



# City of Chula Vista

## Staff Report

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**File#:** 16-0416, **Item#:** 8.

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### ..Title

RESOLUTION NO. 2016-193 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA COMMITTING TO PROVIDING MATCHING FUNDS IN THE AMOUNT OF \$220,000 FROM THE BIKE LANES ON BROADWAY FEASIBILITY STUDY PROJECT (STM384) TO THE ATP GRANT "CLASS 2 BIKE LANES ON BROADWAY PROJECT NO. 11-CHULA VISTA-1"; ACCEPTING THE TERMS OF THE GRANT AGREEMENT IF AWARDED; AND AUTHORIZING THE DIRECTOR OF PUBLIC WORKS OR HIS DESIGNEE TO ACCEPT THE ATP CYCLE 3 GRANT FUNDING AND EXECUTE ALL GRANT DOCUMENTS AND REQUESTS FOR PAYMENTS NECESSARY TO SECURE GRANT FUNDS

### RECOMMENDED ACTION

Council adopt the resolution.

### SUMMARY

The City of Chula Vista applied for the statewide 2016 Active Transportation Program (ATP) grant competition and submitted an electronic copy of the application and additional questionnaire to SANDAG for the installation of Class 2 Bike Lanes on Broadway. The ATP provides funding to plan, design and construct bicycle and pedestrian infrastructure projects. The Regional ATP application submittal requires that the City Council approve certain resolutions consistent with SANDAG Board Policy No. 035. The resolutions must be received by SANDAG prior to November 25, 2016.

### ENVIRONMENTAL REVIEW

#### Environmental Notice

This 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 proposal consists of an administrative funding solicitation without the assurance that these funds will be procured for the project. Once the Active Transportation Program (ATP) funding is awarded and preliminary engineering is prepared, an environmental review will be conducted and the appropriate determination will be made. 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.

### BOARD/COMMISSION RECOMMENDATION

Not Applicable

## **DISCUSSION**

The ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. ATP is administered jointly by the California Transportation Commission (CTC) and Caltrans.

The Regional ATP submittal requires a resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035 (Attachment 1).

- Applicant's governing body commits to providing the amount of matching funds set forth in the grant application.
- Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

### Grant Application

City staff submitted a grant application for \$1,246,000 in grant funds with \$220,000 in matching funds to construct Class 2 Bike Lanes on Broadway from C Street to Main Street in Chula Vista. The construction of Class 2 Bike Lanes includes the removal and replacement of existing traffic signs and striping; installation of bike racks; construction of bus pads; updating traffic signal indications and detection for vehicles and bicycles; and the applying of pavement slurry seal.

This project will replace the existing Class 3 Bike Route facility on Broadway and will reduce or eliminate bicyclists riding on the wrong side of the road against the flow of vehicular traffic and on sidewalks, thereby reducing collisions in the corridor. These improvements will provide an orderly flow of both motorists and non-motorists in the corridor. This project is consistent with the ATP goals, such as increasing walking and biking in the community.

The Bike Lanes on Broadway Feasibility Study (Attachment 2) was approved on February 16, 2016, when Council adopted Resolution No. 2016-023 (Attachment 3). This Resolution authorized the implementation of the study recommendations as funding allows through future capital improvement program projects.

The following summarizes the recommendations of the Feasibility Study:

- C Street to G Street: A five-foot bike lane with a three-foot buffer on each side of the street, with a parking lane and a single travel lane in each direction
- G Street to L Street: A five-foot bike lane on each side, with two travel lanes and on-street parking in each direction
- L Street to Main Street: A five-foot bike lane with a three-foot buffer on each side, with two travel lanes in each direction and no on-street parking

Transnet funds in the amount of \$250,000 were appropriated as part of the Fiscal Year 2016/2017 Capital Improvement Program (STM384) for an initial implementation of the Bike Lanes on Broadway Feasibility Study. \$220,000 of these funds are proposed to be used as a match.

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### **DECISION-MAKER CONFLICT**

Staff has reviewed the property holdings of the City Council members and has found no property holdings within 500 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)(11), 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.

### **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 Bike Lanes on Broadway project supports the Healthy Community goal. This project is also consistent with the ATP goals of increasing walking and biking in the community and increasing the safety and mobility of non-motorized users. An increase in bicycle use reduces greenhouse gases, enhances public health and promotes an active lifestyle.

### **CURRENT YEAR FISCAL IMPACT**

There are sufficient TransNet funds in the Bike Lanes on Broadway Feasibility Study Project (STM384) for the \$220,000 in matching funds required for this project.

### **ONGOING FISCAL IMPACT**

The grant funds will allow the City to construct this project without additional future expenditures. The new striping will require routine maintenance.

### **ATTACHMENTS**

1. SANDAG Board Policy No. 035
2. Bike Lanes on Broadway Feasibility Study Final Report dated February 2016
3. Resolution No. 2016-023

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