



# CITY COUNCIL AGENDA STATEMENT



October 1, 2019

File ID: 19-0453

## **TITLE**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR THE CALIFORNIA DEPARTMENT OF TRANSPORTATION SUSTAINABLE COMMUNITIES GRANT PROGRAM FOR THE CHULA VISTA NEIGHBORHOOD ELECTRIC VEHICLE TRANSPORTATION PLAN

## **RECOMMENDED ACTION**

Council adopt the resolution.

## **SUMMARY**

Caltrans Sustainable Communities grants are intended to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy, where applicable. Successful projects will also contribute to the State's Greenhouse Gas (GHG) reduction targets, employ the goals and best practices cited in the 2017 Regional Transportation Plan Guidelines, and address the needs of disadvantaged communities. Chula Vista would apply for a citywide Neighborhood Electric Vehicle Transportation Plan grant.

## **ENVIRONMENTAL REVIEW**

The Director of Development Services has reviewed the proposed activity for compliance with the California Environmental Quality Act (CEQA) and has determined that the activity is not a "Project" as defined under Section 15378 of the State CEQA Guidelines because the governmental administrative activity consists of a submittal of a grant application for transportation related projects that have not been fully defined and as such, this action would not result in a potentially significant physical impact on the environment. Therefore, pursuant to Section 15060(c)(3) of the State CEQA Guidelines the activity is not subject to CEQA. Although environmental review is not required at this time, once the scope of individual projects to be funded have been fully defined and the requested grant funding has been received, environmental review will be required for each project as may be needed and the appropriate environmental determination will be made. In addition, notwithstanding the foregoing, the Director of Development Services has also determined that the activity qualifies for an Exemption pursuant to Section 15061(b)(3) of the California Environmental Quality Act State Guidelines. Thus, no environmental review is required.

## **BOARD/COMMISSION/COMMITTEE RECOMMENDATION**

Not applicable.

## DISCUSSION

On August 19, 2019, Caltrans released the Fiscal Year (FY) 2020-21 Grant Application Guide and call-for-applications for the traditional State and Federal funding, as well as grant funding from Senate Bill 1 (Road Repair & Accountability Act of 2017). A total of approximately \$34 million is available for Caltrans Transportation Planning Grants (Sustainable Communities, Strategic Partnerships & Adaptation Planning). The results of these grants should lead to the programming and implementation of transportation improvement projects. These grants are for transportation related planning, not for development of environmental documents, construction, or other ineligible activities identified in the grant application guides.

The Sustainable Transportation Planning Grants include:

- Sustainable Communities Grants (\$29.5 million) to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan/Sustainable Communities Strategy, where applicable. Successful projects will also contribute to the State's Greenhouse Gas (GHG) reduction targets, employ the goals and best practices cited in the 2017 Regional Transportation Plan Guidelines, and address the needs of disadvantaged communities.
- Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.

Staff prepared an application for the Sustainable Communities Grant for the citywide "Chula Vista Neighborhood Electric Vehicle (NEV) Transportation Plan". As required by the Caltrans Transportation Planning Grant program, the applicant must submit a Council Resolution approving the application submittal, authorizing the Director of Engineering and Capital Projects or designee to execute all grant documents, and stating the City's assurance to secure grant funds and implement the grant project. Grant applications are due by October 11, 2019, and grant announcements are anticipated in spring 2020.

### Chula Vista Neighborhood Electric Vehicle (NEV) Transportation Plan

Neighborhood Electric Vehicles (NEVs) are an emerging clean technology: small, electric battery-powered zero-emission passenger vehicles that carry a load of up to 3,000 lbs. and travel up to 45 mph. The City of Chula Vista will work to develop and deliver a citywide Neighborhood Electric Vehicle Transportation Plan, covering an area of over 50 square miles and 460 centerline miles of streets that serve more than 270,000 residents. The plan will meet GHG reduction targets and address the region's increasing traffic congestion. The City has previously implemented transportation and planning projects including the Smart Cities Strategic Action Plan, Global Climate Action/Clean Energy, and a Climate Action Plan.

The NEV Plan will provide the following deliverables:

1. Citywide NEV network plan.
2. Design guidelines and infrastructure cost estimates.
3. NEV policies and legal issues.

4. Developer and stakeholder meetings/workshops.
5. Educational, Marketing and Social Media Campaign.
6. Plan funding estimates.

The passage of Senate Bill 1151, which authorized “any city in the county to establish a[n]... NEV transportation plan”, has created an opportunity for the expansion and development of the City’s nascent NEV infrastructure. The bill includes language that requires cities within San Diego County that are adopting NEV plans to “consult with SANDAG, the Department of Transportation, the Department of the California Highway Patrol, and any applicable local law enforcement agency in preparing a specified report to the Legislature.” Chula Vista has consulted with SANDAG and Caltrans on this grant.

Link to full text of Senate Bill 1151:

[https://leginfo.ca.gov/faces/billTextClient.xhtml?bill\\_id=201720180SB1151](https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1151)

The proposed project will create a citywide NEV Transportation Plan with a citywide NEV infrastructure map as a project deliverable. The City will work with stakeholders, including developers and Disadvantaged Community residents, to establish NEV infrastructure development standards that will provide incentives for NEV infrastructure in newly built communities and future development projects.

To implement a citywide NEV roadway network, the City needs to develop NEV roadway lanes/cross-sections, charging stations, written guidelines, and posted signage.

Through the proposed project, the NEV project team will develop a plan to expand the City’s five (5) miles of existing NEV-friendly roads throughout the entire city (Attachment 1). The citywide NEV plan will investigate and address opportunities for public input, destination and route identification, and design criteria for infrastructure including parking and funding requirements that could lead to a development impact fee program share. Existing bicycle paths will be considered as opportunities to expand the citywide NEV network. Chula Vista is designated as a Bronze Level Bicycle Friendly Community due to an abundance of City bicycle infrastructure and policies that favor non-motorized transportation.

A citywide NEV Transportation Plan will leverage existing and planned infrastructure and facilities among NEVs, bikes, scooters, and pedestrians, thereby supporting the Mobility Hub concept (Attachment 2). A previously awarded Caltrans grant, "Planning for Operations of Mobility Hubs," will be leveraged to incorporate NEVs into other transit hub solutions such as autonomous micro transit, autonomous rideshare, electric vehicle charging infrastructure, and micro-mobility (i.e., dockless bike share/scooter share). The proposed NEV plan will determine the feasibility of shared low-speed pathways that provide safe and low/no emission travel options for travelers of all ages and abilities.

Since NEVs are zero emission vehicles, the NEV Plan proposal builds on the City’s Complete Streets, Transportation Demand Management (TDM), Smart City, climate, and energy conservation policies. Since Chula Vista began working on climate action planning 20 years ago, protocols have been updated and standardized for consistency in reporting statewide. Due to these updates, the oldest inventory year (1990) is no longer compliant with the newer inventory protocols. The baseline was updated to 2005, which has all

the necessary data, and aligns the City's GHG reduction goals with the State's goals to reduce community-wide GHG emissions to 15 percent below 2005 levels by 2020, and 55 percent below 2005 by 2030. While the most recent 2014 GHG inventory demonstrated significant reductions in the transportation sector, additional reductions are still required to meet the City's 2020 and 2030 goals. Additionally, to meet the state's 2050 GHG reduction goal, the City will need to pilot new innovative systems like NEV plan that can reduce transportation sector emissions.

The cost estimate for the NEV Plan is estimated at \$300,000. The City will contribute \$50,000 in matching funds from TransNet. The City is applying for \$250,000 in Caltrans Sustainable Communities grant funding.

All awarded grant funds must be programmed during the State FY 2020-21. The project start date depends on the method of contracting with Caltrans. For MPOs and RTPAs with a current Master Fund Transfer Agreement (MFTA), work may begin as early as July 2020, pending State Budget approval, and Caltrans issuing a formal Notice to Proceed. Once the Notice To Proceed has been issued in FY21, the NEV Transportation Plan will be completed within 18-months.

All final invoices for State-funded grants awarded to MPOs/RTPAs and federal-funded grants awarded to RTPAs must be submitted to Caltrans for approval and reimbursement prior to April 28, 2023. This allows Caltrans sufficient time to comply with the State Controller's Office payment requirements.

#### **DECISION-MAKER CONFLICT**

Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the real property holdings of the City Council members do not create a disqualifying real property-related financial conflict of interest under the Political Reform Act (Cal. Gov't Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decisionmaker conflict of interest in this matter.

#### **CURRENT-YEAR FISCAL IMPACT**

There is no direct impact to the General Fund. If a grant is awarded, staff will return to Council with a recommendation to accept and appropriate the grant funds. Matching funds would come from TransNet.

#### **ONGOING FISCAL IMPACT**

On-going is not applicable because any improvements would come to Council via CIP process in future year's budget process.

#### **ATTACHMENTS**

1. Otay Ranch Town Center NEV paths and trails network
2. SANDAG Regional Mobility Hub Plan

*Staff Contact: Patrick Moneda, Senior Civil Engineer*