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BOARD/COMMISSION RECOMMENDATION

Not applicable.

DISCUSSION

The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C. §148) remains as one of the core federal-aid programs in the new federal surface transportation act, "Moving Ahead for Progress in the 21st Century" (MAP-21), which was signed into law on July 6, 2012. The specific provisions of the HSIP are defined in Section 1112 of MAP-21. The purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.

On July 16, 2013, Council approved Resolution 2013-139 (Attachment 1), which authorized staff to submit grant applications for HSIP Grant Program funding for improvements for two projects. Individual CIP projects were not created at that time; since it was not known which projects would receive grant funding. However, it was recommended that the matching funds would be provided from the City's TransNet allocation.

Grant applications were due by July 26, 2013. For California, Caltrans received 389 applications requesting \$255 million competing for \$150 million of available statewide funding. A total of 231 projects were approved and 19 projects are within San Diego County. In November 2013, Caltrans notified staff that the City of Chula Vista has been awarded a total amount of up to \$1,268,400 in HSIP funds from the FY 2013/2014 allocation for the following projects (see Attachment 2):

Project 1 - Traffic Signal Modifications at four intersections:

**Fourth Avenue/"J" Street
Hilltop Drive/"L" Street
Third Avenue/"H" Street
Third Avenue/"I" Street**

The proposed project, located in northwestern Chula Vista, is to upgrade and modify four existing traffic signals listed above to add protected left turn phasing. The proposed protected left-turn only phase movement is targeted at improving safety for motorists and pedestrians. The proposed improvements include the installation of ADA compliant push buttons with crossing instruction signs, installation of loop detectors, re-wiring of the intersection, minor sidewalk improvements, construction of ADA compliant pedestrian ramps, enhanced re-striping and signage, and other required traffic control devices (see Attachment 3).

The awarded grant amount for this project is \$719,900 (90%). The grant also requires a local match of 10 percent for total amount \$80,100 (10%). Therefore, as part of FY 2014/2015 Capital Improvement Program (CIP), a new CIP project will be established and funded. Sufficient funds will be identified within the TransNet and/or Traffic Signal funds to meet the 10% local match requirement.

Project 2- Expansion of Adaptive Traffic Signal System:

East "H" Street between Hidden Vista Drive and Tierra Del Rey

Telegraph Canyon Road between Canyon Plaza Driveway and Buena Vista Way

The proposed project will provide for the expansion of the existing Adaptive Traffic Signal System, Sydney Coordinated Adaptive Traffic System (SCATS), along two arterial corridors: (1) East "H" Street from Hidden Vista Drive to Tierra Del Rey and (2) Telegraph Canyon Road from Canyon Plaza Driveway to Buena Vista Way. This expansion will also include signalized intersections on Paseo Del Rey, Tierra Del Rey, and Paseo Ranchero in close proximity to East "H" Street and Telegraph Canyon Road, which would impact coordination. In total, the expansion would include 16-intersections added to the SCATS system.

The scope of work consists of consultant services in project management, design, setup, documentation, implementation, and acquisition of additional SCATS licenses. Other work includes re-splicing of existing loops, cabinet rewiring, upgrading traffic signal equipment, and the installation/reconfiguration of communications infrastructure.

Currently near I-805, East "H" Street and Telegraph Canyon Road carry in excess of 50,000 vehicles per day and is a major commute route for Chula Vista residents. This project aims to reduce driver delay, lower emissions, and improve safety through the optimization of adaptive signal control (see Attachment 4).

The awarded grant amount for this project is \$548,500 (90%). The grant also requires a local match of 10 percent for total amount \$61,000 (10%). As part of FY 2014/2015 Capital Improvement Program (CIP), a new CIP project will be established and funded. Sufficient funds will be identified within the TransNet funds to meet the 10% local match requirement.

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the City Council and has found no property holdings within 500 feet of the boundaries of the properties that are the subject of this action. Staff is not independently aware, nor has staff been informed by any City Councilmember, of any other fact that may constitute a basis for a decision maker conflict of interest in this matter.

LINK TO STRATEGIC GOALS

The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The HSIP grant supports three of these five goals; The Economic Vitality goal is supported as it helps foster opportunities for investing in Western Chula Vista to existing infrastructure by obtaining grants for missing and aging infrastructure improvements. For eastern Chula Vista, the HSIP grant supports the Healthy Community goal by allowing the city to reduce Green House Gas levels by reducing traffic delays. Lastly citywide, the HSIP grant supports the Strong and Secure Neighborhood goal by ensuring that our roadways are safer.

CURRENT YEAR FISCAL IMPACT

There is no direct fiscal impact to the City General Fund as project and staff costs are covered by a combination of HSIP grant funds and TransNet and/or Traffic Signal Funds.

ONGOING FISCAL IMPACT

There is no ongoing fiscal impact at this time. The improvements will require only routine City maintenance.

ATTACHMENTS

1. Attachment 1- Resolution 2013-139
2. Attachment 1- Approved Project List - HSIP Cycle 6 Grant
3. Attachment 3 - Project (1) Vicinity Maps
4. Attachment 4 - Project (2) Vicinity Map