



City of Chula Vista

Staff Report

File#: 14-0227, **Item#:** 7.

CONSIDERATION OF CHULA VISTA'S PORTION OF THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION NO. 2014-066 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA APPROVING THE AMENDMENT OF THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2014/2015 THROUGH 2018/2019 FOR INCLUSION IN THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND PROVIDING THE CERTIFICATION AND INDEMNITY STATEMENTS NECESSARY TO OBTAIN TRANSNET FUNDS

RECOMMENDED ACTION

Council conduct the public hearing and adopt the resolution.

SUMMARY

State and Federal regulations require the San Diego Association of Governments (SANDAG) to develop and adopt a Regional Transportation Improvement Program (RTIP) every two years in order to continue receiving Federal and State funding. All the projects that the City of Chula Vista proposes to fund with TransNet funds must be included in the RTIP, as well as projects that are funded with Federal or State transportation funds. Preliminary funding recommendations were submitted electronically to SANDAG by the March 14, 2014 deadline. Signed resolutions must be submitted to SANDAG by June 27, 2014.

ENVIRONMENTAL REVIEW

The Director of Development Services has reviewed the proposed activity, consisting of approval to submit a funding request for various TransNet Projects to SANDAG, 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. Therefore, pursuant to Section 15060 (c) (3) of the State CEQA Guidelines the activity is not subject to CEQA. Thus, no environmental review is necessary at this time. Although environmental review is not necessary at this time, once the scope of the individual projects proposed to be funded have been more specifically defined, environmental review will be required for each project and the appropriate environmental determination will be made.

BOARD/COMMISSION RECOMMENDATION

Not applicable.

DISCUSSION

TransNet History and Regulations

The voters of San Diego County approved the TransNet Program as Proposition A in November

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1987. This proposition enacted a half-cent increase in the countywide sales tax through 2008 to fund specified transportation programs and projects. One third of the revenues generated by the tax were allocated by SANDAG to the local agencies for local streets and roads purposes. These funds have been distributed to cities annually and programmed by cities into local projects.

In November 2004, 67 percent of County voters supported Proposition A, which extends TransNet from 2008 to 2048. The TransNet Extension Ordinance states that at least 70 percent of the funds allocated to local agencies for local road projects should be used to fund Congestion Relief (CR) projects. CR projects include the construction of new or expanded facilities, major rehabilitation and reconstruction of roadways, traffic signalization, transportation infrastructure to support smart growth, capital improvements for transit facilities, and operating support for local shuttle and circulator transit routes. No more than 30 percent of TransNet funds allocated to local agencies for local road projects are expected to be used for local street and road maintenance.

Projects included under the Congestion Relief portion of TransNet are required to accommodate travel by pedestrians and bicyclists in accordance with the TransNet Ordinance and Rule 20 of SANDAG Board Policy 31, "Accommodation of Bicyclists and Pedestrians". This rule states that "All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the cost of including bikeways and walkways would be excessively disproportionate to the need or probable use." Evaluating bicycle and pedestrian accommodation is required for all major reconstruction projects included under Congestion Relief under the 70-30 requirement. The decision not to provide for pedestrian and bicycle facilities in a construction or major reconstruction project must be made for good cause, such as severe topographic or biologic constraints, unreasonable cost, lack of sufficient right-of-way, or missing curb and gutter (for sidewalks). Cities may use a bicycle or pedestrian master plan adopted by the City Council and approved by SANDAG within the last five years to determine the appropriate means of accommodating bicyclists and pedestrians in a given project. Since Chula Vista's Bikeway Master Plan Update was adopted by the City Council on February 1, 2011, and the Pedestrian Master Plan was adopted on June 22, 2010, they qualify under this provision.

On February 11, 2014, SANDAG provided the member agencies with the most recent version of the financial projection for Fiscal Years 2014-15 through 2018-19 (Attachment 1). This projection has been used to plan the City's TransNet allocation program for the next five years. The existing amount of funds previously appropriated that remained unspent was considered in determining the Fiscal Year 2014-15 allocation. Allocations for Fiscal Years 2015-16 through 2018-19 are estimated and subject to change next year. These allocations are shown on Attachment 2.

Changes are proposed for the following projects in Fiscal Year 2014-15. Appropriation of these funds is not requested at this time - appropriation of these funds will be part of the approval process for the Fiscal Year 2014-15 Capital Improvement Program (CIP).

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Congestion Relief (CR) Projects

CHV-39: Traffic Signal System Optimization (TF350)

This is an ongoing annual project to upgrade the City's technology for coordinating traffic signals and detecting bicycles and vehicles. This will improve traffic circulation and reduce intersection delays and traffic congestion throughout the City. For Fiscal Year 2014-15, an additional \$141,000 is proposed.

CHV48: Pavement Major Rehabilitation

This is the City's annual program for major pavement rehabilitation. Most of these streets will be rehabilitated using pavement overlays - however, some streets may require reconstruction or full depth reclamation. In order to award a \$3.0 to \$4.0 million contract during the upcoming fiscal year, an additional allocation of \$2,451,000 will be requested.

The current list for CHV48 is provided as Attachment 3. All streets on the list were checked for compliance with SANDAG Policy No. 31 on pedestrian and bicycle accommodation. Streets that are in compliance with this policy are labeled with a "C", while streets that are not in compliance are labeled with "NC". Two locations need to be checked for Americans with Disabilities Act (ADA) compliance at the bus stops. None of the streets on this list labeled "C" require pedestrian/bicycle exclusions. All other streets will be investigated regarding the possibility of compliance with this policy prior to inclusion in a CIP project, and requests for exclusions will be submitted at a later date if necessary. Alternatively, the overlay of the 16 non-compliant streets may be funded by a different funding source, such as Gas Tax.

CHV54: South Broadway Improvements (STM367)

This project includes the construction of curb, gutter, sidewalk and bike lanes on Broadway south of Main Street. Existing TransNet funding in this project is \$1,050,000. An additional \$1,600,001 will be requested in order to provide funding for construction.

CHV58: New Sidewalk Construction

Several sidewalk projects that have been in design are priorities in our Pedestrian Master Plan. These include Moss Street from Broadway to Fourth Avenue, Oxford Street from Broadway to Fifth Avenue and Palomar Street from Broadway to Fourth Avenue. Additional funds are needed to move these projects and others into construction. An additional \$979,900 will be requested for Fiscal Year 2014-15.

CHV59: Naples Street New Sidewalks

This includes project STL364 for the construction of sidewalks between Broadway and Fifth Avenue, which was last included in the Fiscal Year 2012-13 Capital Improvement Program. For Fiscal Year 2014-15, \$408,318 will be allocated to this project.

Maintenance Projects

CHV06: Minor Pavement Rehabilitation

In the past, this project was used to fund minor pavement rehabilitation projects, such as chip seals and slurry seals. These efforts are now being funded by the Gas Tax. Currently, this project is being used to fund pavement management efforts. Sufficient funds are remaining from previous pavement rehabilitation projects to cover pavement management expenses for Fiscal Year 2014-15. Therefore, no additional funds are requested for next fiscal year.

CHV22: Advance Planning Studies

A total of \$134,000 in TransNet funding is requested for Fiscal Year 2014-15 under OP219.

CHV33: School Zone Traffic Calming (TF345) (STM-380)

Additional funding of \$109,304 is being requested for the following projects:

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- TF345: Traffic Calming Program
- STM-380: Sidewalk Replacement on East H Street

CHV43: Congestion Relief Study and Implementation (TF354)

This program allows for the identification and implementation of solutions for congestion relief on local streets. An additional \$66,529 is being requested for this program in Fiscal Year 2014-15.

CHV45: Traffic Monitoring Program

Additional funding of \$100,000 will be included for the following projects in Fiscal Year 2014-15:

- TF274: Traffic Count Station Program
- TF321: Citywide Traffic Count Program

CHV50: Emergency Storm Drain and Bridge Culvert Repair Program

This project includes the repair/replacement of storm drains that carry street drainage and need to be repaired in order to maintain safe driving conditions. The most recent list of locations is provided in Attachment 4. Additionally, this year the repair and replacement of culverts located under bridges will also be funded under CHV50. The list of bridges in Chula Vista recognized by Caltrans is shown on Attachment 5. An additional \$275,000 will be added to this project.

CHV53: Bikeway Master Plans

Bikeway Master Plans are considered to be valid by funding agencies for a period of five years from the date of adoption. The City's most recent Bikeway Master Plan was adopted in February 2011. In order to be adopted in 2016, a revised plan would need to be prepared in Fiscal Year 2015-16. In Fiscal Year 2014-15, \$50,000 will be requested in order to prepare the contract documents. It is anticipated that the City will be eligible to receive a \$150,000 grant during Fiscal Year 2015-16.

The City will also be preparing a Bikeway Feasibility Study for Broadway. This has been the most requested street for a bike lane in the City, yet there are potential issues with street parking and local merchants. For Fiscal Year 2014-15, \$65,000 will be requested to prepare this study.

CHV66: Claire Ave. / I Street Drainage Improvements

Council previously approved the transfer of \$100,000 from DR180 (part of CHV50) into this project (DR191), through Resolution 2012-184 (Attachment 6). However, the changes to the RTIP were never authorized. This Council action will remedy that oversight.

CHV71: Main Street Streetscape Master Plan

This project was originally added to the RTIP after the City obtained an Active Transportation Grant for \$299,981. This project will result in a plan for Main Street between I-5 and I-805 based on "complete street" principles. In Fiscal Year 2013-14 a match of \$51,120 was provided from TransNet funds. An additional allocation of \$50,000 will be required in Fiscal Year 2014-15.

DECISION-MAKER CONFLICT

For CHV06, CHV48, CHV50 and CHV66: Pursuant to California Code of Regulations Section 18704.2 (b) (2), there is no material effect on any economic interests in real property as the "decision solely concerns repairs, replacement, or maintenance of existing streets, water, sewer, storm drainage or similar facilities."

For other projects: Staff has reviewed the property holdings of the City Council on the site specific portions of this action and has found no property holdings within 500 feet of the boundaries of the properties which 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

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The City's Strategic Plan has five major goals: Operational Excellence, Economic Vitality, Healthy Community, Strong and Secure Neighborhoods and a Connected Community. The TransNet Local Street Improvement Program supports the Strong and Secure Neighborhood strategy in the City's Strategic Plan. It provides funding for the maintenance and rehabilitation of public infrastructure, which is a key City function in providing a safe and efficient transportation system for residents, businesses and visitors.

CURRENT YEAR FISCAL IMPACT

These actions will have no direct impact on the General Fund. Changes that result in a fund allocation for Fiscal Year 2014-15 will be approved as part of the Fiscal Year 2014-15 Capital Improvement Program.

ONGOING FISCAL IMPACT

None