

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Rapid Bus Stop Improvement Project

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: May 3, 2021

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**Action Requested**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 14-2021 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$230,000 for the design phase of the Rapid Bus Stop Improvement Project. This resolution is required to request an allocation of this funding from MTC.

**Background**

In 2004, Senate Bill 916 established the Regional Traffic Relief Plan, including a list of projects eligible to receive funding authorized by Regional Measure 2, which increased tolls on the seven state-owned toll bridges in the Bay Area by \$1 to fund various traffic relief programs and projects in eligible bridge corridors. SB 916 identified the Alameda County Transportation Commission (CTC) as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project 32, *I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County*. To date funds have been allocated in the corridor on construction of the I-580 High Occupancy Toll (HOT) lanes and other HOV improvements, improvements to the I-580/I-680 interchange, and construction of the Dublin/Pleasanton BART Parking Garage.

In late 2020, MTC notified LAVTA staff that a balance of approximately \$5 million remained on the Project available for allocation to eligible transit-related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. In December 2020, Alameda CTC approved the update to the Countywide Transportation Program, which included several LAVTA priority projects, including \$3 million for systemwide passenger facilities rehabilitation and enhancements, and \$2 million for capital costs related to Phase 2 deployment of the Shared Autonomous Vehicle (SAV) project. LAVTA initiated formal requests to MTC for RM2 capital funding for both projects. To date, MTC staff has only approved the allocation request submitted for Rapid Bus Stop Improvements, as discussions continue regarding the SAV proposal.

**Discussion**

Per MTC Regional Measure 2 Policies and Procedures (MTC Resolution 3636), project sponsors must submit a governing-board certification of compliance with RM2 provisions (Attachment 1) in order to receive allocations. Because the RM2 legislation identifies

Alameda CTC as the project sponsor, Alameda CTC must also submit a resolution of local support for the project. At its May 27 meeting, Alameda CTC intends to approve its resolution and in doing so designate LAVTA as the project’s Implementing Agency, delegating responsibility to LAVTA for compliance with all RM2 Policies and Procedures. MTC’s approval of the allocation request is anticipated on May 26 and will be contingent up actions by both the LAVTA Board on May 5 and Alameda CTC on May 27.

RM2 Policies and Procedures require each allocation to fund a minimum useable segment and/or deliverable. Thus MTC’s initial allocation will fund \$230,000 budgeted for the project’s design phase only. Pending acceptance of 100% plans, specifications, and estimates for the project, MTC will consider allocating an additional \$2.07 million for the construction phase as described in the Initial Project Report (IPR), shown in Attachment 2.

The initial project scope defined in the IPR calls for design, construction and installation of Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them following realignment of the Rapid routes in 2016. Such amenities will bring consistency to the corridors served and continue to grow ridership. The project includes work on 47 bus stops as detailed in the attached project scoping plan (Attachment 3), including equipment and installation costs for:

- 47 Rapid signs
- 9 Rapid-style shelters (including solar real time signage and lighting)
- 36 Rapid-style benches and trash receptacles
- 18 Rapid-style bike loops for shelter locations and other high-use areas

Of the 47 stops, 30 are on the Route 30R and 17 are on the 10R focused in the following locations:

- 26 in Livermore (notably the East Avenue and Portola Avenue corridors)
- 13 in Pleasanton (Stanley Blvd. and First St. corridors)
- 6 in Dublin (Dublin Blvd. corridor)
- 2 in Alameda County (Stanley Blvd. at Shadow Cliffs)

**Budget**

The total project budget is funded 100% by RM2 funds as follows by phase.

	<b>RM2</b>
PS&E ( <i>current allocation</i> )	\$230,000
Construction ( <i>future allocation</i> )	\$2,070,000
<b>Total</b>	<b>\$2,300,000</b>

**Next Steps**

Following MTC and Alameda CTC approval of the RM2 allocation in late May, LAVTA will initiate a Task Order Request with its on-call design-engineering firm, Kimley-Horn, and bring a detailed scope of work for design-engineering services to the Projects & Services Committee for review and approval. LAVTA will continue to work with MTC staff to allocate the remaining available balance to eligible project(s), including SAV Phase 2 Deployment activities.

Because the proposed corridor-level Rapid Bus Stops Improvements Project funded by RM2 complements MTC's proposed programming of \$2 million in available federal Safe and Seamless Quick-Strike funds (Agenda item 4.e.1) for the node-based Passenger Facilities Enhancements Project, staff will consult with MTC on the feasibility of combining the two projects to the maximum extent possible in order to achieve cost-efficiencies in design-engineering and project-management effort, while still satisfying the requirements of all individual fund sources involved.

**Recommendation**

The Finance & Administration Committee recommends the Board of Directors approve Resolution 14-2021 in support of an allocation request to the Metropolitan Transportation Commission for \$230,000 for the design phase of the Rapid Bus Stop Improvement Project.

Attachments:

1. Resolution 14-2021
2. Initial Project Report: LAVTA Rapid Bus Stop Improvement Project
3. Rapid Bus Stop Improvement Project Scoping Plan

*Approved:* \_\_\_\_\_

**RESOLUTION NO. 14-2021**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE  
RAPID BUS STOP IMPROVEMENT PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

**WHEREAS**, the Alameda County Transportation Commission plans to designate the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Rapid Bus Stop Improvement Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

**WHEREAS**, LAVTA is an eligible implementing agency for transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the Rapid Bus Stop Improvement Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

**RESOLVED**, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

**RESOLVED**, that LAVTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Rapid Bus Stop Improvement Project in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

**RESOLVED**, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

**RESOLVED**, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

**RESOLVED**, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 2 funds in the amount of two hundred thirty thousand dollars (\$230,000), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

**RESOLVED**, that allocation of Regional Measure 2 funding for the Rapid Bus Stop Improvement Project is contingent upon action by the Alameda County Transportation Commission designating LAVTA as implementing agency for the Project and the Metropolitan Transportation Commission's approval of this designation with the allocation request.

**PASSED AND ADOPTED BY** the governing board of the Livermore Amador Valley Transit Authority on this 3rd day of May 2021.

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Bob Woerner, Chair

Attest:

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Michael Tree, Executive Director

**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

LAVTA Rapid Bus Stop Improvement Project

**RM2 Project No.****Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>			
<b>#2</b>			
<b>#3</b>			

**Total:     \$****Current Allocation Request:**

<b>IPR Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
<b>February 24, 2021</b>	<b>\$230,000</b>	<b>PS&amp;E</b>
<b>February 24, 2021</b>	<b>\$2,070,000</b>	<b>Construction</b>



## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Livermore Amador Valley Transit Authority (LAVTA)

#### **B. Project Purpose**

In 2008 LAVTA introduced its first Rapid route (10R) with 15-minute all day service in an effort to attract choice riders commuting within the Tri-Valley and throughout the Bay Area. The introduction of the Rapid service coincided with an \$8 million investment by the FTA in Rapid bus stops, that included upgraded shelters and amenities, such as lighting, signage, real time information, displays, etc.

LAVTA initiated a comprehensive operational analysis in 2014 of the Wheels system and focused on attracting choice riders, adding an additional Rapid route (30R) that doubled the amount of 15-minute all day service in the Wheels system. The 30R began service in 2016 and today the Rapid routes account for 55% of all riders in the Wheels system, with the majority of Rapid passengers boarding and alighting at the two BART stations in the LAVTA service area. The increase in ridership on the Rapid routes since implementation has a positive impact at reducing congestion on I-580 as Tri-Valley residents forgo their mostly single occupancy commute vehicles for the Rapid, which connects them with BART for travel throughout the Bay Area, including transbay trips to San Francisco and the Peninsula.

The purpose of the LAVTA Rapid Bus Stop Improvement Project is to construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them. Such amenities will bring consistency to the corridors served and continue to grow ridership.

#### **C. Project Description (please provide details)**

##### **Project Graphics to be sent electronically with This Application**

This project includes Rapid bus stops on the 10R and 30R that have yet to receive Rapid-branded signage, shelters, benches, trash receptacles and other amenities. It includes work on 47 bus stops as detailed in the attached project scoping plan, including:

- 47 Rapid signs and installation costs
- 9 Rapid style shelters (including solar real time signage and lighting) and installation costs
- 36 Rapid style benches and trash receptacles and installation costs
- 18 Rapid style bike loops for shelter locations and other high-use areas, and installation costs

The total cost for the Rapid Bus Stop Improvement Project is \$2,300,000, which includes \$230,000 in project design and engineering work, and \$2,070,000 in construction costs (including equipment acquisition and installation and any necessary concrete improvements), escalated to 2022 dollars, the year it is assumed construction will take place. The project can be completed within 15 months of authorization.

#### **D. Impediments to Project Completion**

None identified.

## Regional Measure 2 – INITIAL PROJECT REPORT

### **E. Operability**

The maintenance costs associated with the Rapid bus stops are included in the annual LAVTA Operating and Maintenance budget. Maintenance includes regular removal of trash and cleaning of shelters, as well as immediate repair of Rapid shelters when damaged, as well as less-frequent ongoing maintenance such as painting.

## **II. PROJECT PHASE DESCRIPTION and STATUS**

### **F. Environmental –**

Does NEPA Apply:  Yes  No

N/A – these improvements should qualify for Categorical Exclusion.

### **G. Design –**

LAVTA currently has an on-call engineering contract in place with Kimley-Horn and Associates. It is anticipated that upon allocation of RM2 funding, LAVTA would execute a Task Order with Kimley-Horn to prepare 100% PS&E documents ready to advertise for construction and equipment acquisition, based on the quantities and locations specified in the attached project scoping plan. Equipment design of the Rapid bus stop signage, shelters and amenities has been selected by the member agencies in collaboration with LAVTA, and would be selected to match branding of existing facilities in each jurisdiction.

### **H. Right-of-Way Activities / Acquisition –**

All Rapid bus stop improvements are located in the public right-of-way. Permits with applicable agencies will provide easements for the bus stop improvements as well as LAVTA's ongoing maintenance responsibilities.

### **I. Construction / Vehicle Acquisition -**

At multiple Rapid bus stops in the project area, minor concrete improvements will be required to support installation of the bus stop improvements. Accordingly, 5,000 sq ft of concrete flatwork has been assumed and budgeted for the project, among other ancillary construction costs associated with typical contracts for similar improvements, including mobilization, demo/salvage, etc. Additionally, bus stop signage, shelters, benches and other amenities will need to be procured from available manufacturers before installation. The anticipated lead time for delivery of customized equipment is 4-6 months. Additional details are provided in the Work Plan in Section P below.

## Regional Measure 2 – INITIAL PROJECT REPORT

### III. PROJECT BUDGET

#### **J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

#### **K. Project Budget (De-escalated to current year)**

<b>Phase</b>	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

#### **L. Project Budget – Deliverable Segment (Escalated to year of expenditure)**

<b>Phase</b>	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$230
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,070
Total Project Budget (in thousands)	\$2,300

#### **M. Project Budget – Deliverable Segment(De-escalated to current year)**

<b>Phase</b>	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	N/A
Design - Plans, Specifications and Estimates (PS&E)	\$225
Right-of-Way Activities /Acquisition (R/W)	N/A
Construction / Rolling Stock Acquisition (CON)	\$2,023
Total Project Budget (in thousands)	\$2,248

**Regional Measure 2 – INITIAL PROJECT REPORT****IV. OVERALL PROJECT SCHEDULE**

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	June 2021	November 2021
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	March 2022	October 2022

**V. ALLOCATION REQUEST INFORMATION****N. Detailed Description of Allocation Request**

**Describe the scope of the allocation request. Provide background and other details as necessary.**

Amount being requested (in escalated dollars)	\$2,300,000
Project Phase being requested	PS&E / CON
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	April 5, 2021
Month/year being requested for MTC Commission approval of allocation	April 2021

**O. Status of Previous Allocations (if any)**

N/A

**P. Workplan**

Workplan in Alternate Format Enclosed

## Regional Measure 2 – INITIAL PROJECT REPORT

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1.	Award Design Engineering Contract	Board resolution authorizing design-engineering contract/scope of work	June 2021
2.	Design completion/ready to advertise/procure equipment	100% Plans, Specifications & Estimates	November 2021
3.	Award third-party equipment procurement/construction contracts	Board resolution(s) authorizing contracts for equipment-purchase and construction contracts	March 2022
4.	Delivery of all required equipment	Equipment delivered per specifications, vendor invoices paid	April 2022
5.	Completion of all construction and equipment installations	Construction contract acceptance/closeout	October 2022

### **Q. Impediments to Allocation Implementation**

Circumstances surrounding COVID-19 could potentially delay in manufacture of equipment, depending on circumstances of individual vendors.

## **VI. RM-2 FUNDING INFORMATION**

### **R. RM-2 Funding Expenditures for funds being allocated**

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

### **S. Next Anticipated RM2 Allocation Request.**

LAVTA does not anticipate future RM2 expenditure requests for Rapid bus stop improvements at this time.

## **VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before: April 5, 2021**

## **VIII. CONTACT / PREPARATION INFORMATION**

### **Contact for Applicant's Agency**

Name: Michael Tree

Phone: 925-455-7555

Title: Executive Director

E-mail: mtree@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Regional Measure 2 – INITIAL PROJECT REPORT**

**Information on Person Preparing IPR**

Name: Jennifer Yeaman

Phone: 925-455-7561

Title: Senior Grants & Management Specialist

E-mail: [jyeaman@lavta.org](mailto:jyeaman@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Applicant Agency's Accounting Contact**

Name: Tamara Edwards

Phone: 925-455-7566

Title: Director of Finance

E-mail: [tedwards@lavta.org](mailto:tedwards@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Revised IPR 120905.doc

## **LAVTA Rapid Bus Stops Improvement Project**

### **Initial Equipment/Materials/Labor Cost Estimates**

<b>Equipment</b>	<b>Unit Cost</b>	<b>Unit</b>	<b>Qty</b>	<b>Total</b>
12' Passenger shelter-Livermore Style	\$ 36,900	EA	5	\$ 184,500
12' Passenger shelter-D/P style	\$ 8,700	EA	4	\$ 34,800
Rapid benches - Livermore Style	\$ 3,300	EA	18	\$ 59,400
Rapid benches - Dublin/Pleasanton Style	\$ 650	EA	18	\$ 11,700
Trash & Recycling Receptacle Pair - Livermore Style	\$ 2,800	EA	16	\$ 44,800
Trash & Recycling Receptacle Pair - D/P Style	\$ 2,900	EA	18	\$ 52,200
RT signs	\$ 7,000	EA	9	\$ 63,000
Bicycle Rack	\$ 360	EA	18	\$ 6,480
Rapid Flag Sign	\$ 12,500	EA	47	\$ 587,500
Schedule holders	\$ 550	EA	9	\$ 4,950
<b>Equipment Subtotal</b>				<b>\$ 1,049,000</b>

<b>Construction</b>	<b>Unit Cost</b>	<b>Unit</b>	<b>Qty</b>	<b>Total</b>
Mobilization	\$ 40,000	LS	1	\$ 40,000
Demo/Disposal	\$ 17,000	LS	1	\$ 17,000
Minor concrete (SW)-SF	\$ 27	SF	4,000	\$ 108,000
<u>Equipment Installation</u>				
Passenger Shelter w/solar system	\$ 11,600	EA	9	\$ 104,400
RT info signs	\$ 11,200	EA	9	\$ 100,800
Bike racks	\$ 750	EA	18	\$ 13,500
Bench	\$ 750	EA	36	\$ 27,000
Waste Receptacles	\$ 770	EA	34	\$ 26,180
Rapid flag sign	\$ 5,000	EA	47	\$ 235,000
Schedule holders	\$ 500	EA	9	\$ 4,500
<b>Construction Subtotal</b>				<b>\$ 676,000</b>
CM Services (@10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
Contingency (@ 10% of subtotals)	\$ 172,500	LS	1	\$ 172,500
<b>GRAND TOTAL (rounded to nearest 1000)</b>				<b>\$ 2,070,000</b>