



CITY COUNCIL AGENDA STATEMENT



August 25, 2020

File ID: 20-0180

TITLE

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING THE SUBMITTAL OF TWO ACTIVE TRANSPORTATION PROGRAM - CYCLE 5 GRANT APPLICATIONS FOR F STREET PROMENADE PHASE I FROM BAY BLVD TO BROADWAY AND BAYSHORE BIKEWAY FROM E STREET TO LAGOON DRIVE AND STATING THE CITY'S ASSURANCE TO COMPLETE THE PROJECTS

RECOMMENDED ACTION

Council adopt the resolution.

SUMMARY

In the interest of obtaining grant funding toward roadway improvement projects, City staff prepared two (2) applications for the statewide Active Transportation Program – Cycle 5 grant administered by CalTrans and the California Transportation Commission. The applications are for the F Street Promenade – Phase 1 and the Bayshore Bikeway - E Street to Lagoon Drive projects. ATP funds are dedicated to projects that encourage increased use of active modes of transportation.

ENVIRONMENTAL REVIEW

The proposed activity has been reviewed for compliance with the California Environmental Quality Act (CEQA) and it has been determined that the activity qualifies for a Categorical Exemption pursuant to the California Environmental Quality Act State Guidelines Section 15301 (Existing Facilities); Section 15303 (New Construction or Conversion of Small Structures); Section 15304 (Minor Alterations to Land); Section 15183 (Projects Consistent with a Community Plan or Zoning); and Section 15061(b)(3) because it creates a balanced, connected, safe, and convenient transportation network designed to serve all users via walking, biking, public transit, and driving. It can also be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. Further, there is no possibility that the proposed activity would create cumulative impacts that are significant, and there are no unusual circumstances that would cause any such significant impacts. Thus, no further environmental review is required.

DISCUSSION

On May 25, 2020, the California Transportation Commission (CTC) announced the Active Transportation Program (ATP) - Cycle 5 Call for Projects. The purpose of the ATP is to increase the roadway usage by all active modes of transportation, giving preference to areas of high pedestrian and bicycle activity, as well as

disadvantaged communities. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years.

For ATP – Cycle 5, City staff prepared the F Street Promenade – Phase 1 grant application. City staff utilized consultant, Chen Ryan and Associates, to prepare the Bayshore Bikeway - E Street to Lagoon Drive grant application. It is recommended that the City apply for grant funding of these projects as described below:

Proposed Project 1: F STREET PROMENADE – PHASE 1

Project Location:

Overall Project – F Street (Bay Boulevard to Third Avenue)

Phase 1 – F Street (Bay Boulevard to Broadway)

Project Description:

The goal of the F Street Promenade project is to develop a balanced, connected, safe, and convenient transportation network designed to serve all users, regardless of their age or ability, that will also provide multi-modal access (via walking, biking, and transit) to downtown Chula Vista on Third Avenue, the Chula Vista Civic Center, the E Street Trolley Station (one block north of study area), and the Chula Vista Bayfront. The need for the project is identified in the City’s General Plan, the Urban Core Specific Plan and the F Street Promenade Streetscape Study (March 2018):

<https://www.chulavistaca.gov/departments/development-services/planning/f-street-master-plan>

Proposed improvements include enhancing pedestrian and bicycle facilities by expanding the existing five-foot wide sidewalk to create a 12’ wide multi-use pathway on both sides of the street. The project will also include landscaped and lighted parkways, bulb-outs, new or improved crosswalks and the undergrounding of overhead utilities. To provide added space for these improvements, vehicular travel lanes would be reduced to one lane in each direction. On-street parking will remain, but will be relocated to the area of the eliminated travel lane closest to the curblane.

Since ATP requires all projects to be completed within four years of being awarded funding, staff recommends applying for grant funding to cover preliminary engineering, right-of-way, and construction costs for only Phase 1 of the F Street Promenade project (from Bay Boulevard to Broadway). There will be a \$3,300,000 local match provided by the Utility Underground Program 20A fund, and an additional \$200,000 to \$300,000 in upfront local match provided by MTS’ railroad track removal along F Street in addition to \$100,000 in CIP STM-394.

Total - Estimated Cost: \$16,400,000 (PE, R/W, UUD, CON)
Phase 1 - Estimated Cost: \$8,080,000 (PE, R/W, UUD, CON)
(ATP Contribution: \$4,480,000/Local Contribution: \$3,600,000)

Proposed Project 2: Bayshore Bikeway - E Street to Lagoon Drive

Project Location:

MTS Railroad Corridor parallel to and west of Bay Boulevard between E Street and Lagoon Drive

Project Description:

The goal of the Bayshore Bikeway – E Street to Lagoon Drive project is to provide a critical segment of bikeway for the overall Bayshore Bikeway route that continues through Chula Vista along the 24-mile perimeter of the San Diego Bay. This project will install a Class I Separated Bikeway that provides improved safety for cyclists traveling to and from the City along the Bayshore Bikeway (from National City) and along the Sweetwater Bike Path (from Bonita). This project will also encourage travel to Chula Vista’s Bayfront and Downtown areas. The need for the project is identified in the City’s Bayfront Master Plan, the Bayshore Bikeway Master Plan and the Chula Vista Active Transportation Plan.

https://www.sandag.org/uploads/projectid/projectid_63_5152.pdf

<https://www.chulavistaca.gov/departments/engineering/active-transportation-plan>

Proposed improvements include enhancing bicycle facilities by providing at least a 12’ minimum to 15’ wide Class I Separated Bikeway along an existing MTS Railroad Corridor approximately 20’ to the west of, and parallel to, Bay Boulevard. Currently, there are no existing bike lanes at the northern portion of Bay Boulevard at the intersection of E Street. The presence of SDG&E Power Poles and major transmission lines restrict any widening of Bay Boulevard along this corridor. MTS has agreed to the addition of the proposed bikeway along the railroad corridor, similarly to actions they have approved in Imperial Beach and South San Diego segments. An agreement is currently being prepared between the City and MTS.

Since ATP requires all projects to be completed within four years of being awarded funding, staff recommends applying for grant funding to cover preliminary engineering, right-of-way, and construction costs. There will be an estimated proportionate share of \$800,000 local match provided by the WTDIF (21.0%) per the Development Impact Fee Nexus Studies and TransNet local transportation sales tax.

Total - Estimated Cost: \$4,000,000 (PE, R/W, CON)
(ATP Contribution: \$3,200,000/Local Contribution: \$800,000)

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 1,000 feet of the boundaries of the property which is the subject of this action. Consequently, this item does not present a disqualifying real property-related financial conflict of interest under California Code of Regulations Title 2, section 18702.2(a)(7) or (8), for purposes of 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 decision-maker 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 grant funds.

ONGOING FISCAL IMPACT

F Street: Upon construction completion, the project will require routine maintenance and landscape maintenance along the F Street parkway areas and roundabout at Bay Blvd.

Bayshore Bikeway: Upon construction completion, the bike path will be maintained per the Bayshore Bikeway Cooperative Agreement adopted by Council Resolution 9035, dated October 30, 1978. CIP STM-369 Bike Facilities Gap Project Program is a TransNet funded maintenance project that is currently used for bike facility maintenance citywide, including Bayshore Bikeway.

ATTACHMENTS

1. F Street Promenade – Phase 1 Exhibit
2. Bayshore Bikeway – E Street to F Street – Exhibit

Staff Contact: Francisco X. Rivera, Principal Civil Engineer