



City of Chula Vista

Legislation Details (With Text)

File #:	16-0017	Name:	
Type:	Public Hearing	Status:	Passed
		In control:	City Council
On agenda:	3/8/2016	Final action:	
Title:	CONSIDERATION OF CHULA VISTA'S PORTION OF THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM		
	RESOLUTION NO. 2016-042 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA ADOPTING THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2016/2017 THROUGH 2020/2021 FOR INCLUSION IN THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM; AND PROVIDING THE CERTIFICATION AND INDEMNITY STATEMENTS NECESSARY TO OBTAIN TRANSNET FUNDS		

Sponsors:

Indexes:

Code sections:

Attachments: 1. Item 4 - Attachment 1 Draft TransNet Revenue Forecast, 2. Item 4 - Attachment 2 Administrative Transfers, 3. Item 4 - Attachment 3 Five Year TransNet Allocation.pdf, 4. Item 4 - Attachment 4 CHV48: Major Pavement Rehabilitation List, 5. Item 4 - Attachment 4 CHV48: Additional List, 6. Item 4 - Resolution, 7. Item 4 - Exhibit A Admin Transfer, 8. Item 4 - Exhibit B Five Year TransNet Allocation

Date	Ver.	Action By	Action	Result
3/8/2016	1	City Council	adopt	Pass

CONSIDERATION OF CHULA VISTA'S PORTION OF THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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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. Funding recommendations must be submitted electronically to SANDAG by the March 18, 2016, deadline. Signed resolutions must be submitted to SANDAG by June 24, 2016.

ENVIRONMENTAL REVIEW

Environmental Notice

The activity is not a “Project” as defined under Section 15378 of the California Environmental Quality Act State Guidelines; therefore, pursuant to State Guidelines Section 15060(c)(3) no environmental review is required.

Environmental Determination

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 activity consists of governmental Regional Transportation Improvement Program/TransNet funds activity, which does not involve any commitment to any specific project that may 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. Thus, no environmental review is required. Although environmental review is not required at this time, once the scope of potential individual projects has been defined, environmental review will be required for each project and the appropriate environmental determination will be made.

BOARD/COMMISSION RECOMMENDATION

Not applicable

DISCUSSION

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

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 TransNet 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. Additionally, no more than 30 percent of TransNet funds allocated to local agencies for local road projects can be used for local street and road maintenance. On February 2, 2016, SANDAG provided the member agencies with the most recent version of the financial projection for Fiscal Years 2016-17 through 2020-21 (Attachment 1). This projection has been used to plan the City’s TransNet allocation program for the next five years. The funds available for Fiscal Year 2015-16 were reduced from initial revenue projections of \$5,886,000 to \$5,719,000.

Administrative Transfers

This action is intended to reallocate leftover funds allocated to Capital Improvement Program (CIP) projects that have been completed. These funds will be reallocated to CIP projects that need additional funding, primarily under CHV48 (Major Pavement Rehabilitation) or CHV06 (Minor Pavement Rehabilitation). The transfers are made between two Congestion Relief projects or two Maintenance projects in order to maintain the 70/30 split mentioned above. These transfers are strictly administrative to address SANDAG’s project accounting. These funds have already been budgeted in the current Capital Improvement Program so no appropriation is required.

Attachment 2 provides details of these transfers.

Congestion Relief (CR) Projects

The following are the major projects proposed for inclusion in the 2016 RTIP (Attachment 3). 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 2016-17 Capital Improvement Program (CIP). This CIP Program will also address a \$167,000 reduction in projected Fiscal Year 2015-16 revenues as indicated in SANDAG's updated Fiscal Year 2016-17 TransNet Revenue Forecast.

The following are the major projects that will be included under Congestion Relief for Fiscal Year 2016-17. Amounts shown for future fiscal years are estimated and will be revised in the future as revenues and specific locations are identified.

CHV-39: Traffic Signal System Optimization (TF350)(TF400)

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. An additional \$234,350 in TransNet will be included as part of the Fiscal Year 2016-17 CIP Program.

CHV48: Pavement Major Rehabilitation

This is the City's annual program for major pavement rehabilitation. Staff will be using various rehabilitation techniques appropriate for pavements in fair to very poor condition. A total of \$3,145,416 in TransNet will be included as part of the Fiscal Year 2016-17 CIP Program.

The current candidate list for CHV48 is provided as Attachment 4. Any bicycle and pedestrian accommodations needed for these locations are noted on the spreadsheet. The Additional List also breaks down the street list into locations that are exempt from the requirements, either because they are not shown as a bikeway on the City's Bikeway Master Plan or because they do not have curb and gutter. Requests for exclusions will be submitted at a later date, if necessary, after the specific project street listing has been determined.

CHV60: Traffic Signal Upgrade (STL418)

This is an ongoing project for traffic signal modifications and upgrades at specific locations. The current location is at the intersection of Bonita Road and Allen School Lane. Pedestrian ramp construction is also required in order to meet Americans with Disabilities Act (ADA) standards. An additional \$17,445 in TransNet will be included as part of the Fiscal Year 2016-17 CIP Program.

CHV70: Bike Lanes on Broadway (STM384)

Staff presented the Bike Lanes on Broadway study to Council, which was adopted on February 16, 2016. It is recommended that this project be installed in three phases. The first phase, to be completed in Fiscal Year 2016-17, will include modification of striping on Broadway between C Street and G Street, which will involve the reduction of travel lanes from four to two lanes and the installation of buffered bike lanes. The initial funding request of \$250,000 in TransNet will be included as part of the Fiscal Year 2016-17 CIP Program.

CHV-NEW: Palomar St./Orange Ave. Sidewalk and Signal Improvements (STL420)

This project includes the missing pedestrian improvements on Palomar Street and Orange Avenue between the intersection of these two streets and Fifth Avenue. The work includes construction of missing sidewalks, ADA-compliant pedestrian ramps, and crosswalks. The upgrade of the traffic signal at Palomar Street and Orange Avenue, formerly under TF374, will be included in this project so the entire area can be rehabilitated as one project.

Staff has applied for \$400,000 in Community Development Block Grant (CDBG) funds. An additional \$415,000 in TransNet funding will be included as part of the Fiscal Year 2016-17 CIP Program.

Maintenance Projects

CHV22: Advance Planning Studies (OP219)

A total of \$50,790 in additional TransNet funding will be included as part of the Fiscal Year 2016-17 Program.

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

Additional funding of \$233,000 will be included for the following projects:

- TF345: Traffic Calming Program (\$100,000)
- TF384: Hazel G. Cook Elementary School Pedestrian Improvements (\$133,000)

CHV35: Traffic Signing, Studies & Signal Upgrade (TF332)(TF366)(TF393)(TF366)

This is an ongoing program that provides funding for a variety of traffic-related studies, signing and striping, and other maintenance improvements. Additional funding of \$468,971 in TransNet will be included for the following projects as part of the Fiscal Year 2016-17 CIP Program:

- TF332: Signing and Striping program (\$50,000)
- TF366: Traffic Signal & Streetlight Systems Upgrade & Modification (\$250,000)
- TF393: Internally Illuminated SNS Conversion (\$60,049)
- TF399: Signing/Striping Program for Schools (\$108,922)

CHV45: Traffic Monitoring Program

Additional funding of \$56,104 in TransNet will be included for the following projects in the Fiscal Year 2016-17 CIP Program:

- STM369: Bikeway Facilities Gap Project (\$10,000)
- TF321: Citywide Traffic Count Program (\$46,104)

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. Additionally, this year money is being requested for the inspection and evaluation of these storm drains. An additional \$610,000 in TransNet will be included for this project in the Fiscal Year 2016-17 CIP Program.

CHV75: ADA Curb Ramps Program (STL415)

A total of \$300,000 will be included to fund this project as part of the Fiscal Year 2016-17 CIP Program, which will include the construction of new, ADA-complaint pedestrian ramps in areas where we have none. The City will construct the ramps in order of the priorities previously adopted by Council.

DECISION-MAKER CONFLICT

For CHV48, CHV50 and CHV75: Staff has reviewed the property holdings of the City Council members and has found that Councilmembers McCann and Bensoussan and Mayor Salas have property holdings within 500 feet of the boundaries of the properties which are the subject of this action. However, the decision solely concerns repairs, replacement or maintenance of existing streets, water, sewer, storm drainage or similar facilities. Consequently, pursuant to California Code of Regulations Title 2, sections 18700 and 18702.2(c(1)), this item does not present a real property-related 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 decision maker conflict of interest in this matter.

For CHV33, CHV60 and CHV70: 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.

For other projects: Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the 500-foot rule found in California Code of Regulations Title 2, section 18702.2(a)(11), is not applicable to this decision for purposes of determining 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 Council member, 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 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

Approval of this resolution will result in no net fiscal impact to the Transportation Sales Tax Fund. Changes that result in a fund allocation for Fiscal Year 2016-17 will be approved as part of the Fiscal Year 2016-17 Capital Improvement Program.

ONGOING FISCAL IMPACT

Upon completion of the CIP projects, the improvements will require only routine maintenance.

ATTACHMENTS

1. Draft TransNet Revenue Forecast
2. Administrative Transfers
3. Five Year TransNet Allocation
4. CHV48: Major Pavement Rehabilitation List

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