



CITY COUNCIL STAFF REPORT



June 11, 2024

ITEM TITLE

Regional Transportation Improvement Program: Adopt the TransNet Local Street Improvement Program of Projects for Fiscal Years 2024-25 through 2028-29

Report Number: 24-0093

Location: No specific geographic location

Department: Engineering

G.C. § 84308: No

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.

Recommended Action

Conduct the public hearing and adopt a resolution approving the proposed TransNet Local Street Improvement Program of Projects for fiscal years 2024-25 through 2028-29.

SUMMARY

SANDAG, acting as the Regional Transportation Commission, approves on a biennial basis a multi-year program of projects submitted by local jurisdictions identifying all transportation projects eligible to use transportation sales tax (TransNet) funds. All of the projects that the City of Chula Vista proposes to fund with TransNet funds must be included in the Regional Transportation Improvement Program ("RTIP"), as well as projects that are funded with Federal or State transportation funds. The list of projects that are part of this action reflects the City's recently adopted fiscal year 2024-25 Capital Improvement Program. Staff recommends adopting the TransNet Local Street Improvement Program of Projects for fiscal years 2024-25 through 2028-29 for inclusion in the RTIP.

ENVIRONMENTAL REVIEW

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 activity consists of a governmental Regional Transportation Improvement Program/ TransNet funds activity, which does not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment. 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.

Although environmental review is not required at this time, once the scope of potential individual projects has been defined, environmental review will be required for each project and the appropriate environmental determination will be made.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

Not applicable.

DISCUSSION

The voters of San Diego County approved the TransNet Program as Proposition A in November 1987. This proposition enacted a half-cent increase in the countywide sales tax through 2008 to fund specified transportation programs and projects. One third of the revenues generated by the tax were allocated by SANDAG to the local agencies for local street and road purposes.

In November 2004, 67 percent of County voters supported Proposition A, which extends TransNet from 2008 to 2048. The TransNet Extension Ordinance states that at least 70 percent of the funds allocated to local agencies for local road projects should be used to fund Congestion Relief (“CR”) projects. CR projects include the construction of new or expanded facilities, rehabilitation and reconstruction of roadways, traffic signalization, transportation infrastructure to support smart growth, capital improvements for transit facilities, and operating support for local shuttle and circulator transit routes. No more than 30 percent of TransNet funds allocated to local agencies for local road projects are expected to be used for local street and road maintenance.

On February 2, 2024, SANDAG provided the member agencies with an updated TransNet Revenue Forecast for the Local Street Improvement Program, covering fiscal years 2024-25 through 2028-29 (Attachment 1). These forecasts are conservative estimates intended for planning purposes. The projected fiscal year 2024-25 revenue is estimated at \$9,241,000, with an anticipated increase of approximately \$100,000 for each subsequent year.

A summary of the 5-Year TransNet Allocation and a listing of City projects currently programmed for TransNet funding are detailed in Attachment 2. There are no new TransNet funded projects proposed for addition in the 2025 RTIP Program of Projects. Appropriations of funds are not requested at this time, as the funds for these projects were included in the council-adopted budget on May 21, 2024, as part of the approval process for the fiscal year 2024-25 Capital Improvement Program (“CIP”). The amounts shown for future fiscal years are estimates and will be updated as revenues and specific locations are identified.

The following are the major projects that will be included for TransNet funding in fiscal year 2024-25.

Congestion Relief Projects

CHV39: Traffic Signal System Optimization (RAMS), TRF0337, TRF0350, TRF0354)

Provision of consultant services and/or equipment such as traffic signal timing coordination projects and adaptive traffic control systems, to optimize the performance of existing traffic signal systems for improved traffic circulation, reduced intersection delays, and reduced congestion throughout the city.

CHV48: Major Pavement Rehabilitation (STM0404)

Annual pavement rehabilitation and reconstruction projects requiring thick overlays (1-inch or greater) and/or major street reconstruction.

CHV58: New Sidewalk Improvements (TRF0414)

Design and construction of sidewalks and other pedestrian improvements in areas without existing sidewalk.

CHV79: Raised Median Improvements (TRF0415)

Design and construction of new/modification of existing raised medians to improve traffic safety.

Maintenance Projects

CHV06: Pavement Management System/Minor Pavement Rehabilitation Program (CTY0219, STL0463)

Pavement maintenance treatments (less than 1.0-inch thickness) and other pavement repairs as well as managing and maintaining the City's Pavement Management System (PMS).

CHV22: Advance Planning Studies (CTY0202, CTY0232)

Manages asset inventories, master plans, special studies to identify current and future infrastructure needs and manages available funding sources.

CHV33: School Zone Traffic Calming (TRF0345)

Field investigation and installation/construction of traffic calming devices in public school zones, such as traffic control devices (flashing beacons), signs, striping and minor street improvements.

CHV34: Neighborhood Traffic and Pedestrian Safety Program (TRF0327, TRF0411, TRF0429, TRF0436, TRF438)

Provide community outreach and education regarding traffic/safety hazards, preparation of plans and construction of traffic calming, pedestrian safety measures and ADA improvements.

CHV35: Traffic Signing, Studies and Signal Upgrade (STM0369, TRF0332, TRF0366, TRF0421)

Upgrading and maintenance of traffic signal and street light systems in the city. Work includes, but is not limited to interconnect cables and conduit, vehicle and bike detection systems, emergency vehicle pre-emption systems, traffic signal controllers, and new street light fixtures.

CHV45: Traffic Monitoring Program (TRF0274, TRF0321)

Traffic monitoring to evaluate conformance with the City's traffic threshold standards and provide data for advanced planning studies, capital improvements projects, speed surveys and other related studies.

CHV75: ADA Pedestrian Curb Ramps (STL0454)

Installation of American with Disabilities Act-compliant ramps at missing locations in accordance with the City's priority list.

DECISION-MAKER CONFLICT

Staff has reviewed the decision contemplated by this action and has determined that it is not site-specific and consequently, the real property holdings of the City Council members do not create 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.

CURRENT-YEAR FISCAL IMPACT

There is no current-year fiscal impact as a result of this action. Expenditure and revenue impacts associated with TransNet funding have already been appropriated as part of the annual budget process for fiscal year 2024-25.

ONGOING FISCAL IMPACT

Upon completion of the CIP projects, the improvements will require only routine maintenance.

ATTACHMENTS

1. TransNet Revenue Forecast (02/02/2024)
2. 5-Year TransNet Allocation FY25-FY29

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