



# City of Chula Vista

## Staff Report

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**File#:** 17-0194, **Item#:** 5.

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RESOLUTION NO. 2017-082 OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING SUBMITTAL OF APPLICATION FOR ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) GRANT AND COMMITTING MATCHING FUNDS THEREFOR

### **RECOMMENDED ACTION**

Council adopt the resolution.

### **SUMMARY**

The City of Chula Vista's Department of Public Works, Engineering Division, would like to submit grant application for advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). This grant is offered by the United States Department of Transportation (DOT). The application submittal deadline is June 12, 2017.

### **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 proposal consists of an administrative funding solicitation without the assurance that these funds will be procured for future projects. Once the funding is obtained and the projects clearly defined, then, additional 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.

### **BOARDS/COMMISSION RECOMMENDATION**

Not applicable.

### **DISCUSSION**

On Wednesday, April 12, 2017, the United States Department of Transportation (DOT) announced application submittals for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant. The DOT will make no fewer than 5 and no more than 10 awards of up to \$12 million individually.

Section 503(c)(4) of Title 23 of the United States Code (23 USC 503(c)(4)) directs the DOT to establish an ATCMTD initiative to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The DOT intends for these model technology deployments to help demonstrate how emerging transportation technologies, data, and their applications, that also link to Beyond Traffic - 2045, can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services and other opportunities; support workforce development; or contribute to community revitalization, particularly for disadvantaged groups: low-income residents, persons with visible and hidden disabilities, elderly individuals, and minority person and populations.

The DOT is particularly interested in deployment programs and projects in certain areas. Although applications are not limited to DOT priorities, the City will be submitting grant application for \$17 million that will meet the following DOT priorities:

***Multimodal Integrated Corridor Management (ICM):*** ICM is the coordination of individual transportation network operations of adjacent facilities across all government or other operations agencies that creates a unified, interconnected, and multimodal system capable of sharing cross-network travel management to safely and efficiently improve the movement of people and goods. All corridor transportation assets and information services (i.e., local, county, regional, State) are brought to bear when prevailing or predicted transportation conditions trigger alerts. Through an ICM approach, transportation agencies manage the corridor as a multimodal system and make operational and safety decisions for the benefit of the corridor as a whole. The DOT is interested in increasing deployment of ICM.

***Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations:*** Deployment of connected vehicle wireless communications technologies at intersections to enhance motorized and non-motorized traveler safety, or actively improve the management, operation, and maintenance of traffic signal systems through real-time data collection and signal control. Example technologies include vehicle-to-infrastructure (V2I) and vehicle-to-pedestrian (V2P) deployments, such as at intersections or midblock pedestrian crossings, to support activities and initiatives of the V2I Deployment Coalition and non-motorized traveler applications, or technologies to support automated traffic signal performance measures. Such technologies should provide information, notifications, and alerts in accessible formats to assist all users navigate safely through intersections including providing contextual information for situational awareness and localization. The DOT has been working to accelerate the implementation of technologies that advance these strategies.

***Technologies to Support Connected Communities:*** Deployment of technologies for a multimodal transportation system provides Americans with safe, reliable, and affordable connections to employment, education, obtain and provide healthcare, and other essential services. Examples include dynamic ridesharing through the latest communications technologies and social network structures to bring drivers and riders together quickly and efficiently, technologies to mitigate the negative impacts of freight movement on communities, or technologies that support workforce

development, particularly for disadvantaged groups, which include low-income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations. Any of these example technologies should include the elements of universal design and inclusive information and communication technology solutions, and may include deployment of autonomous vehicles through geographically contained ridesharing pilot programs, including the benefits of the technology with groups that might otherwise have limited transportation options, such as older Americans who no longer drive or those with disabilities or no driver's license. The DOT is interested in using advanced technologies to improve the public's connections to employment, education, healthcare, and other essential services.

For each fiscal year from 2016 through 2020, a maximum of \$60 million is available for award. That amount is subject to statutory obligation limitations each fiscal year and subject to a set aside of up to \$2 million for DOT administrative expenses each fiscal year. The Department is currently operating under a Continuing Resolution and awards will be subject to future availability of funds through appropriations and obligation limitation. A single grant recipient may not receive more than \$12 million in one fiscal year. The DOT anticipates making not less than 5 and not more than 10 awards each fiscal year. This Notice of Funding Opportunity is the second of the annual solicitations for ATCMTD.

Cost sharing or matching is required, with the maximum Federal share being 50 percent; hence, this Cost sharing or matching means the portion of project costs not paid by Federal funds. Therefore, the City share amounts will be \$ 8.5 million. Staff is preparing the ATCMTD grant application and plans to submit the application, pending Council approval, to DOT Office before the June 12, 2017 deadline. Staff will return to Council for appropriation of funds if the grant is awarded.

### **DECISION MAKER CONFLICT**

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 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 HSIP grant supports three of these five goals; The Economic Vitality goal is supported as it helps foster opportunities for investing in Western and Eastern Chula Vista to existing infrastructure by obtaining grants for missing and aging infrastructure improvements. Lastly citywide, the ATCMTD grant supports the Strong and Secure Neighborhood goal by ensuring that our roadways are safer.

### **CURRENT YEAR FISCAL IMPACT**

If the resolution is approved, the City will apply for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). If a grant is awarded, staff will return to Council with a recommendation to accept the grant funds and appropriate the grant funds into the existing Capital Improvement Program (CIP). Sufficient funds

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have been identified within the TransNet, Billboard Reserve Fund (per agreement with MTS), TDIF, WTDIF, Traffic Signal, and other applicable funds to meet the 50% local match requirement.

**ONGOING FISCAL IMPACT**

There is no ongoing fiscal impact at this time.

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