

## CAPITAL GRANT APPLICATION FORM

<b>Project Title:</b> Industrial Boulevard Pedestrian and Bicycle Improvements
<b>Applicant (Jurisdiction):</b> City of Chula Vista
<b>Amount Requested:</b> \$450,844

### 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).
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| <ul style="list-style-type: none"> <li><input type="checkbox"/> Completed application form:</li> <li><input type="checkbox"/> Project Summary</li> <li><input type="checkbox"/> Project Location Map</li> <li><input type="checkbox"/> Project Costs &amp; Funding Sources</li> <li><input type="checkbox"/> Project Readiness</li> <li><input type="checkbox"/> Project Connections and Safety</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Quality of Project</li> <li><input type="checkbox"/> Supportive Policies and Programs</li> <li><input type="checkbox"/> Scope of Work, Schedule, and Budget</li> <li><input type="checkbox"/> Engineer's Estimate</li> <li><input type="checkbox"/> Plans showing that minimum design standard has been met</li> </ul> |
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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

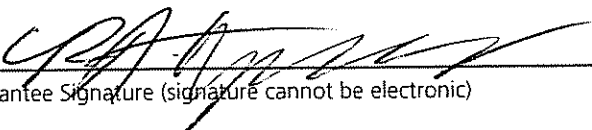
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- The proposed grantee has read the standardized sample grant agreement
- The proposed grantee understands that SANDAG will not reimburse applicants for expenses incurred prior to execution of a grant agreement.
- If the SANDAG Board of Directors approves 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](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.

RICHARD A HOPKINS DIRECTOR OF PUBLIC WORKS  
 Grantee Name (print or type) Title

 06/28/2012  
 Grantee Signature (signature cannot be electronic) Date (mm/dd/yyyy)

## PROJECT SUMMARY

<b>Applicant (Agency):</b> City of Chula Vista
<b>Project Title:</b> Industrial Boulevard Pedestrian and Bicycle Improvements

**Project Area Limits:** e.g. 4<sup>th</sup> St. between Laurel St. and Ash St., and 5<sup>th</sup> St. between Laurel St. and Ash St.

Industrial Boulevard between Ada Street and Anita Street
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**Project Description: (4 lines max)**

Construct PCC sidewalks, curb/gutters, ADA ped ramps, PCC driveways, bike lanes, signing, striping & legends, AC pavement work, and traffic control. Along both sides of Industrial Blvd from approx. Ada St to Anita St. This project would fill in the gap between Ada St and Anita St.
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<b>Primary Contact Person (Project Manager):</b> Roberto Solorzano	
<b>Title:</b> Associate Engineer	
<b>Street Address:</b> 276 Fourth Ave	<b>City and Zip Code:</b> Chula Vista, 91910
<b>Phone:</b> (619) 409-5420	<b>E-mail Address:</b> solo@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:

No. On a separate manner, SANDAG has the South line Freight Capacity Project (SANDAG Pjct 1300602) that will provide at-grade rail X-ing improvements at Industrial Boulevard and Anita Street intersection. Chula Vista wants to complete the gaps.
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Active Transportation Grant Funds Request	\$ 450,844.00
Matching Funds	\$ 191,076.00
<b>Total Project Cost</b>	<b>\$ 641,920.00</b>
<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
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## PROJECT LOCATION MAP

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[INSERT PROJECT LOCATION MAP HERE]

## PROJECT COSTS AND FUNDING

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**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	116,000.00
Construction	
Construction Management	47,400.00
Construction Contract	473,520.00
<b>Total Cost</b>	<b>\$ 641,920.00</b>

Funding Sources:

Funding Source	Amount
Active Transportation Grant	450,844.00
Other (specify source)	
TransNet	191,076.00
<b>Total Funding</b>	<b>\$ 641,920.00</b>

**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**

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***COMPLETION OF MAJOR MILESTONES***

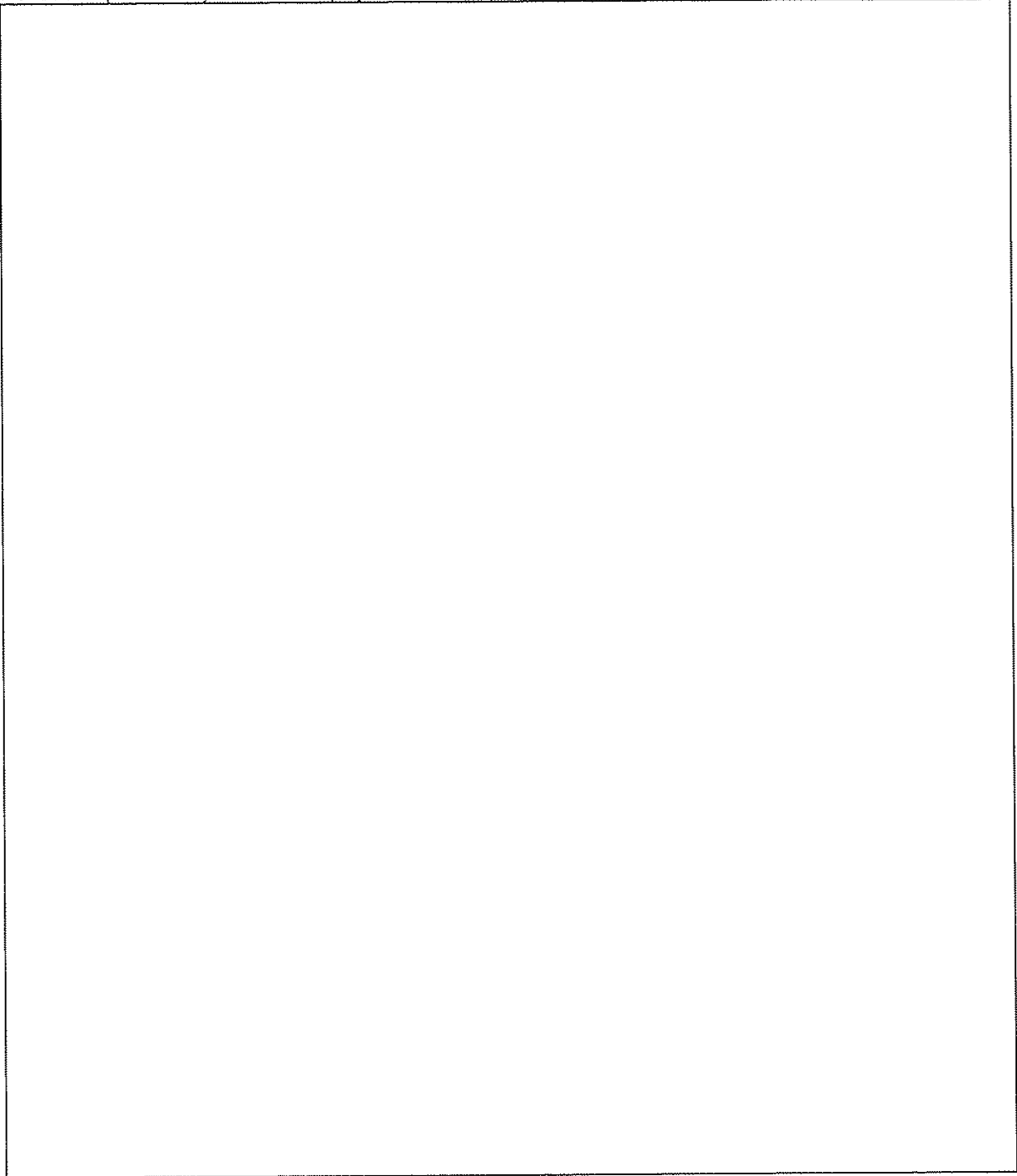
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>
1. Community Active Transportation Strategy/Neighborhood-level plan/corridor study		Palomar Gateway District Specific Plan Mobility Study completed April 2012
2. Environmental Documentation/Certification	January 2013	April 2013
3. Right-of-Way Acquisition	N/A	N/A
4. Final Design	October 2013	February 2014

## PROJECT CONNECTIONS AND SAFETY

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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.



PROJECT CONNECTIONS

**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 an dbarriers, 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.

- Industrial Boulevard and Palomar Street, to the north side of the proposed project, is a busy intersection. The Palomar Street Trolley Station is located at this intersection.
- The safety risks identified by city engineers are those typically associated with pedestrians crossing mid-block.
- Long distances (2000 ft) between signalized crossings discourage pedestrians and promote unsafe crossing.
- There is a trolley crossing at Anita Street with minimal sidewalks.
- There have been 4 traffic collisions between 2007 and 2009

**Vehicle Speed Limit and Average Daily Traffic (ADT)**

Street Name: Industrial Boulevard	
Speed Limit: 40 MPH	ADT: 6334

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)

- Channelizing vehicular/bicycle and pedestrian traffic, which would prevent pedestrians and bicyclists from making illegal or unsafe street crossings.
- Installation of much-needed sidewalks, ADA pedestrian ramps, and bicycle lanes.

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

- Increase safe walking
- Fill in the missing sidewalk gap between Ada Street and Anita Street.
- Eliminate physical barriers to walking, and bicycling.
- Complement the Mobility Study for the Palomar Gateway District Specific Plan.
- Encourage a safer pedestrian and bicycle traffic.

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

This project would fill in the missing sidewalk & bike lane gaps between Ada St and Anita St. The intersection of Anita St and Industrial Blvd. is being improved under a trolley crossing traffic signal modification project that would construct ped. ramps and some sidewalk work on the northeast & northwest corners. On the north side at Ada St., the proposed project would connect with the improvements done under a Palomar Gateway Smart Growth Incentive Project from SANDAG. This location is Priority 4 in the City's Ped Master Plan, and Priority 13 in City's Bikeway Master Plan.

### 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**.

## 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.

- The proposed project is listed as priority 4 in the City's adopted 2010 Pedestrian Master Plan.
- It is also listed as priority 13 in the City's adopted 2011 Bikeway Master Plan.
- Proposed improvements are identified in the 2012 Palomar Gateway Mobility SPA.

### 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.

- This segment of Industrial Boulevard is part of the 2012 Palomar Gateway District (PGD) Specific Plan.
- The City of Chula Vista 2005 General Plan, identifies this area as a district where more intensive development, revitalization and/or development is proposed to occur.
- The City's adopted 2011 Bikeway Master Plan ranked this project as priority 13 and recommends the construction of a Class 2 bikeway.
- Industrial Boulevard is also ranked number four in the City's adopted 2010 Pedestrian Master Plan. The Plan recommends the installation of sidewalk along all segments of the corridor where sidewalk is missing or sub-standard and ADA compliant curb ramps at all intersections where missing.

Briefly describe any other relevant aspects of the project.

The Industrial Boulevard/Ada Street intersection was recently upgraded to include a roundabout as part of SANDAG Palomar Gateway Enhancement project Smart Growth Incentive Program (SGIP). This intersection affords desirable pedestrian features such as crosswalks and flashing crosswalk markers to help visibility at night. However, the intersection is poorly connected to the street segment south of Ada Street. This proposed project would continue the pedestrian and bicycle improvements to the south.

The Industrial Boulevard/Anita Street intersection is part of the SANDAG BlueLine Crossover Project to upgrade the railroad crossing.

Under a separate City of Chula Vista CIP, bike lanes will be installed on Industrial Boulevard from Anita Street to Main Street.