

**FY 2010 Annual Grant Application
Transportation Development Act/*TransNet* Bicycle and Pedestrian Projects**

Applicant (Agency): **City of Chula Vista**

Project Name: **Bikeway Master Plan Update**

Application Amount: **\$150,000**

Project Type: **Bikeway Plan**

Project Limits: **n/a**

Project Description: **Bikeway Master Plan Update. The objective of the Bikeway Master Plan is to review and make recommendations on how the current bikeway network within the City can be updated to best suit the needs of the City in the future.**

Summary of Cost Estimates:

<u>Category</u>	<u>Cost</u>
Feasibility Study (Plan by Consultant)	
Engineering	
Project Management	\$25,000
Contract Engineering	
Environmental Documentation	
Design	
Construction (Prepare Plan)	\$125,000
Construction Management	
Construction Contract	
Total Cost	\$ 150,000

Funding Sources:

<u>Revenue Source</u>	<u>Amount</u>
<u>TDA/<i>TransNet</i> Claim Amount</u>	<u>\$150,000</u>

Total	\$ 150,000

Project Location Map:

Contact Person: **Roberto Solorzano**

Title: **Associate Engineer**

Address **276 Fourth Avenue**

Chula Vista, California

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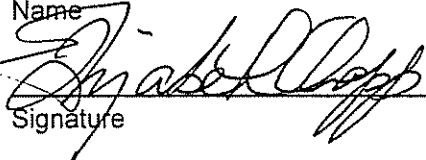
E-mail: **solo@ci.chula-vista.ca.us**

Person Authorized to Submit Application:

I certify that I have reviewed the Bicycle and Pedestrian Claims Guidelines and the information submitted in this application is accurate and in accordance with these guidelines.

Elizabeth Chopp

Senior Civil Engineer

Name	Title
	4/13/09
Signature	Date

Project Funding:

Total Estimated Project Cost (Please attach a detailed project estimate based on best available engineering) \$ 150,000

Project Cost Estimates – On a separate sheet provide an itemized cost estimate for all eligible expenses. Be as accurate as possible to avoid future cost overruns. Projects with cost overruns have three options for moving the project forward depending on what percentage over the original grant amount the revised project cost will be. Applicants may ask for a recommendation from the BPWG to amend original allocation for up to five percent of the original cost estimate (up to the amount available in the reserve). Projects that require more than five percent additional funding can resubmit the project in a subsequent funding cycle with the adjusted project amount. Lastly, the applicants can choose to complete the project with their own funding.

Matching Funds (Category 9 of Project Evaluation Criteria)

<u>Revenue Source</u>	<u>Amount</u>
_____	\$ _____
_____	\$ _____
Total	\$ _____

TDA/TransNet (Application Amount as shown in Category 10 of Project Evaluation Criteria) \$ 150,000

Total Revenues \$150,000

Scope of Work

In the section below, state the project deliverables (including specific quantities and locations of improvements) and anticipated completion dates. Please note that if this project is funded, this scope of work will be added to the grant agreement and the grantee will be held to this scope of work for the purpose of project oversight.

Deliverables	Completion Date
Award of contract by City Council to the selected Consultant	December 2009
Draft Bikeway Master Plan Update	August 2010
Final Bikeway Master Plan Update	November 2010

Supporting Materials

- A. Community Support/Consistency with Community Plan (Category 1) – The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or minute order documenting that action. Or, if the project is part of an approved Bicycle Plan, please attach a copy of the section that includes the project.

To be eligible for TDA funding, SANDAG Claim Guidelines requires that for bicycle projects, the City must have an approved comprehensive bicycle facilities plan (updated once every five years). The plan must emphasize bicycle projects that primarily accommodate non-recreational bicycle trips. The current Bikeway Master Plan was approved by Council Resolution on January 25, 2005. This project will be included in the Chula Vista’s upcoming CIP Program. A certified copy of the Chula Vista Council resolution authorizing the application will be submitted by May 20, 2009.

- B. Minimum Design Standards (Category 2) – Projects applying for construction funds must provide actual drawings or cross-sections from the project itself, not generic standard drawings. If the applicant is seeking funding for the design and construction of a project, proposed cross-sections may be used in lieu of the actual plan drawings. If any part of a project is substandard, clearly illustrate that (provide photographs, if applicable) and provide an explanation as to why the minimum design standard is not being met.

- C. Connect to Regional Transportation Corridor or Transit Linkage or Regional Bikeway Map (Category 3) – Provide a map which clearly illustrates the projects relationship to existing facilities. Show the project’s direct linkages to any regional bikeway (for bicycle projects) or direct continuous link to a local bus stop or direct link to an LRT/regional transit station. A direct link for a bicycle project is defined as connecting immediately to a regional bikeway with no gaps. A direct link between a pedestrian project and a transit facility is defined as one in which some part of the facility comes within 600 feet of a local bus stop or LRT/regional transit station.

- D. Completes Connection/Linkage in Existing Bicycle/Pedestrian Network (Category 4) – List and briefly describe the linkages or connections to existing bicycle or pedestrian network. Provide a map which clearly illustrates the projects relationship to existing facilities.

- E. Project Readiness (Category 5)

<u>Phase</u>	<u>Begin</u>	<u>Complete</u>
Feasibility Study	_____	_____
Preliminary Engineering (RFP)	<u>February 2009</u>	<u>May 2009</u>
Environmental Document/Certification	_____	_____
Final Design	_____	_____
Advertise for Construction (Issue RFP)	<u>June 2009</u>	<u>June 2009</u>
Begin Construction (Plan)	<u>December 2009</u>	<u>December 2010</u>
Project Completion		<u>December 2010</u>

- F. Geographic Factors/GIS Analysis (Category 6) – SANDAG will perform a GIS analysis as described in the Bicycle and Pedestrian Claims Guidelines based upon a project map provided by the applicant. Briefly describe project limits and provide a location map clearly showing the project alignment. In addition, clearly show and label the following elements:
 - a. major traffic generators within the project area (within ½-mile for pedestrian projects and within 1-mile for bicycle projects)
 - b. linkage or connections to existing bicycle or pedestrian facilities
 - c. linkage to any regional bikeway or public transit stop

- G. Geographic Factors/GIS Analysis (Category 6) – List and briefly describe major traffic generators served by the project.

- H. Safety Improvements (Category 7) – Describe the safety issues addressed by the project. Please attach support documentation for safety and accident history. If collision data is provided, it must be specific in pointing out which collisions are applicable to the project and why it is relevant.

- I. Innovation and Design (Category 8) – Describe any design innovations for bicycle/pedestrian priority measures that are included within the project limits.

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

This project will be included in the upcoming Chula Vista CIP Program for Fiscal Year 2009-10.

If the project is part of a larger capital improvement project, briefly discuss how the bicycle or pedestrian project costs were identified and a description of the other sources of funds for the overall project.

Briefly describe any other aspects of the project that is relevant to its evaluation.

Bicycle Master Plans, Pedestrian Master Plans, Education/Safety Programs and Bicycle Parking

Bicycle Master Plans, Education/Safety Programs and Bicycle Parking projects will each be considered in a separate category. These types of projects are encouraged and will be evaluated by SANDAG staff.

Basic Guidelines

Bicycle Master Plans – Cities with population up to 75,000 will be eligible for a maximum of \$75,000. Cities with population greater than 75,000 will be eligible for a maximum of \$150,000. Beginning with the 2010 project application cycle, all cities will need to have a SANDAG-approved Bicycle Plan to be eligible for TDA/TransNet funds for individual projects.

Pedestrian Master Plans – An agency may submit an application for a pedestrian master plan no more frequently than once every five years. Jurisdictions with a population over 150,000 may submit applications for up to \$150,000, and jurisdictions with a population under 150,000 may submit applications up to \$100,000. In either case, the amount of the application must be substantiated by providing a scope of work and project budget to SANDAG.

Education/Safety Programs – An agency must submit a scope of work and a proposed schedule to be evaluated by SANDAG staff.

Bicycle Parking – Projects that conform to SANDAG's Bicycle Parking Guidelines and have a projected cost up to \$50,000 will be eligible.

All claims, including those supporting educational or promotional programs and claims for planning projects, must include a project budget, work program, and project schedule.

