

CAPITAL GRANT APPLICATION FORM

Project Title: Broadway Class 2 & Class 3 Bikeway
Applicant (Jurisdiction): City of Chula Vista
Amount Requested: \$516,400

APPLICATION CHECKLIST

- Ten hard copies and one CD of the complete Active Transportation application (including all attachments, clearly labeled).
 - Resolution authorizing the application, committing to provide matching funds, and authorizing staff to accept grant funds and execute the grant agreement, and documenting community support.
 - Format: narrative pages on 8.5x11 paper, all narrative text has at least 1 inch margins on all sides and no less than 10pt. font size (footers and headers exempt from the above requirements).
 - Baseline data collection included in Scope of Work, Schedule, and Budget.
 - Documentation of matching funds.
 - Vicinity maps showing project location and local/regional street, bicycle, transit, and highway facilities within and near the project area (may be printed on up to 11x17 paper).
 - Documentation of support for the project from community groups or individuals (recommended but not required).
 - Aerial photos and other photographs depicting existing conditions.
 - Feasibility study or project study report (include in CD ONLY, do NOT attach as hard copy).
- | | |
|---|---|
| <input checked="" type="checkbox"/> Completed application form: | <input checked="" type="checkbox"/> Quality of Project |
| <input checked="" type="checkbox"/> Project Summary | <input checked="" type="checkbox"/> Supportive Policies and Programs |
| <input checked="" type="checkbox"/> Project Location Map | <input checked="" type="checkbox"/> Scope of Work, Schedule, and Budget |
| <input checked="" type="checkbox"/> Project Costs & Funding Sources | <input checked="" type="checkbox"/> Engineer's Estimate |
| <input checked="" type="checkbox"/> Project Readiness | <input checked="" type="checkbox"/> Plans showing that minimum design standard has been met |
| <input checked="" type="checkbox"/> Project Connections and Safety | |

If any of the above are not included with the application by the deadline (with the exception of documentation of community support), the application will be deemed ineligible.

GRANTEE STATEMENTS

- The proposed grantee has read the standardized sample grant agreement
- The proposed grantee understands that SANDAG will not reimburse applicants for expenses incurred prior to execution of a grant agreement.
- If the SANDAG Board of Directors approves the grant, the proposed grantee agrees to sign and return the standardized grant agreement to SANDAG, without exceptions, within 45 days of receipt.
- The proposed grantee agrees to comply with SANDAG's Board Policy No. 035 *Competitive Grant Program Procedures*, which outlines "use-it-or-lose-it" project milestones and completion deadlines. Board Policy No. 035 is included in the standardized grant agreement as Attachment B, and is also on the SANDAG website at the following link: http://www.sandag.org/organization/about/pubs/policy_35.pdf
- The proposed grantee understands that all invoices must be accompanied by a written progress report of the charges for both requested reimbursement of grant and matching funds and submitted to SANDAG no less frequently than quarterly. Invoice and progress report templates are available on the SANDAG website at the following link: <http://www.sandag.org/grants/forms>
- The proposed grantee understands that upon approval of funding by the SANDAG Board of Directors, the applicant will provide a copy of their approved indirect cost rate audit or their proposed indirect cost rate methodology, if charging for overhead, to SANDAG for review and approval, which must occur prior to execution of the grant agreement.
- The proposed grantee understands that a resolution including the requirements of Board Policy No. 035, Section 4.1, must be submitted to SANDAG at least two weeks prior to the recommendation by the Transportation Committee of the list of grant projects to be considered eligible. SANDAG will provide applicants with advance notice of the Transportation Committee's anticipated meeting dates.

I certify that I agree with the above statements, have reviewed the Active Transportation Grant Program Guidelines, and that the information submitted in this application is accurate and in accordance with these guidelines.

I have the authorization to submit this grant on behalf of my organization.

FRANCISCO X. RIVERA P.E., T.E

PRINCIPAL CIVIL ENGINEER

Grantee Name (print or type)

Title

Francisco X. Rivera

07/17/2012

Grantee Signature (signature cannot be electronic)

Date (mm/dd/yyyy)

PROJECT SUMMARY

Applicant (Agency): City of Chula Vista
Project Title: Broadway Class 2 & Class 3 Bikeway

Project Area Limits: e.g. 4th St. between Laurel St. and Ash St., and 5th St. between Laurel St. and Ash St.

Broadway between C Street and Main Street

Project Description: (4 lines max)

Remove existing pavement markers and provide a Bike Lane (Class 2) from C Street to L Street, and slurry seal road, approximate length 11,880 LF (2.25 MI). Provide a Bike Route (Class 3) from L Street to Main Street approximate length 8,580 LF (1.625 MI) and work with businesses for Class 2.
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Primary Contact Person (Project Manager): Tom Adler	
Title: Principal Civil Engineer	
Street Address: 276 Fourth Ave	City and Zip Code: Chula Vista 91910
Phone: (619) 409-5483	E-mail Address: tadler@chulavistaca.gov

Is this project in your agency's adopted capital improvement program? (Y/N) N

Is the project part of a larger capital improvement project?

If so, describe the larger project in its entirety, as well as the funding sources:

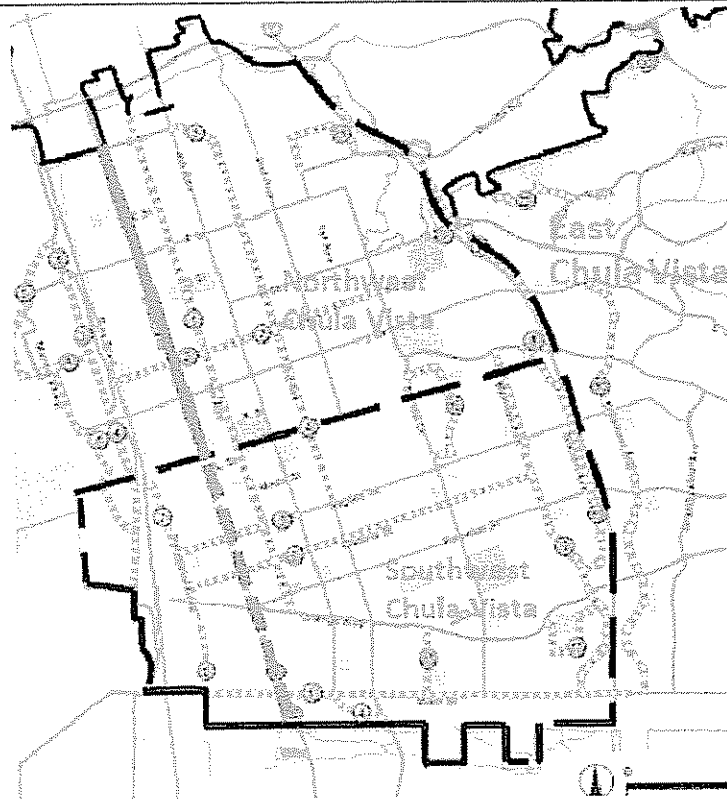
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Active Transportation Grant Funds Request	\$ 516,400.00
Matching Funds	\$ 20,000.00
Total Project Cost	\$ 536,400.00
<i>Total Project Cost = Active Transportation Grant Funds + Matching Funds</i>	

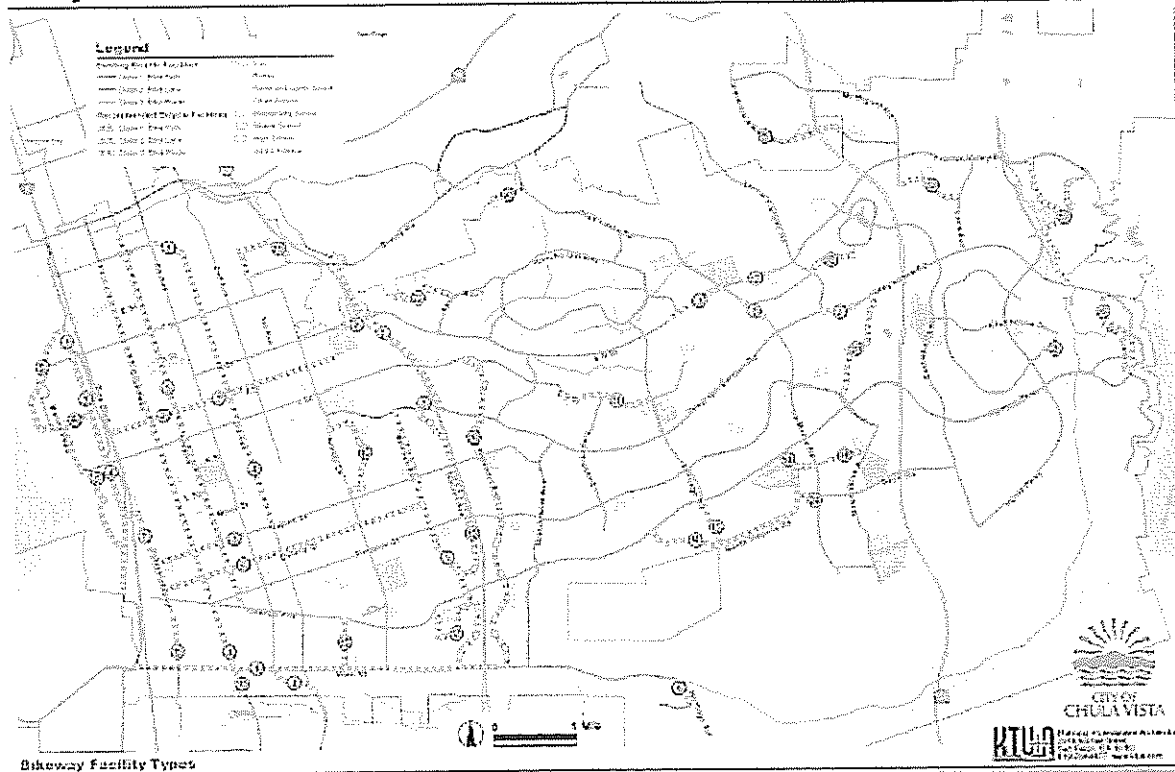
Can this project be broken into phases? (Y/N) If yes, briefly list phased scope and costs:

No. For the portion of the project north of L Street, bike lanes can be provided with minimal disruption to existing on-street parking. For south of L Street, due to raised medians, a interim Class 3 bike route would be provided but local agency will meet with businesses to discuss ultimate

PROJECT LOCATION MAP



City of Chula Vista - Bikeway Master Plan Update - 2011



PROJECT COSTS AND FUNDING

TOTAL ESTIMATED PROJECT COST:

Project Cost Estimates: On a separate sheet, provide an itemized engineer's cost estimate for all eligible expenses.

Summary of Cost Estimates

Category	Cost
Baseline Data Collection	5,000.00
Preliminary Engineering or Planning	
Engineering	
Project Management	
Contract Engineering	
Environmental Clearance	
Right-of-Way Acquisition	
Final Design	34,665.00
Construction	
Construction Management	34,665.00
Construction Contract	462,070.00
Total Cost	\$ 536,400.00

Funding Sources:

Funding Source	Amount
Active Transportation Grant	516,400.00
Other (specify source)	
TransNet CHV35 (STM-369)	20,000.00
Total Funding	\$ 536,400.00

MINIMUM DESIGN STANDARDS & GUIDELINES

Clearly illustrate that the minimum design standard is being met. Plans provided must be actual cross-section drawings. (Provide photographs, if applicable) See Eligibility Criteria for more information on design standards and guidelines.

PROJECT READINESS

COMPLETION OF MAJOR MILESTONES

Phase	Start Date	Completion Date
1. Community Active Transportation Strategy/Neighborhood-level plan/corridor study		
2. Environmental Documentation/Certification		
3. Right-of-Way Acquisition		
4. Final Design		

PROJECT CONNECTIONS AND SAFETY

Connection to Regional Bicycle Network, Completes Connection in Local Bicycle Network, Completes Connection in Existing Pedestrian Network, Connection to Transit

Provide a map that clearly illustrates the project's relationship to existing bicycle, pedestrian, and transit facilities.

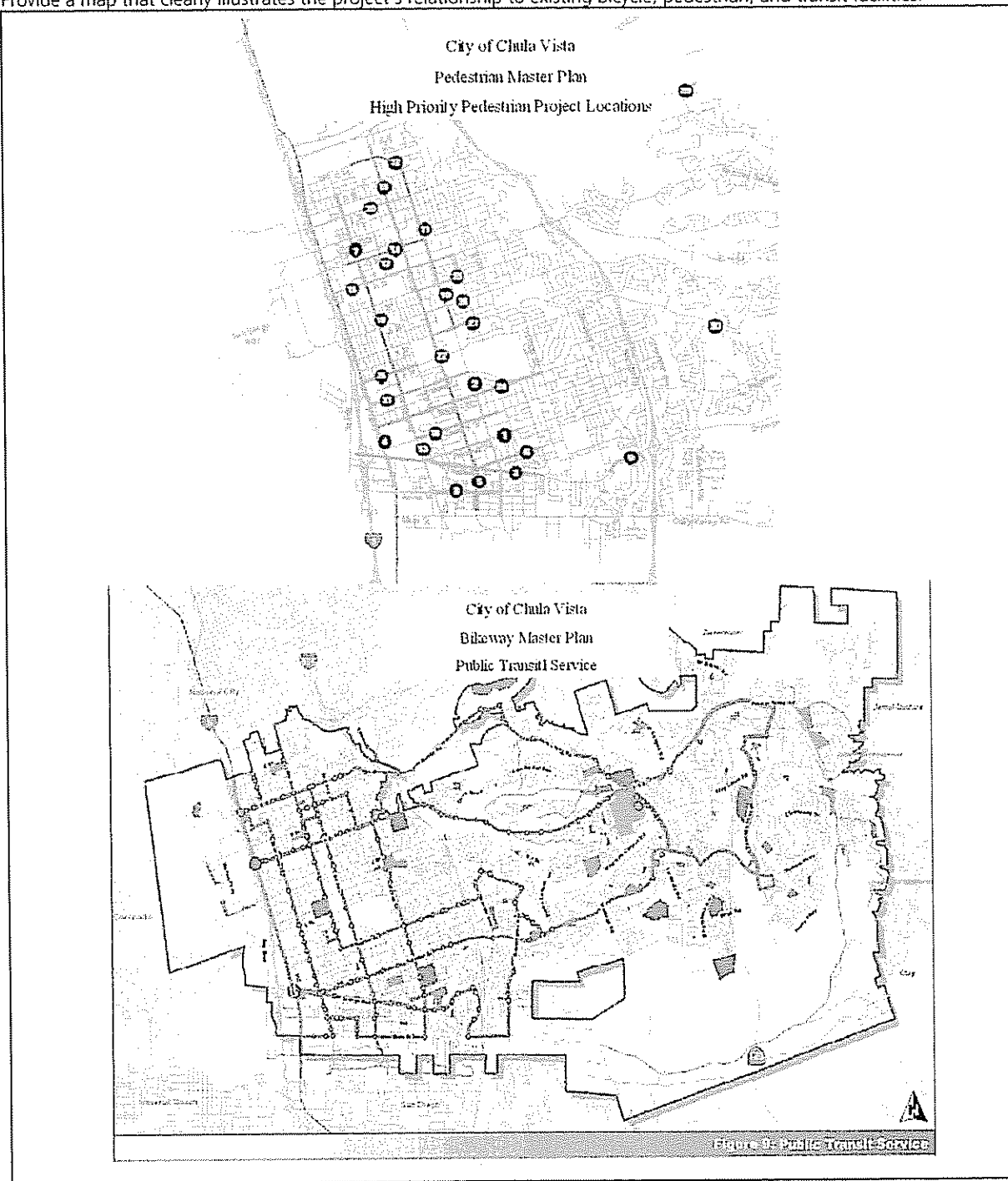


Figure 9: Public Transit Service

Safety Improvements and Overcoming Barriers (250 words max plus collision data attachments)

Describe, in bullets, the **specific** safety issues addressed by the project. Please attach documentation for safety and collision history. If collision data is provided, it must be annotated to highlight collisions applicable to the project and why they are relevant.

If applicable, (1) attach a map and/or photos indicating gaps and barriers, including changes in facility type where appropriate; (2) describe any locations within the project limits where barriers or hazardous conditions exist that prohibit safe access for bicyclists and pedestrians.

The project proposes to add bicycle lanes on the north half of Broadway through the Urban Core Specific Plan area. This corridor has a high use of bicycles and coincidentally records show that there have been bicycle-involved collisions on this street. The primary cause is the bicyclists riding in the opposing direction of travel while riding near the parking lane and/or the sidewalk. Thus, motorists leaving commercial driveways unexpectedly confront the on-coming bicyclist from the right side of the vehicle instead of the expected left side. By providing bike lanes, cyclists will travel with the direction of travel and be where motorists expect them to be.

For L to Main Streets, the intent is to post BIKE ROUTE signs and sharrows with the grant providing for a stencil so that the city can install the SHARROWS on other roadways. City will meet with businesses in order to determine ultimate bike lane configuration, travel lane width, median modifications and/or parking prohibition.

Vehicle Speed Limit and Average Daily Traffic (ADT)

Street Name: Broadway	
Speed Limit: 35 MPH	ADT: 20,000 to 30,000 varies depending on block.

Street Name:	
Speed Limit:	ADT:

Street Name:	
Speed Limit:	ADT:

Street Name:	
Speed Limit:	ADT:

QUALITY OF PROJECT

For this section, please provide answers in bullet format. A short, concise narrative may be provided, if necessary, to describe the project.

Effectiveness and Comprehensiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures, and Relationship to Program Objectives

Describe the need for traffic calming, pedestrian, and bicycle improvements in the project area, in **bullets**. (6 lines max)

Bicyclists tend to ride on the sidewalk and impede the pedestrians and surprise motorists that are exiting the commercial driveways. Several bicycle collisions have occurred on this corridor. Project proposes to implement bike lanes from C to L Streets and provide for an interim bike route and planning for L to Main Streets. For south of L Street, due to existing raised medians, an outreach program will be part of the grant in order to work with the businesses and multi-family residences in order to decide on an ultimate cross-section that will include bike lanes.

List the goals of the project, in **bullets**.

- Reduce bicycle collisions on Broadway.
- Improve sidewalk area for pedestrians by reducing the pedestrian-bicycle conflicts.
- Provide for bike lanes through Urban Core area and narrower travel lanes while retaining parking.
- Provide for bike route with sharrows for south of L Street
- Provide for out reach program in Southwest Chula Vista to reach consensus on Class 2 facility.
- Have local agency be in a position to work on ultimate goal to add bike lanes south of L Street.
- Caltrans & MUTCD design standards for bicycle facilities will be met.

Describe the proposed improvements and why they are particularly suited to address the needs stated above, in **bullets**. (6 lines max)

- Provide bike lanes in order to encourage cyclists use the roadway instead of the sidewalk.
- Broadway C to L Streets is sufficiently wide enough to provide bike lanes while reducing travel lane width while south of L Street a bike route will be provided.
- Council approval of Urban Core Specific Plan calls for bike lanes north of L Street.
- Seniors have requested that travel lanes be narrowed on Broadway in order to slow down vehicles.
- Broadway commercial corridor is a destination for bicyclists.

INNOVATION

Is this or will this project be an FHWA or State experimentation effort? Yes No If yes, evidence must be attached.

Does this project propose any solutions that are new to the region? If so, please describe, in **bullets**.

N/A

SUPPORTIVE POLICIES AND PROGRAMS

COMPLEMENTARY PROGRAMS

Describe in **bullets**, any programs that complement the proposed capital improvements: awareness, education efforts, increased enforcement, bicycle parking. Describe who will be responsible in implementing the programs and how they relate directly to the capital improvements. In order to receive points, programs must be included in project Scope of Work, Schedule, and Budget.

- Annually, Chula Vista Council supports Bike to Work Day and adopts a proclamation for Bike Month.
- Public Works Engineering staff has been implementing recommendations and studies adopted by Council from: Bikeway Master Plan; Healthy Transportation Network Report on the Feasibility of Bike Lanes on Broadway; Pedestrian Master Plan; Seniors, Sidewalks & the Centennial; Urban Core Specific Plan.
- The Chula Vista Safety Commission receives staff reports on all bicycle and pedestrian related capital improvements and makes recommendations to staff on implementation.
- This project is listed as Project #1 Class 3 in the Bikeway Master Plan.

SUPPORTIVE POLICIES AND PLANS

Cite in **bullets**, any policy language in approved plans that support this project, or cite Community Active Transportation Strategy that was completed prior to this application.

- North segment of Broadway is part of the 2012 Urban Core Specific Plan.
- The City of Chula Vista 2005 General Plan, identifies this area as a district where more intensive land uses will occur.
- The City's adopted 2011 Bikeway Master Plan ranked this project as a priority 1 and recommends the construction of a Class 3 bikeway. The project now proposes to implement Class 2 bike lanes from C to L streets and provide for an interim bike route and planning for L to Main Streets. For south of L Street, due to existing raised medians, an outreach program will be part of the grant in order to work with the businesses and multi-family residences in order to decide on an ultimate cross-section that will include bike lanes.
- This project is also recommended by the following studies: Healthy Transportation Network Report on the Feasibility of Bike Lanes on Broadway; Pedestrian Master Plan; Seniors, Sidewalks & the Centennial; Urban Core Specific Plan.

Briefly describe any other relevant aspects of the project.

Environmental Review Status: The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Class 1(c) categorical exemption pursuant to Section 15301, Existing Facilities, of the State CEQA Guidelines because the project consists of minor alteration to existing developed public-right-of-way expansion of an existing use. Thus, no further environmental review is necessary.

RESOLUTION NO. 2012-130

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING THE FILING OF AN APPLICATION FOR ACTIVE TRANSPORTATION GRANT PROGRAM FUNDS THROUGH THE SAN DIEGO ASSOCIATION OF GOVERNMENTS FOR THE BROADWAY BIKE LANE PROJECT, AND ACCEPTING THE TERMS OF THE GRANT

WHEREAS, \$8.8 million of Transportation Development Act/TransNet funding for capital and non-capital active transportation projects is available to local jurisdictions and the County of San Diego from Fiscal Year 2011/2012; and

WHEREAS, the City of Chula Vista wishes to receive \$510,000 in Active Transportation Grant funds for the Broadway Bike Lane project; and


WHEREAS, the City of Chula Vista understands that the Active Transportation Grant Program funding is fixed at the programmed amount, and therefore project cost increases that exceed the grant awarded will be the sole responsibility of the grantee; and

WHEREAS, the City of Chula Vista agrees to complete the proposed grant project within a timely manner and in compliance with Board Policy No. 035.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chula Vista that the City of Chula Vista is authorized to submit an application to SANDAG for Active Transportation Grant Program funding in the amount of \$510,000 for the Broadway Bike Lane project; and

BE IT FURTHER RESOLVED that, if a grant award is made by SANDAG to fund the Broadway Bike Lane project, the City of Chula Vista commits to providing \$20,000 in matching funds and/or in-kind contributions and authorizes the City Manager to accept the grant funds, execute the attached grant agreement with SANDAG with no exceptions, and complete the Broadway Bike Lane project.

Presented by


Gary Halbert, P.E., AICP
Assistant City Manager/Director
Development Services

Approved as to form by

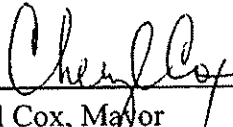

Glen R. Googins
City Attorney

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 10th day of July 2012 by the following vote:

AYES: Councilmembers: Bensoussan, Castaneda, Ramirez and Cox

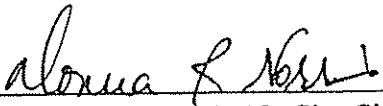
NAYS: Councilmembers: None

ABSENT: Councilmembers: Aguilar



Cheryl Cox, Mayor

ATTEST:




Donna R. Norris, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)
CITY OF CHULA VISTA)

I, Donna R. Norris, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2012-130 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 10th day of July 2012.

Executed this 10th day of July 2012.



Donna R. Norris, CMC, City Clerk