

TRANSPLAN Technical Advisory Committee

651 Pine Street, 4th Floor, North Wing, Martinez, CA 94553-0095

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority

Antioch City Hall, 3rd Floor Conference Room
Tuesday, May 17, 2011 from 1:30 to 3:30 p.m.

AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

Action/Discussion Items (see attachments where noted [♦])

1:30 Item 1: Review and Revise if Necessary Recommendation to TRANSPLAN Board for Safe Routes to School Funding Projects/Programs for the TRANSPLAN Sub-Region: Please see the attached report which was presented to TRANSPLAN at their May 12 Meeting. The Board directed the TAC to review and revise if necessary the projects and programs in the recommendation to meet the program requirements and ensure that the funds stay in Eastern Contra Costa County.

2:30: Item 2: Adjourn to Tuesday, June 21, 2011 at 1:30 p.m.

The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact John Cunningham, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Cunningham can be reached at (925) 335-1243 or at john.cunningham@dcd.cccounty.us.


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TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

TO: TRANSPLAN Committee

FROM: John Cunningham, TRANSPLAN Staff 

DATE: May 4, 2011

SUBJECT: Consider and Recommend Projects and Programs to be Funded with the TRANSPLAN Share of Safe Routes to School Funding From the Metropolitan Transportation

Background

Through its Climate Initiative Program the Metropolitan Transportation Commission has allocated \$2.47 million in federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to support Safe Routes to School (SR2S) programs or projects in Contra Costa, which are intended “...to improve safety and encourage children, including children with disabilities, to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestions and improve health and the environment, making communities more livable for everyone.”

Consistent with the direction from the Contra Costa Transportation Authority (CCTA) Planning Committee, CCTA staff met the Regional Transportation Planning Committee (RTPC) managers and the SR2 S Task Force to develop a funding allocation approach that meets the stringent requirements of the funding source. These requirements include:

- \$250,000 minimum project size
- The project must be “federalized” meaning that it already has National Environmental Policy Act (NEPA) clearance
- Local match: 11.47% – federal match not allowed
- Eligible activities: This program has more limited activities than other SR2S programs
- Timing: right-of-way certification, design approvals, and NEPA clearance by 2/2/2012. Projects must be “shovel –ready” and complete within two years

TRANSPLAN has been allocated \$726,000 to spend. Background from CCTA regarding program requirements and details on the funding allocation is attached.

In summary, with certain restrictions, CCTA is asking the RTPCs to determine how to spend their share of funding.

Discussion

Countywide, this program has consumed an inordinate amount of staff time from local jurisdictions, RTPCs, and CCTA. This has been largely due to the fact that the subject funding is very difficult to spend. Due to the funding requirements, programs are easier to fund under this program than capital projects. Staff effort was spent trying to:

- Reduce the \$250,000 spending cap (effectively) thereby making smaller gap closure type efforts eligible under this program
- Loosen the stringent program requirements

The approaches considered by staff to achieve the above were “swapping” the funding for other, more flexible local funding, or “bundling” projects thus enabling smaller project sizes. Although all of the

RTPCs have not come to a final decision, it appears that these approaches are not going to be feasible on a large scale. The same rigid characteristics which make the funding difficult to spend on local projects also make the funding difficult to *swap* or *bundle*.

The TRANSPLAN Technical Advisory Committee met on April 19, 2011 to discuss prioritization of projects that would be eligible under the subject program. Again, both programs and projects are eligible under this SR2S program. The preference of the TAC was to first identify capital projects to fund. While there were several projects mentioned, only Brentwood was able to come up with project(s) which met the stringent criteria.

As no other projects could be identified in time for the May 18, 2011 CCTA meeting for approval prior to the necessary TIP amendment process at the end of May (see schedule below), the TAC approved moving forward with the Brentwood project(s) and recommends that the remaining SR2S funds be allocated to 511 Contra Costa to implement bicycle/pedestrian programs among all of the East County jurisdictions.

Recommended Approach

The TRANSPLAN TACs proposal for spending the \$726,000 share of the subject funding is as follows:

	Funding Available	\$ 726,000
Project		
Brentwood Project		
	Traffic signal on American Avenue at Heritage High School.	\$ 300,000
	Replacement of 66 existing solar powered in pavement crosswalk lights.	\$ 85,000
	Sidewalk gap closure project adjacent to Marsh Creek Elementary School.	\$ 50,000
	Total	\$ 435,000
511 Contra Costa Program		
	511 Contra Costa East County Bicycle/Pedestrian Program	\$ 291,000

Notes:

- The 511 Contra Costa Program elements include:
 1. School bike/ped access improvements (e.g. signage, striping, dynamic speed signage, site surveys, other site improvements). The “matching” Measure J funds would be used for this purpose since these are not eligible elements using SR2S funds.
 2. Bicycle/Pedestrian road safety programs at middle and elementary schools
 3. Bike/pedestrian safety assemblies
 4. Bike/pedestrian challenge days, and Bike to School events & incentives.
 5. Development and distribution of bike/pedestrian safety curricula to complement bike/ped safety classes in both English and Spanish
- CCTA gave permission for the 11.47% local matching funds necessary for the program to come from Measure J Commute Alternative funds which have been reserved for this purpose, should this be approved.
- CCTA indicated that due to the complex nature of the funding and absolute need to meet funding deadlines that CCTA staff would assist local staff with the process.

The following is the schedule provided by CCTA for this funding:

2011

May 12	TRANSPLAN Meeting
May 13	Initial submittal of projects to MTC’s Fund Management System (FMS)
May 18	Authority approval of recommended projects (the “project” can be programmatic)
May 26	Deadline for submittal of projects to FMS
End of May	MTC preliminary approval of projects as part of TIP Amendment 11–09

At this point, sponsors can begin the local assistance process and begin process of procuring consultants for design and environmental work

July 27 MTC approval of TIP Amendment 11-09
August 31 FHWA approval of TIP Amendment 11-09

At this point, sponsors can apply for E-76 for design and environmental work to pay the selected consultant. Sponsors can submit for their E-76 for construction at this time as soon as they have completed the local assistance process.

2012

February 1 Deadline for submittal of materials for E-76

Recommendations

1. Consider and APPROVE the TAC recommendation for distribution of TRANSPLAN SR2S funding and direct staff to forward the recommendation to CCTA, and
2. AUTHORIZE staff, with approval of a designee(s) of the Committee, to make any necessary changes to the projects, programs, and amounts in the recommendation to adhere to the various requirements of the program.

Recommendation #2 is being made given the tight timeline on the funding and the stringent requirements.

Attachments

1. CCTA Information Re: MTC/CMAQ/SR2S Funding Program
2. City of Brentwood Project Description

c: TRANSPLAN TAC

Planning Committee **STAFF REPORT**

Meeting Date: April 6, 2011

Subject	Contra Costa Safe Routes to School Program and Approach to Allocating SR2S Funds from MTC
Summary of Issues	<p>The Authority has the responsibility for allocating the \$2.47 million in federal CMAQ funds that MTC has set aside for Safe Routes to School (SR2S) programs and projects in Contra Costa. Members of the SR2S Task Force and the RTPC managers have recommended that the Authority try to use these funds for another project and use freed-up Measure J funds for SR2S purposes. Measure J funds are somewhat more flexible and can be used to fund projects smaller than the \$500,000 minimum that MTC imposed. (They are open to allowing a lower minimum though no lower than \$250,000.) Staff is concerned, however, about the increased demands on Authority staff who will need to oversee many more projects, especially with the time needed to oversee projects funded that the Measure J TLC and PBTF programs.</p>
Recommendations	<p>Keep the \$2.47 million as federal funds but pursue MTC approval of a lower minimum project size; select programs and projects for funding based on each RTPC's recommendation for its share of the \$2.47 million</p>
Financial Implications	<p>The federal funds will require an 11.47 percent match in local funds</p>
Options	<p>Exchange the federal funds for Measure J funds but hold back a portion of the Measure J funds to provide needed administration of the projects and programs funded</p>
Attachments	<p>A. MTC Resolution 3331</p>
Changes from Committee	

Background

As part of its *Climate Initiatives Program*, MTC has allocated \$2.47 million in federal CMAQ funds to support Safe Routes to School (SR2S) programs and projects. These funds have a number of restrictions on their use, both from their being federal funds and from the rules that MTC has set for Cycle 1 CMAQ funds. While SR2S activities are often defined as including “the 5 Es” — engineering, enforcement, encouragement, education and evaluation — the federal CMAQ requirements generally limit funding for SR2S activities to engineering, encouragement and education. The evaluation of specific projects or programs is allowable (and required by the MTC program) but the more general evaluation of needs — for example, conducting walkability audits or SR2S plans around schools — is not. Because they would be receiving federal funds, sponsors would need to go through the Caltrans local assistance process, a staffing-intensive effort.

The MTC program also requires that projects in Contra Costa, Alameda and Santa Clara counties have a minimum size of \$500,000. Because Contra Costa has minimized the number of projects funded through the three CMA Block Grant programs, MTC staff may allow projects as small as \$250,000 — the minimum for the other six Bay Area counties — for SR2S activities in Contra Costa.

Local and RTPC staff throughout Contra Costa have expressed an interest in funding both programmatic (education and encouragement) and engineering (design and construction of physical improvements) activities. The physical improvements mentioned — a sidewalk gap or improved signage near school entrances and drop-off locations, for example — often cost less than even the \$250,000 minimum. Authority staff’s rule-of-thumb is that projects that cost less than \$300,000 are usually not worth the administrative costs to go through the Caltrans local assistance process.

Because SR2S needs likely vary among the four subregions, the Authority has proposed dividing the \$2.47 million among the four subregions. Each RTPC would then have the responsibility for recommending how to allocate their share to a specific mix of eligible projects and programs. Authority staff would then create a SR2S program that combines those recommendations into a single list of activities for submittal to MTC.

Recommended Approach

RTPC managers and the Safe Routes to School Task Force met Monday, March 28 to discuss how to allocate the \$2.47 million in SR2S funding. The staff at that meeting recommended that the Authority:

1. Try to exchange the \$2.47 million in federal CMAQ funds with another project and use freed-up Measure J funds to implement SR2S projects and programs. The other project would need to be already approved for federal funding and have at least \$2.47 million in CMAQ-eligible

components as part of the approved projects. Staff is looking at Segments 1 and 3a of the State Route 4 widening as possible candidates for this exchange.

2. The Measure J funds would be used only for programs and projects that further the purposes of the SR2S component of MTC’s *Climate Initiatives Program*, namely, to reduce greenhouse gas emissions by encouraging students to walk, bicycle or carpool to school.
3. Ask the RTPCs to recommend programs and projects using their share of the \$2.47 million. The mix could be all programs, all projects or a mix of the two.
4. Base the allocation of these funds among the subregions on a 50-50 split, that is, 50 percent based on the share of population (the most-common Measure J split) and 50 percent based on the share of K–12 enrollment. This split is outlined in the following table.

Recommended Allocation of SR2S Funds Among the Subregions: 50% Population, 50% K–12 Enrollment

Subregion	Share By Population		Share By Enrollment		“50-50”	
	2010	Share	2010	Share	Average	Allocation
West	249,612	24%	31,757	19%	21%	\$529,000
Central	307,859	29%	43,306	26%	28%	\$683,500
East	294,866	28%	51,035	31%	29%	\$726,000
Southwest	203,262	19%	39,297	24%	22%	\$531,500
	1,055,599	100%	165,395	100%	100%	\$2,470,000

5. To limit bureaucratic overhead, sponsors should be limited to one project although that project can include multiple locations throughout the jurisdiction.

MTC Requirements

MTC outlines its policy on fund exchanges in Resolution 3331. That resolution allows counties to direct their share of regional discretionary funds – federal or state – to local projects. That resolution sets three basic requirements for these exchanges:

1. All exchange projects should be consistent with the programming policy of the original MTC funding source. In this case, the policy is the reduction of greenhouse gas emissions through the development of SR2S projects and programs
2. All project sponsors must report of contract award to MTC through the applicable CMA, and
3. MTC must approve the list of specific projects or categories of activities to be funded with the exchanged local funds.

MTC staff notes that any exchanges are subject to MTC approval and that the CMA must provide both the details and justification for the request.

Staff Concerns

As noted above, local staff have identified a number of potential projects much smaller than the \$500,000 minimum that MTC has set or even the \$250,000 minimum that they may allow. Every project funded will add to the workload of Authority staff who administer the program even though the local assistance process is primarily a Caltrans effort. Exchanging the federal funds for Measure J funds would add significantly to Authority workload, first, by making Authority staff solely responsible for overseeing projects and ensuring their timely completion and, second, by allowing much smaller projects and thus potentially multiplying the number that Authority staff would be responsible for substantially. With a \$250,000 minimum request, the federal funds could go to up to nine projects. With the Measure J funds and a \$100,000 minimum, the Authority could be responsible for up to 24 projects and would face a significant increase in demands on staff time.

Staff is also concerned about how the Authority can ensure that the projects funded will be delivered in a timely manner, as MTC will require as part of any exchange of federal funds. We have had issues recently with project deliverability which have resulted in the loss of federal funds to Contra Costa and substantial increases in demands on Authority staff will not help our ability to get projects delivered on time.

Recommendation

Authority recommends that we keep the \$2.47 million as federal funds but pursue MTC approval of a lower minimum project request. We would still select programs and projects for funding based on each RTPC's recommendation for its share of the \$2.47 million. That share would be based on the "50-50" split outlined above. The sponsors of the projects and programs proposed would be responsible for identifying and committing to providing the required 11.47 percent match.

If the Planning Committee, however, recommends exchanging the federal funds — which will still require MTC approval — Authority staff would note that a share of those funds should be retained to fund additional staff oversight that will be needed for these new projects. Authority staff will also need to prepare a letter to MTC requesting this exchange of funds, describing justification for the exchange and the categories of projects that would be funded, and the Authority's commitment to ensure that the programs and projects funded are implemented consistent with the timelines required in Resolution 3331.

ATTACHMENT A

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

ABSTRACT

Resolution No. 3331

This Resolution establishes the regional policy for fund exchanges for projects programmed with regional discretionary funds.

Further discussion of this action is contained in an MTC "Programming and Allocation Summary Sheet" dated January 10, 2001.

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

Re: Policy for Funding Exchanges for Projects Programmed with Regional Discretionary Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3331

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the Bay Area for transportation purposes; and

WHEREAS, in some instances, project delivery may be streamlined through an exchange of federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), or State Transportation Improvement Program (STIP) funds for local funds; and

WHEREAS, MTC supports the efficient use of transportation funds; and

WHEREAS, MTC must ensure that regional discretionary funds are used for priority projects in the region as identified in the Regional Transportation Program (RTP); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, includes a policy for allowing exchanges of funding between regional discretionary programs and local programs in order to support both flexibility and control in the use of regional discretionary funds; now, therefore, be it

RESOLVED, that MTC approves the policy set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

James T. Beall Jr., Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on January 24, 2001

Date: January 24, 2001
W.I.: 51.2.10
Referred by: P&AC

Attachment A
MTC Resolution No. 3331
Page 1 of 1

Policy for Allowing Exchanges for Projects Programmed With Regional Discretionary Funds

General Policy

This policy allows counties, at the time of programming, to direct their share of regional discretionary dollars to projects that have already met state and federal requirements and retain local dollars for transportation projects that would be proportionately more costly to deliver with federal or state funds. The ‘fund exchange’ policy outlined below expands the flexibility for using regional discretionary funds and preserves regional transportation investment goals. This exchange policy does not apply to exchanges coordinated without the use of MTC’s regional discretionary funds.

Specific Policy Provisions

As used below, “exchange projects” refer to the projects funded with local dollars and “substitute projects” refer to the projects funded with federal or state funds.

Requirements for “exchange projects:”

- All exchange projects should be consistent with the programming policy of the original MTC funding source. For example, if the funding was intended to fund local road maintenance, the local exchange projects should meet the same transportation investment goal.
- Project delivery objectives should also be preserved. Because the regional policies are based on obligation deadlines – which does not have a local fund counterpart – MTC will require that counties report on contract award. This information would be advisory unless MTC staff finds that awards are lagging significantly.
- MTC must review and approve either the list of specific exchange projects or the categories of projects to be funded from an exchange program (such as transit rehabilitation or local road rehabilitation in a certain geographic area) depending on the nature of the regional discretionary program.

Requirements for “substitute projects:”

- All substitute projects must be consistent with the Regional Transportation Plan (RTP).
- All substitute projects must adhere to the project delivery requirements associated with the funds programmed.

In order to compare regional investments against the goals of the RTP, MTC staff will also enter exchange projects into a funding database. Therefore, counties and sponsors making use of this fund exchange program will be asked to provide certain project information. In some cases, projects will be amended into the Transportation Improvement Program (TIP). However, if a project is not regionally significant, MTC staff will not necessarily amend it into the TIP.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 10, 2001

Item Number 3f

Resolution No. 3331

- Subject:** Policy for Allowing Fund Exchanges for Projects Programmed with Regional Discretionary Funds
- Background:** Several counties have requested to use regional discretionary funds on locally-funded transportation projects that have already met certain federal and state funding requirements. In turn, “clean” local funds are directed to projects that have not yet met requirements for receiving state and federal funds. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of MTC’s original programming policy.
- Request:** Establish a fund exchange policy that will allow counties to direct their share of regional discretionary funds – federal or state – to local projects with the requirement that local funding is directed to projects consistent with MTC’s original programming policy. This exchange policy supports flexibility in the use of transportation dollars and preserves regional transportation investment priorities. This policy is limited to fund exchanges involving regional discretionary funds.
- Issues:** None.
- Recommendation:** Refer Resolution No. 3331 to the Commission for approval as requested.
- Attachments:** MTC Resolution No. 3331
Attachment A: Exchange Policy

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Safe Routes to School Recommendations

The Authority adopted the following approach to allocating funds through MTC's Safe Routes to School program at its 20 April 2011 meeting.

BACKGROUND

Contra Costa has \$2.47 million in federal CMAQ funding to allocate for Safe Routes to School programs or projects (or some combination of the two). Activities must be CMAQ-eligible and further the purposes of MTC's SR2S program. (Essentially, activities funded must either implement a physical improvement or educate or encourage students to walk or bicycle to school as a way to replace vehicle trips and thus reduce emissions.)

MTC set a minimum size of \$500,000 for each CMAQ-funded project in Contra Costa though they have tentatively agreed to allow projects as small as \$250,000. Since the funds are programmed in fiscal year 2012, all programs and projects must complete the State Local Assistance process by February 1, 2012.

DISCUSSIONS WITH LOCAL AND RTPC STAFF

Authority staff met with the SR2S Task Force, RTPC managers and members of the City-County Engineers Advisory committee familiar with the State Local Assistance process to work out a feasible approach to allocating the \$2.47 million in federal CMAQ funds for Safe Routes to School purposes. At an earlier meeting, the task force and RTPC staff recommended pursuing the exchange of the federal SR2S funds for Measure J funds by substituting Measure funds previously programmed for an existing federalized project with the CMAQ funds from the SR2S program.

After exploring this option further, the Authority staff recommended to the Planning Committee that it *not* exchange the federal funds for Measure funds because:

1. We're not sure that MTC would approve such an exchange.
2. We will also need approval from both Caltrans and FHWA.
3. The exchange would add significantly to demands on Authority staff.
4. The exchange may, by setting a February 1, 2012 deadline for use of CMAQ funds, put the \$2.47 million at risk as the projects that can receive the CMAQ funds are dependent on State bond sales.

The group reviewed the various requirements of the federal and MTC processes and programs, such as the size of minimum funding requests, and how the RTPCs and potential sponsors could successfully respond to them, for example by bundling of smaller projects into a single larger project or creating or expanding multi-jurisdictional SR2S programs.

The group spent considerable time discussing the difficulties in identifying projects that meet the minimum size requirement (\$250,000 plus local match) as either stand-alone projects or programs, or as bundled projects with multiple locations in multiple locations. The biggest concern was that each project sponsor would need to get its right-of-way certification, NEPA clearance and other design approvals by February 1, 2012. Even projects that were categorically excluded from NEPA and required no right of way or utility relocation could have a hard time completing the Local Assistance process by February 1.

Staff and meeting attendees did agree that the RTPCs should recommend how to allocate the funds within their subregions and that the 50/50 split — 50 percent based on population and 50 percent on k-12 enrollment — should be used to determine subregional allocations.

THE TWO RTPC OPTIONS

The group recommended that the RTPCs pursue one of the following two options:

1. Recommend a stand-alone program or project that can meet both the federal and MTC requirements; education and outreach programs could either expand existing programs or create new ones within the subregion.
2. Find an already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds.

RTPCs could recommend either the stand-alone option or the “swap” option or a combination of the two. Or an RTPC could propose a stand-alone project and a stand-alone program.

Whether it funds programs or projects, the minimum request of federal funds would be \$250,000. (The total cost of CMAQ-eligible components, including the local match, would have to be at least \$282,500.)

Programs

If the RTPC proposes to use some or all of its share of SR2S funds for program activities, it must identify:

1. What activities will be funded (a detailed set of activities and budget for each set will be required later).
2. How the required local match (11.47 percent) will be provided.
3. What agency will implement the program.

The Authority could serve as the project sponsor (possibly using STP funds set aside for the SR2S Master Plan). Under this arrangement, the Authority would establish agreements either with existing programs (511 Contra Costa, Streets Smarts in San Ramon Valley, Contra Costa Health Services in West County) or with other providers. Alternatively, these existing programs could serve as the project sponsor to provide new services or cover new areas.

RTPC managers also requested that the Authority consider requests to use comparable amounts of Measure J funds, from the CC-TLC, PBTF or other programs, to be used for sidewalk gap closures and other small SR2S projects.

Projects

If the RTPC proposes to use some or all of its share of SR2S funds for physical improvements, it would identify a project that is already “federalized”, that is, that already has federal funds programmed towards it in the TIP and can meet the February 1, 2012 deadline. The project must have at least \$282,500 in CMAQ-eligible components that the sponsor isn’t already receiving CMAQ funds (both the CMAQ- and the local match-funded components must be CMAQ-eligible)

If \$282,500 of the project is eligible for SR2S funding — for example, by providing sidewalk and crosswalk access to a school — then the project could use all \$250,000 of the SR2S funds. Alternatively, if none of the project was eligible, then the RTPC would need to identify other projects that could use local funds exchanged from the project that would provide \$250,000 in SR2S-eligible components. The Authority would need to request and MTC would need to approve any such exchange funds.

LOCAL MATCH AND ADMINISTRATIVE COSTS

Since the SR2S program is funded with federal CMAQ funds, those funds will need to be matched with local funds. For this program, the local match must be at least 11.47 percent of the total cost of the CMAQ-eligible components of the program or project. Sponsors will need to identify the source of the local match. Staff time used to oversee the project or program can be used to fulfill at least a portion of the local match. (This staff oversight, or “construction management” in the case of a construction project, cannot exceed 15 percent

of the cost of the “construction” phase of the project, however. In addition, any consultant staff used for oversight or construction management must be contracted with through a competitively bid process.)

The group discussed using federal STP funds allocated for the Safe Routes to School Master Plan to help set up and administer SR2S programs in Contra Costa funded through MTC’s program. The Authority’s original scope of work for the Master Plan did include an optional Task 4 — “Implement Initial Program for SR2S Funds” — that noted that “the scope of services for the Consultant Team may be amended to include involvement in the oversight of education and outreach programs funded through the CMAQ program.” While the use some Master Plan funds could be used to oversee and help set up SR2S programs, they would not count as a local match since they too are federal funds.

INFORMATION REQUIRED FOR FMS DATABASE

Sponsors must enter their project or program into MTC’s Fund Management System (FMS) database (<http://fms.mtc.ca.gov/fms/home.do>). The first step in this process is for each sponsor to get an FMS ID that will allow him or her to enter the necessary project information.

The FMS project entry form contains nine “tabs” of information that sponsors must fill out:

<i>Tab</i>	<i>Key Information</i>
<i>General information</i>	Project name, county, sponsor, implementing agency, etc.
<i>Project description</i>	Mode and submodes served and percentage of funding for each, project type, purpose, description, expanded description and transportation problem addressed
<i>Project location</i>	Location included political districts
<i>Funding</i>	For each phase and funding source, the programmed year and amount
<i>Delivery milestones</i>	Environmental documents, PSR, and PSE
<i>Screening criteria</i>	Relationship of project to ITS, bicycle-pedestrian and transit plans and facilities and consistency with ADA requirements

Tab	Key Information
Contact information	For both sponsoring and implementing agencies
Project documents	Includes required Resolutions of Local Support
Air quality	Questions relating to consistency of project with air quality requirements. Note: sponsors are strongly encouraged to work through this section with Authority staff

SCHEDULE

The Authority will need to request an amendment from MTC, Caltrans and FHWA to add these programs and projects to the TIP. As noted above, either one umbrella TIP entry could cover all of the program activities within Contra Costa or each could be listed separately. Each project will need to have a separate TIP entry.

The next deadline for submitting amendments to the TIP is **May 26, 2011**. The following schedule would be needed to meet this deadline:

- April 22, 2011** Board approval of SR2S approach (or alternative)
 - RTPCs identify approach to use their subregional share consistent with the preceding options
- May 4, 2011** Planning Committee receives update on RTPC progress to date on defining their subregional approaches
- May 13, 2011** Sponsors complete entry of their projects or programs into MTC’s FMS database
- May 18, 2011** Board approves SR2S projects for amendment into the TIP
- May 26, 2011** Deadline for submittal of final project or program entries into FMS
 - MTC staff agrees to submit new projects and programs as part of TIP Amendment 11-09
 - Sponsors begin Local Assistance Process
- February 1, 2012** Deadline for submittal of application for funding to Caltrans

RECOMMENDATIONS

1. Ask the RTPCs to recommend how to allocate their share of CMAQ funds available through MTC's SR2S program
2. Base this share 50 percent on population within the subregion and 50 percent on k-12 enrollment
3. Ask the RTPCs to recommend projects or programs that can meet the Caltrans and MTC requirements and that are either:
 - a. A stand-alone program or project, or
 - b. An already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds
4. Set a minimum request for SR2S funds of \$250,000 (the minimum program or project size would be \$282,500)
5. Set aside funds, if needed, from the SR2S Master Plan contract to help oversee and support programs or projects funded through MTC's SR2S program (although those funds may not be used as the required match)

EXHIBIT A

STATE-LEGISLATED SAFE ROUTES TO SCHOOL (SR2S) PROGRAM

APPLICATION (8TH CYCLE)

Please read the Safe Routes to School Program Guidelines available on the SR2S website and pay special attention to Section 7 - Application Form Instructions - while preparing this application. An incomplete or altered application format will be disqualified from further review. The entire application package, including attachments, shall not exceed 30 pages.

This page must be the first page of the application. Applications must be stapled in the upper left hand corner. Applications bound by any other means will not be accepted, e.g. binders, protective covers, spiral threading, etc. A transmittal letter, if submitted, should be attached to the application with a removable binder clip.

I. APPLICATION INFORMATION

Applicant (Agency): Brentwood **Caltrans District:** 4
Address: 708 Third Street
City: Brentwood **County:** Contra Costa **Zip:** 94513
Contact Person: Steve Kersevan
Phone: (925) 516-5316 **Ext:** **E-Mail:** skersevan@ci.brentwood.ca.us
Metropolitan Planning Organization (MPO): MTC

II. PROJECT INFORMATION

School Names(s): Heritage High School and Adams Middle School
School District(s): Liberty Union and Brentwood Union
Amount of SR2S funds requested: \$297,240.00

Project Description: Provide a brief description of the proposed project improvements i.e. Construction of new sidewalks, curb ramps, and crosswalks; installation of bicycle racks and lockers in Jonesville Middle School.

Project would construct a new traffic signal on American Avenue at the main parking lot entrance for Heritage High School

Project Location: Provide a brief description of the general location(s) of the proposed project i.e. The intersection of First Street and Second Street in the City of Jonesville.
American Avenue at Heritage High School parking lot entrance

State Legislative District of project location:

Senate District: 5 **Assembly District:** 15

No more than 3 applications may be submitted by a single agency. Total number of project applications being submitted: 2

If more than one application is being submitted, what is the priority of this application? 2

Improvement categories included in the proposed project: (check all that apply)

- Pedestrian Facilities
- Bicycle Facilities
- Traffic Control Devices
- Traffic Calming and Speed Reduction
- Public Outreach and Education
- Other (describe) _____

III. PROJECT COST ESTIMATE

	SR2S Funds	Local Funds	Other Funds	Total Cost
Preliminary Engineering				
Environmental		1000		1000
PS&E	10000	10000		20000
Right of Way				
Engineering				\$0.00
Appraisals, Acquisitions & Utilities				\$0.00
Construction				
Construction Engineering		23020		23020
Construction ⁽¹⁾	230200			230200
Public Outreach & Education⁽²⁾				
Includes education, enforcement, and encouragement activities.				\$0.00
Subtotal	240200	34020	\$0.00	\$274220
Contingency⁽³⁾	23020			23020
Total Project Cost⁽⁴⁾	263220	34020	\$0.00	297240

(1) For construction cost, provide a detailed Engineer's Estimate (use form provided on SR2S web site).

(2) Public Outreach & Education "Total Cost" may not exceed 10% of the Construction "Total Cost".

(3) Contingency "Total Cost" may not exceed 10% of the "Subtotal".

(4) SR2S funds may not exceed 90% of "Total Cost" or \$900,000.

In some cases, the review committee may recommend that a project be funded providing certain components are removed from the project scope. Will the applicant proceed with the construction of the project if its scope and cost are reduced? Y N X

IV. PROJECT SCHEDULE

Estimated dates of completion for the major milestones shown below assuming the project is approved for funding (three months after the application due date):

Request Allocation to Proceed with PE:	<u>8/09</u>
Complete Environmental Document:	<u>10/09</u>
Request Allocation to Proceed with Right of Way:	<u>N/A</u>
Obtain Right of Way Clearance:	<u>N/A</u>
Request Allocation to Proceed with Construction:	<u>12/09</u>
Award Construction Contract:	<u>4/10</u>
Complete Construction:	<u>8/10</u>

V. EVALUATION CRITERIA

The applicant's responses to the following seven weighted questions will be used to evaluate the proposed project. Scores from applicant responses to those weighted questions will be totaled to yield the final score. Maximum score: 50.

The scoring rubrics accompanying the questions below are intended to help the applicant better understand the depth and scope of information being sought and to help the reviewer strive for consistency when evaluating applicant responses. Applicants should feel free to expand their responses to include additional information not specifically asked but relevant to the project.

1. *Demonstrated need.* Describe the reasons you are applying for SR2S funds. Describe the risks facing students who walk or bike to school. (10 pts.)

The intersection in question is currently controlled by a three way STOP. In order to provide safe passage for pedestrians the school district is currently funding a crossing guard to cross middle school and high school students across the opening to the parking lot. The access to the parking lot is a dual right turn lane and similarly the egress is a dual left turn lane. American Avenue has a rather heavy pedestrian movement serving both schools.

Scoring Rubrics:

- Applicant provides a clear, detailed description of all the safety risks currently being encountered, along with a description of the surrounding environment. Cites recent injuries and fatalities among students who walk/bicycle to school along certain routes along with documentation. Explains methodology used to support claim. Documentation may include data related to crash circumstances i.e. vehicular speeds, roadway features, neighborhood characteristics, etc. Data collection methodology may include CHP reports, surveys, audits, observational accounts, etc. Links the risks to the injuries/fatalities. (8-10 pts.)

- Applicant provides a brief description of all the safety risks currently being encountered, and the surrounding environment. Cites strong potential for injuries/fatalities occurring if safety risks are not addressed as evidenced primarily by anecdotal accounts. Applicant provides a general explanation of methodology used to support claims. (5-7 pts.)
- Applicant provides a vague description of the safety risks currently being encountered and the surrounding environment. No recent incidences of injuries/fatalities cited. (2-4 pts.)
- Applicant provides little to no information regarding safety risks currently being encountered. No apparent history of injuries/fatalities cited. (0-1 pt.)

2. *Proposed solution for reducing child injuries/fatalities along current and proposed routes.*

Provide a detailed description of the safety problem(s) and proposed solution for reducing injuries/fatalities. Describe project scope and the locations targeted for improvement. Expand upon the descriptions provided on the first page of the application. Reference your exhibits or attachments in this section. (5 pts.)

The construction of a traffic signal would provide for a separate pedestrian movement across the parking lot access while controlling right and left turning vehicles. The signal would also relieve the school district from the cost of a crossing guard. The signal would be designed to control right turning vehicles by way of a right turn arrow and not allow right turns on the red phase.

Scoring Rubrics:

- Applicant provides clear, detailed description of the existing and proposed roadway conditions i.e. intersection geometrics, presence of curves, sight-distance issues at crosswalks, lane and shoulder width, vehicle speeds, lighting, etc. Clearly describes how the proposed solution will reduce injuries/fatalities. Demonstrates an integrated approach to addressing the safety hazards. Fully describes project's scope, location, and its proximity to the school(s). Location description should be very specific i.e. "Sidewalk construction is located along a major arterial between First Street and Second Street." May include other relevant information i.e. neighborhood demographics, geographic characteristics, etc. (4-5 pts.)
- Applicant provides a general description of the above, and how the safety hazards will be addressed, in reducing injuries/fatalities. Applicant provides a general description of the project's scope, location, and proximity to the school(s). (2-3 pts.)
- Applicant provides a vague description of the above, and how safety hazards will be addressed in reducing injuries/fatalities. Applicant provides little to no description of project's scope, location, and proximity to the school(s). (0-1 pt.)

3. *Degree of collaboration/partnerships.* Describe your approach in developing the project. (10 pts.)

The City of Brentwood has worked closely with both the Brentwood Union and Liberty Union School Districts at designing and funding

various projects along the American Avenue corridor to improve pedestrian and bicycle movements.

Scoring Rubrics:

- Applicant provides a clear, detailed description of the process followed in identifying the safety risks and the agencies/organizations that participated in the development of the project. Provides strong evidence that the applicant made a concerted effort to reach out to stakeholders and collaborate with others in arriving at the best solution i.e. engineers, bicycle/pedestrian advocates, school officials, parents, etc. Provides evidence that a full range of alternatives were considered and provides a rationale for the preferred alternative. (8-10 pts.)
 - Applicant provides a general description of the process followed in identifying the safety risks and participants in that process. Provides some evidence that the applicant made an effort to collaborate. Cites that some alternatives were considered and rationale for the preferred alternative. (5-7 pts.)
 - Applicant provides a brief description of the process followed in identifying the safety risks and participants. Suggests that participants arrived at a single solution early, and that few alternatives if any, were considered. (2-4 pts.)
 - Applicant provides vague description of the process followed in identifying the safety risks. Suggests a non-inclusive process whereby the project was developed in a vacuum. (0-1 pt.)
4. ***Project sustainability.*** Describe any ongoing and/or planned Safe Routes to School program efforts specifically targeted towards education, encouragement, and enforcement activities. (5 pts.)

The City of Brentwood has received Office of Traffic Safety funds in the past to distribute bicycle helmets and promote pedestrian and bicycle safety at these two schools.

Scoring Rubrics:

- Applicant describes an integrated approach of incorporating non-infrastructure strategies in an infrastructure project i.e. walkability audit around a school(s), parent survey, PTA safety needs assessment, volunteer task force report, etc. Identifies strategies to keep the momentum going after project completion i.e. on-going Safe Routes to School Task Forces. Produces evidence of past efforts i.e. survey results, study reports, along with resulting outcome i.e. effectiveness, number of children reached, etc. Cites education/encouragement/enforcement efforts already underway to complement project or commits up to 10% of the construction funds for an education/encouragement/enforcement element. (4-5 pts.)
- Applicant few details regarding any non-infrastructure strategies, and how they will be incorporated into the project. (3-4 pts.)
- Applicant provides little to no information on non-infrastructure strategies. (0-1 pt.)

5. Potential for encouraging walking and bicycling. Describe how the proposed project would encourage more students to walk or bicycle to and from school more frequently. Provide an estimate for the increased number of children that would walk and bicycle on a daily basis due to the project. (10 pts.)

· Safer passage along American Avenue would relieve parents of some of the concerns they currently have when determining whether to allow their children to walk to school.

Scoring Rubrics:

- Applicant provides a clear, detailed strategy to encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. Explains the methodology used to project increase i.e. comparable projects in comparable schools, past pilots or demonstration projects within the school(s), prior survey results, etc. Provides strong evidence that the project will be sustained after the project is completed. (8-10 pts.)
- Applicant provides a general strategy to encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. However, applicant does not fully explain the methodology used to make projection. Does not suggest that the project will be sustained after project is completed. (5-7 pts.)
- Applicant provides a sketchy description of how the project will encourage more students to walk/bicycle to school more often. Provides an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. However, applicant provides a weak explanation of how the projected increase was determined. Does not address the issue of sustainability. (2-4 pts.)
- Applicant fails to describe how the project will encourage more students to walk/bicycle to school more often. Fails to provide an estimated increase in the number or percentage of students within the target school(s) projected to walk/bicycle as a result of the project. Does not address the issue of sustainability. (0-1 pt.)

6. Support from other agencies/organizations. Describe the degree of support from other agencies/organizations as evidenced by shared resources. If the proposed project integrates resources from other entities, identify the sources and how they will enhance the SR2S project i.e. provide additional funds/staffing for infrastructure improvements or in the development of education, enforcement and encouragement programs. (5 pts.)

The City of Brentwood along with the Brentwood Police Department, Liberty Union High School District, Brentwood Union School District, parents and students formed a task force to discuss various options to help relieve congestion along American Avenue as well improve safety for bicyclists and pedestrians. As a result a new 10 foot wide pedestrian/bicycle pathway was constructed. The funding for this pathway was shared between the City and both school districts. The Task Force also recommended a traffic signal on American Avenue at the

High School parking lot entrance/exit. Due to the cost it was agreed that grant funding would be pursued in order to construct the signal.

Scoring Rubrics:

- Applicant cites other resources that are available to complement or expand current or future infrastructure or non-infrastructure projects. Provides a detailed description of partnerships with other agencies/organizations, and cites specific examples of coordination i.e. joint funding, shared volunteer efforts, in-kind services, etc. Applicant cites that the project is consistent with a shared community vision as evidenced in planning documents i.e. community's general plan, safety plan, circulation plan. Explains how the project will advance that vision as the first of other planned efforts or as a continuation of efforts already underway. (4-5 pts.)
- Applicant cites few resources if any, that are available to augment SR2S funds to complement or expand current or future infrastructure or non-infrastructure projects. Provides a general description of partnerships with other agencies/organizations, but does not cite specific examples. Applicant may cite that the project is consistent with a community vision; may explain how the project will advance that vision. (3-5 pts.)
- Applicant does not cite other resources available to augment SR2S funds. Project appears to be funded solely by SR2S funds. Does not appear to involve partnerships with other agencies/organizations. Applicant fails to link project to community vision. (0-2 pts.)

7. ***Deliverability.*** Describe the agency's past implementation performance and whether there are any "red flags" regarding this project. Describe any issues or concerns that may impact the delivery of the project. (5 pts.)

There are no right of way issues to deal with and the project would be constructed during the summer or winter break in order to avoid conflicts with school related commuting.

Scoring Rubrics:

- Applicant states that there are no issues or concerns that would delay submittal of the Request for Allocation to Proceed within six months i.e. no environmental, right-of-way, utility, Americans with Disabilities Act (ADA) issues. Applicant does not have projects which have sat unobligated for over two years; are stalled as "inactive"; have not come in for Preliminary Engineering in over ten years; or are on Cooperative Work Agreement (CWA) status. (5 pts.)
- Applicant states that some of the issues or concerns noted above may cause a delay in submitting the Request for Allocation to Proceed within six months. (3-4 pts.)
- Applicant has a history of losing funds due to inactivity. States that several of the issues or concerns noted above may cause a delay in submitting the Request for Allocation to Proceed within six months. (0-2 pts.)

The following attachments are required:

-
- A. A general map showing the location of all proposed improvements and their proximity to the school and school routes.
 - B. A site plan for each improvement location showing existing and proposed conditions.
 - C. Detailed Engineer's Estimate (Use form provided on SR2S web site)
 - D. Letters of support from project partners and advocacy groups.
 - E. Applicable 'warrants' for projects with traffic control devices.

Photographs supplementing "A" and "B" above are highly recommended.

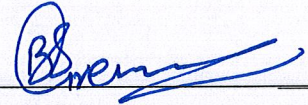
VI. APPLICATION SIGNATURES

The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Local Agency Official

Name: Bailey Grewal

Signature: _____




Title: City Engineer

School Official

Name: Dan Smith

Signature: _____



Title: LUHSD Superintendent

Person to Contact for Questions

Name: Steve Kersevan

Title: Engineering Manager - Traffic

Phone Number: (925) 516-5316

Email: skersevan@ci.brentwood.ca.us

California Highway Patrol Approval

If the SR2S project application proposes improvements on a freeway, state highway, or county road having California Highway Patrol (CHP) enforcement authority, a CHP Officer must approve of the project.

California Highway Patrol Approval: _____

(Signature)

(Print Signing Officer's Name and Title)

Local Law Enforcement Agency Approval

If the SR2S project application proposes improvements that do not require a CHP Officer's approval, it is recommended that the applicant either obtain a letter of support from the local law enforcement agency to show acknowledgement and support of the project or have a local law enforcement representative sign below:

(Signature)

Chief of Police - Mark Evenson

(Print Signing Officer's Name and Title)



Liberty Union High School District

20 Oak Street

Brentwood, CA 94513

Phone: (925) 634-2166 Fax (925) 634-1687

Daniel M. Smith, Superintendent

Caltrans Safe Routes to School Program

Sylvia Fung, Director Caltrans Office of Local Assistance-District 4

111 Grand Avenue Oakland, CA 94612

April 3, 2009

To Whom It May Concern:

Liberty Union High School District enthusiastically supports the City of Brentwood's application to the Caltrans Safe Routes to School Program to install a traffic signal on American Avenue. This traffic signal will serve over 2,000 students and 160 faculty and staff at Heritage High School and hundreds more at Brentwood School District's Adams Middle School.

Two of the members of the District's Governing Board, President Steve Barr, and Board member Holly Hartman, participated on the Brentwood City's American Avenue Task Force which served as a catalyst for this Caltrans Safe Routes to School application. Our District's Director of Project Development, Wayne Reeves, and I served as liaisons for this "blue ribbon" task force which included elected officials, parents, students, and district staff members.

One of the outcomes from the Task force was the recommendation that the installation of a traffic signal on American Avenue would significantly reduce the dangers for students, parents, and community members. Currently there are daily safety concerns for the many pedestrians, bicyclists, and automobile drivers who travel on the congested American Avenue.

The traffic signal will also assist traffic control efforts to reduce congestion by directing parents, students, faculty and staff during peak traffic hours at Heritage High School and Adams Middle School. By enhancing the safety of the streets, crosswalks, sidewalks, and road crossings, there is also greater likelihood that students and families will make the healthy decision to walk and ride a bike to school.

Liberty Union High School District has a successful history of partnership with the City of Brentwood. We have been able to accomplish a number of significant joint-use ventures that have proven to be beneficial for students and for the entire community. Examples include: two new gymnasiums, Olympic size swimming pool, all-weather track, artificial turf, parking facilities, and collaboration on the planning and construction of a new comprehensive high school. We look forward to continuing to work with the City of Brentwood to improve the safety of our students and community.

Sincerely,

Dan Smith

Superintendent Liberty Union High School District

**Detailed Engineer's Estimate
For Construction Items Only**

Agency: City of Brentwood

Project Name: American Avenue Traffic Signal

Project Location: American Avenue

Date of Estimate:

April 2, 2009

Prepared by: Steve Kersevan

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Signal Pole Type 1B	3	EA	\$4,500.00	\$13,500
2	Signal Pole Type 18-3-129	3	EA	\$25,000.00	\$75,000
3	Signal Heads	9	EA	\$3,500.00	\$31,500
4	Pedestrian Heads	2	EA	\$1,250.00	\$2,500
5	Pedestrian Push Button Assembly	2	EA	\$850.00	\$1,700
6	Controller Cabinet Type P	1	EA	\$22,500.00	\$22,500
7	Video Detection	1	LS	\$24,000.00	\$24,000
8	Signal Interconnect	1200	LF	\$5.00	\$6,000
9	Naztec TS2 controller	1	EA	\$7,500.00	\$7,500
10	Battery Back Up System	1	EA	\$10,000.00	\$10,000
11	Traffic Control	1	LS	\$2,500.00	\$2,500
12	Mobilization	1	LS	\$12,000.00	\$12,000
13	Clearing and Grubbing	1	LS	\$3,000.00	\$3,000
14	Striping	1	LS	\$2,500.00	\$2,500
15	Miscellaneous concrete work	1	LS	\$16,000.00	\$16,000
16					
17					
18					
19					
20					

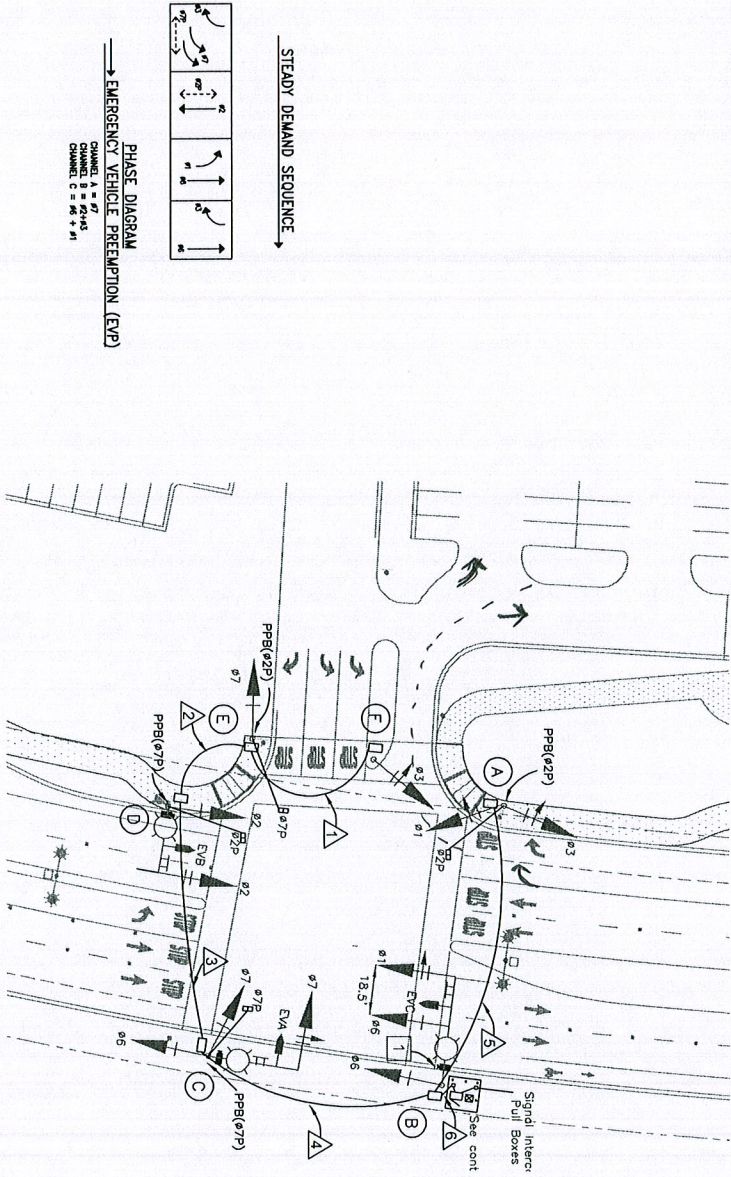
TOTAL: \$230,200



American Avenue at Heritage High School Parking Lot

DRAFT

- GENERAL NOTES**
- WORK ON THESE PLANS SHALL BE PERFORMED IN CONFORMANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS AND STANDARD PLANS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS, AND THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS. ALL WORK SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS AND STANDARD PLANS, THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS, AND THE LATEST EDITIONS OF SIGN SPECIFICATIONS SHEETS AND TRAFFIC MANUALS.
 - CONDUIT IN PARALLEL SHALL BE INSTALLED BEFORE THE FINAL LAYER OF PAVEMENT IS INSTALLED. OTHERS AND CONDUIT SHALL BE INSTALLED AT MINIMUM DEPTH OF 36 INCHES BELOW GRADE USING BURNING METHOD.
 - ALL CONDUIT SHALL BE RIGID NON-METALLIC, PVC SCHEDULE 40.
 - ALL PULL BOXES SHALL BE NO. 5, UNLESS OTHERWISE NOTED.
 - THIS PLAN IS ACCURATE FOR ELECTRICAL WORK ONLY.
 - WORK ON THESE PLANS SHALL BE PERFORMED IN CONFORMANCE WITH THE CITY OF BENTWOOD'S DESIGN AND CONSTRUCTION STANDARDS AND THE SPECIAL PROVISIONS.
 - THE CONTRACTOR SHALL LAY OUT THE TRAFFIC SIGNAL POLE LOCATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND REVIEW OF THE LAYOUT AND FOR APPROVAL FROM THE TRAFFIC ENGINEER. ALL CONDUITS AND THEIR TERMINATIONS SHALL BE CLEARLY MARKED.
 - THE CONTRACTOR SHALL PROVIDE THE CITY TRAFFIC ENGINEER A TRAFFIC CONTROL PLAN FOR APPROVAL TWO (2) WEEKS PRIOR TO THE START OF WORK.
 - WORK ON THESE PLANS SHALL BE LIMITED FROM 8:00 A.M. TO 3:30 P.M. MONDAY THROUGH FRIDAY. ALL WORK SHALL BE LIMITED FROM 8:00 A.M. TO 3:00 P.M. MONDAY THROUGH FRIDAY.



- PROJECT NOTES**
1. SERVICE CONDUIT IN JOHN TRENK.
 2. SHAPE D.C. (FOR DRIVE 21A) IS COILED IN PULL BOX WITH 6' SLACK.
 3. ALL SIGNAL HEADS (LTD) 17" AND HAT BACK PLATES.
 4. THE CONTRACTOR SHALL CONNECT THE EXISTING VEHICLE CONNECTION TO THE CONTROLLER AND ALL NECESSARY CONDUIT FOR PROPER JUNCTION.
 5. PROVIDE & INSTALL VIDEO DETECTION CAMERA ON LUMINAIRE AS REQUIRED FOR SCHEDULED OPERATION.
 6. CONTRACTOR SHALL PURCHASE AND INSTALL VIDEO DETECTION SYSTEM HARDWARE AS REQUIRED FOR SCHEDULED OPERATION.

LEGEND

- [Symbol] DETECTOR HARDWARE
- [Symbol] DETECTOR HANDBUS
- [Symbol] CONNECT NEW AND EXISTING CONDUIT, REMOVE EXISTING CONDUITS AND INSTALL CONDUITS AS INDICATED
- [Symbol] VIDEO DETECTION CAMERA

DCABRT

DALLAS, TEXAS

DALLAS TOLL FREE
1-800-462-7444
FAX: 972-767-2875

NATIONAL OFFICE: 2700 GARDEN CITY BLVD.



TRAFFIC SIGNAL
AMERICAN AVENUE / PARKING LOT

CALIFORNIA

NO.	DESCRIPTION	DATE	BY
1	REVISION		

DATE: 08/12/2024
TIME: 10:00 AM
PROJECT NO.: 236-XXXX
SHEET NO.: 7

SHITG NO.

7