

**REPORT TO MAYOR AND COUNCIL****TO THE HONORABLE MAYOR AND COUNCIL:**

Date: January 14, 2014

SUBJECT: ADOPT RESOLUTION NO. 14-3 AUTHORIZING THE APPLICATION FOR FY 2014-15 TRANSPORTATION DEVELOPMENT ACT (TDA) GRANT FUNDS TO SUPPORT A PEDESTRIAN SAFETY IMPROVEMENT PROJECT ON COWELL ROAD IN THE AMOUNT OF \$135,000; AND RESOLUTION NO. 14-4 IDENTIFYING THE CONTRA COSTA COUNTYWIDE BICYCLE ADVISORY COMMITTEE AS THE REVIEW BODY FOR TDA FUNDING OF PEDESTRIAN AND BICYCLE PROJECTS IN THE CITY OF CONCORD

Report in Brief

The City of Concord has applied for a \$135,000 grant through the FY 2014-15 Transportation Development Act (TDA) Article 3 funding program. If awarded, the TDA funds will be used to install an actuated Rectangular Rapid Flashing Beacon (RRFB) system and curb extensions at an existing pedestrian crossing on Cowell Road at St. Francis Drive, a designated school crossing near Concord Community Park, home of the City's community pool. This improvement will enhance pedestrian safety at this location by increasing drivers' awareness of potential pedestrian conflicts with vehicles.

The City Council is requested to adopt the attached resolutions authorizing the TDA project application and identifying the Contra Costa Countywide Bicycle Advisory Committee (CBAC) as the reviewing body for the application, in order to comply with the new policies and procedures of the Metropolitan Transportation Commission (MTC) for the submission of TDA funding applications.

Staff recommends that the City Council adopt Resolution No. 14-3 authorizing the application for FY 2014-15 Transportation Development Act (TDA) grant funds to support a pedestrian safety improvement project on Cowell Road in the amount of \$135,000; and Resolution No. 14-4 identifying the Contra Costa Countywide Bicycle Advisory Committee as the review body for TDA funding of pedestrian and bicycle projects in the City of Concord.

Background

Cowell Road is a major collector street that extends in an east-west direction between Ygnacio Valley Road and Monument Boulevard for a distance of 2.7 miles within the City of Concord. Traffic volumes on Cowell Road range from 17,000 to 19,000 vehicles per day (depending on location), including a significant amount of local and regional traffic during the morning and afternoon peak periods. Cowell Road consists of two travel lanes (one in each direction) west of Treat Boulevard, and four travel lanes (two in each direction) east of Treat Boulevard.

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The posted speed limit on Cowell Road is 35 mph. Adjoining land uses include residential subdivisions, Concord Skate Park, Loma Vista Adult Center, and Concord Community Park. There are two yellow-marked school crossings on Cowell Road near the park entrance and exit driveways. These school crossings are uncontrolled and provide access from the neighborhoods located south of Cowell Road to El Monte Elementary School via a system of path connections across the park.

The school crossing near the park entrance driveway is located just west of St. Francis Drive where this street forms a T-intersection with Cowell Road, which has one lane in each direction at this location. This crossing is heavily utilized by school children as well as pedestrians of all ages traveling to the park and the community pool. This crossing is adjacent to a raised median island landscaped with trees and bushes that are periodically trimmed by the City to ensure that the line of sight of pedestrians in the crosswalk is not blocked for motorists approaching the intersection from eastbound Cowell Road.

In recent years, residents in this area have expressed concerns regarding the safety of this crosswalk because it is not controlled by a regulatory traffic device such as a traffic signal or STOP signs. They have requested that the City consider installing a traffic signal or 3-way STOP signs at the Cowell Road/St. Francis Drive intersection to protect school children and other pedestrians when crossing Cowell Road at this location. Alternatively, they have suggested that the City install a warning light system on Cowell Road to increase drivers' awareness when pedestrians are present in the crosswalk.

This crosswalk travels in a north-south direction across Cowell Road (just west of St. Francis Drive) and is striped with yellow crosswalk lines and longitudinal stripes (interior zebra lines) for improved visibility. These markings are further supplemented with "Slow School Xing" pavement markings and school crossing warning signs installed in advance of the crosswalk in both directions of Cowell Road. Currently, this intersection is controlled by a 1-way STOP sign on St. Francis Drive, with no STOP signs controlling traffic flow on Cowell Road on approach to the crosswalk.

Discussion

Transportation staff has reviewed numerous options to address pedestrian safety at this crossing. The use of a traffic signal or 3-way STOP signs at Cowell Road and St. Francis Drive to control traffic flow approaching this crosswalk is not justified based on the combined hourly volumes of vehicles and pedestrians entering the intersection from St. Francis Drive and the crosswalk.

However, staff is recommending the use of a Rectangular Rapid Flashing Beacon (RRFB) system to enhance crosswalk safety by increasing driver awareness of potential pedestrian conflicts with vehicles. RRFB has been shown to significantly increase driver yielding behavior at crosswalks equipped with standard pedestrian crossing warning signs and markings. Although this system has not been tried before in the City of Concord, it

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has proven to work effectively throughout the U.S., especially at short crosswalks crossing only two lanes of traffic; e.g., one lane in each direction.

RRFB is a solar-powered, pedestrian-activated warning device that consists of yellow LED rectangular flashing lights that draw attention to the crossing and allows pedestrians and bicyclists to communicate their presence and intent to cross the street to drivers. Once the RRFB is activated by a pedestrian push button, the rectangular-shaped beacons will flash in an alternating, irregular pattern that is similar to emergency flashers on police vehicles. When a driver sees the RRFB flashing, they are warned to slow down and stop to let the pedestrians and/or bicyclists cross the street in the crosswalk. The unique nature of the stutter flash tends to elicit a greater response from drivers than traditional overhead beacons.

RRFB does not change the right-of-way rules at the crosswalk. Drivers still have to look for and yield to pedestrians and bicyclists at the crosswalk whether or not the RRFB is flashing. Figures 1, 2 and 3 provide an illustration of a typical RRFB installation in an urban area.

TDA Grant Application

Staff is seeking Council's approval of a City application for a \$135,000 grant through the FY 2014-15 Transportation Development Act (TDA) Article 3 funding program to install an RRFB system at the pedestrian crossing on Cowell Road at St. Francis Drive. The proposed project also includes construction of 5-foot curb extensions on the north and south ends of the crosswalk to shorten the crossing distance by ten feet and allow for ADA-compliant access ramps and drainage accommodation around the ramps. The curb extensions will leave a 5-foot wide shoulder area adjacent to the ramps, consistent with the designation of Cowell Road as a bike route per the City's Trails Master Plan.

Double-sided RRFB devices are proposed to be installed on the north and south ends of the crosswalk, as well as in the median island, which include push-button activation for pedestrians and cyclists using the crosswalk. This design will maximize the warning system of the crosswalk for drivers upon actuation by pedestrians/cyclists. Figure 4 illustrates the conceptual plan for the project improvements associated with the proposed RRFB installations. Appropriate signs and markings will be added near the crosswalk, including yield lines prior to the crosswalk from the eastern and western approaches.

The total cost to design and construct this project is estimated at \$162,000. The TDA grant request is for \$135,000 under the FY 2014-15 TDA funding cycle. The balance of \$27,000 (or 20% of the project costs) is proposed to be funded with local match funds (possibly Local Measure J funds) as a City commitment to leverage the TDA Grant. The City application is currently under review by the Contra Costa Countywide Bicycle Advisory Committee (CBAC) and may be considered for approval by the County Board of Supervisors in May 2014. The Metropolitan Transportation Commission will in turn consider approval of the TDA applications filed from all nine counties of the Bay Area in Summer 2014. Staff will request appropriation of local match funds to this project as part of the FY 2014-15 ten-year Capital Improvement Program (CIP) budget, assuming the City's TDA application receives initial concurrence by the CBAC.

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Figure 1: Activated, solar-powered RRFB on a center island at an unsignalized intersection—beacons flash using an irregular flash pattern that is similar to emergency flashers on police vehicles



Figure 2: Activated, solar-powered, roadside RRFB at a mid-block crosswalk

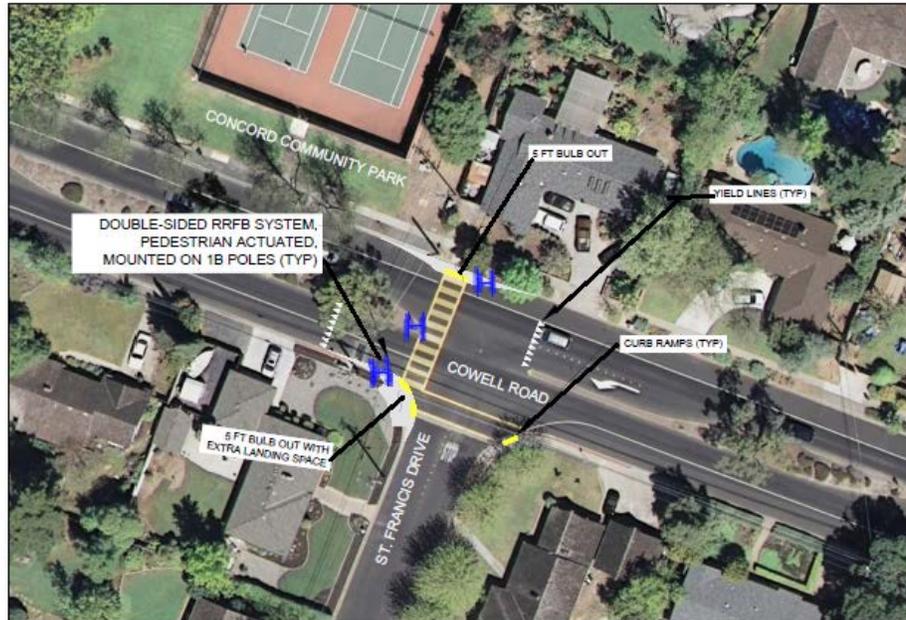


Figure 3: Combined roadside and median system of solar-powered RRFB

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Figure 4



CONTRACTOR TO VERIFY BULB OUT
QUALITY LOCATIONS PRIOR TO ANY
EXCAVATION CALL 562-47-3888

| | | | |
|---------------|---|--|---------------|
| REVIEWED DATE | RECORD DRAWING (CONTRACTOR'S USE TO ACCURACY) DATE ACCEPTED | CITY OF CONCORD | |
| CITY ENGINEER | PROJECT ENGINEER | TDA GRANT APPLICATION COWELL ROAD CROSSING AT ST. FRANCIS DR. | |
| | REVISION BY / DATE | CONCEPTUAL PLAN | |
| | DESIGNED BY | PROJECT NO. | SCALE: 1"=40' |
| | CHECKED BY | DATE | SHEET: 1 OF 1 |
| | DATE | PROJECT NO. | |

CBAC Review

MTC recently adopted Resolution No. 4108 specifying that each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle plans. Nonetheless, a local city may apply to MTC for exemption from the city BAC requirement if it can be demonstrated that the countywide BAC provides for expanded city representation.

Each of the five members of the Contra Costa County Board of Supervisors has appointed a representative on the CBAC. This representation for each Supervisorial District in turn represents the local cities within each District. There is also a representative from the Mayor's Conference on the committee. Additionally, the City County Engineers Advisory Committee (CCEAC) of Contra Costa County is also represented on the CBAC.

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As the City of Concord falls within the County's Supervisorial District 4, the CBAC representative from District 4 can provide adequate representation of the City on the CBAC for reviewing TDA funding applications submitted by the City, hence allowing the CBAC to serve as the alternative BAC committee for Concord.

Council's approval and adoption of proposed Resolution No. 14-4 is required to apply to MTC for exemption from the city BAC requirement and consider the CBAC for expanded city representation in Concord. This resolution identifies the CBAC as the reviewing body for TDA Article 3 funding of pedestrian and bicycle projects in Concord. It also identifies the County's Supervisorial District 4 representative on the CBAC (Rose Chait) as the City's representative on this committee as well. Adoption of Resolution 14-4 is required for submission of TDA funding applications in the Bay Area, commencing with the FY 2014-15 funding cycle. Council's approval and adoption of proposed Resolution No. 14-3 is also required by MTC to comply with their procedures and criteria for the allocation of TDA grant funds. Notification of the successful TDA grant recipients is scheduled for March 2013 following the CBAC review and the initial approval by a County TDA subcommittee. Should this grant application receive funding from MTC, the proposed project schedule calls for project completion in June 2015.

Fiscal Impact

This project is dependent upon the receipt of the grant funds. The TDA funds will cover \$135,000 of the project costs with the City matching 20% (\$27,000, possibly in Local Measure J funds), for a total of \$162,000. If the TDA subcommittee recommends granting less than \$135,000 to this project, staff will readjust the local match funds accordingly for Council consideration as part of the FY 2014-15 CIP budget preparations.

Public Contact

The City Council agenda was posted.

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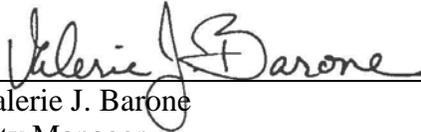
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Recommendation for Action

Staff recommends that the City Council adopt Resolution No. 14-3 authorizing the application for FY 2014-15 Transportation Development Act (TDA) grant funds to support a pedestrian safety improvement project on Cowell Road in the amount of \$135,000; and Resolution No. 14-4 identifying the Contra Costa Countywide Bicycle Advisory Committee as the review body for TDA funding of pedestrian and bicycle projects in the City of Concord.

Prepared by: Ray Kuzbari
Transportation Manager
ray.kuzbari@cityofconcord.org



Valerie J. Barone
City Manager

valerie.barone@cityofconcord.org

Reviewed by: Victoria Walker
Community & Economic Development Director
victoria.walker@cityofconcord.org

Attachment 1 – Resolution No. 14-3 with Attachments A and B

Attachment 2 – Resolution No. 14-4

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

A Resolution Approving the Request to the
Metropolitan Transportation Commission by the City
of Concord for an Allocation of Transportation
Development Act Article 3 Pedestrian and Bicycle
Project Funding for Fiscal Year 2014-15

Resolution No. 14-3

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay Region, has adopted MTC Resolution No. 4108, entitled “Transportation Development Act, Article 3, Pedestrian and Bicycle Projects,” which delineates procedures and criteria for submission of requests for the allocation of “TDA Article 3” funding; and

WHEREAS, MTC Resolution No. 4108 requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Concord desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the project described in Attachment B to this resolution at the requested or approved amount, which is for the exclusive benefit and/or use of pedestrians and/or bicyclists.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES RESOLVE AS FOLLOWS:

Section 1. The City of Concord declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code.

Section 2. There is no pending or threatened litigation that might adversely affect the project described in Attachment B to this resolution, or that might impair the ability of the City of Concord to

carry out the project.

Section 3. The project has been reviewed by the countywide Bicycle Advisory Committee (BAC) per MTC approval of the City of Concord to use the countywide BAC.

Section 4. The City of Concord attests to the accuracy of and approves the statements in Attachment A to this resolution.

Section 5. A certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Contra Costa County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

PASSED AND ADOPTED by the City Council of the City of Concord on January 14, 2014, by the following vote:

AYES: Councilmembers -

NOES: Councilmembers -

ABSTAIN: Councilmembers -

ABSENT: Councilmembers -

I HEREBY CERTIFY that the foregoing Resolution No. 14-3 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on January 14, 2014.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney

Attachment A – Findings
Attachment B – TDA Article 3 Project Application Form

Resolution No. 14-3
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2014-2015 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

Page 1 of 1

1. That the City of Concord is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the City of Concord legally impeded from undertaking the project described in “Attachment B” of this resolution.
2. That the City of Concord has committed adequate staffing resources to complete the project described in Attachment B.
3. A review of the project described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project.
4. Issues attendant to securing environmental and right-of-way permits and clearances for the project described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project described in Attachment B complies with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description of the project in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project.
7. That the project described in Attachment B is for capital construction and design engineering of pedestrian safety improvements.
8. That the project described in Attachment B is consistent with Principle T-1.5 of the City of Concord’s General Plan to “Provide Safe and Convenient Pedestrian Circulation” and Complete Streets Policy.
9. That the project described in Attachment B meets the mandatory minimum safety design criteria published in Chapters 100 and 1000 of the California Highway Design Manual.
10. That the project described in Attachment B will be completed before the funds expire.
11. That the City of Concord agrees to maintain, or provide for the maintenance of, the project and facilities described in Attachment B, for the benefit of and use by the public.

Resolution 14-3 Attachment B

TDA Article 3 Project Application Form

Fiscal Year of this Claim: **2014-2015** Applicant: **City of Concord**

Contact person: **Ray Kuzbari, Transportation Manager**

Mailing Address: **1950 Parkside Drive, MS/52 Concord, CA 94519**

E-Mail Address: **ray.kuzbari@cityofconcord.org** Telephone: **925-671-3129**

Secondary Contact (in event primary not available) **Shannon Griffin, Engineering Division**

E-Mail Address: **shannon.griffin@cityofconcord.org** Telephone: **925-671-3068**

Short Title Description of Project: Cowell Road Safety Enhancements

Amount of claim: **\$135,000**

Functional Description of Project:

This project will install bulb-outs, actuated rectangular rapid flashing beacons (RRFB's), and warning signage at and in advance of the uncontrolled crosswalk on Cowell Road at St. Francis Drive. The bulb-outs will increase the visibility of pedestrians to on-coming vehicular traffic by extending the pedestrian waiting area into the parking shoulder. The bulb-outs will also improve pedestrian safety by shortening the street crossing distance and by creating a calming effect to oncoming motorist traffic. The RRFB's and additional warning signs will also alert on-coming traffic of waiting pedestrians, further increasing their visibility. These improvements are necessary to provide a safer environment for pedestrians, bicyclists and school children, who routinely use this crosswalk to access Concord Community Park, Concord Community Pool and El Monte Elementary School.

Description of Project Area:

Concord is the largest city within Contra Costa County and is home to almost 125,000 residents. The City is also home to over 30 parks, including 15 playgrounds and 9 picnic sites. Concord Community Park is regional park and a center point of Central Concord, boasting more than 30 acres on the north side of Cowell Road between Hale Drive and Sheridan Road, next to El Monte Elementary School. One of the main park attractions is the Concord Community Pool which includes an Olympic size swimming pool, with diving facilities, wading pool, and heated changing rooms with showers and lockers. Concord Community Pool is home to the nationally recognized Terrapin Swim Team and several major swim meets are hosted at the pool each year. Additional park facilities include seven tennis courts, handball/tennis practice wall, ball field and backstop, large open turf area, and a children's play area with a castle theme.

Concord Community Park is located on Cowell Road which is a major collector street within Concord. Cowell Road is a heavily traveled commute route through a mainly residential area, that connects residents from South-Eastern Concord, as well as Clayton, Walnut Creek and as far away as Pittsburg/Antioch by way of Ygnacio Valley Road to main Concord BART Station, via Galindo Street, and to several freeway interchanges, including I-680 and Hwy 242.

Cowell Road is also a heavily traveled by pedestrians and cyclists as many local residents make their way to Concord Community Park, and school-age children travel to and from nearby El Monte Elementary School. One intersection in particular, Cowell Road at St. Francis Drive, is a major concern for the City of Concord. This is the closest intersection to the entrance to Concord Community Park and includes one of only two crosswalks that connect the Park to the surrounding residential area. This is an unprotected, unlit crosswalk that puts pedestrians and bicyclists at risk while traversing busy Cowell Road.

Financial Plan:

The \$135,000 in TDA funds and 20% local match of \$27,000 will be used for design, project coordination and installation of bulb-outs and actuated rectangular rapid flashing beacons and warning signs at the crosswalk on Cowell Road at St. Francis Drive to provide a safer environment for pedestrians, bicyclists and school children, who routinely use this crosswalk.

Project Elements:

The proposed improvements will greatly increase the safety of pedestrians, bicyclists and students traveling to and from Community Park, Concord Community Pool and El Monte Elementary School by providing a safe and protected crosswalk and sidewalk enhancements.

- ☐ Construct two “bulb-outs” on the north and south ends of the crosswalk, including installation ADA-compliant access ramps and accommodation of drainage around the ramps.
- ☐ Install three solar-powered rectangular rapid flashing beacons on the north and south ends of the crosswalk, as well as in the median island, which include push-button activation for pedestrians and cyclists using the crosswalk.
- ☐ Install associated signage and markings including crosswalk/beacon notification signs and yield lines (approximately 40 feet) prior to the crosswalk, from the western and eastern approaches.

All improvements will be constructed within existing public right-of-way.

| Funding Source | All Prior FYs | Application FY | Next FY | Following FYs | Totals |
|-----------------------|---------------|------------------|---------|---------------|------------------|
| TDA Article 3 | N/A | \$135,000 | N/A | N/A | \$135,000 |
| list all other | | | | | |
| 1. Local Funds (OSIP) | N/A | \$27,000 | N/A | N/A | \$27,000 |
| Totals | N/A | \$162,000 | N/A | N/A | \$162,000 |

| Project Eligibility: | YES?/NO? |
|---|----------|
| A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated). | No |
| B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation | No |

| | |
|--|-----|
| separate page. | |
| C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter | Yes |
| D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," provide an | No |
| E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction). | Yes |
| F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) June, 2015 | Yes |
| G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____) | Yes |
| | |

Project Eligibility Explanations

- A. The City Council is scheduled to adopt the Cowell Road Safety Enhancements and the TDA Resolution of Support on January 7, 2014.
- B. No. This project has not previously received TDA Article 3 funding.
- C. Though the installation of bike lanes are not included with this project, this project will accommodate the future installation of bike lanes along Cowell Road by providing approximately five feet between the bulb-outs and the edge of the travel lanes along Cowell Road.
- D. The preliminary application was submitted for review and comment by the Countywide Bicycle Advisory Committee (CBAC) on November 18, 2013.
- E. Environmental compliance documentation will be provided to MTC, pursuant to CEQA. The City of Concord will file a Negative Declaration upon receiving project and grant funding approval. The current schedule calls for environmental clearance by August 15, 2014.
- F. Below is a summary breakdown of the proposed project schedule:

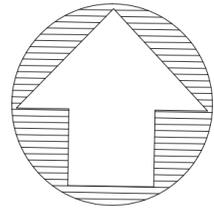
| | |
|------------------------------------|-------------------------|
| Start Project Design Package | July 1, 2014 |
| Obtain Environmental Clearance | August 15, 2014 |
| Advertise Project for Construction | January 15, 2015 |
| Award Project | March 15, 2015 |
| Complete Project Construction | June 1, 2015 |
- G. The City of Concord will maintain the project upon completion.

Cowell Road Safety Enhancements

Detailed Engineer's Estimate

| No. | Description | Unit | Quantity | Unit Price | Extension |
|-------------------------|--|------|----------|-----------------|--------------------------|
| 1 | Mob/Traffic Control/Const Signage | LS | 1 | 10,000 | \$ 10,000 |
| 2 | Bulb-outs | EA | 2 | 5,000 | \$ 10,000 |
| 3 | ADA Ramps w/ Domes | EA | 3 | 3,000 | \$ 9,000 |
| 4 | Rect. Rapid Flashing Beacons, solar powered [incl & signage] | EA | 3 | 25,000 | \$ 75,000 |
| 5 | Drainage Improvements | LS | 1 | 5,000 | \$ 5,000 |
| 6 | Markings [at Beacons & Yield Lines] | LS | 1 | 2,000 | \$ 2,000 |
| 7 | Miscellaneous Signage | LS | 1 | 2,000 | \$ 2,000 |
| | | | | Total | \$ 113,000 Const. |
| Contingency | | | | \$20,000 | |
| Design | | | | \$12,000 | |
| Environmental | | | | \$1,000 | |
| Design Admin | | | | \$6,000 | |
| CM | | | | \$10,000 | |
| Total Soft Costs | | | | \$49,000 | |
| Total Budget | | | | | \$ 162,000 |





CONTRACTOR TO VERIFY EXISTING
UTILITY LOCATIONS PRIOR TO ANY
EXCAVATION CALL USAAT (800)
227-2600

| | | | |
|---------------------|--|---|---------------|
| REVIEWED DATE _____ | RECORD DRAWING (NOWARRANTY AS TO ACCURACY) DATE ACCEPTED _____ | CITY OF CONCORD | |
| CITY ENGINEER _____ | PROJECT ENGINEER _____ | TDAGRANT APPLICATION | |
| | REVISIONS BY _____ DATE _____ | COWELL ROAD CROSSING AT ST. FRANCIS DR. | |
| | DESIGNED: RO | CONCEPTUAL PLAN | |
| | DRAWN: JD | CHECKED: _____ | SCALE: 1"=40' |
| | ROLL: FRAME | DATE: _____ | SHEET: 1 OF 1 |
| | NO. BY DATE A/E No.: | PROJECT NO: _____ | |

BEFORE THE CITY COUNCIL OF THE CITY OF CONCORD
COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA

**A Resolution Applying to the Metropolitan
Transportation Commission for Exemption from the
City Bicycle Advisory Committee (BAC)
Requirement and Identifying the Contra Costa
Countywide BAC as the Review Body for
Transportation Development Act Article 3 Funding of
Pedestrian and Bicycle Projects in the City of
Concord**

Resolution No. 14-4

WHEREAS, Resolution No. 4108 of the Metropolitan Transportation Commission (MTC) specifies that each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle and pedestrian projects and to participate in the development and review of comprehensive bicycle plans; and

WHEREAS, an Agency can apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation; and

WHEREAS, each member of the Contra Costa County Board of Supervisors has appointed a representative on the Countywide BAC; and

WHEREAS, said representation for each Supervisorial District in turn represents the Agencies within each District; and

WHEREAS, the City of Concord falls within Supervisorial District 4 of Contra Costa County.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD DOES
RESOLVE AS FOLLOWS:**

Section 1. The Contra Costa Countywide BAC provides for expanded city representation in the City of Concord.

Section 2. The City of Concord hereby applies to MTC for exemption from the city BAC requirement.

Section 3. The Countywide BAC is identified as the review body for Transportation Development Act Article 3 Funding of Pedestrian and Bicycle Projects in the City of Concord.

Section 4. The County Supervisorial District 4 representative on the Countywide BAC is identified as the City of Concord representative on said committee.

PASSED AND ADOPTED by the City Council of the City of Concord on January 14, 2014, by the following vote:

AYES: Councilmembers -

NOES: Councilmembers -

ABSTAIN: Councilmembers -

ABSENT: Councilmembers -

I HEREBY CERTIFY that the foregoing Resolution No. 14-4 was duly and regularly adopted at a regular meeting of the City Council of the City of Concord on January 14, 2014.

Mary Rae Lehman, CMC
City Clerk

APPROVED AS TO FORM:

Mark S. Coon
City Attorney