



RESOLUTION ALLOCATING \$110,000 IN PROP K FUNDS FOR ONE REQUEST, WITH CONDITIONS, AND APPROPRIATING \$180,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received two requests for a total of \$290,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms (Attachment 5); and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Downtown Extension to a Rebuilt Transbay Terminal and Facilities - BART; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the Facilities-BART programmatic category; and

WHEREAS, BART's Daly City BART Station Bus & Shuttle Circulation Improvements request is consistent with the relevant 5YPP; and

WHEREAS, The proposed appropriation for the Peer Review for Downtown Extension Operational Studies requires a Strategic Plan amendment as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$110,00 in Prop K funds for one request, with conditions, and appropriating \$180,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2017/18 budget to cover the proposed actions; now therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan, as detailed in the enclosed allocation request form for the Peer Review for Downtown Extension Operational Studies project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$110,00 in Prop K funds for one request, with conditions, and appropriates \$180,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation and appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan and Strategic Plan, as well as the relevant Prop K 5YPP; 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 Fiscal Year Cash Flow Distribution Schedules 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 sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant



Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors 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, the Prop K Strategic Plan and the relevant 5YPP are hereby amended, as appropriate.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2017/18
5. Prop K/AA Allocation Request Forms



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of January, 2018, by the following votes:

Ayes: Commissioners Breed, Fewer, Kim, Peskin, Ronen, Safai, Tang and Yee (8)

Absent: Commissioners Cohen, Farrell, and Sheehy (3)

Aaron Peskin 1-24-18

Aaron Peskin Date
Chairperson

ATTEST: Tilly Chang 1/29/18
Tilly Chang Date
Executive Director

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$ 180,000	\$ 180,000	86%	0%	Planning	Citywide
Prop K	20B	BART	Daily City BART Station Bus & Shuttle Circulation Improvements	\$ 110,000	\$ 295,000	90%	63%	Construction	N/A
TOTAL					\$ 290,000	\$ 475,000	56%	39%	

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: BART (Bay Area Rapid Transit District), SFCTA (San Francisco County Transportation Authority).

³ "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%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA 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 ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$180,000	In response to a request made by Chair Peskin at the October 17 Board meeting, the Transportation Authority will lead a peer review of three operational studies related to the extension of Caltrain and of California High-Speed Rail to the Transbay Transit Center: (1) Value Engineering Study prepared by SENNER on behalf of Robert Birmingham, an affected property owner; (2) Train Operations Analysis of Two versus Three Mainline Tracks prepared by Parsons Transportation Group on behalf of the TJPA; and (3) Railway Alternatives and I-280 Boulevard Feasibility Study developed on behalf of the SF Planning Department. The intent is to inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach. The peer review panel, composed of senior public and private sector managers with substantial rail operations experience, will gather input from key stakeholders. Findings will be presented to the Citizens Advisory Committee on March 28 and to the Board on April 10.
20B	BART	Daly City BART Station Bus & Shuttle Circulation Improvements	\$110,000	Access improvements at the Daly City BART station. The project includes upgrading an existing pedestrian ramp that provides access to the BART station and connecting bus routes including the MUNI 14R Mission Rapid and 28 19th Avenue to make it ADA compliant. Upgrading the ramp will also allow Muni to use the bus stop at the upper level parking lot to pick up passengers for the 28 line, providing operational flexibility and reducing operational costs. The project is expected to be open for use in Summer 2018.
TOTAL			\$290,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	Peer Review for Downtown Extension (DTX) Operational Studies	\$ 180,000	Strategic Plan Amendment: The recommendation includes a concurrent Prop K Strategic Plan amendment to program \$180,000 in unprogrammed capacity in the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category to the subject project in Fiscal Year 2017/18.
20B	BART	Daly City BART Station Bus & Shuttle Circulation Improvements	\$ 110,000	
TOTAL \$			290,000	

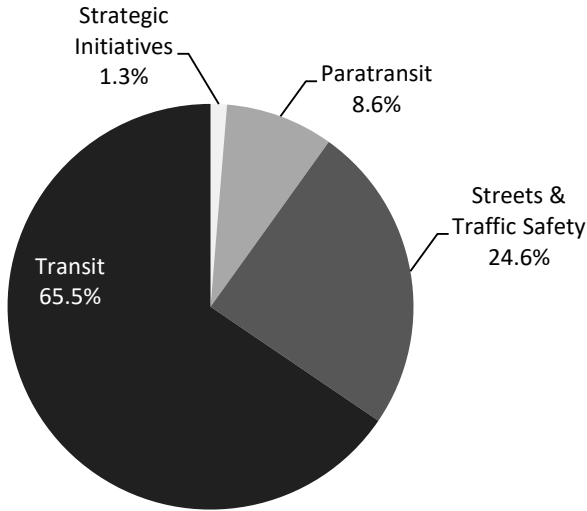
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2017/18**

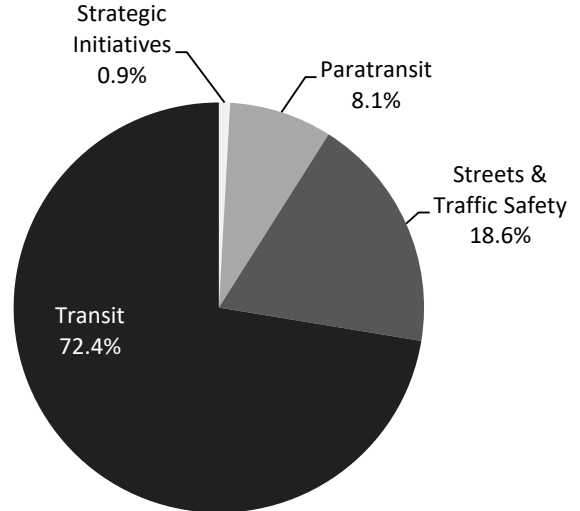
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 290,000	\$ 205,000	\$ 85,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,394,115	\$ 34,255,084	\$ 40,005,643	\$ 645,389	\$ 97,600	\$ 97,600

The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5.
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2017/18

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5 **Current Prop K Request:** \$ 180,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

Brief Project Description (type below)

Transportation Authority-led peer review of three operational studies with differing conclusions regarding the extension of Caltrain and of California High-Speed Rail to the Transbay Transit Center. The peer review will inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach.

Detailed Scope, Project Benefits and Community Outreach (type below)

See detailed scope description, next page.

Project Location (type below)

Fourth and King St to First and Mission St (location of Rebuilt Transbay Terminal)

Project Phase (select dropdown below)

Planning/Conceptual Engineering (PLAN)

Map or Drawings Attached? Yes

Other Items Attached? Yes

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater than
the amount programmed in the
relevant 5YPP or Strategic Plan? Greater than Programmed Amount

Prop K 5YPP Amount: n/a Prop AA Strategic
Plan Amount: _____

Please describe and justify the necessary amendment:

Funding the Peer Review for Downtown Extension (DTX) Operational Studies requires a Prop K Strategic Plan amendment to the Downtown Extension to a Rebuilt Transbay Terminal category to program \$180,000 in unprogrammed capacity to the subject project in FY 2017/18. The amendment would increase financing costs in the category by 0.03% over the 30-year life of the Prop K Expenditure Plan, and result in a minor increase of \$100,622 (0.003%) in anticipated financing costs for the Prop K program as a whole over the life of the program.

Detailed Scope, Project Benefits and Community Outreach (type below)

In response to a request made by Chair Peskin at the October 17 Board meeting, the Transportation Authority will conduct a peer review of three operational studies related to the extension of Caltrain and the California High-Speed Rail program to the Transbay Transit Center. The intent is to inform key policymaker decisions regarding the operational advantages of a 2-track vs. a 3-track approach to the Transbay Transit Center and the operational ramifications of various alignment options for the approach.

The operations studies include:

- 1) Transbay Transit Center, San Francisco DTX, Value Engineering Study prepared by SENER Engineering & Systems, Inc. (SENER) dated September 2017;
- 2) Train Operations Analysis of Two versus Three Mainline Tracks for the San Francisco Downtown Rail Extension prepared by Parsons Transportation Group dated October 31, 2017;
- 3) Railyard Alternatives and I-280 Boulevard (RAB) Feasibility Study Conceptual Planning Analysis dated June 19, 2017 developed on behalf of the San Francisco Planning Department.

A Peer Review Panel composed of senior managers with substantial rail operations experience, particularly with commuter and inter-city rail lines, has been selected. Panel members include: John Flint, Senior VP, T.Y. Lin International (TYLIN), John shall act as Chair and be responsible for the coordination in the performance of the review of all panel members; Les Elliott, President, The Elliott Group; David Nelson, Director of Transit Planning, JACOBS; Gene Skoropowski, Program Manager, TYLIN; Mike Marino, Director of Rail Transit, Port Authority of New York and New Jersey.

Each Panel Member will review the three operations studies noting similarities and differences in assumptions, analytic methods and conclusions/recommendations. The panel will also develop questions for key stakeholders to further understand the studies, validity of the assumptions and reasonableness of the conclusions. Individual meetings will be held with each stakeholder and their consultants to review their studies, approach and conclusions. Questions developed during the document review process will be posed to each stakeholder group to allow a full understanding of the stakeholder's position relative to the number of tracks and alignment approaching the Transbay Transit Center. Stakeholders will include: 1) The owner of 235, 201, 215 and 217 Second Street, Robert Birmingham and his consultant SENER; 2) City of San Francisco Planning Department and its consultant SMA Rail Consulting - RAB Study; 3) TJPA and its consultants PARSONS and Carl Wood; and 4) Caltrain and CHSRA including CHSRA's Early Train Operator, DB Engineering and Consulting.

The Peer Review Panel members will develop their preliminary observations and recommendations based on their review of the respective documents and the results from the one-on-one interviews, including their understanding of the difference between the studies and the validity of the assumptions leading to the differences. Preliminary findings and recommendations will be presented to all the stakeholders in a workshop setting with a opportunity for stakeholders to respond, ask questions and provide additional information. A draft report will be prepared by the Panel describing its analysis and findings. The draft will be submitted electronically to the Transportation Authority and stakeholders for review and comment. Following receipt of the stakeholder comments, the panel will develop responses to comments and distribute to stakeholders. The panel will convene a conference call(s) with the stakeholders to address/resolve any remaining questions.

The final report will be submitted to the Transportation Authority and stakeholders in electronic format. The Chair of the Peer Review Panel will present the findings to the Transportation Authority Citizens Advisory Committee and Board of Commissioners.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Mar	2018	Apr-Jun	2018
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (i.e., paratransit)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

- Document Review - Dec 11-22, 2017
- Stakeholders Meetings - Jan 25-26, 2018
- Workshop - Week of Feb 5, 2018
- Draft Report - Feb 12-24, 2018
- Comment Resolution - Feb 26-Mar 16, 2018
- Final Report - Mar 19-30, 2018
- SFCTA CAC presentation - Mar 28, 2018
- SFCTA Board presentation - April 10, 2018

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 180,000	\$ -	\$ -	\$ 180,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 180,000	\$ -	\$ -	\$ 180,000

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 180,000	\$ 180,000		consultant's cost estimate based on scope
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ -	\$ -	\$ -	
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 180,000	\$ 180,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY BY TASK)	Consultants				Total	% of contracts
	Budget Line Item	T. Y. Lin	Elliot	Jacobs		
1. Contract						
Task 1: Document Review	\$ 18,667	\$ 8,544	\$ 6,605	\$ 33,816	21%	
Task 2: Stakeholder Meeting	\$ 19,113	\$ 8,400	\$ 7,161	\$ 34,675	22%	
Task 3: Workshop	\$ 15,051	\$ 5,600	\$ 5,371	\$ 26,022	16%	
Task 4: Draft Report	\$ 16,304	\$ 4,200	\$ 2,685	\$ 23,189	14%	
Task 5: Comment Resolution	\$ 8,246	\$ 4,200	\$ 2,685	\$ 15,131	9%	
Task 6: Final Report	\$ 14,699	\$ 2,800	\$ 1,790	\$ 19,289	12%	
Task 7: Presentation	\$ 8,883			\$ 8,883	6%	
Subtotal	\$ 100,963	\$ 33,744	\$ 26,298	\$ 161,005		
2. Contingency				\$ 18,995	12%	
TOTAL				\$ 180,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

MAJOR LINE ITEM BUDGET

LABOR DETAIL BY MAJOR LINE ITEM (BY AGENCY BY TASK)

T.Y. Lin International
Contract 16/17-36
Task Order #1
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		40.00		\$ 18,667.40
John Flint	Sr. Vice President	16.00	\$ 358.27	\$ 5,732.32
Eugene Skoropowski	Program Manager	16.00	\$ 185.11	\$ 2,961.76
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Other Direct Costs				\$ 8,248.00
Task 1.2: Stakeholders Meetings		72.00		\$ 19,113.48
John Flint	Sr. Vice President	32.00	\$ 358.27	\$ 11,464.64
Eugene Skoropowski	Program Manager	32.00	\$ 185.11	\$ 5,923.52
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Task 1.3: Workshop		60.00		\$ 15,050.80
John Flint	Sr. Vice President	24.00	\$ 358.27	\$ 8,598.48
Eugene Skoropowski	Program Manager	24.00	\$ 185.11	\$ 4,442.64
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	8.00	\$ 71.09	\$ 568.72
Task 1.4: Draft Report		64.00		\$ 16,303.76
John Flint	Sr. Vice President	12.00	\$ 358.27	\$ 4,299.24
Eugene Skoropowski	Program Manager	12.00	\$ 185.11	\$ 2,221.32
Robert Sergeant	Director Rail & Transit, West	24.00	\$ 360.24	\$ 8,645.76
Tiffany Packouz	Administrative	16.00	\$ 71.09	\$ 1,137.44

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

T.Y. Lin International (continued)

		Est'd Hours	Rate	Total Budget
Task 1.5: Comment Resolution		32.00		\$ 8,245.88
John Flint	Sr. Vice President	12.00	\$ 358.27	\$ 4,299.24
Eugene Skoropowski	Program Manager	12.00	\$ 185.11	\$ 2,221.32
Robert Sergeant	Director Rail & Transit, West	4.00	\$ 360.24	\$ 1,440.96
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Task 1.6: Final Report		64.00		\$ 14,698.96
John Flint	Sr. Vice President	8.00	\$ 358.27	\$ 2,866.16
Eugene Skoropowski	Program Manager	8.00	\$ 185.11	\$ 1,480.88
Robert Sergeant	Director Rail & Transit, West	24.00	\$ 360.24	\$ 8,645.76
Tiffany Packouz	Administrative	24.00	\$ 71.09	\$ 1,706.16
Task 1.7: SFCTA CAC/Board Presentation		28.00		\$ 8,882.84
John Flint	Sr. Vice President	24.00	\$ 358.27	\$ 8,598.48
Tiffany Packouz	Administrative	4.00	\$ 71.09	\$ 284.36
Total		360.00		\$ 100,963.12
Summary by Contractor				
T. Y. Lin International		360.00		\$ 100,963.12
John Flint		128.00		\$ 45,858.56
Eugene Skoropowski		104.00		\$ 19,251.44
Robert Sergeant		64.00		\$ 23,055.36
Tiffany Packouz		64.00		\$ 4,549.76
Other Direct Costs				\$ 8,248.00
TOTAL		360.00		\$ 100,963.12

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

The Elliott Consulting Group, Inc.
Contract No. 17/18-12
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

		12/12/17 - 04/30/18		
	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		16.00		\$ 8,544.00
Les Elliott	President	16.00	\$ 350.00	\$ 5,600.00
Other Direct Costs				\$ 2,944.00
Task 1.2: Stakeholders Meetings		24.00		\$ 8,400.00
Les Elliott	President	24.00	\$ 350.00	\$ 8,400.00
Task 1.3: Workshop		16.00		\$ 5,600.00
Les Elliott	President	16.00	\$ 350.00	\$ 5,600.00
Task 1.4: Draft Report		12.00		\$ 4,200.00
Les Elliott	President	12.00	\$ 350.00	\$ 4,200.00
Task 1.5: Comment Resolution		12.00		\$ 4,200.00
Les Elliott	President	12.00	\$ 350.00	\$ 4,200.00
Task 1.6: Final Report		8.00		\$ 2,800.00
Les Elliott	President	8.00	\$ 350.00	\$ 2,800.00
Total		88.00		\$ 33,744.00
Summary by Contractor				
	The Elliott Group	88.00		\$ 33,744.00
	Les Elliott	88.00		\$ 30,800.00
	Other Direct Costs			\$ 2,944.00
	TOTAL	88.00		\$ 33,744.00

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Jacobs Engineering Group
Contract No. 17/18-13
**PEER REVIEW SERVICES FOR
DTX OPERATIONS**

		12/12/17 - 04/30/18		
	Classification/Title	Est'd Hours	Rate	Total Budget
Task 1.1: Document Review		16.00		\$ 6,604.64
David Nelson	Director of Transit Planning	16.00	\$ 223.79	\$ 3,580.64
Other Direct Costs				\$ 3,024.00
Task 1.2: Stakeholders Meetings		32.00		\$ 7,161.28
David Nelson	Director of Transit Planning	32.00	\$ 223.79	\$ 7,161.28
Task 1.3: Workshop		24.00		\$ 5,370.96
David Nelson	Director of Transit Planning	24.00	\$ 223.79	\$ 5,370.96
Task 1.4: Draft Report		12.00		\$ 2,685.48
David Nelson	Director of Transit Planning	12.00	\$ 223.79	\$ 2,685.48
Task 1.5: Comment Resolution		12.00		\$ 2,685.48
David Nelson	Director of Transit Planning	12.00	\$ 223.79	\$ 2,685.48
Task 1.6: Final Report		8.00		\$ 1,790.32
David Nelson	Director of Transit Planning	8.00	\$ 223.79	\$ 1,790.32
Total		104.00		\$ 26,298.16
Summary by Contractor				
	Jacobs	104.00		\$ 26,298.16
	David Nelson	104.00		\$ 23,274.16
	Other Direct Costs			\$ 3,024.00
	TOTAL	104.00		\$ 26,298.16

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/2/2018 **Res. No:** _____ **Res. Date:** _____

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 180,000	Planning/Conceptual Engineering (PLAN)
	Total:	\$ 180,000	

Total Prop K Funds: \$ 180,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2018 **Eligible expenses must be incurred prior to this date.**

Intended Future Action	Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

- | | |
|----|--|
| 1. | On completion of Task 4 (anticipated by February 24, 2018), provide an electronic copy of the Draft Report. |
| 2. | On completion of Task 5 (anticipated by March 16, 2018), provide an electronic copy of the Comment Resolution. |
| 3. | On completion of Task 6 (anticipated by March 30, 2018), provide an electronic copy of the Final Report. |
| 4. | Presentations to the CAC (anticipated March 28, 2018) and Board (anticipated April 10, 2018) following completion of the Final Report. |

Special Conditions:

- | | |
|----|--|
| 1. | The recommendation includes a concurrent Prop K Strategic Plan amendment to program \$180,000 in unprogrammed capacity in the Caltrain Downtown Extension to a Rebuilt Transbay Terminal category to the subject project in Fiscal Year 2017/18. See attached amendment for details. |
| 2. | |

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 1/2/2018 **Res. No:** _____ **Res. Date:** _____

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

Notes:

1. The TJPA has agreed to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project

Reviewer: CP

SGA PROJECT NUMBER

Sponsor: San Francisco County Transportation Authority

SGA Project Number: 105-901xxx **Name:** Peer Review for Downtown Extension (DTX) Operational Studies

Phase: Planning/Conceptual Engineering (PLAN) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$180,000					\$180,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 180,000

Current Prop AA Request: \$ -

Project Name: Peer Review for Downtown Extension (DTX) Operational Studies

Grant Recipient: San Francisco County Transportation Authority

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.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>EC</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Eric Cordoba

Maria Lombardo

Title: Deputy Director Capital Projects

Chief Deputy Director

Phone: (415) 522-4812

(415) 522-4802

Email: eric.cordoba@sfcta.org

maria.lombardo@sfcta.org

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

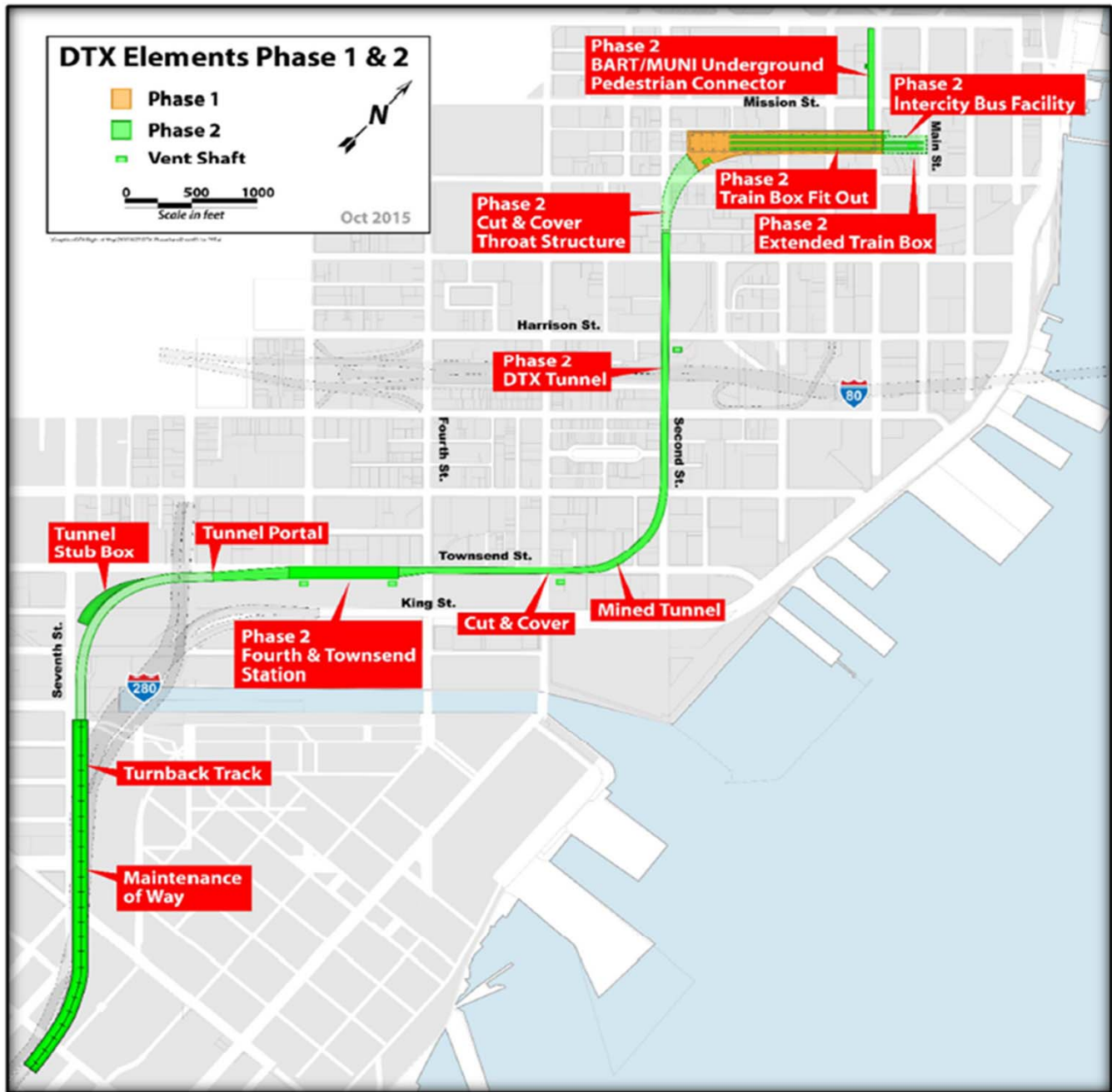
**SFCTA OVERSIGHT PROTOCOL FOR
THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION**

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS



**Attachment 5.
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2017/18

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities:
(EP-20)

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 110,000

Supervisorial District(s): N/A

REQUEST

Brief Project Description (type below)

Access improvements in and around the bus circulation area of the Daly City BART Station. Project will upgrade an existing pedestrian ramp that provides access to the BART station and connecting bus routes including the MUNI 14R Mission Rapid and 28 19th Avenue to make it ADA compliant.

Detailed Scope, Project Benefits and Community Outreach (type below)

The Daly City BART Station serves as a major transfer point for commuters between the Peninsula/South Bay and San Francisco. Currently the station is served by four BART lines, four Muni bus routes, five SamTrans bus routes, three private shuttle services, and three paratransit services. Prop K funds will cover San Francisco's share of the costs to upgrade an existing access ramp from the upper parking lot to lower-level bus stops to make it ADA compliant. Upgrading the ramp will also allow MUNI to use the bus stop at the upper level parking lot to pick up passengers for the 28 line, providing operational flexibility and reducing operational costs. The entire project also includes scope that is not funded with Prop K, including staff, consultant, and construction contract resources to re-pave the back parking lot, stripe parking stalls and crosswalk, and number the stalls.

Project Location (type below)

Daly City BART Station

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? No

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project _____

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 550,000 Prop AA
Strategic Plan
Amount: _____

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

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-Jun	2017	Jul-Sep	2017
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jan-Mar	2018		
Operations (i.e., paratransit)				
Open for Use			Jul-Sep	2018
Project Completion (means last eligible expenditure)			Oct-Dec	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 110,000	\$ -	\$ 110,000
State Transportation Improvement Program (STIP)(San Mateo)	\$ -	\$ -	\$ 200,000	\$ 200,000
BART funds	\$ -	\$ -	\$ 25,000	\$ 25,000
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 110,000	\$ 225,000	\$ 335,000

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 40,000	\$ -	\$ -	Design for this contract was done as part of a larger project so cost is approximate.
Construction (CON)	\$ 295,000	\$ 110,000	\$ -	100% design
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 335,000	\$ 110,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$ 25,000	\$ 85,000	\$ -	\$ -	\$ -	\$ 110,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	BART	Consultant	Contractor
1. Contract				
1a. ADA Ramp				
Mobilization	\$ 10,000			\$ 10,000
Civil and Site Work	\$ 50,000			\$ 50,000
Concrete	\$ 55,000			\$ 55,000
Signage and Striping	\$ 1,500			\$ 1,500
Differing Site Conditions	\$ 40,000			\$ 40,000
<i>1a Subtotal</i>	\$ 156,500			\$ 156,500
1b. Parking Lot				
Mobilization	\$ 5,000			\$ 5,000
Civil and Site Work	\$ 10,000			\$ 10,000
Concrete	\$ 5,000			\$ 5,000
Asphalt concrete pavement	\$ 40,000			\$ 40,000
Signage and Striping	\$ 3,500			\$ 3,500
Differing Site Conditions	\$ 20,000			\$ 20,000
<i>1b Subtotal</i>	\$ 83,500			\$ 83,500
2. BART labor				
2a. ADA Ramp	\$ 33,500	\$ 33,500		
2b. Parking Lot	\$ 16,500	\$ 16,500		
3. Construction Management/Support				
3a. ADA Ramp	\$ 30,000		\$ 30,000	
3b. Parking Lot	\$ 15,000		\$ 15,000	
	\$ -			
TOTAL CONSTRUCTION PHASE	\$ 335,000	\$ 50,000	\$ 45,000	\$ 240,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 12/19/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 110,000	Construction (CON)
	Total:	\$ 110,000	

Total Prop K Funds: \$ 110,000 **Total Prop AA Funds:** \$ -

Fund Expiration Date: 9/30/2019 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1.

With quarterly progress reports provide 2-3 photos of before conditions and work being performed. Upon project completion, provide 2-3 digital photos of completed work.
--
2.

--

Special Conditions:

1.

--
2.

--

Notes:

1.

Prop K funds will only be used for the ramp accessibility upgrade portion of the project scope.

2.

BART executed the construction contract for this project in December 2017, per guidance from Caltrans that it would risk losing State Transportation Improvement Program (STIP) funds if the contract was not executed by December 29, 2017.
--
3.

The subject request is part of a broader transit enhancement project at the Daly City BART station to which the Transportation Authority allocated \$507,980 in Prop AA funds in March 2016 to construct new bus layover spaces in the upper parking lot.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 12/19/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	67.16%	No Prop AA
Actual Leveraging - This Project	67.16%	No Prop AA

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: Bay Area Rapid Transit District

SGA Project Number: 120-xxxxxx **Name:** Daly City BART Station Bus & Shuttle Circulation Improvements

Phase: Construction (CON) **Fund Share:** 32.84%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22+	Total
Prop K	\$25,000	\$85,000				\$110,000

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 110,000

Current Prop AA Request: \$ -

Project Name: Daly City BART Station Bus & Shuttle Circulation Improvements

Grant Recipient: Bay Area Rapid Transit District

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.

Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement
NF

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Hamed Tafaghodi

Nicole Foletta

Title: Project Manager

Principal Planner

Phone: (510) 287-4871

(510) 874-7346

Email: htafagh@bart.gov

nfolett@bart.gov

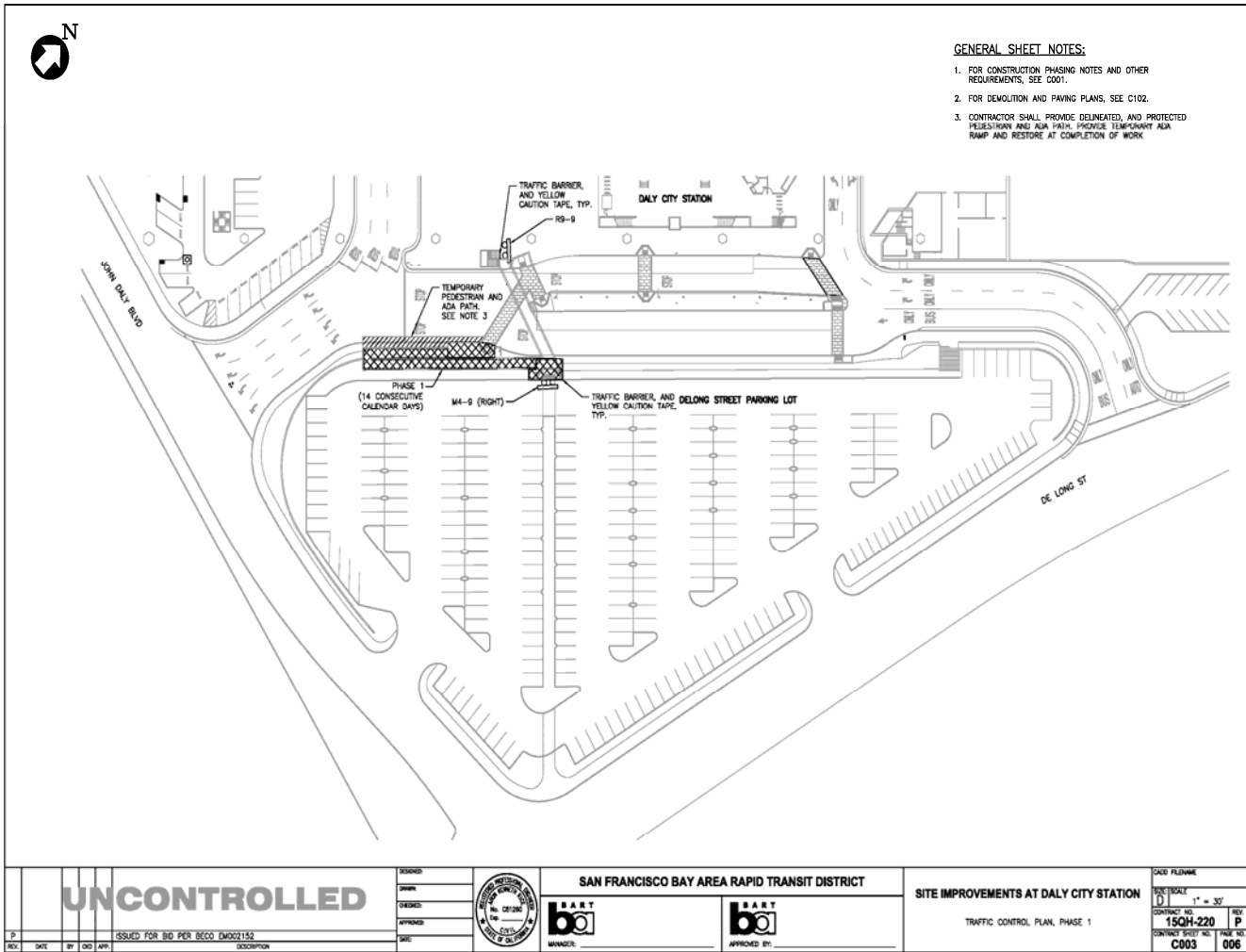
San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS

<p>CONSTRUCTION TIME PERIOD ALLOWED FOR EACH WORK AREA</p> <p>DALY CITY STATION</p> <p> WORK AREA A = 2 WEEKENDS - SEE NOTE 9 PHASE 1 = 10 CONSECUTIVE CALENDAR DAYS - SEE NOTE 9 </p>	<p style="text-align: center;">CONSTRUCTION PHASING NOTES AND OTHER WORK REQUIREMENTS:</p> <ol style="list-style-type: none"> 1. WORK SHALL COMMENCE AND SHALL BE DONE IN PHASES AS SHOWN ON THE CONSTRUCTION PHASING AND TRAFFIC CONTROL PLANS, AND WITHIN THE CONSTRUCTION TIME PERIOD. WORK SHALL BEGIN WITH WORK AREA A AND BE FOLLOWED BY THE NEXT SUBSEQUENT PHASE. 2. THE CONTRACTOR SHALL NOT COMMENCE WORK ON THE NEXT PHASE OR WORK AREA (INCLUDING BARRICADING OF THAT PHASE) UNTIL THE PREVIOUS PHASE OR WORK AREA HAS BEEN ACCEPTED IN WRITING BY THE ENGINEER, AND THE CONTRACTOR HAS GIVEN THE ENGINEER WRITTEN NOTICE OF ITS INTENT TO COMMENCE WORK. 3. PRIOR TO CONSTRUCTION, THE ENTIRE PERIMETER OF EACH WORK AREA AND PHASE SHALL BE ENCLOSED WITH AN ENGINEER-APPROVED CONSTRUCTION BARRIER AND SIGNAGE AS SHOWN ON THE PHASING AND TRAFFIC CONTROL PLANS, C002 AND C003. A CONSTRUCTION BARRIER SHALL BE TYPE II BARRICADE WITH SECURED YELLOW CAUTION TAPE. REGULATORY SIGNAGE IN TRAFFIC LANES SHALL BE MOUNTED ON TYPE III BARRIERS. CONTRACTOR SHALL MINIMIZE AND MAINTAIN THE AREA ENCLOSED BY THE CONSTRUCTION BARRIER AT ALL TIMES, AND AS DIRECTED BY THE ENGINEER. 4. THE TRAFFIC CONTROL PLANS SHOWN ARE A RECOMMENDED CONFIGURATION AND MAY NOT SHOW ALL TRAFFIC SIGNAGE OR PATHWAY/LANE CLOSURES REQUIRED TO COMPLETE THE WORK IN A SAFE MANNER. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL/CLOSURE PLANS TO THE ENGINEER FOR APPROVAL PRIOR TO STARTING WORK. 5. ADDITIONAL SIGNAGE MAY BE REQUIRED AT THE DISCRETION OF BART POLICE OR THE ENGINEER DURING CONSTRUCTION DUE TO SAFETY CONCERNS. CONTRACTOR SHALL PROVIDE THIS SIGNAGE AT NO ADDITIONAL COST. 6. THE CONTRACTOR'S STORAGE AREA SHALL BE AS DESIGNATED BY THE ENGINEER AND ENCLOSED PER THE ENGINEER'S DISCRETION. 7. FOR PHASES THAT DO NOT SHOW SPECIFIC SIGNAGE OR TRAFFIC CONTROL, CONTRACTOR SHALL AT A MINIMUM BARRICADE THE WORK AREA WITH CAUTION TAPE AND DELINEATORS TO THE APPROVAL OF THE ENGINEER. 8. THE CONTRACTOR SHALL PROVIDE TEMPORARY SIGNAGE DURING CONSTRUCTION AS SUBMITTED AND APPROVED BY THE ENGINEER. EXACT LOCATIONS MAY BE ALTERED BY THE ENGINEER DURING CONSTRUCTION. UNLESS OTHERWISE NOTED, TEMPORARY SIGNAGE SHALL BE METAL BASED, WITH BLACK LETTERS AND SYMBOLS ON A REFLECTIVE ORANGE BACKGROUND. COVER ALL EXISTING SIGNS THAT ARE NOT APPLICABLE FOR EACH PHASE. 9. ALL "WORK AREAS" ARE WEEKEND WORK ONLY AND SHALL BE COMPLETED BETWEEN 8PM FRIDAY AND 4AM THE FOLLOWING MONDAY. CONTRACTOR MUST FOLLOW ALL LOCAL NOISE ORDINANCES. 10. PROVIDE TEMPORARY PAVEMENT MARKINGS REQUIRED FOR EACH PHASE. BLOCK OUT UNNECESSARY MARKINGS THAT ARE NOT APPLICABLE FOR EACH PARTICULAR PHASE OR WORK AREA. REMOVE TEMPORARY MARKINGS AFTER THE COMPLETION OF WORK. 11. CONTRACTOR SHALL MAINTAIN AN UNINTERRUPTED PATHWAY TO THE STATION ENTRANCES AT ALL TIMES EXCEPT AS NOTED OTHERWISE. PATHWAY TO BE INCLUDED AND IDENTIFIED IN THE CONTRACTOR'S TRAFFIC CONTROL PLANS. 12. TEMPORARY SIGNS DURING CONSTRUCTION WITH PREFIX "W", "M" AND "R" SHALL REFER TO CAUTIONS. 																					
<p style="font-size: 24pt; font-weight: bold; text-align: center;">UNCONTROLLED</p> <p style="font-size: 8pt;">ISSUED FOR BID PER BECO EM002152</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 6pt;"> <tr> <th>REV.</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> <th>APP.</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REV.	DATE	BY	CHKD	APP.	DESCRIPTION							<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; text-align: center;"> </td> <td style="width: 40%; text-align: center;"> <p>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT</p> <p>BART </p> <p>MANAGER: _____</p> </td> <td style="width: 30%; text-align: center;"> <p>BART </p> <p>APPROVED BY: _____</p> </td> </tr> <tr> <td colspan="3" style="text-align: center;"> <p>SITE IMPROVEMENTS AT DALY CITY STATION</p> <p>CONSTRUCTION PHASING PLAN AND NOTES</p> </td> </tr> <tr> <td colspan="3" style="text-align: right; font-size: 8pt;"> <p>CONTRACT NO. 150H-220 CONTRACT SHEET NO. C001</p> </td> </tr> </table>		<p>SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT</p> <p>BART </p> <p>MANAGER: _____</p>	<p>BART </p> <p>APPROVED BY: _____</p>	<p>SITE IMPROVEMENTS AT DALY CITY STATION</p> <p>CONSTRUCTION PHASING PLAN AND NOTES</p>			<p>CONTRACT NO. 150H-220 CONTRACT SHEET NO. C001</p>		
REV.	DATE	BY	CHKD	APP.	DESCRIPTION																	
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<p>CONTRACT NO. 150H-220 CONTRACT SHEET NO. C001</p>																						

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form



UNCONTROLLED				DESIGNED: CHECKED: APPROVED: DATE:		SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT 	SITE IMPROVEMENTS AT DALY CITY STATION TRAFFIC CONTROL PLAN, PHASE 1	SCALE: 1" = 30' CONTRACT NO.: 15004-220 CONTRACT SHEET NO.: C003	REV: P PAGE NO.: 006		
REV	DATE	BY	APP	ISSUED FOR BID PER BECO DA002155 DESCRIPTION:							

