



**San Francisco  
County Transportation  
Authority**

BD041123

RESOLUTION NO. 23-43

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RESOLUTION ALLOCATING \$2,451,857 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS, WITH CONDITIONS, TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY FOR THE FY23 VISION ZERO QUICK-BUILD PROGRAM (PART 2)

WHEREAS, The Transportation Authority received one request for a total of \$2,451,857 in Traffic Congestion Mitigation Tax or TNC Tax funds as summarized in Attachments 1 and 2; and

WHEREAS, The request seeks funds from the Quick-Builds category of the TNC Tax Program Guidelines; and

WHEREAS, The Transportation Authority will consider programming \$2,451,857 in TNC Tax funds for the San Francisco Municipal Transportation Agency's FY23 Vision Zero Quick-Build Program (Part 2) at its April 2023 meetings; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$2,451,857 in TNC tax funds, with conditions for the FY23 Vision Zero Quick-Build Program (Part 2), as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for TNC allocation amount, required deliverables, timely use of funds requirements, special conditions, and a Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed action; and

WHEREAS, At its March 29, 2023 meeting, the Community Advisory Committee (CAC) was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby allocates \$2,451,857 in TNC tax funds, with conditions for or the FY23 Vision Zero Quick-Build Program (Part 2) as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the adopted TNC Guidelines and programming; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the



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Fiscal Year Cash Flow Distribution Schedule detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Request Received
2. Brief Project Description
3. Staff Recommendations
4. TNC Allocation Summary - FY 2022/23
5. TNC Allocation Request Form (1)



**San Francisco  
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RESOLUTION NO. 23-43

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of 2023, by the following votes:

**Ayes:** Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

DocuSigned by:  
*Rafael Mandelman* 5/11/2023  
3235B3A057A3450...

Rafael Mandelman Date  
Chair

DocuSigned by:  
*Tilly Chang* 5/12/2023  
FFD2528AB8BE49B...

ATTEST: Tilly Chang Date  
Executive Director

**Attachment 1: Summary of Requests Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
TNC Tax	Quick-Builds	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 2)	\$ 2,451,857	\$ 3,302,000	NA	90%	Construction	Citywide
<b>TOTAL</b>					<b>\$ 2,451,857</b>	<b>\$ 3,302,000</b>	<b>0%</b>	<b>90%</b>	

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	TNC Tax Funds Requested	Project Description
Quick-Builds	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 2)	\$ 2,451,857	<p>The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more. The TNC Tax funds requested for Part 2 would fully fund the construction phase for 8 corridors listed in the allocation request form, to-be-identified spot improvements, program management, program evaluation, and outreach. SFMTA plans to conduct design and construction concurrently at various locations across the city, with all improvements open for use by Fall 2025.</p> <p>In February 2023, the Board approved Part 1 of this request when it allocated \$2 million in TNC Tax funds and \$345,143 in Prop K funds to fully funded the design phase and partially funded the \$3.3 million construction phase of this project. The subject request would fully fund the construction phase.</p>
<b>TOTAL</b>			<b>\$2,451,857</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
TNC Tax/Prop K	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 2)			\$ 2,451,857	The recommended allocation is <b>conditioned upon Board adoption</b> of the TNC Tax Program Guidelines and programming the requested TNC Tax funds to the project, which is a separate item on this agenda.
<b>TOTAL</b>			\$ -	\$ -	\$ 2,451,857	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**TNC Allocation Summary - FY2022/23**

<b>TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)</b>					
<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -
Current Request(s)	\$ 2,451,857	\$ -	\$ -	\$ 2,451,857	\$ -
New Total Allocations	\$ 4,451,857	\$ 300,000	\$ 659,400	\$ 3,492,457	\$ -

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>TNC TAX Expenditure Plans</b>	Quick Builds
<b>Current TNC TAX Request:</b>	\$2,451,857
<b>Supervisorial District</b>	Citywide

## REQUEST

### Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more. This request is for funding to implement anticipated quick-build improvements in 2023 and 2024 at various locations.

### Detailed Scope, Project Benefits and Community Outreach

Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on San Francisco's High Injury Network. This allocation request supports the implementation of the program as described below. Planned safety improvements include traffic control measures such as protected bikeways, signal modifications, painted safety zones, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes.

### Corridor Projects:

- Beach Street, The Embarcadero to Van Ness Avenue
- Larkin Street, Market Street to Geary
- Cesar Chavez Street, Pennsylvania to Maryland
- Clarendon Avenue, Laguna Honda to Johnstone
- Guerrero Street, Market Street to 20th Street



- Lincoln Way, 22nd Avenue to Great Highway
- JFK Drive Connections (John F Kennedy Drive, Kezar Drive to Stanyan Street; Oak Street, Stanyan Street to Shrader Street; Fell Street, Shrader Street to Stanyan Street)
- Access Improvements (Golden Gate Avenue; Leavenworth Avenue; Williams Avenue)

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through Quarterly Progress Reports to the Transportation Authority.

### **Access Improvements:**

Quick-build projects follow an iterative design process that may necessitate new changes after initial installation. The SFMTA has identified locations of previously installed projects that are in need of curb ramps that complement the new street design. Curb ramps are needed at one intersection locations featuring a marked crosswalk and six midblock locations adjacent to accessible loading zones.

### **Programmatic Spot Improvements:**

Spot improvements include intersection and midblock improvements not yet identified as part of the Vision Zero Quick-Build Program, but to be implemented over the next 12-months in any and all supervisorial districts. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and San Francisco Public Works crews. SFMTA will target high crash locations on the High Injury Network. Intersection improvements include paint, signs, minor signal modifications and timing updates, plastic delineators, traffic calming devices, meter placement, concrete for boarding islands, and minor pavement improvements.

### **Project Evaluations:**

The Vision Zero Quick-Build Program includes project evaluations as a component of each quick-build project. Quick-build project teams consult with the SFMTA's Safe Streets Evaluation Program to form a customized evaluation strategy. Data is collected in various methods, including video feed, automated counters, collision database, and user surveys. Evaluation metrics are applied both to travel behavior before and after the installation of transportation safety treatments to create an appropriate comparison. As an outcome, the evaluation results may be further used to refine current project designs and/or support the use of treatments at other locations. Evaluation results may be used in communication material to the public and offer transparency and accountability. Evaluation results also contribute to a larger collection of findings as their consistent metric and analysis technique allow for tracking trends over time.

### **Outreach and Communications Support:**

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build program. As projects typically follow an expedited timeline, it is important to ensure that each project is appropriate and responsive to community needs. The low-cost, easily adjustable nature of quick-build improvements also allows the SFMTA to modify project designs based on public input without waiting on the implementation of larger streetscape elements.

In order to collect feedback from a wide range of sources that are representative of the community, project teams employ a number of methods to maximize outreach and engagement:

- Stakeholder meetings and site visits: Once a project corridor has been identified, staff work directly with members of the community to address their questions and concerns. Staff often conduct door-to-door site visits along the corridor and host stakeholder meetings to gather feedback. In-language ambassadors may also support this work by providing translation services during site visits or stakeholder meetings.
- Community events: As part of the outreach phase, project teams hold open houses and public hearings to provide information on project specifics and collect comments and questions from the public. In order to make these events more accessible, open houses and public hearings are often held at an on-site location in the community or a virtual open house accessible at all hours for a multiple week duration. The events are promoted using multichannel marketing and translated materials are provided as needed.
- Public awareness: Each project has an associated webpage on the SFMTA website that includes background information about the project and relevant reports and documents. Members of the public are invited to sign up for further email updates about the project on the webpage, as well as in-person meetings and events. Prior to holding community events, project teams and in-language ambassadors conduct on-site visits and issue public notices using mailers, posted flyers, and social media campaigns to boost awareness. In addition to these activities, a public relations officer may also assist with blog posts, press releases, and strategic communications to elected officials, stakeholder groups, and news outlets. Materials may be translated into languages more commonly found in specific neighborhoods or communities. From past project experience, these languages may include Spanish, Chinese, Russian, Filipino, Arabic, and/or Vietnamese.
- Monthly updates: Every month, the Vision Zero Quick-Build program circulates a newsletter describing progress updates and news on various projects. The newsletter is circulated to SFMTA staff, city government agencies, community advocacy groups, and other external stakeholders.

Through the methods outlined above, Vision Zero Quick-Build projects are tailored to the communities in which they are implemented. Public outreach and engagement activities allow us to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may affect stakeholders, inform the public of progress and milestones, and more.

### **Program Management and Administration:**

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal stakeholders, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves managing a portfolio of quick-build projects by tracking the progress, status, and timeline of individual implementation projects, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

### **Part 2 of Funding Requested for FY23 Vision Zero Quick-Build Program**

In February 2023 through Resolution 2023-032 the Board allocated \$2,000,000 in TNC Tax funds, and \$345,143 in Prop K funds for the design phase and a portion of the construction phase. This

request would fully fund the construction phase of this project.

### **Project Location**

Various - see scope for details

### **Project Phase(s)**

Construction (CON)

### **Justification for Multi-phase Request**

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted on multiple corridors. Improvements are expected to move quickly from design to construction, as they do not require major street re-construction and will be implemented by city crews and/or on-call contractors.

## **5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
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### **Justification for Necessary Amendment**

This request is to allocate \$2,451,857 million in TNC Tax funds to fully fund the construction phase of this program. Approval is contingent upon TNC Tax Program Guidelines, which is a separate item on this agenda. The TNC Tax Guidelines recommend programming these funds to this project.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2023	Apr-May-Jun	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

## SCHEDULE DETAILS

SFMTA will provide updates on design and construction implementation schedules for individual corridors on a quarterly basis.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-140: Pedestrian Circulation/Safety	\$0	\$0	\$345,143	\$345,143
EP-601: Quick Builds	\$2,451,857	\$0	\$505,000	\$2,956,857
<b>Phases In Current Request Total:</b>	<b>\$2,451,857</b>	<b>\$0</b>	<b>\$850,143</b>	<b>\$3,302,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$345,143	\$345,143
TNC TAX	\$2,451,857	\$0	\$2,000,000	\$4,451,857
<b>Funding Plan for Entire Project Total:</b>	<b>\$2,451,857</b>	<b>\$0</b>	<b>\$2,345,143</b>	<b>\$4,797,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0			
Environmental Studies	\$0			
Right of Way	\$0			
Design Engineering	\$1,495,000			Prior experience with SFMTA labor
Construction	\$3,302,000	\$345,143	\$2,956,857	Prior experience with SFMTA labor
Operations	\$0			
Total:	\$4,797,000	\$345,143	\$2,956,857	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	11/30/2022
<b>Expected Useful Life:</b>	N/A

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total TNC TAX Requested:</b>	\$2,451,857	<b>Total TNC TAX Recommended</b>	\$2,451,857

<b>SGA Project Number:</b>	623-107007	<b>Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
TNC TAX EP-601	\$2,451,857	\$2,451,857

### Deliverables

- Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery.
- SFMTA shall provide monthly progress reports for Spot Improvements which include planned, underway and completed locations of spot improvements with district and summary of improvements, when known.
- SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

### Notes

- In February 2023 through Resolution 2023-032 the Board allocated \$2,000,000 in TNC Tax funds and \$345,143 in Prop K funds for the design phase and a portion of the construction phase. This request would fully fund the construction phase for the full scope of work in this request.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	89.55%	10.45%	No PROP AA
Actual Leveraging - This Project	92.81%	7.19%	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	FY23 Vision Zero Quick-Build Program Implementation (Part 2)
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current TNC TAX Request:</b>	\$2,451,857
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Jennifer Wong	Mary Jarjoura
<b>Title:</b>	Transportation Planner	Principal Administrative Analyst
<b>Phone:</b>	(415) 701-4551	(415) 646-2765
<b>Email:</b>	jennifer.wong@sfmta.com	mary.jarjoura@sfmta.com

## SFMTA - Typical Unit Cost Estimates for Quick-Build Project Elements

### Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Unit costs include labor and materials required for installation.
- Quick-build projects may include other elements not listed below, based on specific project needs.

### Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$6.39
2	4" Broken White or Yellow	Lin Ft	\$1.82
3	4" Solid White or Yellow	Lin Ft	\$3.20
4	6" Broken White	Lin Ft	\$2.63
5	6" Solid White	Lin Ft	\$4.00
6	8" Broken White or Yellow	Lin Ft	\$3.60
7	8" Solid White or Yellow	Lin Ft	\$4.69
8	24" Solid White or Yellow	Lin Ft	\$6.52
9	Double Yellow	Lin Ft	\$6.27
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$4.17
11	Raised Pavement Markers (White or Yellow)	Each	\$14.66
12	Per Block Fees	Each	\$1,013.85
13	Parking Stalls (Angle Stalls or "T"s)	Each	\$35.25
14	Bus Zones	Lin Ft	\$7.76
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$382.93
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$256.50
17	Color Curb Painting	Lin Ft	\$10.21
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$309.99
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$62.00
20	Green Sharrow Backing - thermoplastic	Sq Ft	\$16.00
21	Green Bike Lane - thermoplastic	Sq Ft	\$16.00
22	Bike box	Sq Ft	\$16.00
23	Khaki paint for Painted Safety Zones	Sq Ft	\$16.00
24	Flexible delineator posts	Each	\$150.00
25	Methacrylate pavement legends	Sq Ft	\$12.00

### Typical Unit Costs - SFMTA Sign and Parking Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Bike 8" Signals R/Y/G	Each	\$ 174.40
8	Safe-Hit Posts	Each	\$ 50.00
9	Extinguishable NTOR	Each	\$ 2,730.00
10	Parking Meter Adjustment/relocation	Each	\$ 250.00





## Quick-Build Tasks by Location (TNC Tax Funding Requested - Part 1 and Part 2)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	Beach Street (Embarcadero to Van Ness)	2, 3	Pedestrian safety improvements, protected bikeway feasibility study	\$ 405,000
2	Larkin Street (Market to Geary)	5, 6	Pedestrian safety improvements, lane reduction, transit-only lane	\$ 596,000
3	Cesar Chavez Street (Pennsylvania to Maryland)	10	Protected bikeway, pedestrian safety improvements	\$ 500,000
4	Clarendon Avenue (Laguna Honda to Johnstone)	7	Bicycle safety improvements, pedestrian safety improvements, lane reduction	\$ 500,000
5	Guerrero Street (Market to 20th)	8, 9	Pedestrian safety improvements	\$ 240,000
6	Lincoln Way (22nd to Great Highway)	4	Pedestrian safety improvements	\$ 340,000
7	JFK Connections	1, 5	Bicycle safety improvements, signal modifications	\$ 760,000
8	Access Improvements (Leavenworth Street, Golden Gate Avenue, Williams Avenue)	5, 10	Curb ramps	\$ 286,000
9	Programmatic Spot Improvements		Various	\$ 610,000
Total				\$ 4,237,000



## Quick-Build Tasks by Phase

		Funds Requested - Part 1 and Part 2		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	Beach Street (Embarcadero to Van Ness)	\$ 150,000	\$ 255,000	\$ 405,000
2	Larkin Street (Market to Geary)	\$ 180,000	\$ 416,000	\$ 596,000
3	Cesar Chavez Street (Pennsylvania to Maryland)	\$ 150,000	\$ 350,000	\$ 500,000
4	Clarendon Avenue (Laguna Honda to Johnstone)	\$ 150,000	\$ 350,000	\$ 500,000
5	Guerrero Street (Market to 20th)	\$ 40,000	\$ 200,000	\$ 240,000
6	Lincoln Way (22nd to Great Highway)	\$ 35,000	\$ 305,000	\$ 340,000
7	JFK Connections	\$ 85,000	\$ 675,000	\$ 760,000
8	Access Improvements (Leavenworth Street, Golden Gate Avenue, Williams Avenue)	\$ -	\$ 286,000	\$ 286,000
9	Programmatic Spot Improvements	\$ 145,000	\$ 465,000	\$ 610,000
10	Project Evaluations	\$ 82,000		\$ 82,000
11	Outreach & Communications Support	\$ 328,000	\$ -	\$ 328,000
12	Program Management & Administration	\$ 150,000	\$ -	\$ 150,000
		\$ 1,495,000	\$ 3,302,000	\$ 4,797,000
		Total DES	Total CON	Total

In February 2023 through Resolution 2023-032 the Board allocated \$2,000,000 in TNC Tax funds, and \$345,143 in Prop K funds for the design phase and a portion of the construction phase. Part 1 fully funded the design phase (\$1,495,000 from TNC Tax) and partially funded the \$3.3 million construction phase (\$505,000 from TNC Tax and \$345,143 from Prop K). This Part 2 request for \$2,451,857 million in TNC Tax funds would fully fund the construction phase of this project.