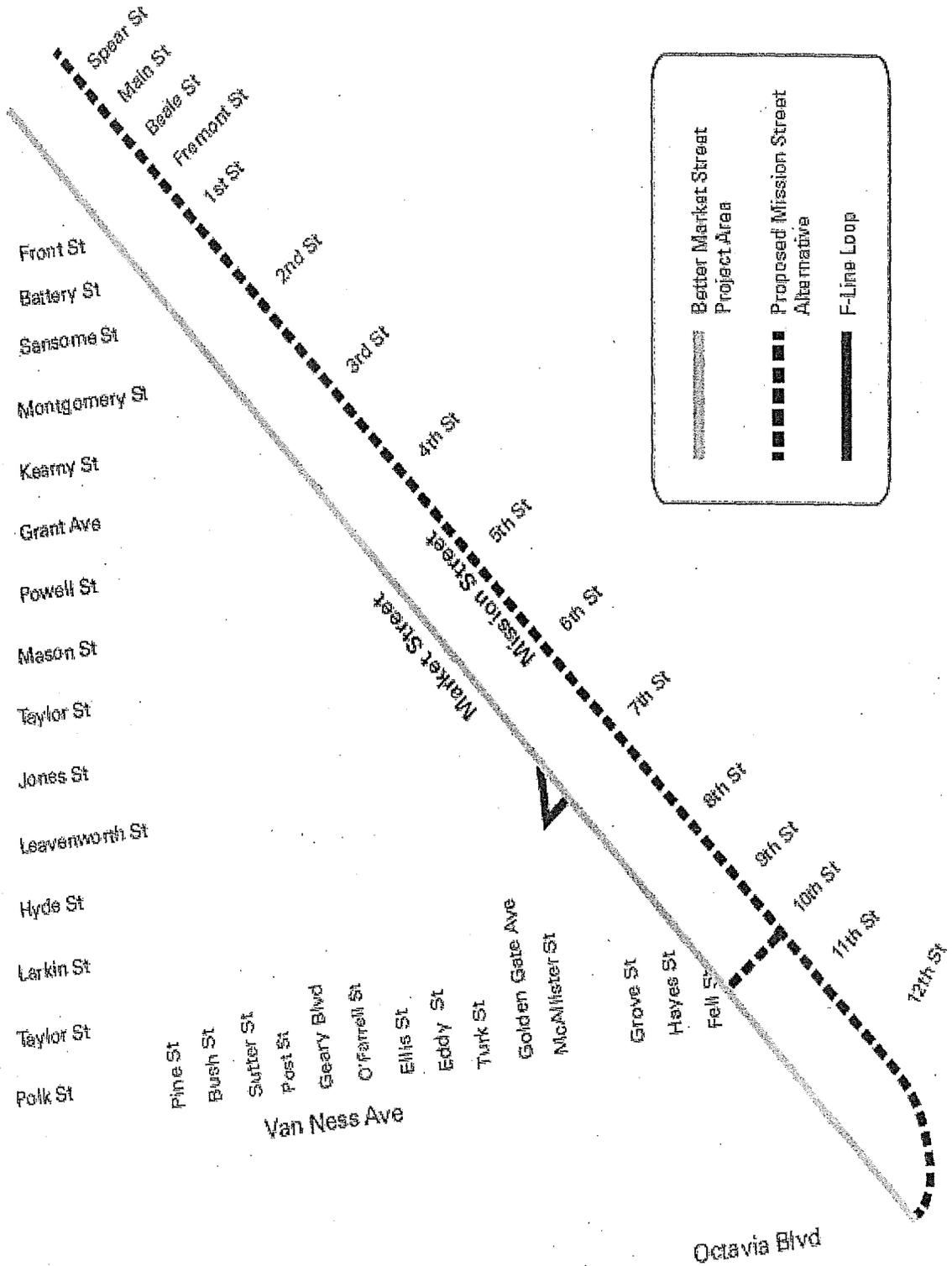
Better Market Street is wholly located in Priority Development Areas and is immediately adjacent to a proposed affordable housing development with 75% or more affordable units. In addition to the fronting development at 54 McAllister Street, significant portions of the Better Market Street scope fall within both 1/8 mile and 1/4 mile radii of over a dozen other proposed affordable housing developments.

# FIGURE 4.1 BUSES PER HOUR ON MARKET STREET





BETTER MARKET STREET PROJECT AREA



FIGURES CURRENTLY BOARDING ISLANDS AND CURBSIDE STOPS LACK CAPACITY

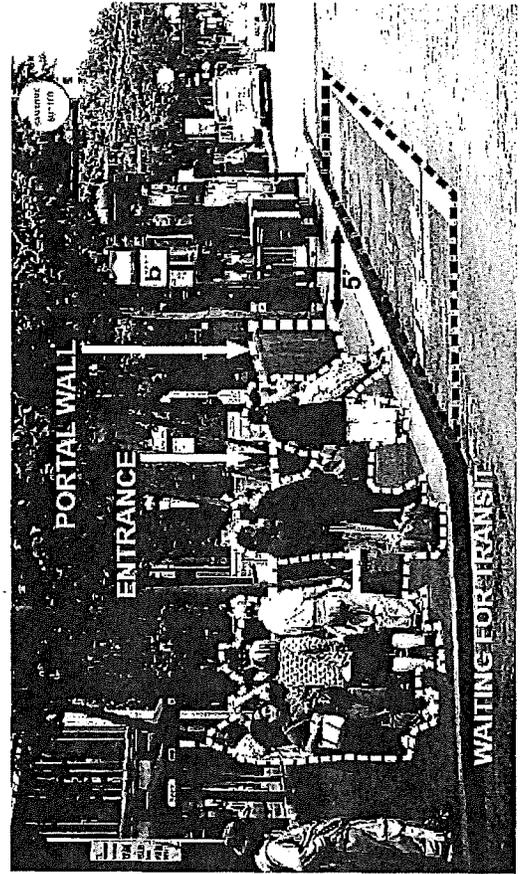
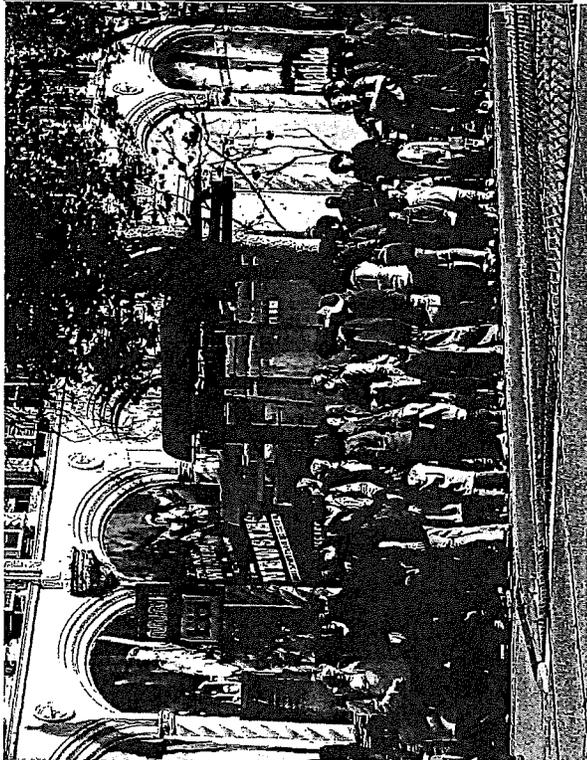
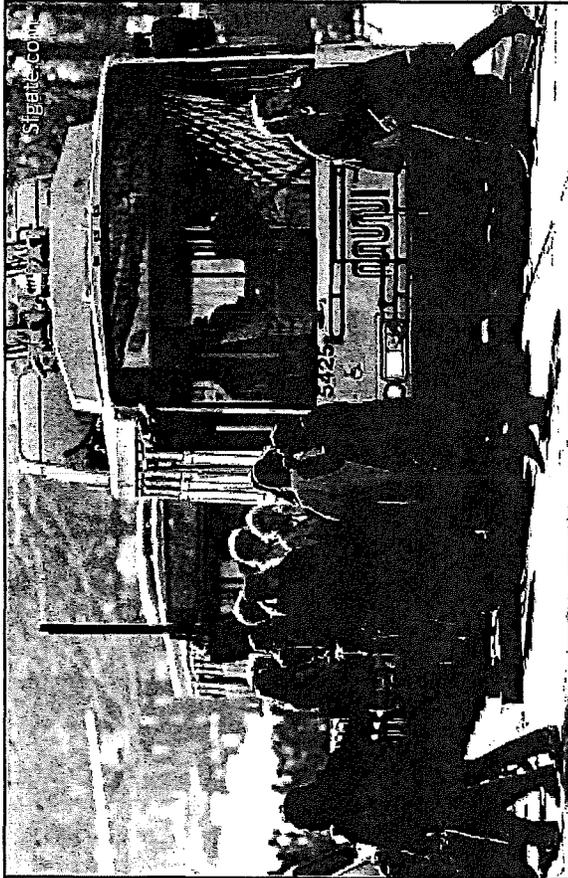
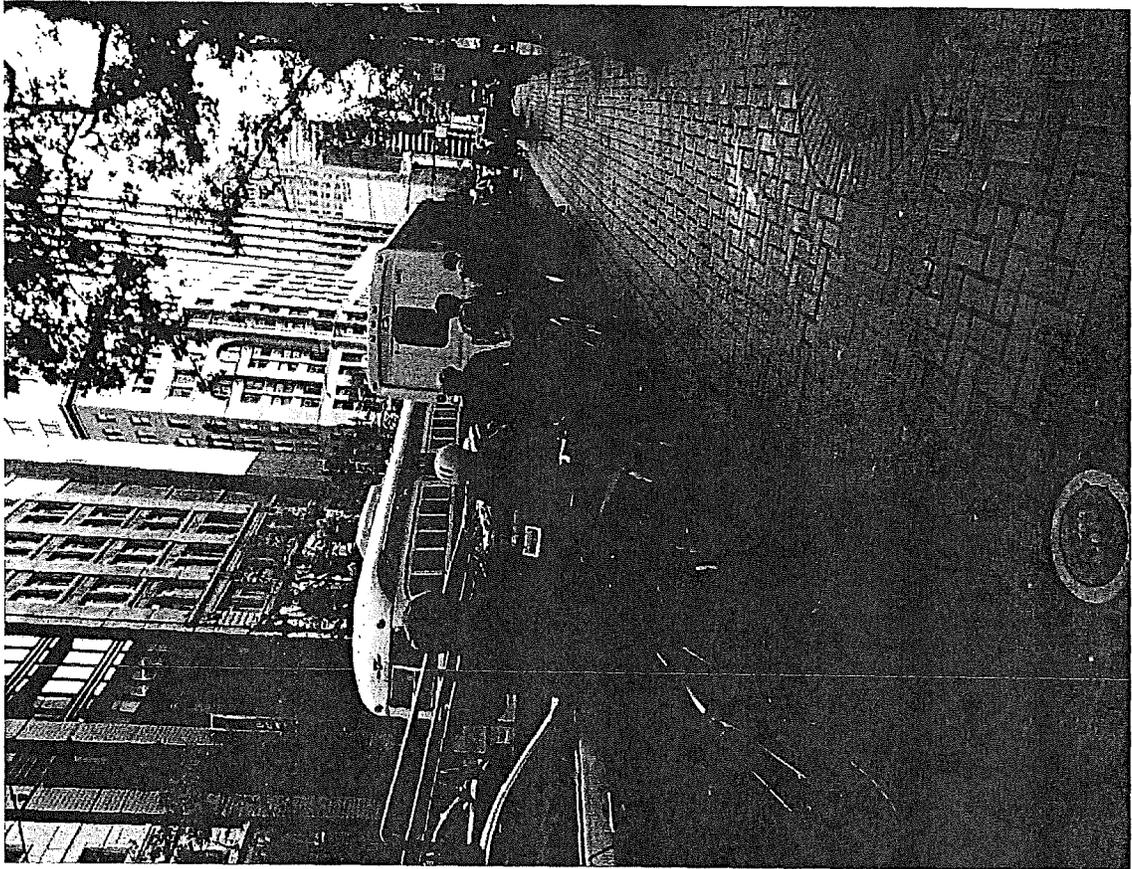


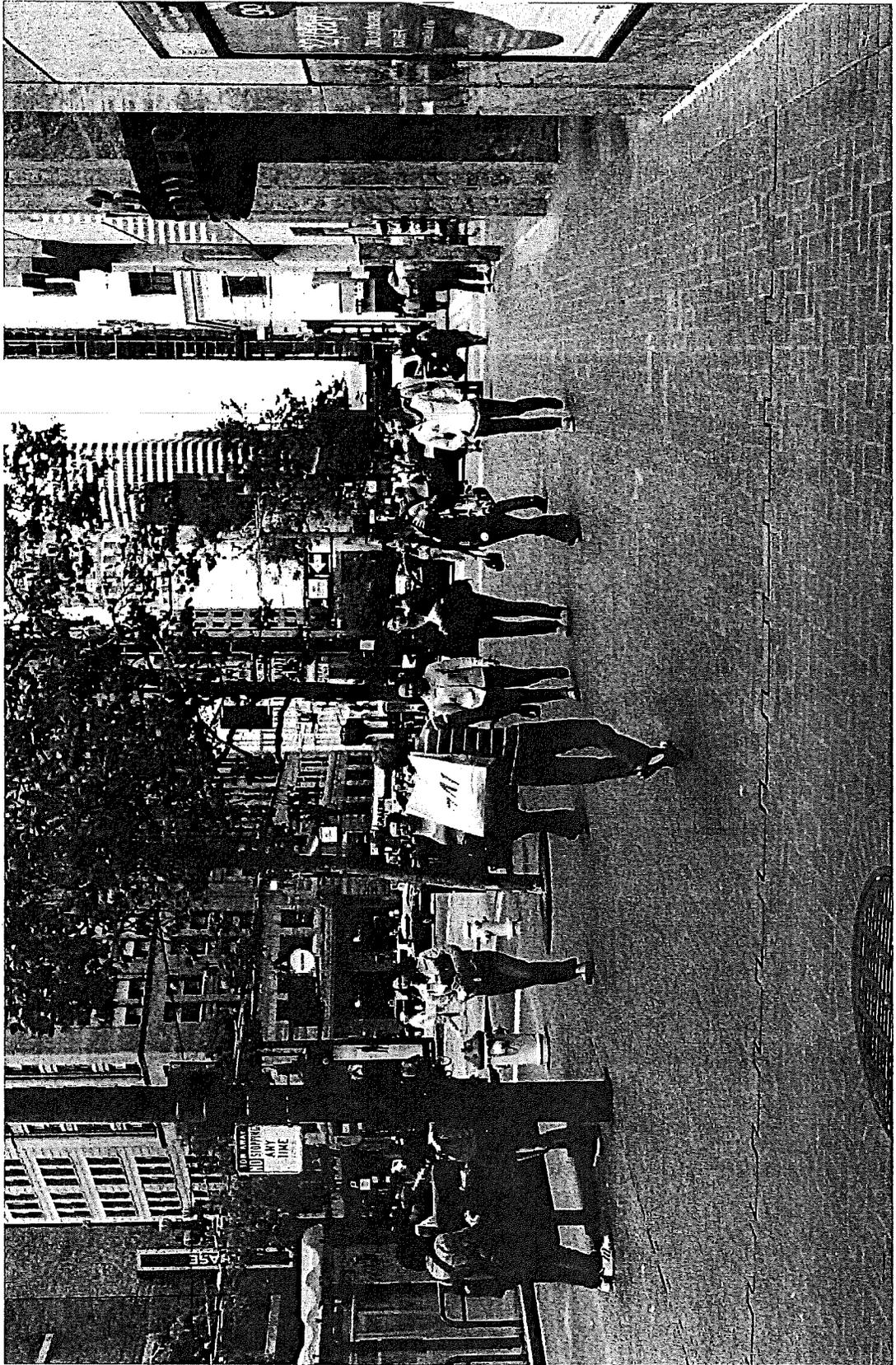


PHOTO DOCUMENTATION FOR BICYCLE ACCESSIBILITY



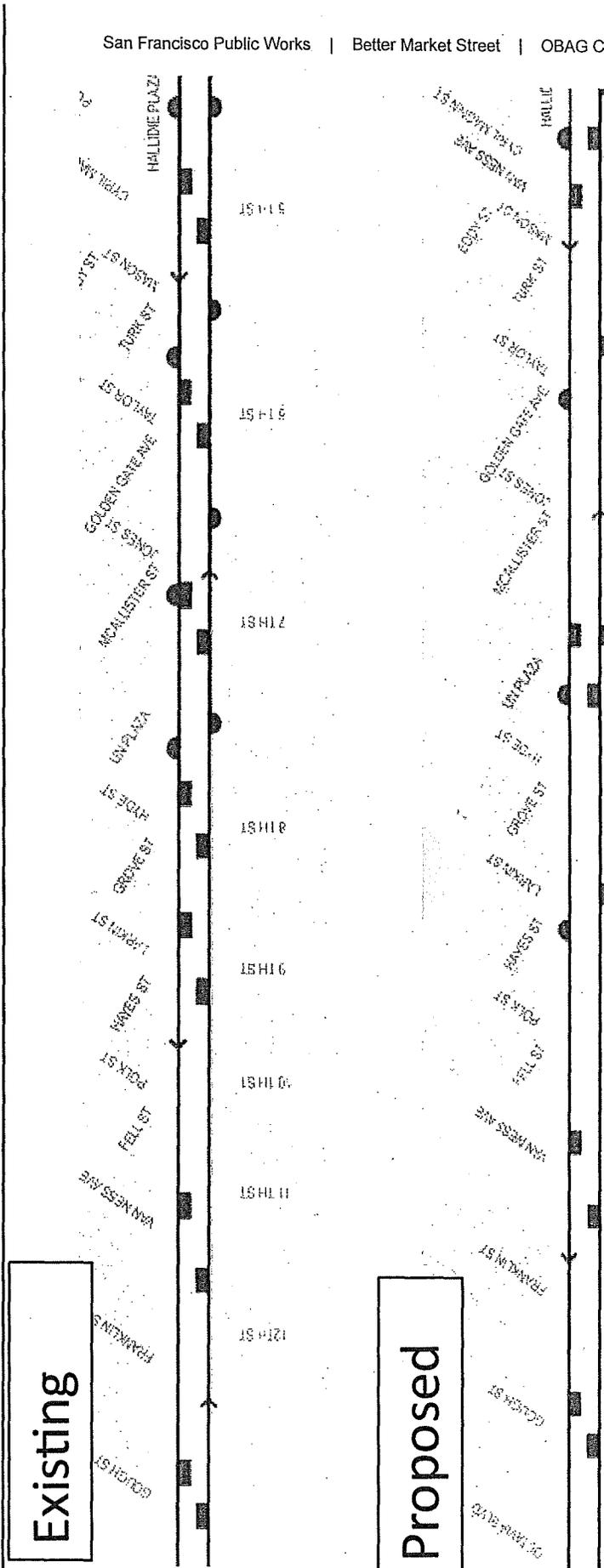


PEDESTRIAN SCENARIOS AND STREETSCAPE ELEMENTS





PROPOSED TRANSIT STOP SPACING - OCEAN AND 10TH ST



Existing

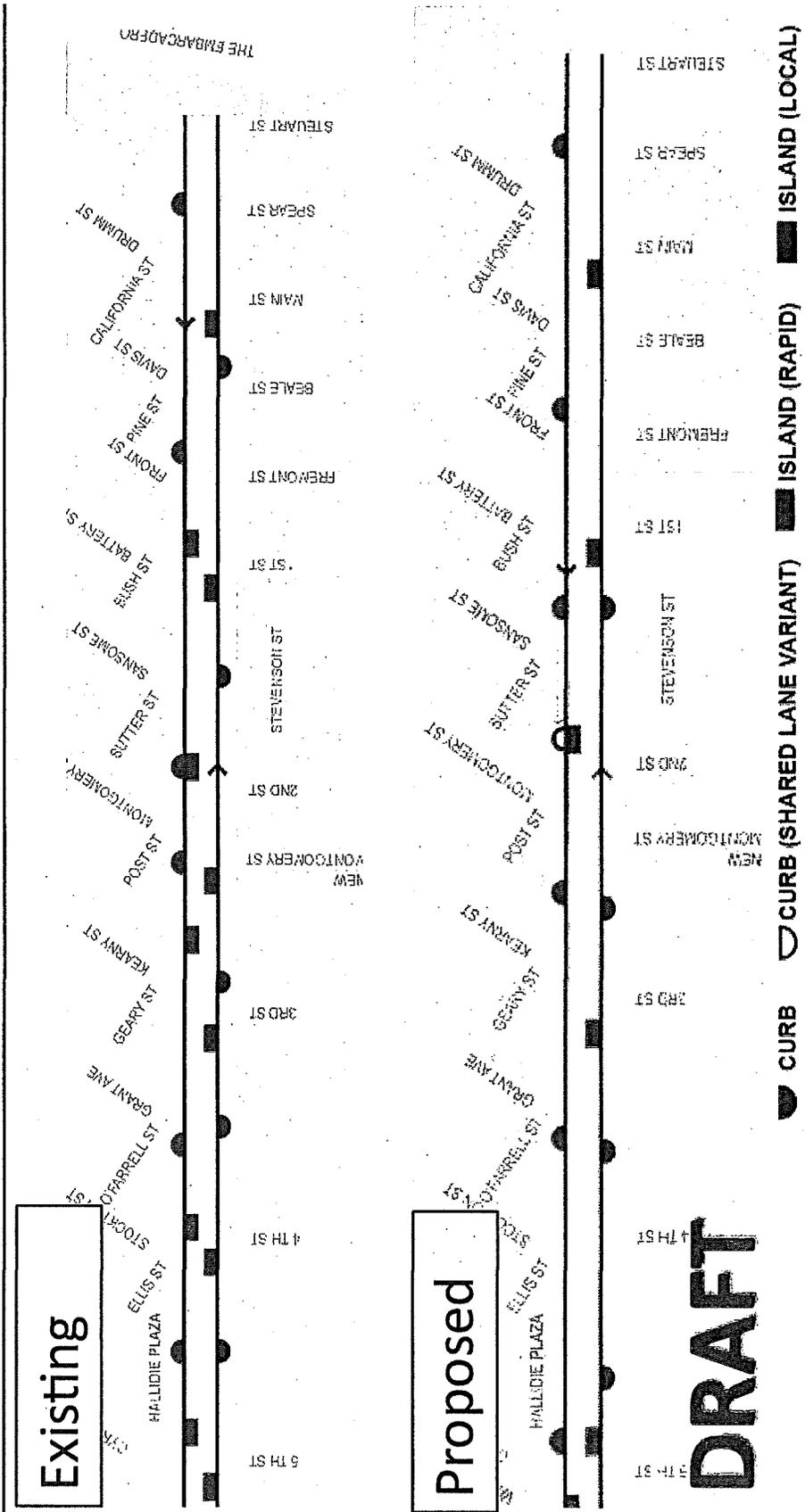
Proposed

DRAFT

CURB  
 CURB (SHARED LANE VARIANT)  
 ISLAND (RAPID)  
 ISLAND (LOCAL)



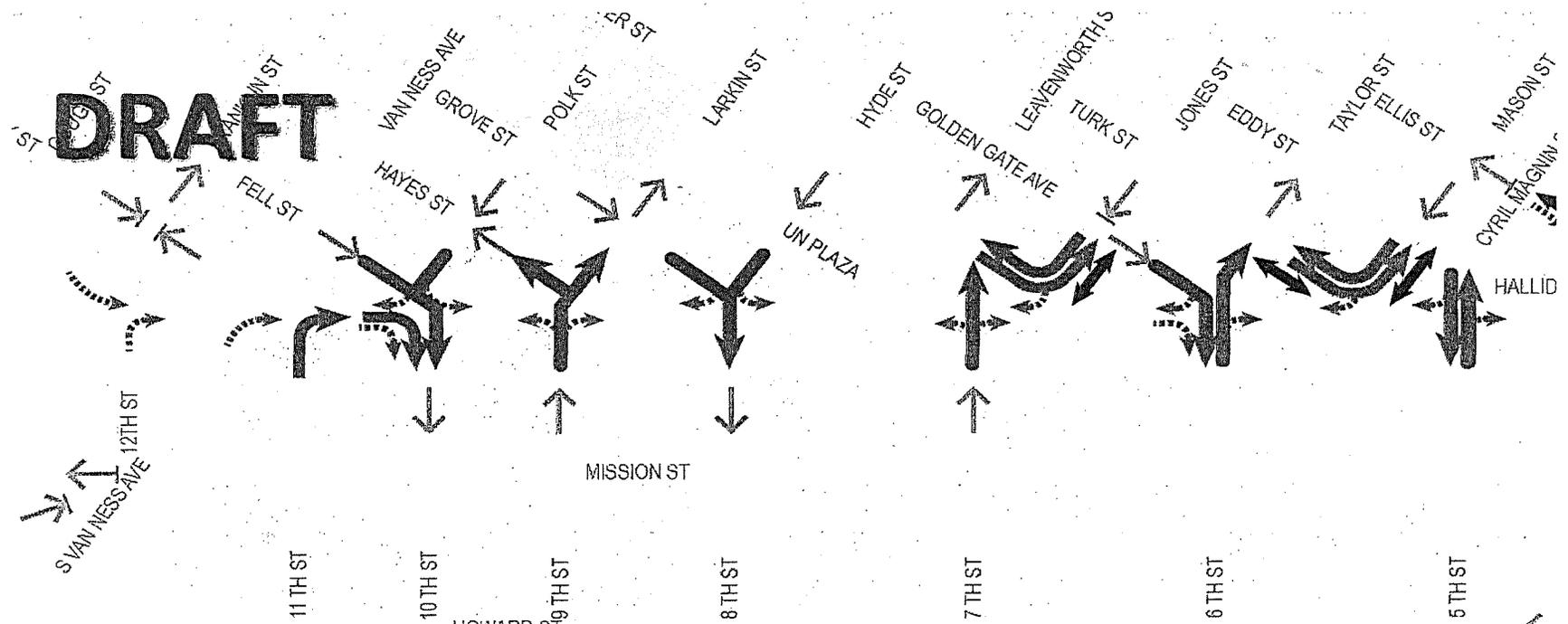
REDUCE TRANSIT STOP SPACING - STAIR TO EMBARCADERO





# FIGURE 8: PROPOSED WESTERN VEHICLE RESTRICTIONS

Attachment 2: Diagrams & Photos



EXISTING:	PROPOSED:
One-Way Street	Allowed Traffic Movement
Existing Required Turn	New One-Way
Existing Movement Proposed to Be Restricted	Two-Way Conversion
	New Required Turn

San Francisco Public Works | Better Market Street | OBAG Cycle 2 Application

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Page 8 of 12

Restrictions to private vehicles only; buses, taxis, bicycle, trucks, paratransit are exempt

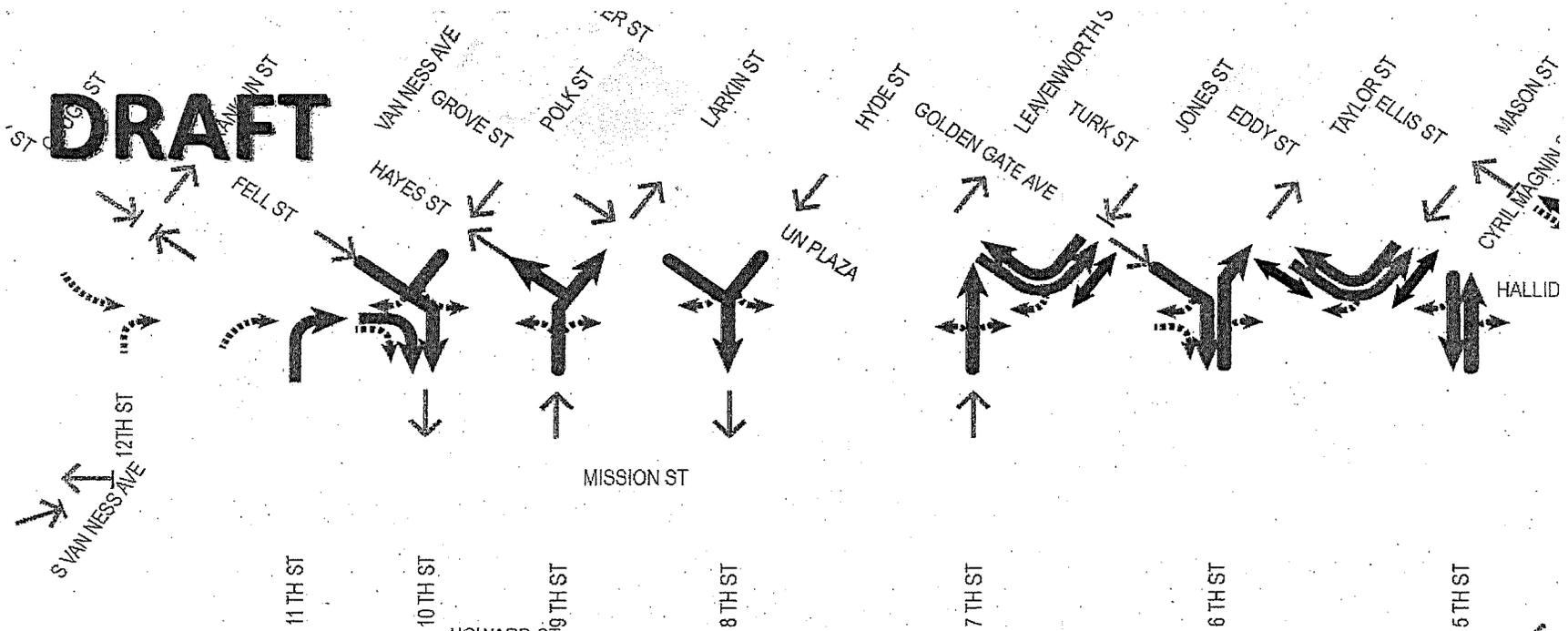
35/99

# FIGURE 5: PROPOSED EASTERN VEHICLE RESTRICTIONS



Attachment 2: Diagrams & Photos

272



EXISTING:	PROPOSED:
One-Way Street	Allowed Traffic Movement
Existing Required Turn	New One-Way
Existing Movement	Two-Way Conversion
Proposed to Be Restricted	New Required Turn

San Francisco Public Works | Better Market Street | OBAG Cycle 2 Application

Restrictions to private vehicles only; buses, taxis, bicycle, trucks, paratransit are exempt

FIGURE 10. PROJECTED HOUSING GROWTH BY 2025



101,000 new households  
(approx. 15%)

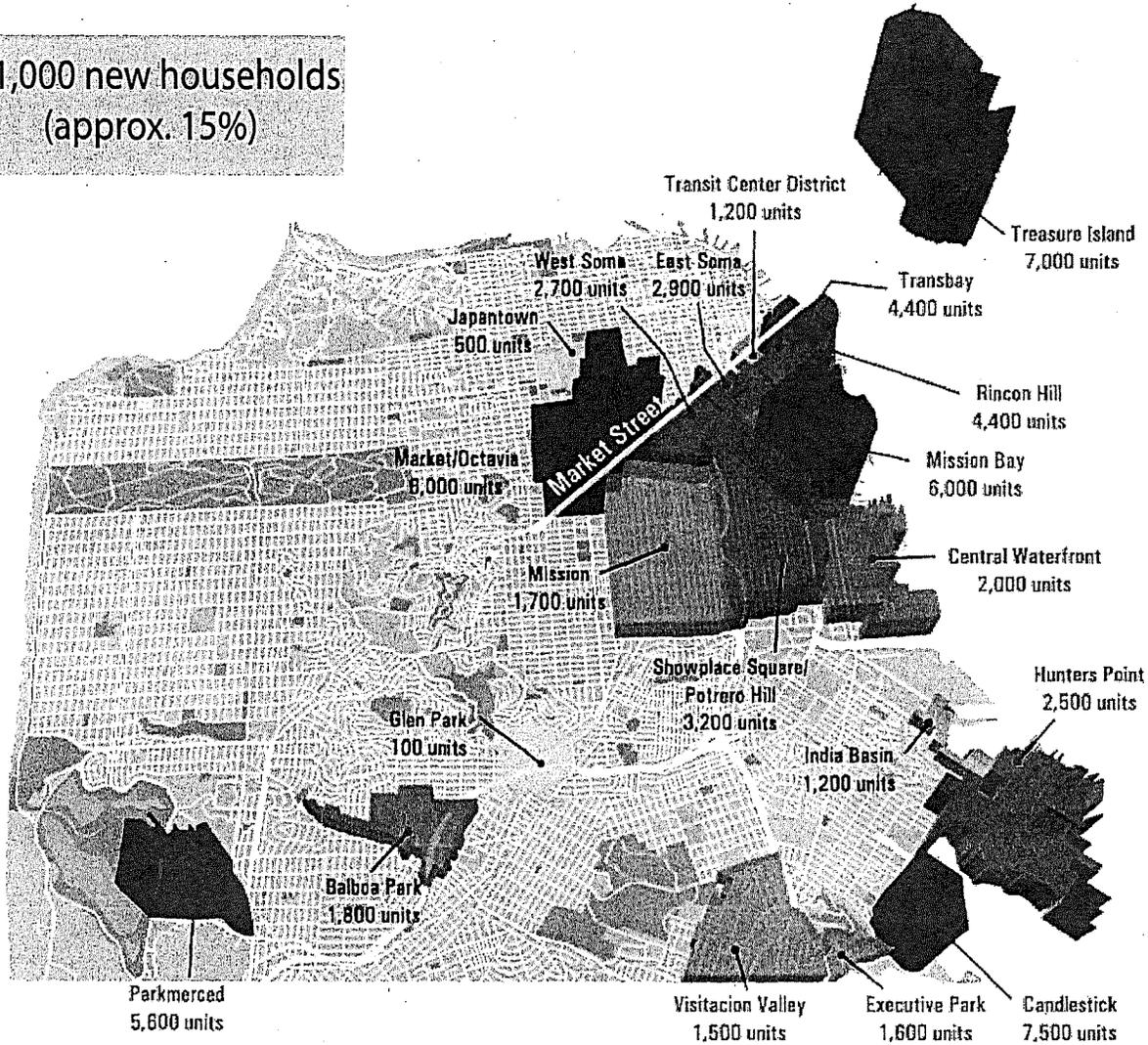
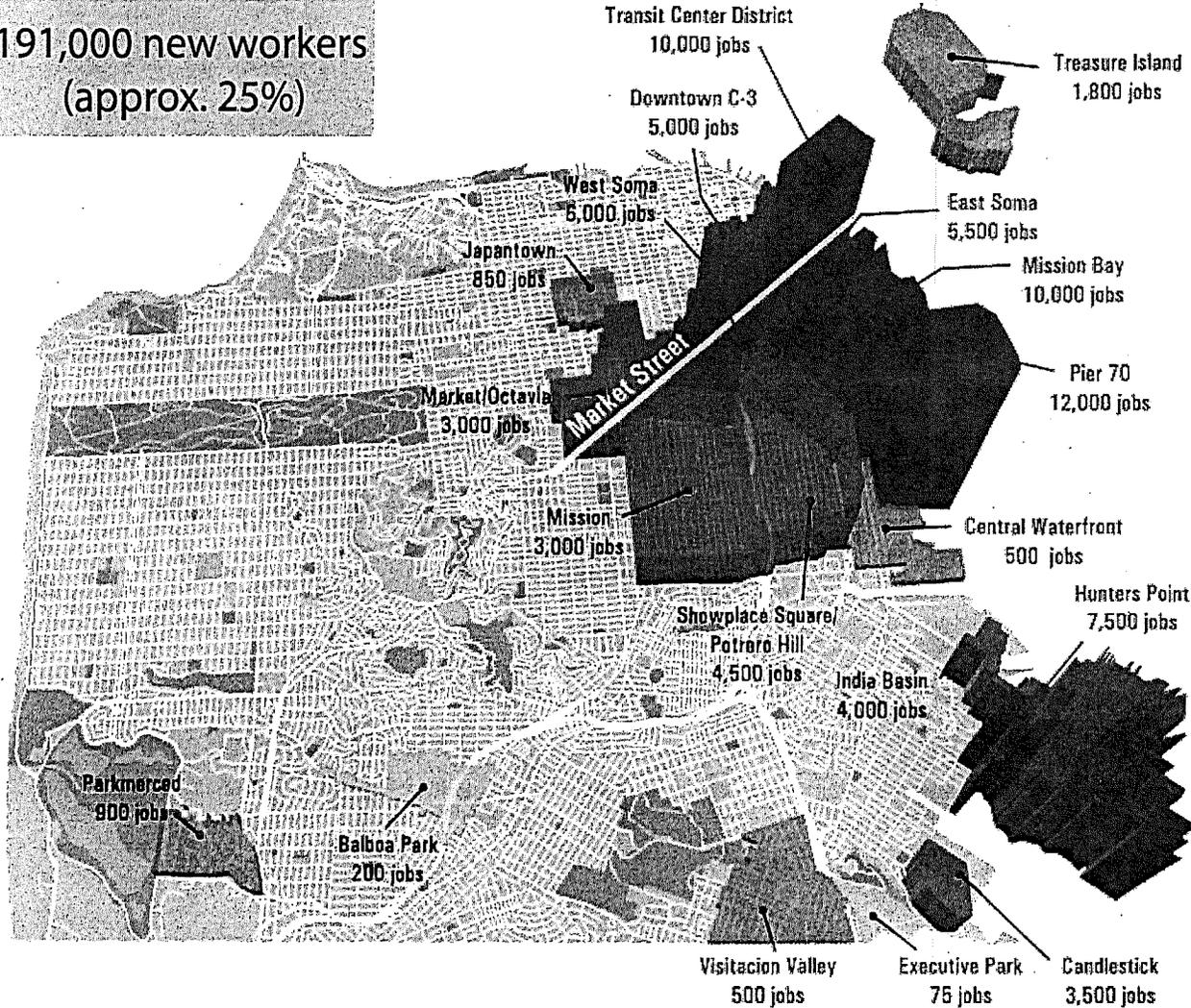


FIGURE 11: PROJECTED JOBS GROWTH BY 2035

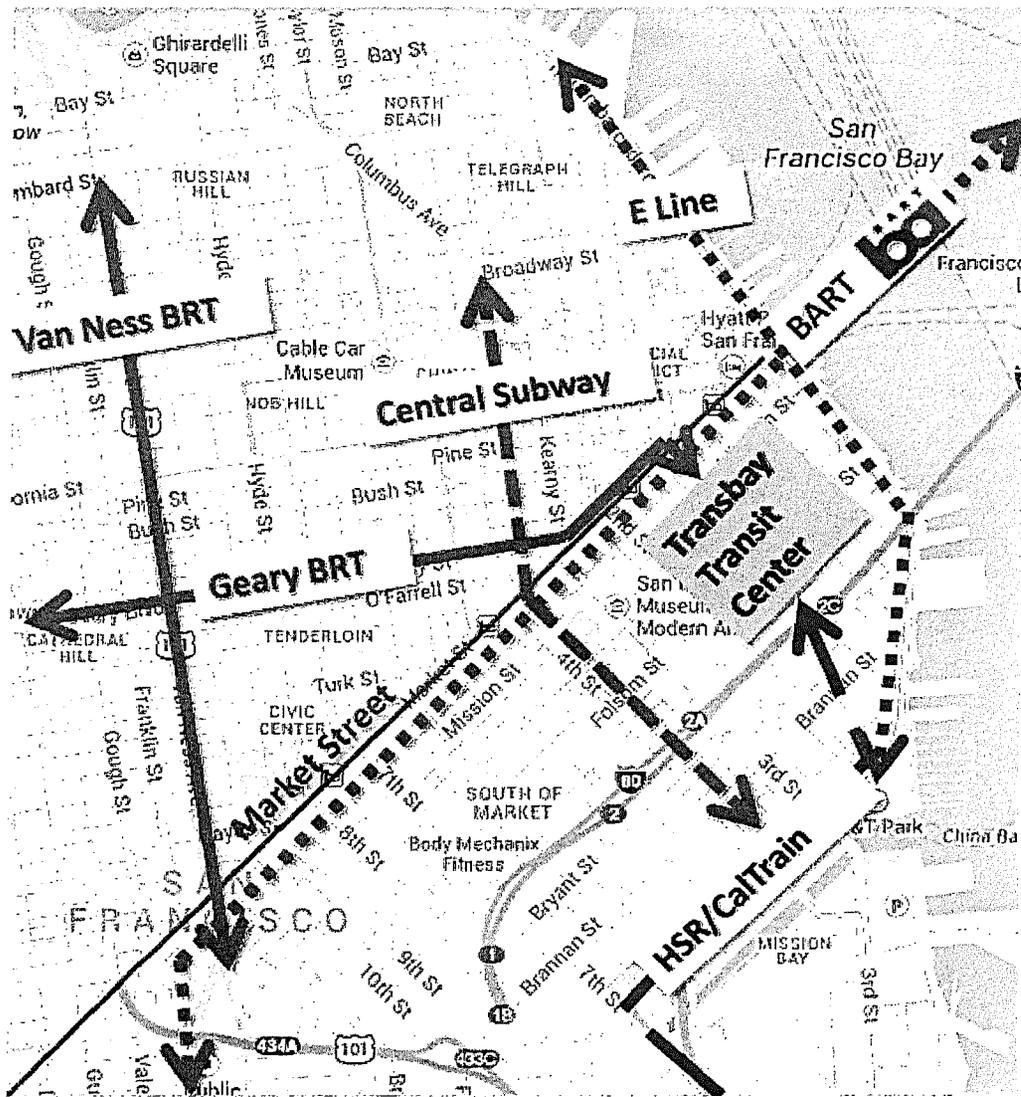


191,000 new workers  
(approx. 25%)

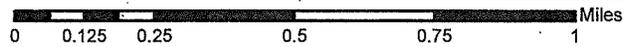
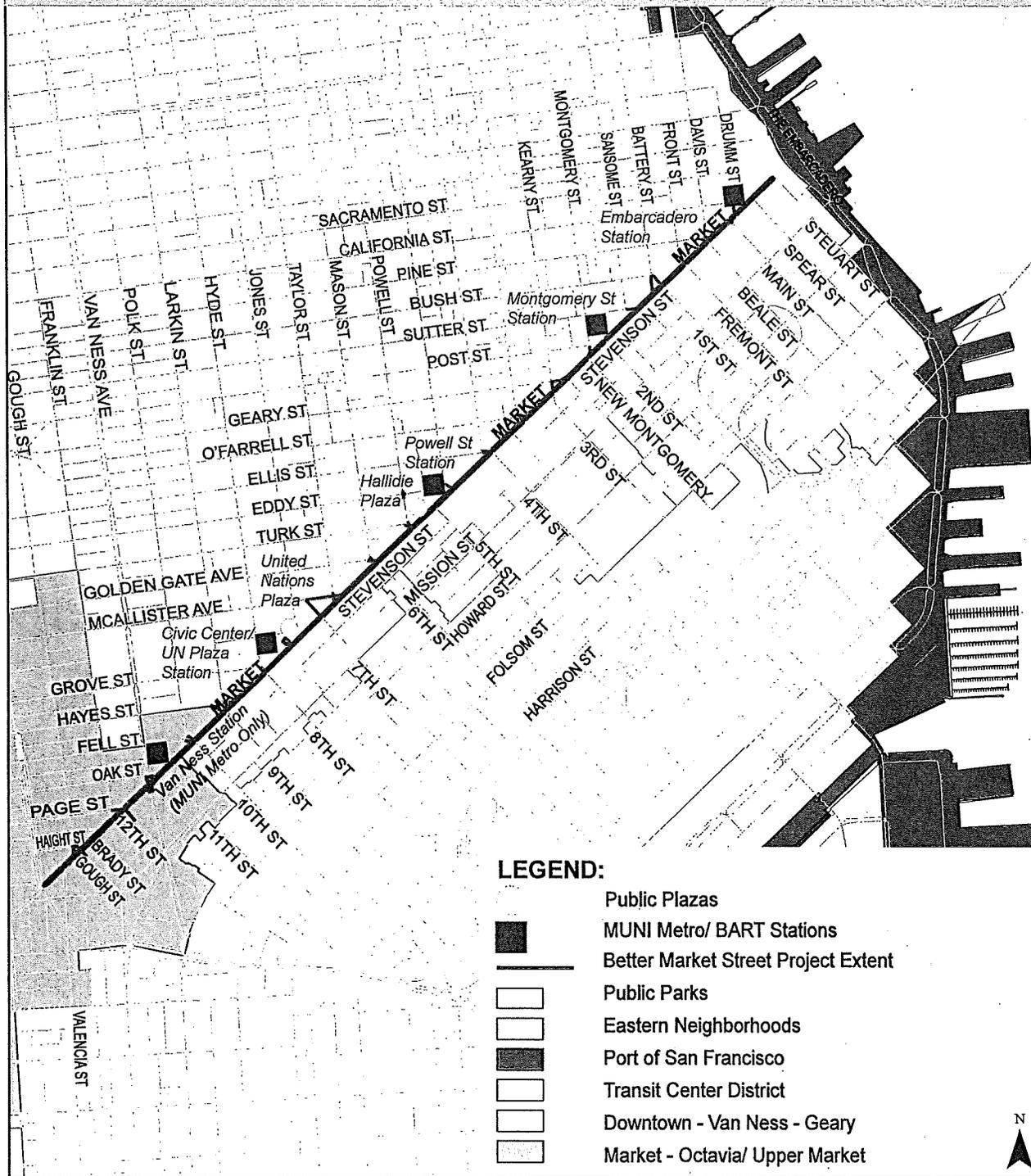


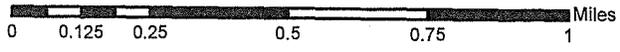
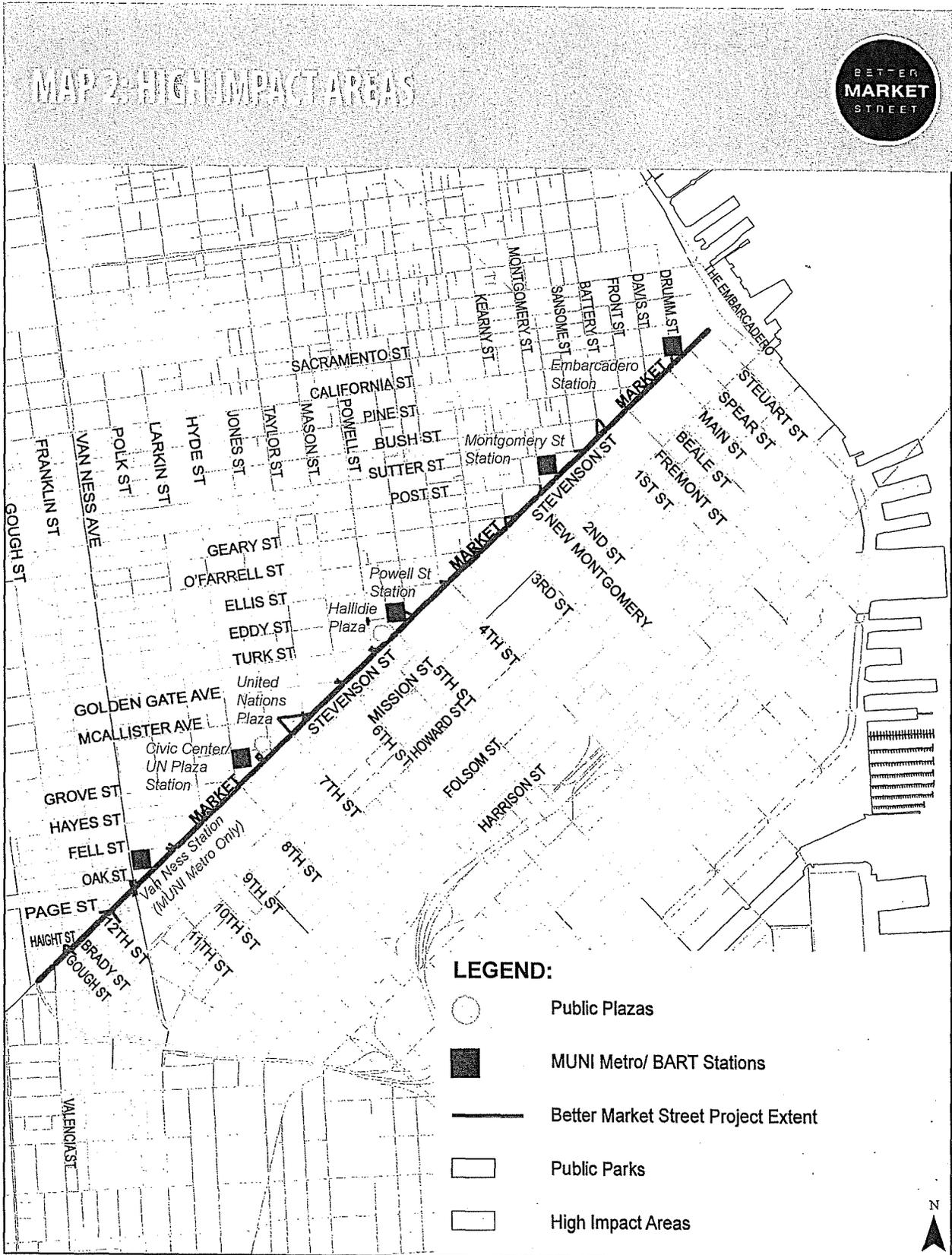


Central role in connecting existing and future transit modes and projected growth in employment and housing.

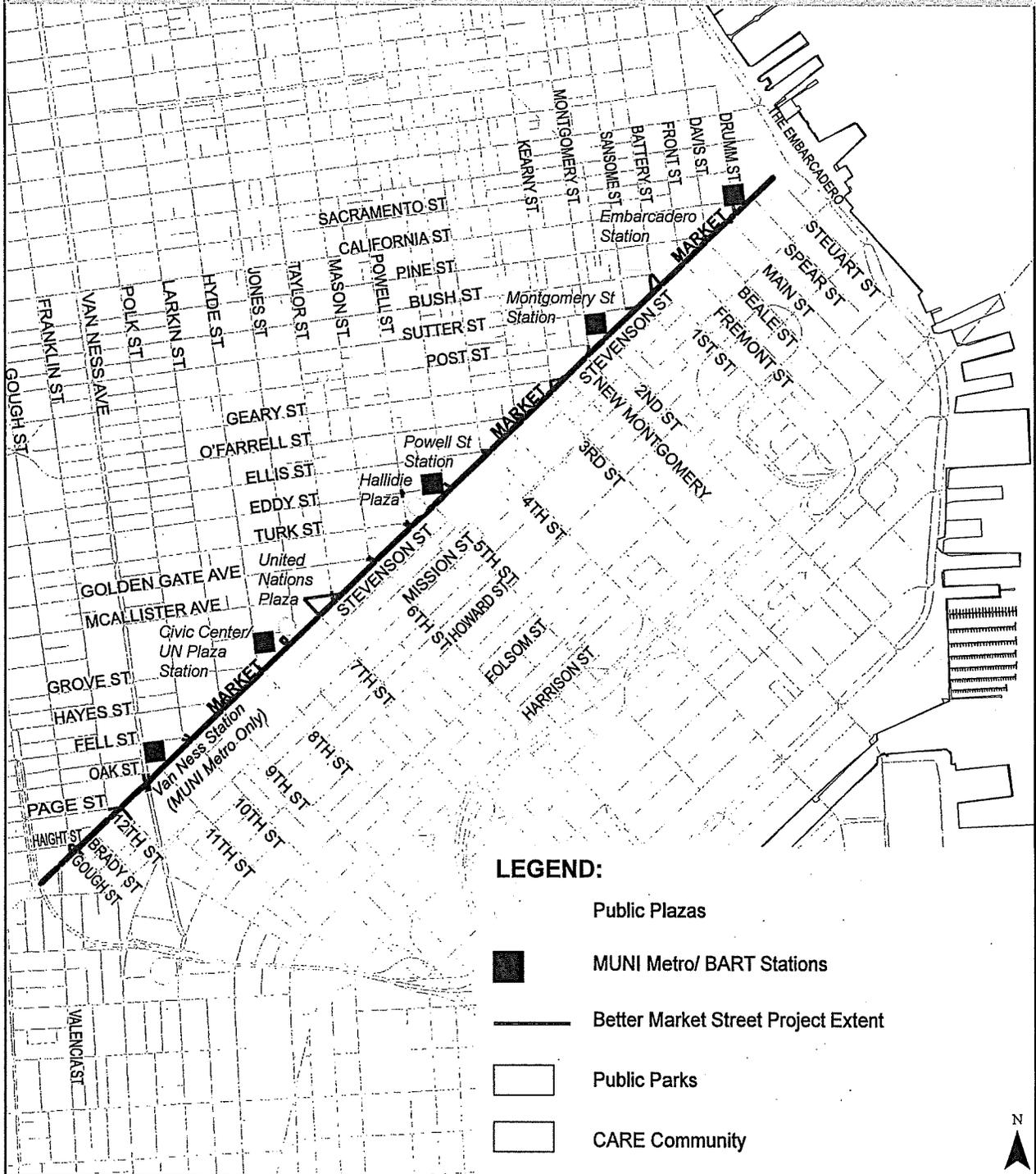


# MAP 1: PRIORITY DEVELOPMENT AREAS



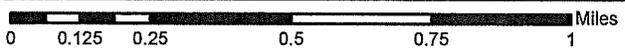


# MAP 3: COMMUNITY AIR RISK EVALUATION PROGRAMS (CARE) IMPACTED AREAS

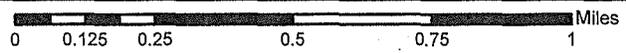
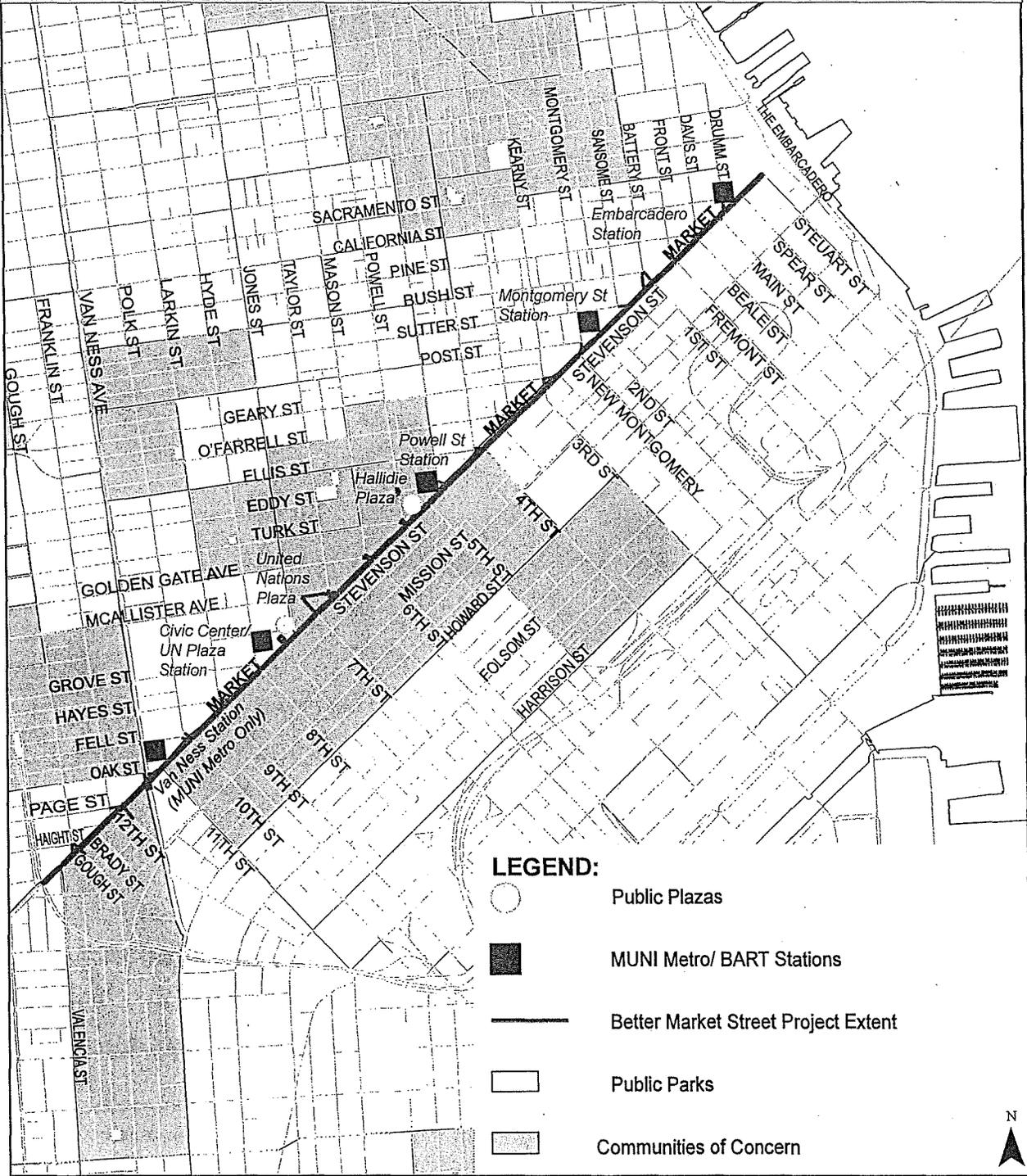


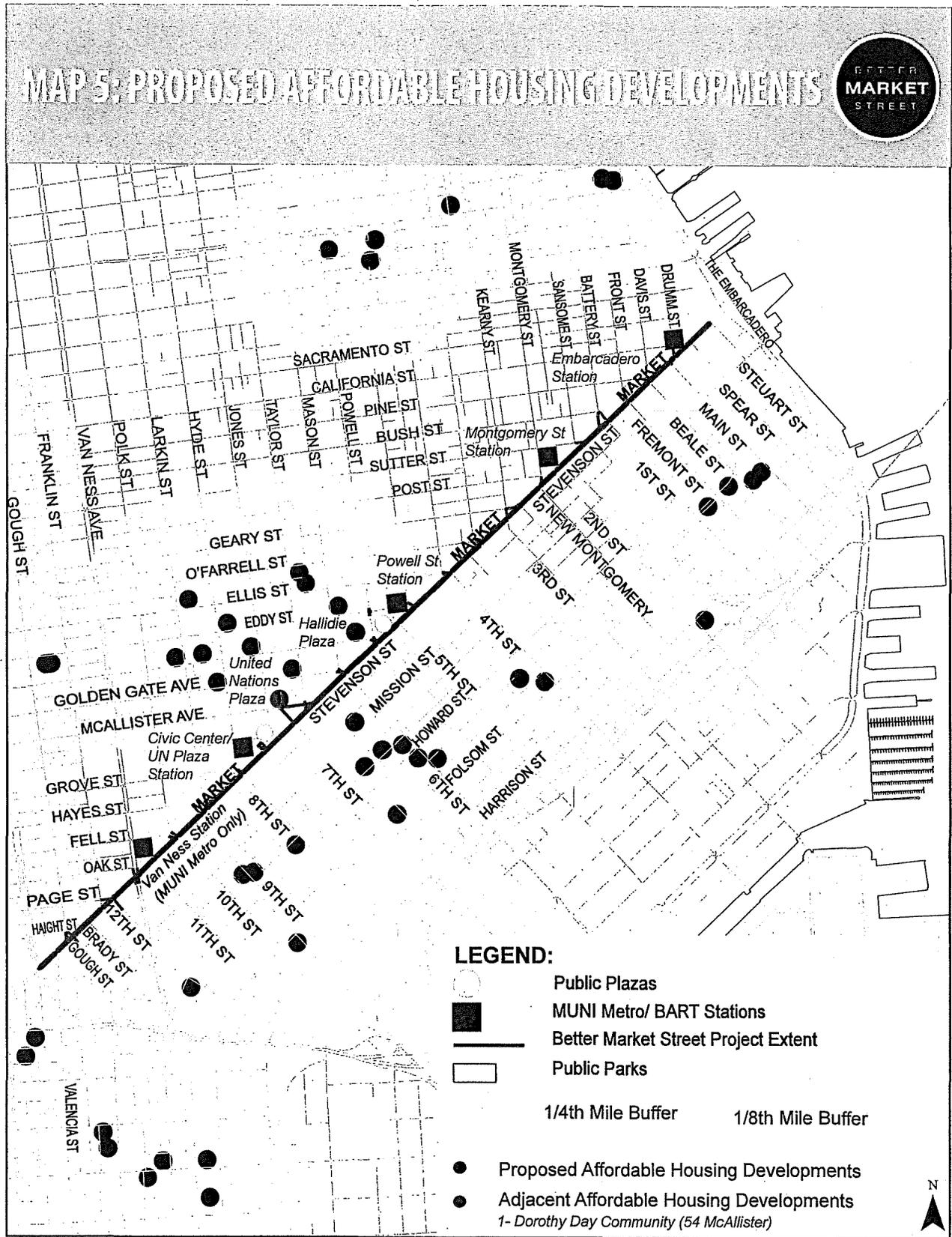
**LEGEND:**

- Public Plazas
- MUNI Metro/ BART Stations
- Better Market Street Project Extent
- Public Parks
- CARE Community



# MAP 4: COMMUNITIES OF CONCERN





# MAP 6: VISION ZERO HIGH INJURY LOCATIONS



**LETTERS OF SUPPORT**

1. San Francisco Bicycle Coalition
2. Walk SF
3. San Francisco Department of Homelessness and Supportive Housing
4. Tenderloin Housing Clinic
5. Market Street Association
6. Illuminate the Arts
7. Market Street Railway
8. Tenderloin Community Benefit District
9. Central Market Community Benefit District
10. Yerba Buena Community Benefit District
11. San Francisco Office of Economic and Workforce Development
12. Clean City Coalition
13. Hunters Point Family
14. Twitter
15. Yerba Buena Alliance
16. Hotel Council of San Francisco
17. Building Owners and Managers Association San Francisco
18. Associated General Contractors
19. United Contractors



San Francisco Bicycle Coalition  
1720 Market Street  
San Francisco CA 94102

T 415.431.BIKE  
F 415.431.2468

[sfbike.org](http://sfbike.org)

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

April 21, 2017

Tilly Chang, Executive Director  
SF County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> Floor  
San Francisco, CA 94103

Dear Executive Director Chang:

On behalf of the San Francisco Bicycle Coalition and our 10,000-plus members, I am writing to express our strong support for the Better Market Street application for funding through the One Bay Area Grant (OBAG) program, which was submitted by SF Public Works and the SF Municipal Transportation Agency.

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.

The San Francisco Bicycle Coalition has always advocated for fully protected bike lanes for the full length of Better Market Street, from the Embarcadero to Octavia. We are in strong support of Alternative 1, Option B and believe that this design would not only match the growth of biking but would reenvision Market Street into an iconic corridor for biking.

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. 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,

Brian Wiedenmeier  
Executive Director  
San Francisco Bicycle Coalition



April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22nd floor  
San Francisco, CA 94103

Subject: Better Market Street Application for One Bay Area Grant

Dear Director Chang,

On behalf of Walk San Francisco, I am writing to share our support for the One Bay Area Grant (OBAG) application being submitted by San Francisco Public Works and the San Francisco Municipal Transportation Agency for the Better Market Street project.

Walk SF makes walking in San Francisco safe for everyone, so our community is healthier and more livable. By reclaiming streets as shared public space for everyone, Walk SF helps ensure walking is safe and enjoyable, and encourages more people to walk more often.

Walk SF is pleased to provide this letter of support for the Better Market Street OBAG Application. The Better Market Street effort is the first of its kind in more than a generation. It will prioritize sustainable transportation — pedestrian, transit, and bicycle travel — and enhance public space along San Francisco's most important transit street and the city's premier cultural, civic, and commercial corridor. We support the City's vision to transform our busiest street from a high-injury corridor into a safe, vibrant, and inclusive destination where people want to travel, work, and live.

By providing significant safety improvements to the street and intersections, the Better Market Street project will improve the safety, comfort, and mobility of people walking and bicycling. This project will also improve accessibility by making transit and sidewalks safer and easier to use. Finally, the project will create thriving public spaces and help revitalize Market Street, with improvements that will ensure that Market Street remains the backbone of the city for generations to come.

Walk San Francisco is pleased to support the complete reconstruction of San Francisco's most important street. An investment of OBAG funds will help make Market Street a better public space for the more than 400,000 people who walk there each day.

Sincerely,

A handwritten signature in black ink that reads "Cathy DeLuca".

Cathy DeLuca  
Interim Executive Director

333 Hayes Street, Suite 202 | San Francisco, CA 94102  
415.431.WALK | [walksf.org](http://walksf.org)



Jeff Kositsky  
Director

April 19, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Department of Homelessness and Supportive Housing, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

The Department of Homelessness and Supportive Housing strives to make homelessness in San Francisco rare, brief, and one time through the provision of coordinated, compassionate, and high-quality services. We provide assistance and support to homeless and at-risk youth, adults, and families to prevent imminent episodes of homelessness and to end homelessness for people in San Francisco. Services include outreach, homelessness prevention, emergency shelter, drop-in centers, transitional housing, supportive housing, and support services.

San Francisco needs a Better Market Street. Not only is Market Street 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 commute and creating a vibrant and inclusive destination where people want to live, work, and visit.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

Better Market Street will:

- Provide faster and more reliable transit service;
- Improve safety, comfort, and mobility for pedestrians and bicyclists;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a much safer and more attractive place for pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sam Dodge".

Sam Dodge, Deputy Director of Policy and Communication

April 20, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Tenderloin Housing Clinic, Inc., I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

The Tenderloin Housing Clinic has long worked to improve Market Street. We just opened an SRO at 1139 Market and run three other SRO's within a block of Market. Our tenants care deeply about creating a better Market Street.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

Better Market Street will:

- Provide faster and more reliable transit service;
- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,





870 Market Street Suite 452 San Francisco, CA 94102 415-362-2500  
[Carolyn@marketstreetassociation.org](mailto:Carolyn@marketstreetassociation.org)

April 17, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street 22<sup>nd</sup> Floor  
San Francisco, CA 94103

Dear Ms. Chang,

The Market Street Association (MSA) supports the Better Market Street application for a One Bay Area Grant that San Francisco Public Works and the SF Municipal Transportation Agency are submitting to the SF County Transportation Authority.

MSA was founded in 1963 to oversee the \$24.5 million beautification bond issue for Market Street. The mission of MSA as stated in our original formation documents is "To promote and encourage the rehabilitation, redevelopment and improvement of Market Street"; and "To encourage and promote the significant and material improvement of the general economic, commercial and social environment of the Market Street area." This mission continues today to be our credo.

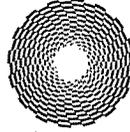
The re-design of Market Street is one of San Francisco's most important projects. As a member of the Better Market Street committee I have participated in numerous committee meetings to understand the scope and significance of this venture. For Market Street to continue to be our most important and historic street, it is important to implement modern design and structure. Better transportation accessibility, pedestrian safety, and public spaces will be addressed under the Better Market Street plan. Each of these factors will contribute to making Market Street one of the most vital streets in San Francisco.

Our organization fully supports the application of OBAG funds knowing that they will be instrumental in the realization of the new vision for Market Street. Thank you for your consideration.

Sincerely,

Carolyn Diamond

Carolyn Diamond  
Executive Director



ILLUMINATE

April 20, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of illuminate, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG). We are hopeful the combined effort by San Francisco Public Works and the San Francisco Municipal Transportation Agency is approved by the San Francisco County Transportation Authority.

As you may know, illuminate completed work on The Bay Lights last year and immediately trained full our attention upon our next project, Lightrail, which complements the Better Market Street vision by bringing energy and vitality to Market Street by installing a two-mile long work of public art. We are committed to seeing Market Street's return to grandeur.

We agree 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.

We're delighted the project is ready to proceed and we're hopeful it leads to an improved Market Street. We have built a vast community around Lightrail. We have met with hundreds of residents and local leaders, and dozens of groups, including all CBD's and BID's, BOMA SF, Walk SF, SF Bike and countless Market Street businesses. The thirst for efforts to revitalize Market Street is deep, profound and diverse.

We are pleased to support the construction of our most important street. Along with Lightrail, an investment in OBAG funds will help make Market Street a safer and more attractive place for all to enjoy.

Thank you for your consideration.

Ben Davis  
CEO and Chief Visionary Officer  
Illuminate

Illuminate c/o PCG 810 Fifth Avenue, Suite 200 San Rafael, CA 94901



April 20, 2017

Ms. Tilly Chang, Executive Director  
 San Francisco County Transportation Authority  
 1455 Market Street, 22<sup>nd</sup> floor  
 San Francisco, CA 94103

870 MARKET STREET  
 SUITE 803  
 SAN FRANCISCO  
 CALIFORNIA 94102  
 415 956-0472  
 FAX 415 956-4790

SAN FRANCISCO  
 RAILWAY MUSEUM  
 77 STEUART STREET  
 SAN FRANCISCO  
 CALIFORNIA 94105  
 415 974-1948  
 FAX 415 974-1968

PHARR DIVISION  
 415 552-3055

WWW.STREETCAR.ORG

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- A. Lee Blitch
- Louis Briasco
- Troy Campbell
- Kevin Carroll
- Jim Chappell
- Chip Conley
- Tom Creedon
- Joe D'Alessandro
- Oz Erickson
- Rodney Fong
- Anne Halsted
- Rich Hillis
- Leslie Katz
- Katy Liddell
- Feysan Jefferson Lodde
- David Perry
- Sharyn Saslafsky
- Leslie Tang Schilling

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- William J. Flynn
- Rick Garcia
- Katie Haverkemp
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- Tam Tran
- Jeremy Wallenberg
- Paul Wells

Rick Laubscher  
 President and CEO

Dear Tilly:

We are writing to express Market Street Railway's strong support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

As you know, we are strong advocates for effective, efficient, attractive public transportation in San Francisco, especially Muni's historic streetcars. These wonderful vehicles have proven their popularity, drawing 23,000 riders a day along Market Street and The Embarcadero. We believe they have served to tie Market Street together visually and to activate more parts of the street. They have facilitated hundreds of millions of dollars of new development by providing highly visible, attractive, and accessible transit the length of Market from Castro to the Ferry Building.

The F-line's very popularity makes it critical that it be operated as efficiently as possible. This is especially important for the thousands of new residents along the Market Street corridor, with thousands more on the way. The Better Market Street Project achieves this greater efficiency by reducing the number of F-line stops on the downtown section of Market Street and taking measures to make boarding faster. The project also includes a critically needed short-turn loop via McAllister Street and Charles J. Brenham Place (7<sup>th</sup> Street North), allowing F-line service to be balanced according to demand. These improvements will allow the F-line to carry more people and move more quickly.

We also support the improved safety, comfort, and mobility for pedestrians and bicyclists that the Better Market Street Project will provide. We believe these improvements can be achieved while preserving the historic fabric of our main street, most especially the Path of Gold streetlamps, whose linear alignment has been a constant for a century. As an organization dedicated to preserving history, whose very name includes "Market Street", this is very important to us.

This grant is critical to move the collective community vision for Market Street from vision toward reality. We thank you for your consideration.

Sincerely,

Bruce Agid  
 Chair, Board of Directors

Rick Laubscher  
 President & CEO



April 18, 2017

Tilly Chang, Executive Director  
 San Francisco County Transportation Authority  
 1455 Market Street, 22<sup>nd</sup> floor  
 San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the **Tenderloin Community Benefit District**, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

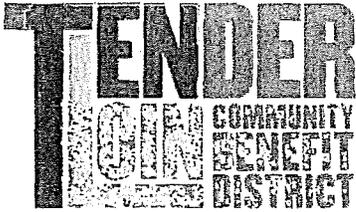
Our organization implements a variety of projects and programs with an overarching mission to improve the overall health, safety and usability of the Tenderloin neighborhood for the people who live, work and visit here. Our geographic district includes a stretch of Market Street greatly impacted by the Better Market Street Plan between 5<sup>th</sup> and 7<sup>th</sup> Streets. Not only is Market Street 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. The Better Market Street vision aligns with our mission of making the Tenderloin neighborhood a more vibrant community for ALL.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

Better Market Street will

- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor;
- Create thriving public spaces that attract a diversity of people and uses; and

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



- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,



Steve Gibson

Executive Director  
Tenderloin Community Benefit District  
512 Ellis Street  
San Francisco, CA 94109  
415 292-4812

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

April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Central Market Community Benefit District, I am writing to express our support for the Better Market Street project's application for a One Bay Area Grant (OBAG).

Market Street is San Francisco's most prominent boulevard and the busiest: pedestrian street, bicycle thoroughfare and transit corridor in the City. It is also the main thoroughfare running through the Central Market Community Benefit District. Making the stretch of Market Street within our District easier and safer for people to use and creating a more vibrant and inclusive destination is in line with our Mission.

After years of planning and public meetings, which our Board and staff have been a part of, it is critical the Better Market Street project move forward toward implementation. Market Street and its sidewalks and adjacent open spaces need reconstruction now.

There is also critical need for a strategic plan to keep these areas safe and welcoming before, during and after reconstruction.

We will remain a key partner for the remainder of the planning process, during the implementation phase, and beyond as the City develops its plans for effective maintenance and management of the improvements. We look forward to our continued involvement to ensure our District stakeholders' concerns are heard and incorporated; but also to strengthen the project with our resources and expertise, and our collaboration with all project partners.

Sincerely,

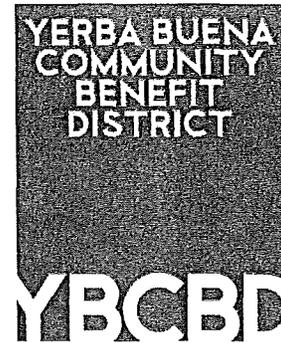


Tracy Everwine,  
Executive Director

901 Market Street, Suite 490  
San Francisco, CA 94103  
P. 415.957.5985  
www.central-market.org  
info@central-market.org

April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103



Dear Ms. Chang,

On behalf of the Yerba Buena Community Benefit District (YBCBD), I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

The mission of the YBCBD is to advance the quality of life for residents and visitors in the Yerba Buena neighborhood and San Francisco on an ongoing basis by fostering a safer and more secure community, enhancing environmental quality and beauty, and reinforcing the viability of our economic base. The YBCBD has a commitment to creating safer streets and sidewalks and improving our neighborhood's public spaces. To this end, we are an active member in the Better Market Street Community Advisory Committee.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

Better Market Street will:

- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

The YBCBD is pleased to support the application for funding to further the planning and implementation of improvements to Market Street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,

Cathy Maupin  
Executive Director  
Yerba Buena Community Benefit District



April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

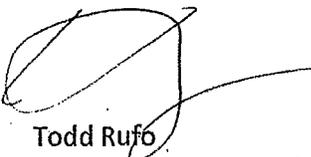
On behalf of the Office of Economic and Workforce Development (OEWD), I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

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 seeing through 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.

Not only is Market Street 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, bicycle thoroughfare and transit corridor. We aim to make it easier and safer for people to get around, reinforcing a vibrant and inclusive destination where people want to live, work and visit. We believe that Better Market Street initiative will support the City of San Francisco's economic growth and revitalize Market Street with beautification and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

Thank you for your consideration.

Sincerely,



Todd Rufo  
Director



1 Dr. Carlton B. Goodlett Place, Room 448

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

p: 415.554.6969 f: 415.554.6018



## San Francisco Clean City Coalition

366 Eddy Street, SF CA 94102 • 415.552.9201 • Fax: 415.552.9202 • [www.sfcleancity.com](http://www.sfcleancity.com)

April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

I am writing on behalf of the San Francisco Clean City Coalition (SF Clean City) to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

SF Clean City's non-profit mission is to support and encourage cleaning, greening and beautification throughout San Francisco neighborhoods. For the last ten years, we have been the service provider of the Tenderloin Community Benefit District which includes daily sweeping, graffiti abatement and sidewalk scrubbing on sections of Market Street and surrounding UN Plaza.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation. Better Market Street will help improve safety, comfort and mobility for pedestrians and bicyclists, accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians, provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor, and create thriving public spaces that attract a diversity of people and uses. These changes and improvements are long overdue.

SF Clean City is pleased to support the complete reconstruction of our most important street.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gia Grant', with a long horizontal stroke extending to the right.

Gia Grant  
Executive Director



April 13, 2017

Tilly Chang, Executive Director  
 San Francisco County Transportation Authority  
 1455 Market Street, 22<sup>nd</sup> floor  
 San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Hunters Point Family, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

Hunters Point Family (HPF) was founded in 1997 to serve young people and their families living in Bayview Hunters Point's public housing community. HPF's mission is to prepare youth to become independent, strong, and productive adults through comprehensive support services that empower them to develop their full potential. Since 1997 the agency has expanded significantly and includes community empowerment and development through empowering and developing the individuals who comprise the community. HPF provides youth development, workforce development, and community beautification services. Consistent with these services, HPF implements the Civic Center Commons program, the Pit Stop, and TL Clean programs. Each of these programs partner with City agencies to ensure some of San Francisco's most vulnerable neighborhoods are safe and clean. As such, HPF is a stakeholder in the downtown and Market Street areas and is proud to support the Better Market Street plan.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

Better Market Street will

- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians;



- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,

*Lena Miller*

Lena Miller, Executive Director  
Hunters Point Family



April 20, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22nd floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of Twitter, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation. With our global headquarters located at 1355 Market Street, Twitter recognizes that these upcoming work will directly impact our employees and our business.

Better Market Street will:

- Support the City of San Francisco's planned growth and economic development;
- Provide faster and more reliable transit service;
- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use; and
- Create thriving public spaces that attract a diversity of people and uses.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Caroline Barlerin', is located below the typed name.

Caroline Barlerin  
Head of Community Outreach & Philanthropy

# YerbaBuena

ALLIANCE

April 21, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Yerba Buena Alliance, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

The Yerba Buena Alliance celebrates its 26<sup>th</sup> anniversary in 2017 as a neighborhood building membership organization working to create partnerships and community in the Yerba Buena neighborhood of downtown San Francisco. The Alliance has an active interest in Market Street for the connection to the greater Yerba Buena neighborhood.

San Francisco needs a Better Market Street. Not only is Market Street 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.

After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

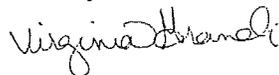
Better Market Street will;

- Provide faster and more reliable transit service;
- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,



Virginia Grandi  
Executive Director

YerbaBuena Alliance 735 Market Street, 3<sup>rd</sup> Floor, San Francisco, CA 94103 T (415) 541-0312, [info@yerbabuena.org](mailto:info@yerbabuena.org),  
[www.yerbabuena.org](http://www.yerbabuena.org)

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April 20, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Hotel Council of San Francisco, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

The Hotel Council was established in 1987 as a non-profit organization to represent all segments of the Hotel Industry. Kevin serves as the key community liaison between the Hotel Council and City, State, and National Government Agencies as well as community and travel industry organizations. The Hotel Council and many of our Hotels have been included in the planning process for Better Market Street.

San Francisco needs a Better Market Street. Not only is Market Street 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. After years of planning and scores of public meetings, we are excited that the project is ready to move forward towards implementation.

**Better Market Street will**

- Support the City of San Francisco's planned growth and economic development;
- Provide faster and more reliable transit service for our hotel visitors and employees;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the millions of visitors to San Francisco along the Market Street corridor; and
- Create thriving public spaces that attract a diversity of people and uses.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Carroll", written in a cursive style.

Kevin Carroll  
Executive Director



April 24, 2017

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the members of the Building Owners and Managers Association (BOMA) San Francisco, I am writing to express our organization's support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

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. BOMA offers commercial property owners and managers and the businesses that serve them an invaluable package of services to help them succeed in one of the nation's most challenging and competitive markets.

BOMA San Francisco members have been involved with the Better Market Street project for many years - since 2012 to be exact. The planned update of San Francisco's most important thoroughfare is also the corridor that is immediately adjacent to many of our high-rise commercial office buildings. Our members appreciate the Better Market Street team and their early - and continued - outreach to BOMA for our important input.

Better Market Street will:

- Support the City of San Francisco's planned growth and economic development;
- Provide faster and more reliable transit service;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;

- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. Bozeman', written in a stylized, cursive-like font.

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



# San Francisco Bay Area District

1390 Willow Pass Rd., Suite 250 / Concord, CA 94520 / (925) 827-2422 / Fax (925) 827-4042

April 18, 2017

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**AGC of California, Inc.**  
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Cheri Smith  
Regional Member Relations and Support Letters

Tilly Chang, Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of the Associated General Contractors of California and its nearly 1,000 members, I confirm our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

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.

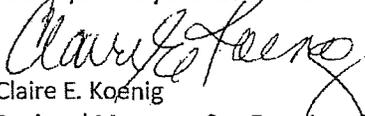
San Francisco needs a Better Market Street. Not only is Market Street our most important transit street, it is our premier cultural, civic and commercial corridor. We support San Francisco's vision, making it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit. We are excited that the project is ready to move towards implementation.

Better Market Street will support the City of San Francisco's planned growth and economic development:

- Accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Create thriving public spaces that attract a diversity of people and uses; and
- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

We are pleased to support the complete reconstruction of our most important street. An investment in OBAG funds will help make Market Street a safer and more attractive place for all.

Thank you for your consideration. Sincerely,

  
Claire E. Koenig  
Regional Manager, San Francisco Bay Area District



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San Ramon, CA 94583  
Phone (925) 855-7900  
Fax (925) 855-7909  
[www.unitedcontractors.org](http://www.unitedcontractors.org)

April 20, 2017

Tilly Chang,  
Executive Director  
San Francisco County Transportation Authority  
1455 Market Street, 22<sup>nd</sup> floor  
San Francisco, CA 94103

Dear Ms. Chang,

On behalf of United Contractors, I am writing to express our support for the Better Market Street application for a One Bay Area Grant (OBAG) that San Francisco Public Works and the San Francisco Municipal Transportation Agency are submitting to the San Francisco County Transportation Authority.

United Contractors represents more than 500 union affiliated heavy civil engineering construction and vendor companies throughout the state, many of whom are based in and/or perform vital infrastructure work for the City and County of San Francisco. Our members collectively employ over 25,000 individuals and represent over 25 million man hours building CA.

United Contractors supports San Francisco's vision to remake the city's 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.

After years of planning and scores of public meetings, we are pleased that the project is ready to move forward towards implementation.

Better Market Street will:

- Support the City of San Francisco's planned growth and economic development;
- Provide faster and more reliable transit service;
- Improve safety, comfort and mobility for pedestrians and bicyclists;
- Help achieve San Francisco's Vision Zero goal by providing significant safety improvements to the street and intersections;
- Accommodate growing bicycle traffic in a way that increases safety and decreases conflicts with transit and pedestrians;
- Improve accessibility for all people by making transit and sidewalks easier and safer to use;
- Provide easy access to citywide transportation for the multitudes of people moving into the new housing developments along the Market Street corridor;
- Create thriving public spaces that attract a diversity of people and uses; and

- Revitalize Market Street with streetscape and safety improvements that cement its place as the City's premier pedestrian boulevard for the next 50 years.

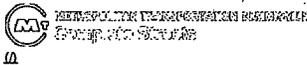
We are pleased to support the complete reconstruction of one of San Francisco's most important streets. An investment in OBAG funds will help make Market Street a safer and more attractive place for the throngs of pedestrians, bicyclists, transit riders, motorists and tourists that enjoy it every day.

Thank you for your consideration.

Sincerely,



Emily Cohen  
Executive Vice President



Welcome [dpw \(/external\\_users/13/edit\)](#) ( [San Francisco Dept of Public Works \(/sponsors/177/edit\)](#) ) | [log out \(/external\\_user\\_sessions/0\)](#)

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Successfully submitted checklist.

**Project:**

[Better Market Street \(/projects/983\)](#)

**Checklist:**

Better Market Street

**Name:**

Better Market Street

**Description:**

Improve Market Street Between Steuart St and Octavia Blvd. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes and utility relocation and upgrade. One of three options being studied would also include improvements on Mission St and moving Mission St bus lines to Market St.

**Status:**

Submitted

**Project:**

[Better Market Street \(/projects/983\)](#)

**Location:**

San Francisco

**Contact Name:**

Rachel Alonso

**Contact Email:**

rachel.alonso@sfdpw.org

**Contact Phone:**

4155544139

**Contact Address:**

1155 Market Street, 4th floor  
San Francisco, CA 94102

**1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.**

- Class I bicycle paths
- Class II bicycle lanes
- Class III bicycle routes
- Class IV bikeways
- Bicycle boxes
- Raised separated bikeways
- Bicycle Boulevards
- Bicycle parking
- Sidewalks on one side or both sides of street
- Marked crosswalks
- Protected intersection
- Painted conflict zones
- Narrow unpaved path
- Pedestrian-actuated traffic signals or routine pedestrian cycle
- Bulb-outs
- Bicycle actuated traffic signals or routine bicyclist cycle
- High visibility crosswalks
- Pedestrian-level lighting
- ADA-compliant ramps
- Traffic signal push buttons
- Refuge islands on roadways
- Transit shelter
- Wide curb lanes
- Right turn only lanes
- Transit vehicle stop

transit vehicle stops  
 Pedestrian countdown signals  
 Way-finding or directional signage  
 None

**: Other**

ADA-compliant ramps in only some locations

**: Please provide specifics of any items checked above.**

All the items above exist at only some locations along the corridor except the presence of sidewalks, marked crosswalks, and a routine pedestrian cycle.

**1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?**

0-1/4 mile  
 1/4 mile to 1/2 mile  
 1/2 mile to 1 mile  
 1+ mile

**1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified**

Improved lighting  
 sidewalks  
 Improve intersections  
 Mid-block crossings  
 Accommodations for the elderly or disabled or school age children  
 School age children  
 Transit shelters  
 ADA facilities  
 Widened curb lanes  
 Bicycle parking  
 Traffic signals responsive to bicycles  
 Shorter vehicular traffic signal cycles  
 Addressing choke points or gaps in pedestrian or bicycle  
 RR crossings  
 Bike racks on busses  
 Widened or better-fit under crossings  
 Removed slip lanes  
 Right turn only lanes  
 None

**: Other**

**1d: Please describe the overall context of the project area:**

The project area is in one of the most well-known urban settings in the San Francisco Bay Area - downtown San Francisco. Today there are over 1000 pedestrians per hour on Market Street during the peak period, as well as over 600 people on bikes - a number that has been steadily growing over several years. The daily count has been over 4500 at times. There are also roughly 40,000 daily transit riders that use the above-ground transit along Market Street, in addition to the over 200,000 riders a day that use BART or Muni Metro underground within the project corridor. Market Street is considered a ceremonial street, and hosts many parades, protests, and other planned/unplanned events throughout the year.

**1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?**

Unresponsive signals to bicycles  
 Lack of bicycle parking  
 Freeway on-off ramps  
 Narrow curb lanes  
 Choke points  
 RR crossings  
 No bike racks on busses  
 Wide roadway crossings

- Long signal cycles which require pedestrians to wait long periods of time
- Short signal crossing times
- Narrow undercrossings, overcrossings
- Slip lanes
- Sidewalk obstruction or missing sidewalk
- Pedestrian-level lighting
- Lack of ADA compliant facilities
- Lack of Transit vehicle stops

: Other

**2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?**

- Educational institutions
- Transit stations
- Senior centers
- High-density land uses
- Downtowns
- Shopping areas
- Medical centers
- Major public venues
- Government buildings
- Parks

: Other

**3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?**

Yes

**: If so, please provide the number of collisions and describe the outcomes of each:**

In 2012 and 2013, there were 271 collisions along Market Street; 89 of which involved pedestrians or bicycles (33%). Of those 89 collisions, 60% involved automobiles while 40% involved transit vehicles. The main collision factors of the 36 bicyclist and pedestrian – transit collisions consisted of "proceeding straight", "pulling into/out of a bus stop", "turning movements", or "stopped in road" (67, 3, 6, and 24 percent respectively).

**: If so, what resources have you consulted?**

SFPD and SWITRS data. In addition, Muni collision data has been collected and analyzed as well.

**4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?**

- City or town bicycle plan
- Countywide bicycle plan
- City or town pedestrian plan
- Countywide pedestrian plan
- Combined bicycle and pedestrian plan
- ADA transition plan
- General plan
- Specific plan
- Regional transportation Plan
- Sales tax expenditure plan
- Station area access plan
- No plans

: Other

**: Is the proposed project consistent with these plans?**

Yes

**5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?**

Caltrans Deputy Directive 64  
 Caltrans Highway Design Manual (Chapter 1000)  
 ACR 211  
 MUTCD 2003  
 MUTCD California supplement  
 Americans with Disabilities Act Accessibility Guidelines (ADAAG)  
 MTC Pedestrian Districts Study  
 None  
 more

: Other

: If so, have the policies been followed?

Yes

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides  
 Americans with Disabilities Act Accessibility Guidelines  
 Caltrans Design Information Bulletin 89  
 Caltrans Highway Design Manual  
 Caltrans California MUTCD  
 Caltrans Pedestrian and Bicycle Facilities in California  
 FHWA MUTCD  
 ITE Designing Urban Walkable Thoroughfares  
 NACTO Urban Bikeway Design Guide  
 N/A - no bicycle or pedestrian facilities included  
 None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

Make Market Street a great, safe place to walk, bike, shop, and spend time! Create a protected bike facility along the entire length of Market Street! Make Market Street safer for all sidewalk users - including wheelchair/mobility device users, visually impaired, and all other disabled and able-bodied pedestrians! Do something to bring the sunken plazas up to grade-level and make them more appealing and accessible for all users!

: How have you responded to comments received?

We are working to incorporate elements into the project that address the major concerns described above – in a way that works for all stakeholders and that responds to the considerable physical constraints within the right-of-way. These include Muni Metro/BART portals and subway infrastructure, myriad sub-sidewalk basements, gas, water, power, sewer, storm, auxiliary fire suppression water, and various other City-owned and private communications and other underground utilities.

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths  
 Class II bicycle lanes  
 Class III bicycle routes  
 Class IV bikeways  
 Bicycle boxes  
 Raised separated bikeways  
 Bicycle Boulevards  
 Bicycle parking  
 Sidewalks on one side or both sides of street  
 Widened sidewalks  
 Marked crosswalks  
 Protected intersection  
 Painted conflict zones  
 Narrow unpaved path  
 Pedestrian-actuated traffic signals or routine pedestrian cycle  
 Bulb-out  
 Bicycle actuated traffic signals or routine bicyclist cycle  
 High visibility crosswalks  
 Pedestrian-level lighting  
 ADA-compliant ramps  
 Traffic signal push buttons  
 Refuge islands on roadways  
 Transit shelters  
 Wide curb lanes  
 Right turn only lanes

- right turn only lanes
- Transit vehicle stops
- Pedestrian countdown signals
- Way-finding or directional signage
- None

: Other

**8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?**

Yes

*: If yes, please describe situation in detail.*

"REMOVE?": Yes. "HINDER?": No. In the interest of improving safety and reducing potential conflicts between motor vehicles, pedestrians and bikes, the project proposes to close one pedestrian crosswalk at the east side of the Page/Franklin/Market/12th St intersection. This will shorten the signal delay by approximately 30 seconds and reduce motorist/pedestrian/bicyclist confusion due to the irregular geometry of the intersection. The project also proposes to add several new crosswalks, which is in response to observed pedestrian demand and "desire lines". Additionally, the project will construct a continuous protected cycle-track, which currently only exists along less than half of the project length. These significant project elements result in a net benefit to overall bicycle and pedestrian movement within the corridor.

**8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.**

As mentioned in 8a, in the interest of improving safety and reducing potential conflicts between motor vehicles, pedestrians and bikes, the project proposes to close one pedestrian crosswalk at the east side of the Page/Franklin/Market/12th St intersection. This will shorten the signal delay by approximately 30 seconds and reduce motorist/pedestrian/bicyclist confusion due to the irregular geometry of the intersection.

*: Was a road diet or car parking removal considered?*

There is no parking along project corridor except for along one block, where the project intends to remove it. A road diet was considered and rejected due to projected traffic and transit volumes, although the project does intend to prohibit all private automobiles from traveling on Market Street.

*: What would be the cost of the added bicycle and/or pedestrian facility?*

*: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?*

17

*: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.*

**9a: How will access for bicyclists and pedestrians be maintained during project construction?**

- Alternative signed bicycle route
- Alternative signed pedestrian route
- Separated pedestrian pathway
- Other

: Other

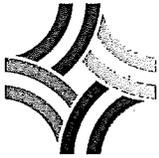
**10a: What agency will be responsible for ongoing maintenance of the facility?**

San Francisco Public Works

**10b: How will ongoing maintenance be budgeted?**

Annual capital and operating budgets





**SFMTA**  
Municipal  
Transportation  
Agency

## MEMORANDUM

**Date:** May 14, 2015  
**To:** Mari Hunter, Safer Market Street Project Manager  
**From:** Ian Trout, E.I.T, Junior Engineer  
**Subject:** Market Street Safety Collision Analysis

### EXECUTIVE SUMMARY

Market Street is an important multi-modal corridor in San Francisco where safety has been a central concern. The purpose of the memorandum is to analyze collisions on Market Street to develop a better understanding of the types of collisions that occur on the corridor. This will allow for the formulation of appropriate policy and design recommendations to improve safety within the Market Street corridor.

Two accident databases (Statewide Integrated Traffic Records Systems (SWITRS) and TransitSafe) are used to aggregate collision data from January 1, 2012 through December 31, 2013 on Market Street between Van Ness Avenue and the Embarcadero. Additionally, accident data is analyzed on the adjacent Mission St to serve as a comparison to Market.

Overall, the data indicates a high rate of collisions on Market Street (32.0 collisions per million vehicle miles traveled) compared to Mission Street (6.9 collisions per million vehicle miles traveled). There is a high concentration of collisions on Market between 8<sup>th</sup> Street and New Montgomery Street, with the highest levels being on the block between 3<sup>rd</sup> and New Montgomery streets. On Market Street, 44% of collisions involved Muni and 33% involved a bicyclist or pedestrian. In comparison, on Mission Street, 34% of collisions involved Muni while 23% involved a bicyclist or pedestrian. This indicates that there are a higher percentage of collision incidents with Muni, bicyclists, and pedestrians on Market Street. In terms of non-Muni related collisions, on Market Street, 57% of collisions were a result of through movements. On Mission, only 46% of collisions were related to through movements. This suggests that the collisions are not intersection related but a result of the unique characteristics of Market St.

The data shows that collisions on Market Street are of significant concern because the collisions involve a high number of vulnerable roadway users. The collision characteristics suggest that at least part of the cause of the high collision rate is the mixing of automobiles on a street that carries a large volume of bicyclists and pedestrians and is a main transit corridor.

### ABOUT THIS MEMORANDUM

This memorandum documents collision trends on Market Street between Van Ness Avenue and The Embarcadero. An understanding of the types of collisions on Market Street is needed to formulate the most appropriate recommendations to improve safety within the Market Street corridor. Collision trends are also analyzed for the same segment of Mission Street to serve as a comparison.

The two main sources of the collision data are the Statewide Integrated Traffic Records Systems (SWITRS) maintained by the California Highway Patrol, and the TransitSafe database maintained by the San Francisco Municipal Transportation Agency. The TransitSafe database covers all collisions involving a transit vehicle (bus or rail) while the SWITRS database contains collision records as reported by the San Francisco Police Department and the California Highway Patrol. Not all transit collisions are captured under SWITRS, and there is overlap of nine transit related collisions between SWITRS and TransitSafe on Market Street, and one transit related collision on Mission Street. The datasets covered in this memorandum are from January 1, 2012 through December 31, 2013.

Due to limited police resources, not all collisions are recorded in the SWITRS database. Collisions involving property damage only frequently go unrecorded. If none of the involved parties reports the collision, and if no one is injured or killed, the police are not notified and the collision is unrecorded. When collisions are recorded in the database, some information such as the primary collision factor or direction of travel of one or more parties may not be recorded. These collisions are noted in the data analysis contained within this memorandum.

## MARKET STREET OVERVIEW

Market Street is the most important multi-modal corridor in San Francisco. It integrates three levels of rail transit with a dozen local bus routes converging to the corridor and integrating with BART, AC Transit, SamTrans and Golden Gate Transit among other regional transit services and shuttles. On a typical weekday, over 200,000 people walk along its length, getting to work, going shopping, visiting museums and enjoying the sites of the city. In addition, cycling makes up a large share of the users of Market Street, outnumbering motor vehicles at various times during the day. However, safety has and continues to be a significant concern for this multi-modal corridor.

In the past 2 years, there have been 271 collisions on Market Street east of Van Ness Avenue, 119 of which involve a Muni vehicle, or 44 percent, and 89 that involved a bicyclist or pedestrian, or 33 percent. In comparison, there have been 183 collisions on Mission Street east of Van Ness Avenue, 63 of which involve a Muni vehicle, or 34 percent, and 43 that involved a bicyclist or pedestrian, or 23 percent. The overall collision rate on Market Street is 32.0 collisions per million vehicle miles traveled compared to 6.9 collisions per million vehicle miles traveled on Mission Street<sup>1</sup>. To curb this trend and support the newly adopted Vision Zero Policy, staff aims to focus resources on treatments that will be most effective. The following presents Market Street and Mission Street collision trends.

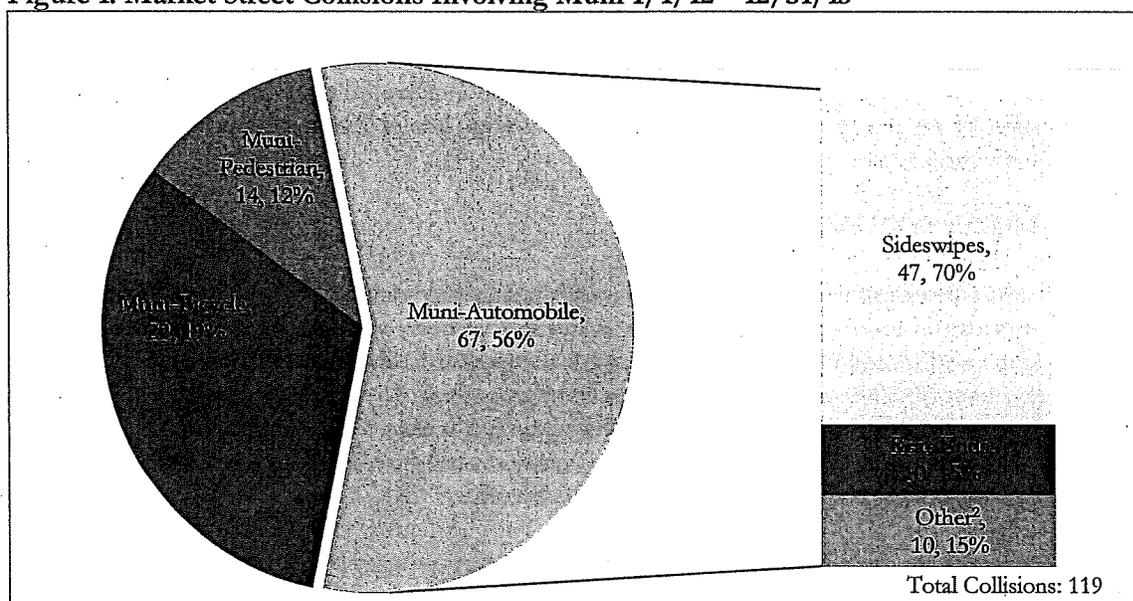
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<sup>1</sup> Crash Rate Calculation is based on the total number of crashes in the study period divided by the roadway length, Average Annual Daily Traffic (AADT) volumes, and number of years of data. The formula and a more detailed description may be found here: [http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa1109/app\\_c.cfm](http://safety.fhwa.dot.gov/local_rural/training/fhwasa1109/app_c.cfm)

**MUNI COLLISIONS**

Collisions involving a Muni transit vehicle make up 119 collisions on Market Street east of Van Ness Avenue. Of the 119 Muni related collisions, 67 involved an automobile\*, 22 involved a bicycle, and 14 involved a pedestrian (Figure 1). A majority (85 percent) of the 67 Muni-automobile collisions were categorized as either sideswipes or rear end collisions. This indicates a potential problem with automobiles switching between the curb lane and center lane, and colliding with buses and trains as they do so.

**Figure 1: Market Street Collisions Involving Muni 1/1/12 – 12/31/13**



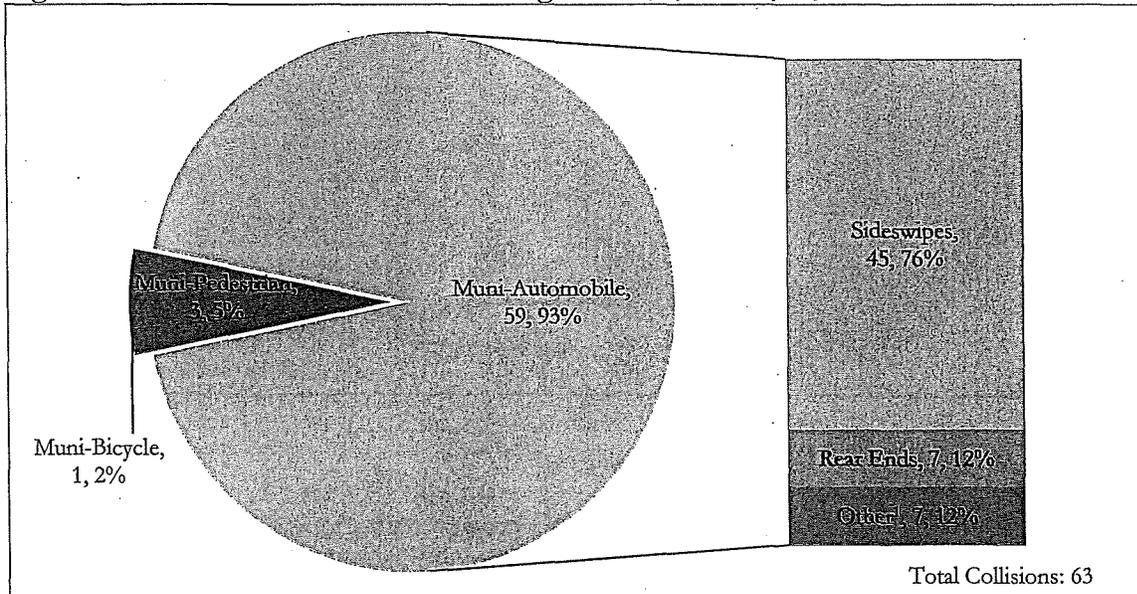
**Notes:**

- 1) Other includes collisions with another Muni vehicle, a fixed object, or "other/not listed".
- 2) Other includes collisions at an angle or from the front of a Muni vehicle.

On Mission Street, there were 63 collisions involving a Muni transit vehicle. Only 4 of these collisions involved pedestrian or bicycle while the rest involved an automobile (Figure 2). The share of pedestrian bicycle collisions on Mission Street is much lower with only 7 percent of these collisions involved either a bicyclist or pedestrian, compared to 31% of the collisions on Market Street. Of the 59 Muni-automobile collisions, most (88 percent) were categorized as a sideswipe or rear end, similar to Market Street (Figure 2).

\*Automobile is defined as a private or commercial motorized vehicle such as a car, truck, or motorcycle. Muni buses and trains are excluded from this definition.

**Figure 2: Mission Street Collisions Involving Muni 1/1/12 – 12/31/13**



Notes:

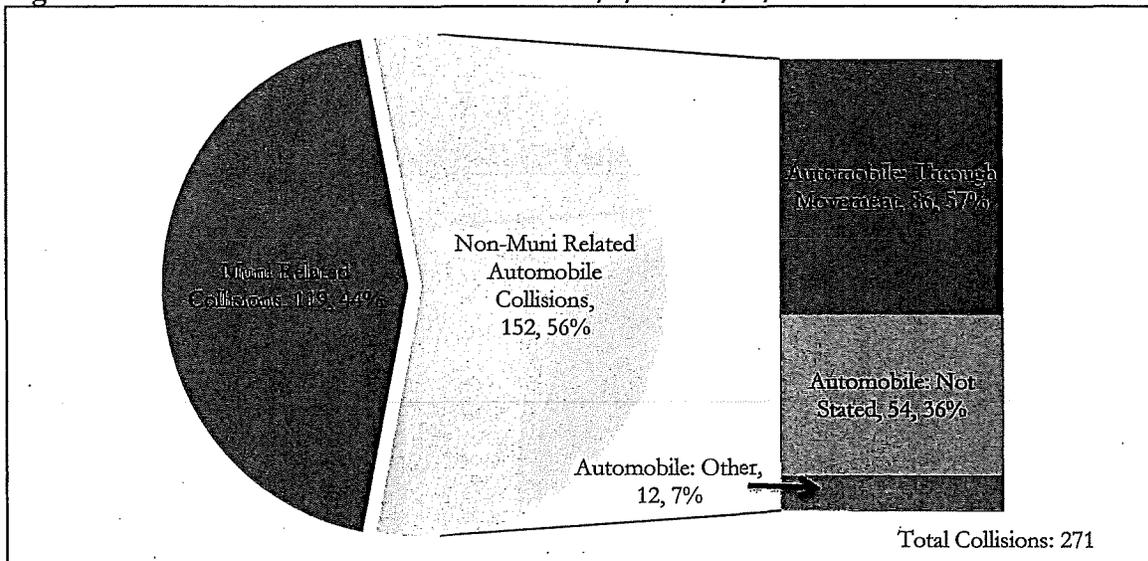
1) Other includes collisions at an angle to a Muni vehicle, or "other/not listed".

### NON-MUNI AUTOMOBILE COLLISIONS

Exclusive of Muni-related collisions, collisions involving automobiles accounted for 152 of the 271 (56 percent) total collisions on Market Street. As shown in Figure 3, 86 of these collisions (57 percent) involved automobiles traveling through on Market Street, with the primary collision factor categorized as "proceeding straight", "passing other vehicle", "changing lanes", "backing", "parking maneuver", "ran off road", or "stopped in road". These types of collisions would not be affected by traditional intersection countermeasures such as traffic signal changes, and are considered reflective of the multi-modal character of a limited right-of-way (ROW) Market Street.

Fifty-four of the 152 collisions (36 percent) had their primary collision factor categorized as "not stated".

Figure 3: Market Street Automobile Collisions 1/1/12 – 12/31/13

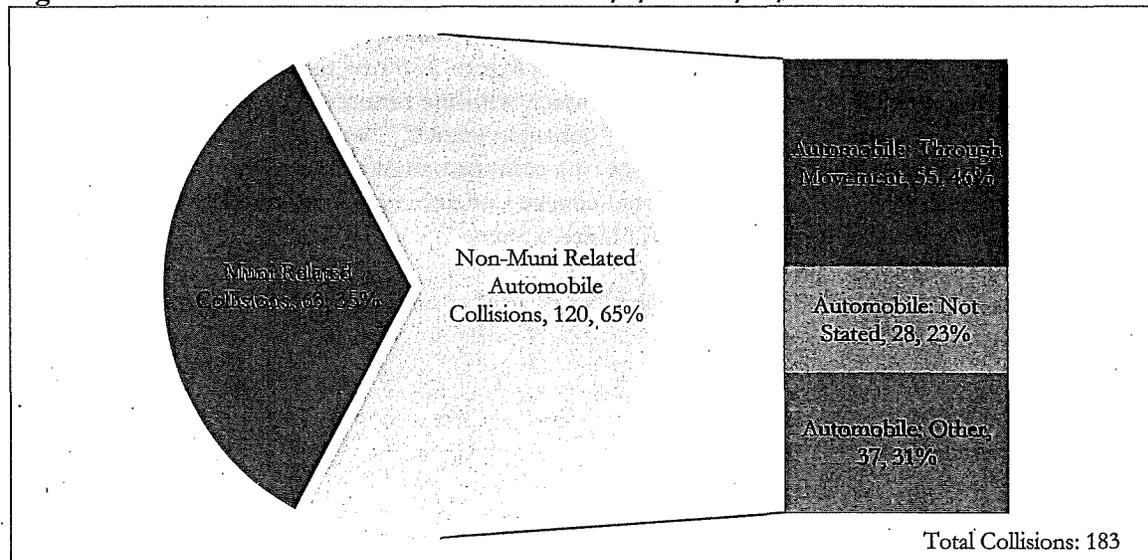


Notes:

1) Other collisions include entering traffic, or making right or left turns.

On Mission Street, 120 of the 183 total collisions (65 percent) were non-Muni related automobile collisions. As shown in Figure 4, 55 of these (46 percent) involved automobiles traveling through on Mission Street, with the primary collision factor categorized as “changing lanes”, “crossed into opposing lane”, “merging”, “passing other vehicle”, “proceeding straight”, “ran off road”, “slowing/stopping”, or “stopped in road”.

Figure 4: Mission Street Automobile Collisions 1/1/12 – 12/31/13



Notes:

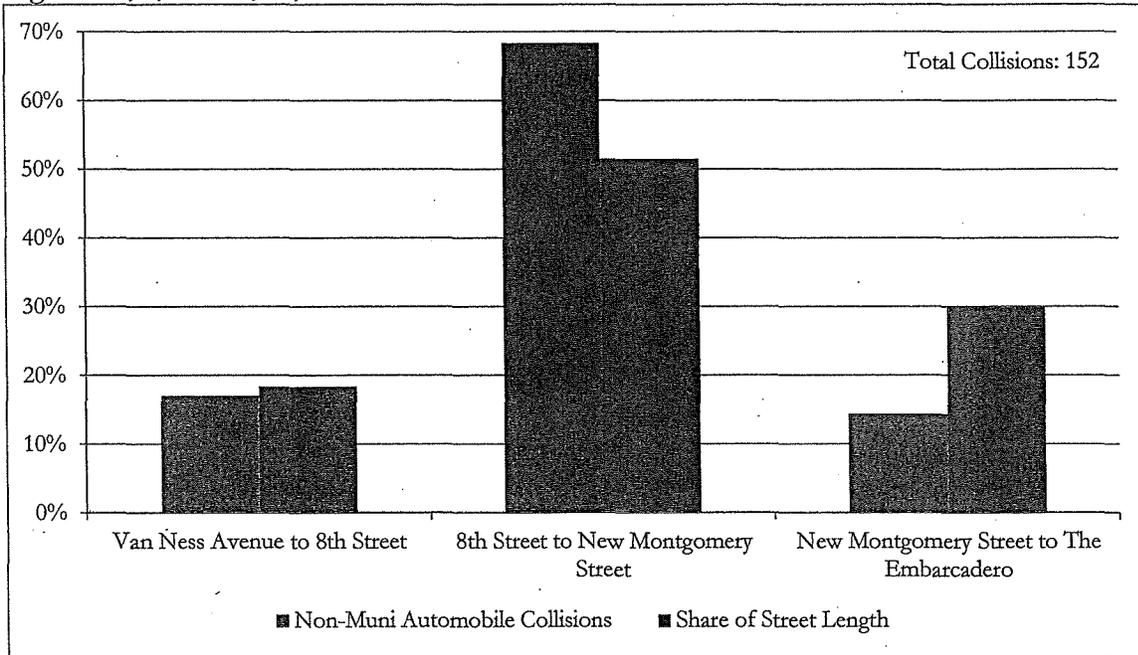
1) Other collisions include entering traffic, making right or left turns, or making a U-turn.

Compared to Market Street, there were 32 (21 percent) fewer non-Muni related automobile collisions and 31 (36 percent) fewer collisions involving automobile through movements despite Mission Street carrying an average of 18,200 vehicles per day compared to 6,100 on Market Street.

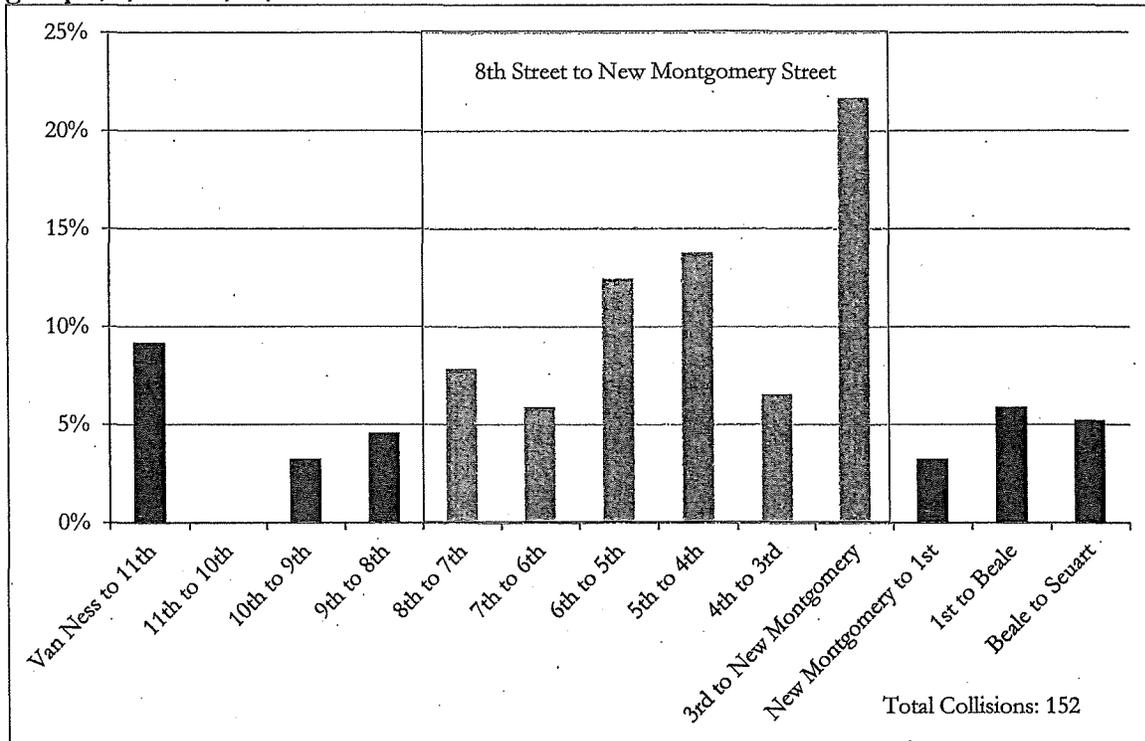
**NON-MUNI AUTOMOBILE COLLISIONS BY LOCATION**

A disproportionate number of collisions involving non-Muni automobiles occurred between 8<sup>th</sup> Street and New Montgomery Street. Despite being only half of the overall length of Market Street east of Van Ness Avenue, this stretch of Market Street was the site of 104 of the 152 collisions (68 percent). This is illustrated in Figure 5. Figure 6 shows the number of collisions by block.

**Figure 5: Market Street non-Muni Automobile Collision Frequency versus Location, by street segment 1/1/12 – 12/31/13**



**Figure 6: Market Street non-Muni Automobile Collision Frequency versus Location, by block group 1/1/12 – 12/31/13**



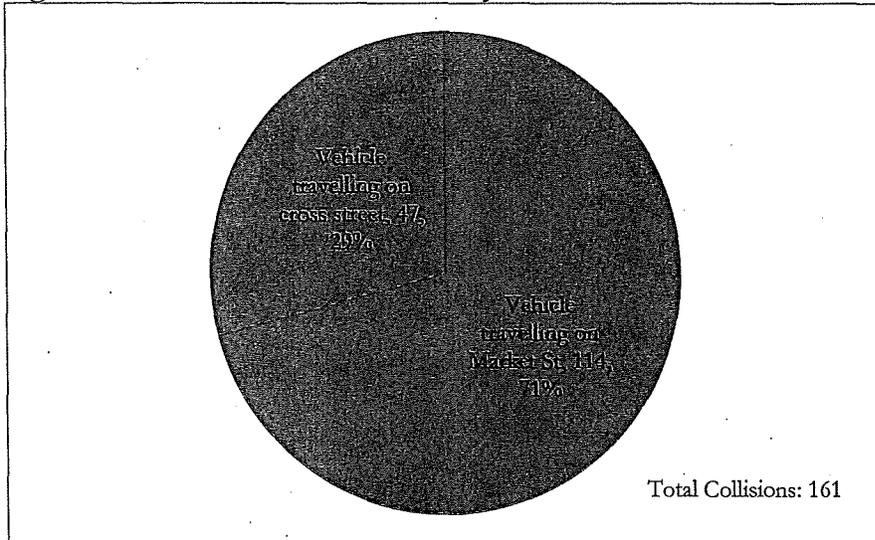
Notes:

- 1) There were no reported non-Muni automobile collisions between 11<sup>th</sup> and 10<sup>th</sup>.
- 2) Collisions that occurred at intersections were split evenly between block groups.

**COLLISIONS BY LOCATION OF VEHICLE AT FAULT**

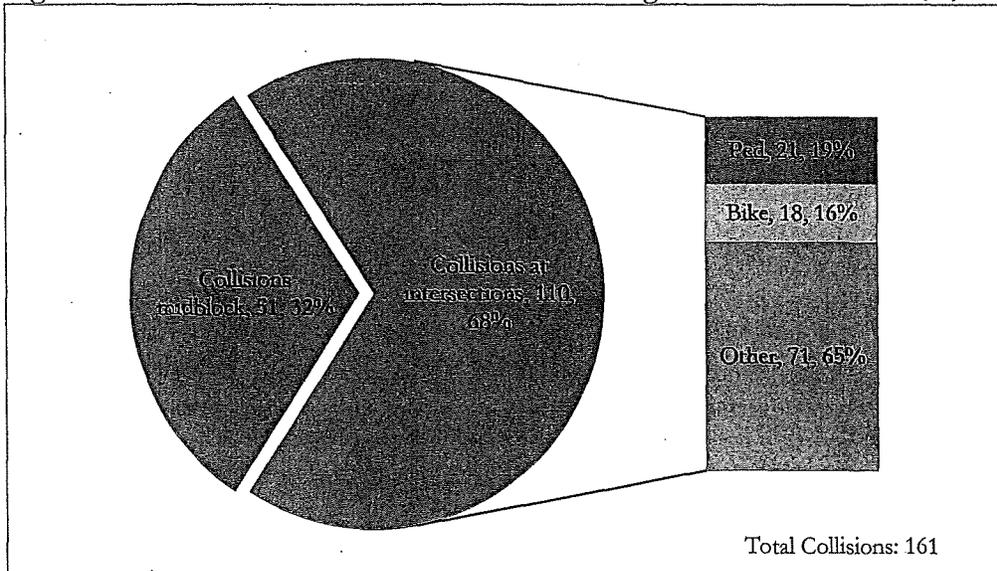
The following data involved a total of 161 collisions due to the lack of information in the Transit Safe data. The collisions reported in the SWITRS database did not involve Muni vehicles except for 9 collisions that were Muni vehicle related. Of the 161 collisions, 114 of them were when the vehicle at fault was on Market Street (Figure 7). This indicates that 71 percent of all collisions on Market Street east of Van Ness Avenue were due to traffic on Market Street. Mission Street has a similar collision trend albeit a lower number of total collisions.

Figure 7: Market Street collisions by location of the vehicle at fault 1/1/12 – 12/31/13



On Market Street, 110 collisions occurred at intersections. Any collision within 30 feet from an intersection was noted as intersection related. Out of those 110 intersection-related collisions, 39 of them involved a bicyclist or a pedestrian (35 percent). This is illustrated in Figure 8. Intersections typically have higher collision rates due to crossing vehicle paths, and the need to handle different transportation modes safely (pedestrians, bikes, motor vehicles, Muni). Intersection geometry, traffic volumes, intersection lane approaches, and vehicle speed also factor into the likelihood of intersection-related collisions. The breakdown of the collisions by user for midblock collisions had a similar trend as Figure 8 and is not shown in this report.

Figure 8: Intersection-related collisions along Market Street 1/1/12 – 12/31/13

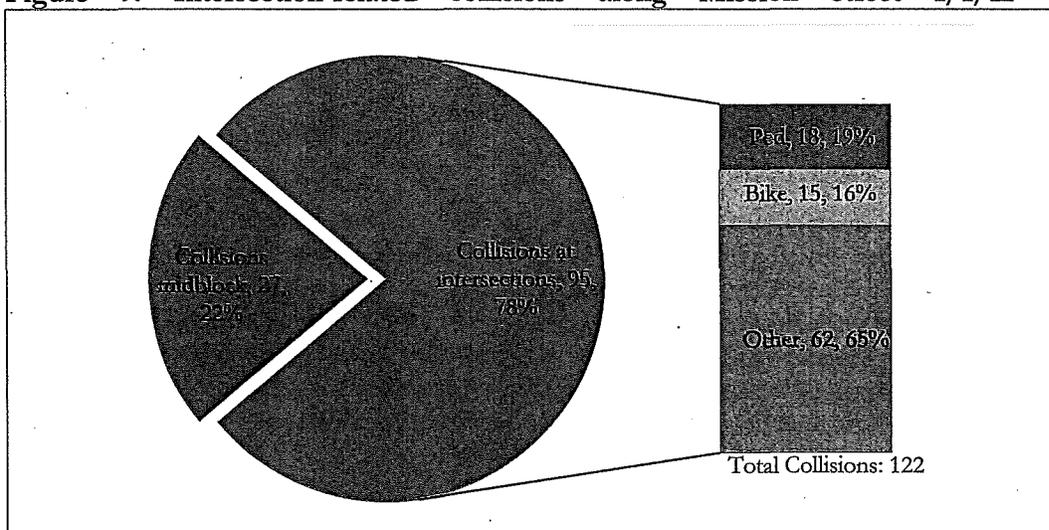


Notes:

1) Other includes collisions that do not involve any bicyclists or pedestrians such as Muni-automobile collisions, automobile-automobile collisions, or fixed-object collisions.

On Mission Street, 95 collisions occurred at intersections. Out of these 95 collisions, 33 of them involved a bicyclist or a pedestrian (35 percent). This is illustrated in Figure 9. There was a higher percentage of intersection related collisions at intersections along Mission Street compared to Market Street (78% on Mission Street to 68% on Market Street). The higher percentage of Market Street midblock collisions is due to the numerous characteristics of Market Street (large amounts of bicyclists, Muni buses, center transit only lane, commercial and passenger loading/unloading) that share the same roadway.

**Figure 9: Intersection-related collisions along Mission Street 1/1/12 – 12/31/1**



Notes:

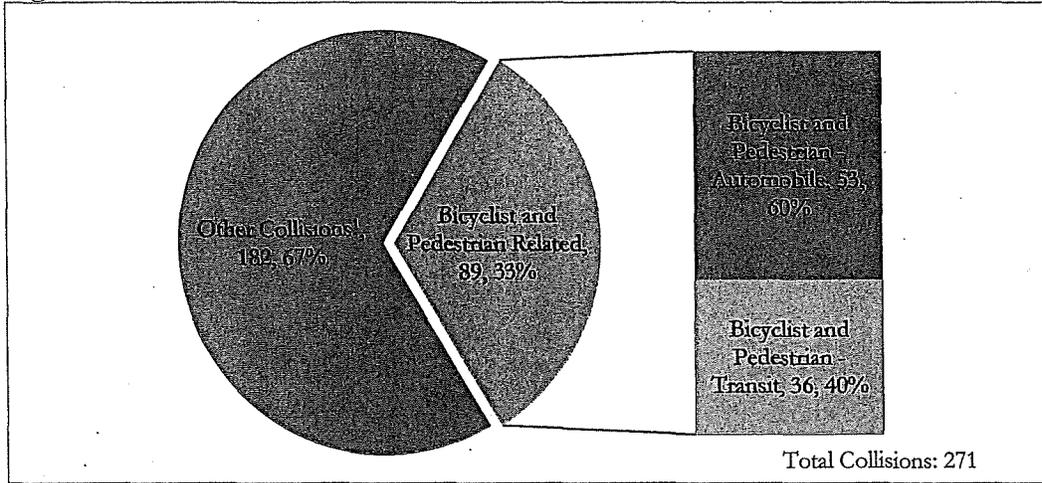
1) Other includes collisions that do not involve any bicyclists or pedestrians such as Muni-automobile collisions, automobile-automobile collisions, or fixed-object collisions.

The breakdown of the collisions by user for midblock collisions had 2 pedestrian collisions and 5 bicycle collisions (26 percent). The graph is not shown in this report.

**COLLISIONS WITH BICYCLISTS AND PEDESTRIANS**

Bicyclists and pedestrians, the most vulnerable roadway users, were involved in 89 of the 271 total collisions on Market Streets (33 percent). As shown in Figure 10, transit vehicles accounted for 36 of these collisions (40 percent) while automobiles accounted for 53 (60 percent). In comparison, Muni represents, at most, 30% of all traffic volume on Market St.

**Figure 10: Market Street Non-Motorized Collisions 1/1/12 - 12/31/13**

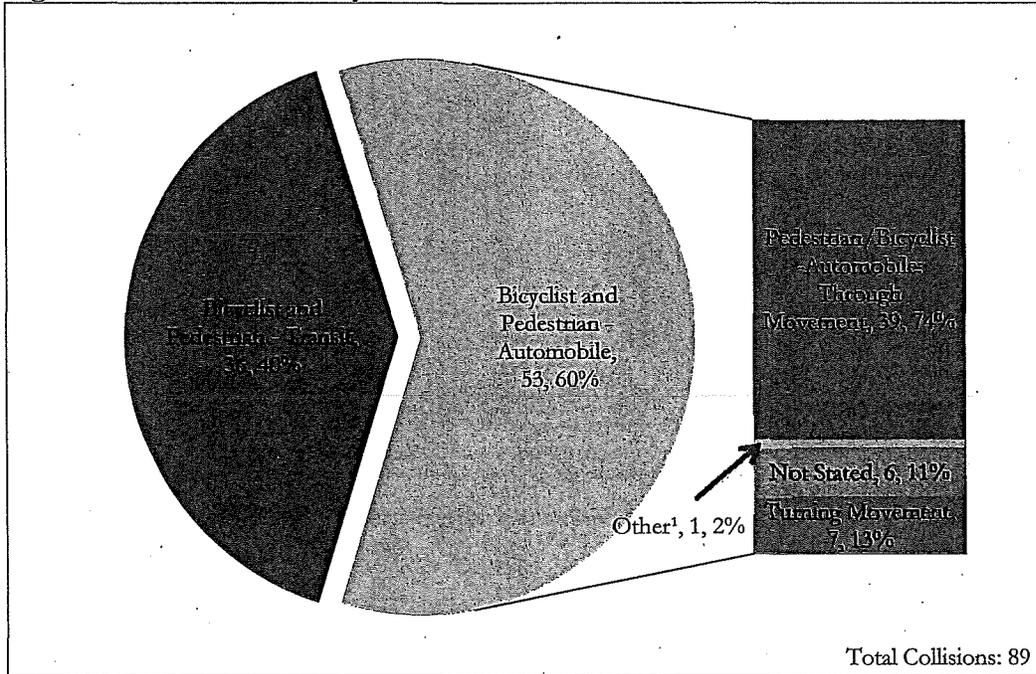


Notes:

1) Other includes collisions that do not involve any bicyclists or pedestrians such as Muni-automobile collisions, automobile-automobile collisions, or fixed-object collisions.

The primary collision factors for most of the collisions that involved an automobile and a bicyclist or pedestrian on Market Street were “proceeding straight”, “passing other vehicle”, “changing lanes”, or “stopped in road” (39 of 53 or 74 percent). This indicates an automobile through movement at the time of the collision. Six of the 53 collisions had their primary collision factor categorized as “not stated”. This is illustrated in Figure 11. The main collision factors of the 36 bicyclist and pedestrian – transit collisions consisted of “proceeding straight”, “pulling into/out of a bus stop”, “turning movements”, or “stopped in road” (67, 3, 6, and 24 percent respectively).

Figure 11: Market Street Bicycle and Pedestrian Collisions with Automobiles 1/1/12 – 12/31/13

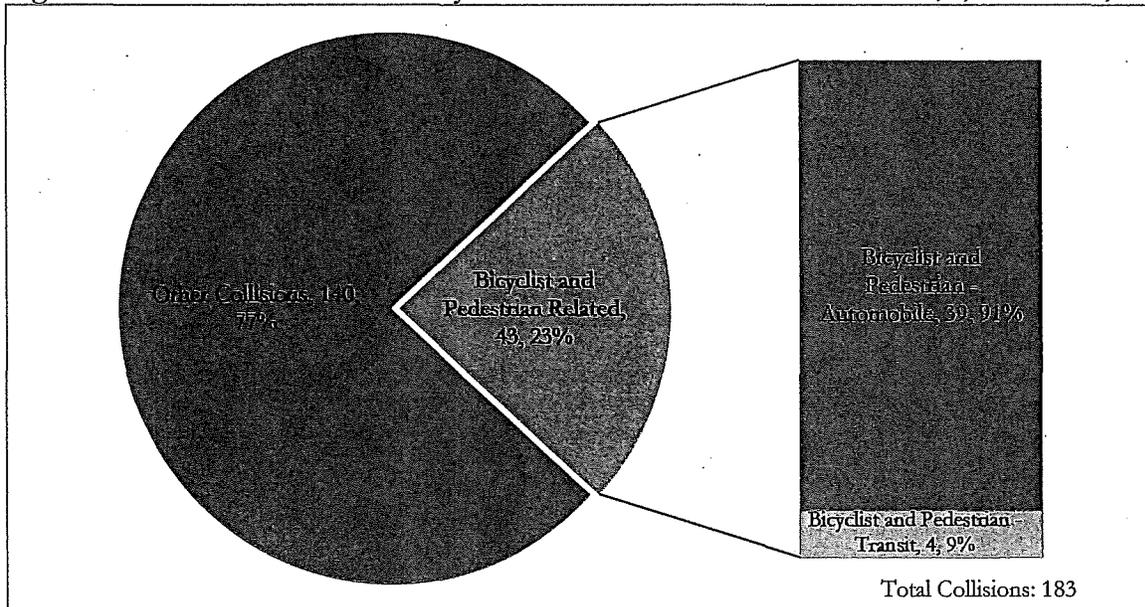


Notes:

1) Other primary collision factor includes entering traffic.

On Mission Street, bicyclists and pedestrians were involved in 43 of the 183 total collisions on Mission Street (23 percent). As shown in Figure 12, transit vehicles accounted for 4 of these collisions (9 percent) while automobiles accounted for 39 (91 percent).

Figure 12: Mission Street Bicycle and Pedestrian Collisions 1/1/12 – 12/31/13

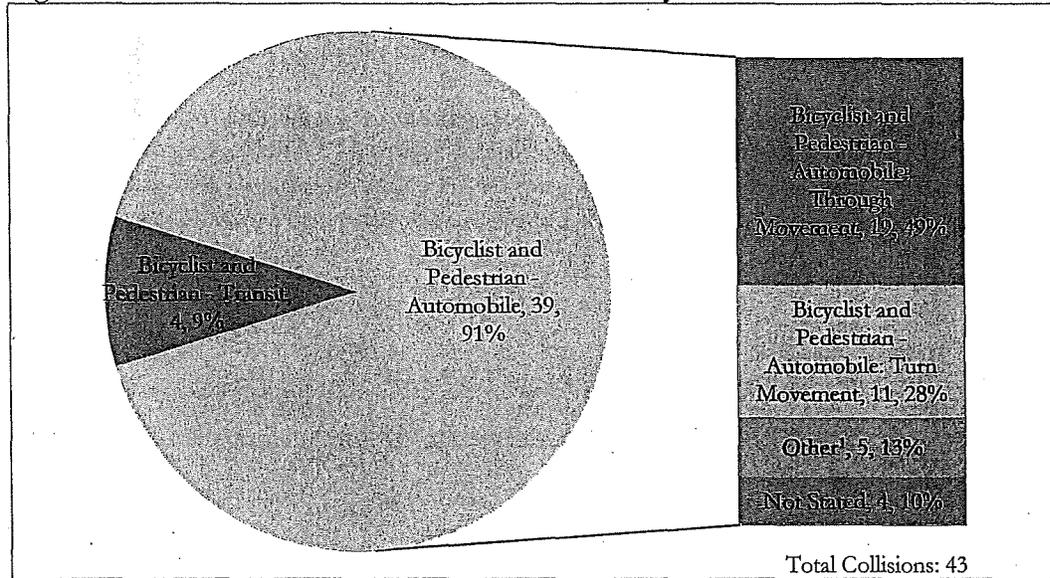


Notes:

1) Other includes collisions that do not involve any bicyclists or pedestrians such as Muni-automobile collisions, automobile-automobile collisions, or fixed-object collisions.

The primary collision factors for less than half of the collisions that involved an automobile and a bicyclist or pedestrian on Mission Street were “proceeding straight”, “ran off road”, or “stopped in road” (19 of 39, or 49 percent), indicating an automobile through movement. The second biggest primary collision factor was an automobile turning left or right (11 of 39, or 26 percent). Four of the 39 collisions had their primary collision factor categorized as “not stated”. This is illustrated in Figure 13.

**Figure 13: Mission Street Collisions with Bicyclists/Pedestrians 1/1/12 – 12/31/13**



Notes:

1) Other primary collision factors include entering traffic or parked.

Compared to Market Street, there were fewer collisions involving pedestrians or bicyclists on Mission Street (89 on Market Street versus 43 on Mission Street). Collisions involving automobiles and pedestrians or bicyclists were also lower (53 on Market Street versus 39 on Mission Street) while collisions involving transit and pedestrians or bicyclists were significantly lower (36 on Market Street versus 4 on Mission Street). Turning movements were the cause for 28% of bicycle - pedestrian collisions on Mission Street compared with only 13% on Market.

## CONCLUSIONS

The data presented indicates a high rate of collisions on Market Street compared to Mission Street. Despite carrying about a third of the traffic that Mission Street carries, Market Street experiences 14 percent more collisions involving Muni and automobiles (Figure 1 and Figure 2), and 36 percent more collisions involving automobiles and bicyclists or pedestrians (Figure 11 and Figure 13). The overall collision rate on Market Street is 32.0 collisions per million vehicle miles traveled compared to 6.9 collisions per million vehicle miles traveled on Mission Street.

The data indicates that 71 percent of all collisions along Market St occurred due to a vehicle travelling on Market Street (Figure 7) and that 68 percent of collisions occurred at or near an intersection (Figure 8) and that a quarter of those intersection-related collisions involved a bicyclist or a pedestrian.

On Market Street, the data shows that there is a high concentration of collisions on Market Street between 8<sup>th</sup> Street and New Montgomery Street (Figure 6 and Figure 14). These collisions involve a high number of vulnerable roadway users, and the nature of the collisions suggests that the mixing of automobiles on a street that carries a large volume of bicyclists, pedestrians, and transit buses is at least part of the cause.



## MEMORANDUM

Date: June 13, 2014  
To: Simon Bertrang, City of San Francisco Department of Public Works  
From: Dan Hennessey and Chris Mitchell, Fehr & Peers  
Cc: David Parisi, Parisi Transportation Consulting  
Bill Lieberman, CHS Consulting  
Subject: Initial Results for Better Market Street VISSIM Testing

*SF13-0715*

As part of the Better Market Street alternative development and project screening, Fehr & Peers conducted an analysis of traffic, transit, bicycle, and pedestrian operations along Market and Mission Streets in San Francisco under various operating assumptions. The purpose of this analysis was to determine whether Option 3, which would relocate all Mission Street transit operations onto Market Street, would operate smoothly, would be fatally flawed, or whether additional measures such as auto restrictions, reconfiguring transit stop locations, or relocating some of the Mission Street transit to other roadways could be implemented to make the option feasible.

As you recall, the San Francisco Planning Department originally built, calibrated, and validated a VISSIM model to existing conditions in 2012. As part of our work summarized in this memo, based on direction from SFMTA, we made updates to the model to reflect changes expected to be in place by 2015, including growth in bicycle usage and implementation of the Transit Effectiveness Project (TEP). Since these models are used for screening the proposed project alternatives, they will need to be updated in greater detail in support of the environmental document. This memorandum summarizes the analysis and describes the changes and improvements made for each model run.

### EXISTING/BASELINE CONDITIONS

Fehr & Peers received the model files and a memo dated January 30, 2012 titled "Methodology and Validation for Market/Mission Street VISSIM Model." The model is bounded by the

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June 13, 2014  
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Embarcadero/Steuart Street in the east and Octavia Boulevard/Division Street in the west and contains every intersection in between on Market and Mission Streets. The model simulates the 4:00 PM to 6:00 PM peak period and includes all bus traffic crossing Mission Street and Market Street. The Planning Department's VISSIM model included an "Existing Conditions" scenario, which represented conditions as they were at the time the data was collected, as well as a "Baseline Conditions" model, which reflects the same travel demand conditions, but includes implementation of several near-term roadway projects that may affect travel behavior, including:

- Two-way McAllister Street, including rerouting of the inbound 5 Fulton bus route via McAllister Street, and modifications to signal timing and lane configuration at the intersections of Market/McAllister/Jones and Market/Seventh;
- Two-way Haight Street, including rerouting of the inbound 6 Parnassus and 71/71L Haight-Noriega bus routes via Haight Street, and modifications to signal timing and lane configuration at Market/Haight/Gough;
- Construction of the Transbay Transit Center bus plaza between Beale and Fremont Streets, including rerouting of the 5 Fulton, 38 and 38L Geary, 71/71L Haight-Noriega, and Golden Gate Transit bus routes to approach the plaza via Market – First – Mission – Beale and depart the plaza via Fremont – Market. (At the intersection of Market/First Streets, the inbound travel time segment for the 71 bus was relocated to account for its shifted inbound route via First Street instead of Beale Street.)

Fehr & Peers re-ran both the Existing Conditions and Baseline Conditions models developed by the Planning Department without making any changes and obtained similar results to the Planning Department's results<sup>1</sup>, confirming the Planning Department's results and indicating that the correct models were being used in this analysis. The rerouting of the 5 Fulton, 38 and 38L Geary, 71/71L Haight-Noriega, and Golden Gate Transit bus routes to use First Street instead of Beale Street to access the Transbay Transit Center adds some delay to the curb lane on Market Street, though the queue is contained between First Street and New Montgomery Street.

At the request of SFMTA, several additional minor changes were made to the Baseline Conditions files. These updates were made to reflect new data for model file inputs and changes in service for the transit agencies. These updates included:

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<sup>1</sup> Because VISSIM uses a stochastic, or random, modeling approach to replicate day-to-day variations in travel demand, it would be unreasonable to expect to obtain exactly the same results when re-running the model.

Simon Bertrang, San Francisco Department of Public Works  
June 13, 2014  
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- Updated Golden Gate Transit and SamTrans dwell times based on data provided by the respective agencies. Golden Gate Transit and SamTrans services and frequencies have been updated as of January 27, 2014.
- Increased area of influence and decreased speed for trolley buses crossing at a switch
- Addition of the 5L Fulton Limited and 14X Mission Express (outbound) lines
- Updated service frequencies for Market Street and Mission Street Muni routes

The above minor changes did not substantially affect the model results compared to the Baseline Conditions results. The analysis showed that while overall travel times increased slightly (as would be expected with most of the revised assumptions), they did not fundamentally alter the operations of the corridor, which is also intuitive. More detailed inputs, such as signal timing information, were not changed for any scenario during this initial testing.

The results of these runs are shown in **Table 1**, which compares travel times by street, mode, and lane for both Mission Street and Market Street (all tables appear at the end of this report). These results will serve as the basis of comparison for the Near-Term Conditions analysis. **Table 2** compares the travel times for cars, transit vehicles, and bicyclists for the different segments of Market Street for Updated Baseline Conditions, as well as conveys other important characteristics of the roadway segments. Auto volumes were not determined in this initial set of runs, but will be completed for future analysis.

## NEAR-TERM NO PROJECT CONDITIONS

At the request of SFMTA, one additional change was made to approximate Near-Term No Project Conditions that would occur without any of the Better Market Street project elements. Bike volumes were increased 40 percent from the 2011 bicycle counts to represent 2015 bike volumes.

Fehr & Peers ran the Near-Term No Project Conditions model files to determine the impact of the additional bicycles on the travel times of the transit vehicles and cars on the Market Street corridor. The initial results suggest that additional bicycles on the transportation network do not significantly change the operations of the corridor.

**Table 3** compares the travel times for cars, transit vehicles, and bicyclists for the different segments of Market Street for Near-Term No Project Conditions, as well as conveys other important characteristics of the roadway segments. Auto volumes were not determined in this initial set of runs, but will be completed for future analysis.

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## NEAR-TERM PROJECT CONDITIONS – OPTION 1

From the Near-Term No Project Conditions model files, Fehr & Peers built a Near-Term Project Conditions model to reflect Option 1. Option 1 includes the updated transit spacing plan provided by the SFMTA and no changes to the bicycle circulation. It also includes turn restrictions on Market Street that are currently under consideration. Transit stops were modeled such that two 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) have been reduced to 27 total stops, a decrease of 33 percent. Dwell times for all Market Street transit vehicles were increased to account for greater ridership at each transit stop, though overall corridor dwell times typically decrease due to the improved station spacing.

The transit lines were re-aligned such that local buses use the curb-side lanes and limited-service buses use the center lanes, except for the 38L which travels on Market Street for a relatively short distance before turning right onto First Street and for the F Line Streetcar, which will remain in the center lane. The center lane will be a transit only lane for the entire length of Market Street; currently it is transit only from Van Ness Avenue to 5<sup>th</sup> Street inbound and 8<sup>th</sup> Street to 12<sup>th</sup> Street outbound. In summary, transit lines on Market Street were aligned in the following manner:

- Curb lanes and transit stops: 2, 5, 6, 9, 16X, 19, 21, 31, 38, 38L
- Center lanes and island transit stops: 5L, 9L, 71L, F

The results of the model runs were compared to the Updated Baseline Conditions results. Of the 26 transit segments on Market Street, all 26 showed travel time decreases. Travel times for transit vehicles on Market Street decreased an average of 18 percent. Travel times for inbound cars on Market Street decreased an average of 6 percent and for outbound cars increased an average of 9 percent (approximately one minute). Travel times for buses on Mission Street remained largely unchanged. This option also decreased bus/bicycle conflicts by 10 percent as compared to Near-Term No Project Conditions.

**Table 4** compares the travel times for cars, transit vehicles, and bicyclists for the different segments of Market Street for Near-Term Project Conditions – Option 1, as well as conveys other important characteristics of the roadway segments. Auto volumes were not determined in this initial set of runs, but will be completed for future analysis.

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### NEAR-TERM PROJECT CONDITIONS – OPTION 3

Fehr & Peers also built a Near-Term Project Conditions model to reflect Option 3, which includes all of the Option 1 changes and relocates all transit lines on Mission Street to Market Street to accommodate a separated bicycle facility on Mission Street. The relocation adds approximately 30 buses per hour to Market Street (approximately 25 percent of existing bus traffic), most of which are the 14 and 14L lines. As a result of the separated bicycle facility on Mission Street, 50 percent of the bikes on Market Street were assumed to take alternative routes. The 14 and 14L lines were assumed to use 11<sup>th</sup> Street to maneuver between Market Street and Mission Street. With the project, the following lines would be affected and were aligned in the following manner:

- Curb lanes and transit stops: 2, 5, 6, 9, 16X, 19, 21, 31, 38, 38L, **14, SamTrans 292/KX, Golden Gate Transit Basic Service<sup>2</sup>**
- Center lanes and island transit stops: 5L, 9L, 71L, F, **14L, 14X,**

The results of the model runs were compared to the Updated Baseline Conditions results. Of the 26 transit segments on Market Street, all but one showed travel time decreases (the increase was less than 15 seconds per segment). Travel times for transit vehicles on Market Street decreased an average of 14 percent. Travel times for inbound cars on Market Street increased an average of 2 percent and for outbound cars increased an average of 17 percent (approximately two minutes). This option also decreased bus/bicycle conflicts on Market Street by 40 percent as compared to Near-Term No Project Conditions.

**Table 5** compares the travel times for cars, transit vehicles, and bicyclists for the different segments of Market Street, as well as conveys other important characteristics of the roadway segments. Auto volumes were not determined in this initial set of runs, but will be completed for future analysis.

This concludes our initial traffic analysis for the alternative development and project screening for the Better Market Street project. Please call Chris Mitchell or Dan Hennessey at (415) 348 0300 with any questions or comments.

**Attachments:** Attachment A – Travel Time Results

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<sup>2</sup> **Bolded** transit lines indicate lines that have been shifted from Mission Street to Market Street.

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**TABLE 1: CORRIDOR TRAVEL TIMES BY VEHICLE TYPE**

Vehicle Type / Direction <sup>2</sup>	Length of Evaluation Section (miles)	Average Travel Time (MM:SS) <sup>1</sup>			
		Updated Baseline Conditions	Near-Term No Project Conditions <sup>3</sup>	Near-Term With Project – Option 1 <sup>3</sup>	Near-Term With Project – Option 3 <sup>3</sup>
<b>Market Street</b> Streetcar IB	2.19	25:25	25:55 (+2%)	18:50 (-26%)	19:35 (-23%)
<b>Market Street</b> Streetcar OB	2.20	23:30	24:05 (+2%)	19:55 (-15%)	20:50 (-11%)
<b>Market Street</b> Buses Center Lane IB	1.68	17:25	17:35 (+1%)	13:50 (-21%)	14:40 (-16%)
<b>Market Street</b> Buses Center Lane OB	1.63	14:35	14:35 (+0%)	12:45 (-13%)	13:40 (-6%)
<b>Market Street</b> Buses Curb Lane IB	1.67	20:55	21:50 (+4%)	15:50 (-24%)	17:00 (-19%)
<b>Market Street</b> Buses Curb Lane OB	1.64	17:45	18:15 (+3%)	16:10 (-9%)	16:30 (-7%)
<b>Mission Street</b> Buses IB	1.82	18:10	17:50 (-2%)	17:55 (-1%)	18:25 (+1%) <sup>4</sup>
<b>Mission Street</b> Buses OB	1.97	20:40	21:05 (+2%)	20:40 (0%)	22:50 (+10%) <sup>5</sup>
<b>Market Street</b> Cars IB	2.07	15:45	16:25 (+4%)	14:50 (-6%)	16:00 (+2%)
<b>Market Street</b> Cars OB	2.07	14:30	15:10 (+5%)	15:45 (+9%)	16:55 (+17%)

Notes:

- Travel times are the averages of 10 runs of the VISSIM model.
  - IB = Inbound; OB = Outbound
  - Percentage change is relative to Updated Baseline Conditions. When comparing vehicle type/direction travel times for different scenarios, small percentage changes ( $\leq 5\%$ ) are potentially random variations of the same mean and within a margin of error of the previous scenario.
  - Travel times are for the inbound 14 line that has been relocated to Market Street. Total distance traveled is 6 percent longer due to left turn at 11<sup>th</sup>.
  - Travel times are for the outbound 14 line that has been relocated to Market Street. Total distance traveled is 6 percent longer due to left turn at 11<sup>th</sup>.
- Source: Fehr & Peers, May 2014.

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**TABLE 2: MARKET STREET TRAVEL TIMES BY ROADWAY SEGMENT FOR UPDATED BASELINE CONDITIONS**

Roadway Segment	Segment Length (miles)	Auto				Transit		Bicycles	
		Volume (Demand)	Volume (Served)	Average Delay <sup>1</sup>	Average Speed <sup>2</sup>	Travel Time <sup>3</sup>	Average Speed <sup>2</sup>	Bus Interactions <sup>4</sup>	Average Speed <sup>2</sup>
<b>Inbound</b>									
Octavia Boulevard to 10 <sup>th</sup> Street	0.45			1:55	8.4	5:35 <sup>6</sup>	4.9 <sup>6</sup>	Combined Market Street inbound and outbound: <b>10,600</b> during the peak hour	7.8
10 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.39			1:35	10.3	3:50	7.1		9.6
7 <sup>th</sup> Street to 4 <sup>th</sup> Street	0.51	For Future Analysis <sup>5</sup>		1:30	8.0	4:55	7.3		7.4
4 <sup>th</sup> Street to 1 <sup>st</sup> Street	0.52			3:30	6.1	7:30	5.3		6.0
1 <sup>st</sup> Street to Steuart Street	0.32			1:00	7.6	3:10	6.4		7.2
<b>Outbound</b>									
Steuart Street to 1 <sup>st</sup> Street	0.33			1:00	7.7	3:55	5.7	7.2	
1 <sup>st</sup> Street to 4 <sup>th</sup> Street	0.53			2:00	8.9	5:00	7.5	7.7	
4 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.50	For Future Analysis <sup>5</sup>		1:45	9.3	4:40	7.4	<b>10,600</b>	8.7
7 <sup>th</sup> Street to 10 <sup>th</sup> Street	0.40			1:15	9.7	3:20	7.5	8.9	
10 <sup>th</sup> Street to Octavia Boulevard	0.44			2:20	7.2	5:20 <sup>6</sup>	4.9 <sup>6</sup>	6.6	

Notes:

1. Reported average delay is the total segment travel time minus the expected travel time at a free flow speed of 20 mph (seconds per vehicle).
2. Average speed is travel time divided by segment length (miles per hour).
3. Travel time for each segment is an average of all transit vehicles on Market Street (minutes : seconds).
4. Bus interactions determined by Surrogate Safety Assessment Model (SSAM) software provided by FHWA and defined as each time a bicycle trajectory and a bus trajectory would collide if they continued on their present paths at their present speeds for an additional 1.5 seconds.
5. Volumes evaluation files were not prepared for this initial evaluation.
6. Values for streetcar only.

Source: Fehr & Peers, May 2014.

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**TABLE 3: MARKET STREET TRAVEL TIMES BY ROADWAY SEGMENT FOR NEAR-TERM NO PROJECT CONDITIONS**

Roadway Segment	Segment Length (miles)	Auto				Transit		Bicycles	
		Volume (Demand)	Volume (Served)	Average Delay <sup>1</sup>	Average Speed <sup>2</sup>	Travel Time <sup>3</sup>	Average Speed <sup>2</sup>	Bus Interactions <sup>4</sup>	Average Speed <sup>2</sup>
<b>Inbound</b>									
Octavia Boulevard to 10 <sup>th</sup> Street	0.45			1:55	8.4	5:30 <sup>6</sup>	4.9 <sup>6</sup>		7.6
10 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.39			1:45	9.9	3:50	7.1	Combined Market Street inbound and outbound: <b>14,600</b> during the peak hour	9.3
7 <sup>th</sup> Street to 4 <sup>th</sup> Street	0.51	For Future Analysis <sup>5</sup>		1:35	7.7	5:00	7.1		7.1
4 <sup>th</sup> Street to 1 <sup>st</sup> Street	0.52			3:55	5.7	7:50	5.2		5.9
1 <sup>st</sup> Street to Steuart Street	0.32			1:05	7.2	3:15	6.2		7.0
<b>Outbound</b>									
Steuart Street to 1 <sup>st</sup> Street	0.33			1:00	7.4	4:10	5.5		7.1
1 <sup>st</sup> Street to 4 <sup>th</sup> Street	0.53			2:10	8.4	5:00	7.4		7.3
4 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.50	For Future Analysis <sup>5</sup>		1:55	8.7	4:40	7.4	<b>14,600</b>	8.4
7 <sup>th</sup> Street to 10 <sup>th</sup> Street	0.40			1:20	9.6	3:20	7.5		8.6
10 <sup>th</sup> Street to Octavia Boulevard	0.44			2:25	7.0	5:30 <sup>6</sup>	4.8 <sup>6</sup>		6.4

Notes:

1. Reported average delay is the total segment travel time minus the expected travel time at a free flow speed of 20 mph (seconds per vehicle).
2. Average speed is travel time divided by segment length (miles per hour).
3. Travel time for each segment is an average of all transit vehicles on Market Street (minutes : seconds).
4. Bus interactions determined by Surrogate Safety Assessment Model (SSAM) software provided by FHWA and defined as each time a bicycle trajectory and a bus trajectory would collide if they continued on their present paths at their present speeds for an additional 1.5 seconds.
5. Volumes evaluation files were not prepared for this initial evaluation.
6. Values for streetcar only.

Source: Fehr & Peers, May 2014.

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**TABLE 4: MARKET STREET TRAVEL TIMES BY ROADWAY SEGMENT FOR OPTION 1 CONDITIONS**

Roadway Segment	Segment Length (miles)	Auto				Transit		Bicycles	
		Volume (Demand)	Volume (Served)	Average Delay <sup>1</sup>	Average Speed <sup>2</sup>	Travel Time <sup>3</sup>	Average Speed <sup>2</sup>	Bus Interactions <sup>4</sup>	Average Speed <sup>2</sup>
<b>Inbound</b>									
Octavia Boulevard to 10 <sup>th</sup> Street	0.45			1:50	8.5	4:55 <sup>6</sup>	5.5 <sup>6</sup>	Combined Market Street inbound and outbound: <b>13,100</b> during the peak hour	8.0
10 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.39			2:00	9.0	3:00	8.7		8.4
7 <sup>th</sup> Street to 4 <sup>th</sup> Street	0.51	For Future Analysis <sup>5</sup>		1:40	7.5	4:05	8.5		8.4
4 <sup>th</sup> Street to 1 <sup>st</sup> Street	0.52			2:05	8.6	4:45	7.8		8.8
1 <sup>st</sup> Street to Stuart Street	0.32			1:00	7.7	2:40	7.4		7.9
<b>Outbound</b>									
Stuart Street to 1 <sup>st</sup> Street	0.33			1:45	5.1	3:35	6.2		5.7
1 <sup>st</sup> Street to 4 <sup>th</sup> Street	0.53			3:20	6.4	4:35	8.1		7.0
4 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.50	For Future Analysis <sup>5</sup>		1:50	9.0	3:55	8.6	<b>13,100</b>	9.4
7 <sup>th</sup> Street to 10 <sup>th</sup> Street	0.40			0:55	11.3	2:40	9.0		9.8
10 <sup>th</sup> Street to Octavia Boulevard	0.44			1:40	8.8	4:40 <sup>6</sup>	5.7 <sup>6</sup>		9.1

Notes:

1. Reported average delay is the total segment travel time minus the expected travel time at a free flow speed of 20 mph (seconds per vehicle).
2. Average speed is travel time divided by segment length (miles per hour).
3. Travel time for each segment is an average of all transit vehicles on Market Street (minutes : seconds).
4. Bus interactions determined by Surrogate Safety Assessment Model (SSAM) software provided by FHWA and defined as each time a bicycle trajectory and a bus trajectory would collide if they continued on their present paths at their present speeds for an additional 1.5 seconds.
5. Volumes evaluation files were not prepared for this initial evaluation.
6. Values for streetcar only.

Source: Fehr & Peers, May 2014.

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**TABLE 5: MARKET STREET TRAVEL TIMES BY ROADWAY SEGMENT FOR OPTION 3 CONDITIONS**

Roadway Segment	Segment Length (miles)	Auto				Transit		Bicycles	
		Volume (Demand)	Volume (Served)	Average Delay <sup>1</sup>	Average Speed <sup>2</sup>	Travel Time <sup>3</sup>	Average Speed <sup>2</sup>	Bus Interactions <sup>4</sup>	Average Speed <sup>2</sup>
<b>Inbound</b>									
Octavia Blvd. to 10 <sup>th</sup> Street	0.45			1:50	8.6	4:55 <sup>6</sup>	5.5 <sup>6</sup>		8.2
10 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.39			2:10	8.7	3:10	8.4	Combined Market Street inbound and outbound: <b>8,800</b> during the peak hour	8.9
7 <sup>th</sup> Street to 4 <sup>th</sup> Street	0.51	For Future Analysis <sup>5</sup>		1:45	7.3	4:10	8.4		8.5
4 <sup>th</sup> Street to 1 <sup>st</sup> Street	0.52			3:00	6.8	5:20	7.1		9.0
1 <sup>st</sup> Street to Steuart Street	0.32			1:00	7.6	2:50	7.0		8.0
<b>Outbound</b>									
Steuart Street to 1 <sup>st</sup> Street	0.33			1:55	4.9	3:40	6.0		6.5
1 <sup>st</sup> Street to 4 <sup>th</sup> Street	0.53			4:15	5.5	5:00	7.4		7.0
4 <sup>th</sup> Street to 7 <sup>th</sup> Street	0.50	For Future Analysis <sup>5</sup>		2:05	8.4	4:05	8.4	<b>8,800</b>	9.8
7 <sup>th</sup> Street to 10 <sup>th</sup> Street	0.40			1:00	10.8	2:40	9.0		10.1
10 <sup>th</sup> Street to Octavia Boulevard	0.44			1:30	9.4	4:40 <sup>6</sup>	5.7 <sup>6</sup>		9.3

Notes:

1. Reported average delay is the total segment travel time minus the expected travel time at a free flow speed of 20 mph (seconds per vehicle).
2. Average speed is travel time divided by segment length (miles per hour).
3. Travel time for each segment is an average of all transit vehicles on Market Street (minutes : seconds).
4. Bus interactions determined by Surrogate Safety Assessment Model (SSAM) software provided by FHWA and defined as each time a bicycle trajectory and a bus trajectory would collide if they continued on their present paths at their present speeds for an additional 1.5 seconds.
5. Volumes evaluation files were not prepared for this initial evaluation.
6. Values for streetcar only.

Source: Fehr & Peers, May 2014.

Mode	Description	Distance (feet)	Time (seconds)							% Change in Time					
			G-Ex.	D-Ex.	Baseline	BL_Updated	2015 NP	Option1	Option3	D-Ex.	Baseline	BL_Updated	2015 NP	Option1	Option3
Streetcar: F Inbound	Octavia-10th	2,394	283	282	296	333	332	295	296	0%	5%	-13%	0%	-11%	-11%
	10th-7th	2,041	252	251	251	264	264	180	183	0%	0%	5%	0%	-32%	-31%
	7th-4th	2,690	321	317	319	328	332	235	240	-1%	1%	3%	1%	-28%	-27%
	4th-1st	2,733	314	318	339	382	396	237	265	1%	7%	-13%	4%	-38%	-31%
	1st-Steuart	1,691	206	208	193	220	229	184	190	1%	-7%	-1%	4%	-16%	-14%
Streetcar: F Outbound	Steuart-1st	1,758	274	275	274	293	315	249	263	0%	0%	7%	3%	-15%	-10%
	1st-4th	2,810	275	278	275	290	292	247	282	1%	-1%	5%	1%	-15%	-3%
	4th-7th	2,630	266	266	267	273	272	233	241	0%	0%	2%	0%	-15%	-12%
	7th-10th	2,101	223	224	220	232	233	186	183	0%	-2%	5%	0%	-20%	-21%
	10th-Octavia	2,317	296	290	290	322	331	279	279	-2%	0%	-1%	3%	-13%	-13%
Bus Center Lane Market: Inbound 9	10th-7th	2,041	216	214	218	214	213	179	197	-1%	2%	-2%	0%	-16%	-8%
	7th-4th	2,688	286	288	287	289	292	255	266	1%	0%	1%	1%	-12%	-8%
	4th-1st	2,732	309	314	330	381	385	251	263	2%	5%	-1%	1%	-34%	-31%
	1st-Spear	1,396	171	173	156	162	166	143	152	1%	-10%	4%	2%	-12%	-6%
	Main-1st	1,065	123	125	123	121	124	110	120	1%	-2%	-2%	2%	-9%	-1%
Bus Center Lane Market: Outbound 9	1st-4th	2,809	256	254	261	269	273	247	286	-1%	3%	3%	1%	-8%	5%
	4th-7th	2,629	265	267	259	278	274	235	238	1%	-3%	7%	-1%	-15%	-14%
	7th-10th	2,101	206	197	201	206	206	171	177	-4%	2%	2%	0%	-17%	-14%
	10th-7th	2,041	210	208	206	213	213	183	186	-1%	-1%	3%	0%	-14%	-13%
Bus Curb Lane Market: Inbound 71/21	7th-4th	2,688	259	259	255	267	282	243	240	0%	-2%	5%	5%	-9%	-10%
	4th-1st	2,713	359	381	541	587	625	370	427	5%	4%	9%	6%	-37%	-27%
	1st-Spear	1,396	179	177	164	186	192	155	166	-1%	-7%	-1%	3%	-17%	-11%
	Steuart-1st	1,759	269	255	247	290	307	279	282	-5%	-3%	17%	3%	-4%	-3%
Bus Curb Lane Market: Outbound 21	1st-4th	2,810	318	313	317	336	341	327	332	-1%	1%	6%	1%	-3%	-1%
	4th-7th	2,629	269	277	272	284	289	237	249	3%	-2%	4%	2%	-17%	-12%
	7th-9th	1,460	142	146	141	157	158	127	125	3%	-3%	-1%	1%	-19%	-20%
	S Van Ness-7th	3,141	320	315	318	336	335	339	374	-2%	1%	6%	0%	1%	-11%
Bus Mission: Inbound 14	7th-4th	2,715	259	253	256	260	253	261	282	-2%	1%	2%	-3%	0%	0%
	4th-1st	2,722	347	344	364	356	356	368	314	-1%	6%	-2%	0%	3%	-12%
	1st-Main	1,058	122	115	120	138	127	109	135	-6%	4%	15%	-8%	-21%	-2%
	Steuart-1st	1,788	231	229	229	244	245	241	314	-1%	0%	7%	0%	-1%	-2%
Bus Mission: Outbound 14	1st-4th	2,724	317	312	327	332	347	317	435	-2%	5%	2%	5%	-5%	-31%
	4th-7th	2,717	259	258	258	262	262	268	249	0%	0%	2%	0%	2%	-5%
	7th-S Van Ness	3,160	392	392	396	400	413	415	371	0%	1%	1%	3%	4%	-7%
	Octavia-10th	2,392	175	169	181	195	195	191	190	-3%	7%	8%	0%	-2%	-3%
Cars Market: Inbound	10th-6th	2,950	196	193	194	195	204	223	232	-2%	1%	1%	5%	-1%	-1%
	6th-4th	1,781	145	143	141	152	158	161	167	-1%	-1%	8%	4%	6%	-10%
	4th-1st	2,733	237	244	264	305	327	216	273	3%	3%	15%	7%	-29%	-10%
	1st-Main	1,091	107	109	92	98	103	97	98	2%	-16%	7%	5%	-1%	0%
	Main-1st	1,063	93	93	91	94	98	141	149	1%	-2%	3%	4%	50%	50%
Cars Market: Outbound	1st-4th	2,810	213	204	211	215	228	298	350	-4%	3%	2%	6%	39%	6%
	4th-7th	2,628	191	188	193	193	207	199	214	-1%	3%	0%	7%	3%	-1%
	7th-10th	2,101	140	139	138	147	150	127	133	-1%	-1%	7%	2%	-14%	-10%
	10th-Octavia	2,318	207	204	210	221	226	179	168	-1%	3%	5%	2%	-19%	-24%

Legend:  
 G-Ex. Existing Conditions runs by SF Planning Department (2012)  
 D-Ex. Existing Conditions runs by Fehr & Peers (unchanged SFPD models)  
 Baseline. Baseline Conditions runs by Fehr & Peers (unchanged SFPD models)  
 BL\_Updated Baseline Conditions runs by Fehr & Peers (updated to reflect current conditions)  
 2015 NP Near-Term No Project Conditions runs  
 Option1 Near-Term With Project Conditions - Option 1 runs  
 Option3 Near-Term With Project Conditions - Option 3 runs



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**TO:** Angela Calvillo, Clerk of the Board of Supervisors  
**FROM:** Mohammed Nuru, Director of Public Works *MNU*  
**DATE:** November 28, 2017  
**SUBJECT:** Accept and Expend Resolution for Federal Grant  
**GRANT TITLE:** OneBayArea Grant (OBAG)

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Attached please find the original and 4 copies of each of the following:

- Proposed grant resolution; original signed by DPW
- Grant information form, including disability checklist
- Grant budgets
- Grant applications
- San Francisco County Transportation Authority Resolution approving grant applications
- MTC Resolution No. 3606

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

Name: Rachel Alonso ([Rachel.Alonso@sfdpw.org](mailto:Rachel.Alonso@sfdpw.org))  
Phone: 415.554.4139

Interoffice Mail Address: DPW, 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).

## OneBayArea Grant Program

In November 2015, the Metropolitan Transportation Commission (MTC) adopted the second cycle of OneBayArea Grant Program (OBAG), which will direct \$42.3 million to San Francisco over the next four years (Fiscal Year 2017-18 to Fiscal Year 2021-22). As the Congestion Management Agency (CMA) for San Francisco, the San Francisco County Transportation Authority issued a call for projects to select the San Francisco projects to be funded by this cycle of OBAG.

Eligible project types are required to fit into one of the following programs: Transit Expansion, Reliability, and Access Improvements; Smart System Management, Transportation Demand Management, Safety and Streetscape Improvements, Safe Routes to School, and Priority Development Area Planning and Implementation. In addition, at least 70% (or about \$30 million) of the OBAG funds must go toward projects that support Priority Development Areas.

After a rigorous selection process, on July 25, 2017, the San Francisco Transportation Authority Board adopted funding for three of six projects in San Francisco's OBAG program of projects, totaling \$21.493 million in federal funds. On September 26, 2017, the SFCTA Board adopted funding for two more projects in San Francisco's program of projects, totaling \$17.98 million in federal funds. The adopted program of projects includes \$19.346 million in funds for two projects submitted by San Francisco Public Works:

- **John Yehall Chin Safe Routes to School Project (\$3,366,000):** To construct curb extensions and a raised crosswalk at six high-injury and high-pedestrian volume intersections near 350 Broadway Street to improve the safety and convenience of walking, biking, and taking transit to John Yehall Chin Elementary School.
- **Better Market Street Project (\$15,980,000):** To completely reconstruct Market Street from Octavia Boulevard to the Embarcadero, prioritizing transit, providing safe pedestrian access for people of all ages and abilities, and building safe bicycle facilities and quality public spaces and streetscapes.

For questions, please contact Rachel Alonso, San Francisco Public Works Transportation Finance Analyst at (415) 554-4139.

OFFICE OF THE MAYOR  
SAN FRANCISCO



MARK FARRELL  
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors  
FROM:  Mayor Farrell  
RE: Accept and Expend Grant – Metropolitan Transportation Commission –  
OneBayArea Grant - \$19,346,000  
DATE: March 20, 2018

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Attached for introduction to the Board of Supervisors is a resolution authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC); committing any necessary matching funds; stating assurance to complete the projects; and authorizing San Francisco Public Works to accept and expend \$19,346,000 in OneBayArea Grant funds awarded through the MTC.

Should you have any questions, please contact Andres Power (415) 554-5168.

BY   
2018 MAR 20 AM 11:21  
SAN FRANCISCO

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