

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.20, Action Item

Prepared By: Dee Lam, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE AMENDMENT –
24TH STREET TRANSIT CENTER CONNECTIONS PROJECT
RESOLUTION ATP-P-2526-07**

ISSUE:

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 6 Active Transportation Program (ATP) 24th Street Transit Center Connections project (PPNO 1490), in San Diego County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a project scope amendment for the Cycle 6 ATP 24th Street Transit Center Connections project (PPNO 1490), in San Diego County.

DISCUSSION:

In December 2022, the Commission approved the 2023 ATP – Statewide and Small Urban and Rural Components, which included \$3,496,000 for the 24th Street Transit Center Connections project (PPNO 1490), under Resolution G-22-70. The project includes installing a Class IV bike lane and constructing new sidewalks to provide connectivity to the nearby 24th Street Transit Center for the neighborhoods in the City of National City (City).

In 2021, the City completed the 24th Street Transit Oriented Development Overlay study (TODO) which identifies mobility recommendations for first and last mile connections to the 24th Street Transit Center; both Hoover Avenue and D Avenue are identified as north-south bicycle and pedestrian connections to the transit center. However, Hoover Avenue is in an industrial zone with future high-density residential housing projects anticipated through the TODO study. The future planned high-density residential housing projects are in the vicinity of the original project scope and have been delayed with no known target date for completion.

The City is requesting approval for a scope change to install a Class IV bike lane on D Avenue from 30th Street to 26th Street, instead of Hoover Avenue, which will continue to provide a north-south connection. This will close the gap in bicycle facilities by connecting the existing Class II bikeways. In addition to the bicycle facilities, two Rectangular Rapid Flashing Beacons activated midblock crossings along D Avenue at 22nd Street and 27th Street will be installed to provide pedestrian crossings at these intersections.

ANALYSIS:

The Department's analysis has deemed that the City's request is a significant scope change due to several proposed changes.

The revised scope removes 7,317 linear feet of Class IV bike lanes from Hoover Avenue and proposes to add 2,314 linear feet of Class IV bike lanes on D Avenue to maintain the north-south connection to the 24th Street Transit Center. The proposed alignment would connect to existing Class II bike lanes on D Avenue. Since Hoover Avenue is an industrial zone and the high-density residential housing projects have been delayed, installing Class IV bicycle facilities on D Avenue, which is a residential neighborhood with connections to Sweetwater Union High School, is anticipated to provide more utility and connectivity to surrounding communities and preserve the core elements of the original project. In addition, the proposed improvements will enhance the connectivity to the 24th Street Transit Center by utilizing the existing bus stops and routes along D Avenue.

The proposed scope change would have a slight net increase in the overall cost of the project. There are no impacts on the pre-construction phases, and the agency has secured additional funding to close the gap for the construction phase of the project. The scope change will not negatively impact the current project delivery schedule.

ANALYSIS RECOMMENDATION:

Based on the Commission's scope change guidance, as well as the analysis of the proposed scope changes, the Department has determined that this scope change will not change the overall active transportation benefits of the project as compared to the original scope. Therefore, the Department supports the proposed scope change for this project.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project, present scope changes to the Department for consideration prior to allocation. Therefore, the Department will make a recommendation to the Commission for final approval with the understanding that scope changes that result in a decrease in active transportation benefits may result in removal from the program.

Attachment

Project Scope Change Request

Caltrans Analysis and Recommendations

Submittal Date: October 31, 2025

Implementing Agency: National City

ATP ID: ATP6-11-002S

Federal Project No.: 5066(055)

PPNO: 1490

Project Name: 24th Street Transit Center Connections

Existing Project Description (ATP Database): Construct separated bikeways, curb extensions, traffic signal modifications with bike signals, continental crosswalks, and curb ramps.

Existing Project Limits (ATP Database): This project is located along East 30th Street between Hoover Avenue and Highland Avenue, and along Hoover Avenue between E 33rd Street and E 22nd Street.

Caltrans' Recommendations

Level of Scope Change: Major

Recommendation: Support

Scope to be Changed

The following is a brief explanation of the proposed scope change:

- The proposed scope change will provide the north-south connection by constructing 2,314 linear feet of Class IV facilities on D Avenue from 30th Street to 26th Street, which will close the gap in bicycle facilities by connecting to the existing 2,766 linear feet of Class II facilities from 26th Street to 22nd Street on D Avenue. The 2,314 linear feet of Class IV facility will replace the 7,317 LF of Class IV facilities along Hoover Avenue from 33rd Street to 22nd Street in the original scope.
- In addition to the bicycle facilities, 2 RRFB activated midblock crossings along D Avenue near 22nd Street and 27th Street, will be installed.
- The proposed changes also include the construction of 12 ADA ramps along D Avenue including: the northwest corner of D Avenue and 30th Street, at the intersections with 27th and 29th, and at 2 new proposed midblock crossings. 3 floating bus islands along D Avenue and 30th Street will also be constructed as part of the proposed scope change.

Below is the summary of revised quantities from the proposed scope change:

Items Name	Original Quantity	Revised Quantity
Class IV – Cycle Track	14,433 Linear Feet	9,430 Linear Feet
Bike Boxes	2	3
Signal Timing Improvement	3	1
Rapid Rectangular Flashing Beacon (RRFB)	0	2
Crossing Surface Improvements (unsignalized)	24	3
Crossing Surface Improvements (Mid-Block)	0	3
Roadway Segments Lighting	0 Linear Feet	1,044 Linear Feet
Green Bike Conflict Striping	40 Linear Feet	428 Linear Feet

Attachment 1

Exhibit 25-D Request for
Project Scope Change

Exhibit 25-D: Request for Project Scope Change (Local ATP Projects)

To: *Bryan Ott* Date: 04/21/2025
 District Local Assistance Engineer PPNO: 1490
 Caltrans, Office of Local Assistance Federal PROJECT #: 5066 (055)
 4050 Taylor Street MS-244
 San Diego, CA 92110 ATP ID #: 11-National City-3

Project Name (Per CTC programming): 24th Street Transit Center Connections

Approved Project Description (As submitted in Application): Construct more than two miles of separated bike lanes (Class IV), 2 curb extensions, traffic signal modifications with bike signals, continental crosswalks, and curb ramps.

Approved Project Limits (As submitted in Application): This project is located along E 30th St between Hoover Avenue and Highland Avenue, and along Hoover Avenue between E 33rd Street and E 22nd Street

For Federally Funded Projects: Written MPO Concurrence (see Item #7)

Current FTIP/FSTIP Description: _____

Current FTIP/FSTIP Limits: _____

Dear Bryan Ott:

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

REQUIRED ELEMENTS (PER CTC'S PROJECT AMENDMENT POLICY):

1. An explanation of the proposed scope change;

Hoover Ave:

Hoover Avenue was included in the approved grant to provide a south-north connection from 30th Street to 22nd Street. The proposed scope change will continue to provide the south-north connection by constructing 2,314 linear feet of Class IV on D Avenue from 30th St to 26th St, connecting to the existing 2,766 linear feet of Class II facilities on D Avenue from 26th Street to 22nd Street. These facilities will replace the 7,317 linear feet of Class IV facilities along Hoover Ave from 33rd Street to 22nd Street included in the original grant application.

**Measurements are based off each traveled way*

In addition to the bicycle facilities, two RRFB activated midblock crossings along D Ave at 22nd street and another near 27th street, will be installed to provide safe pedestrian crossings at these intersections. To provide a continuous safe path for bike users, two bus islands will be constructed on D Avenue near 30th street and another one near 26th street.

The proposed changes include the construction of 12 curb ramps along D Avenue including: the northwest corner of D Ave and 30th St, at the intersections with 27th and 29th, and at 2 new proposed midblock crossings. The original grant application included 10 curb ramps along the Hoover Ave.

2. The reason for the proposed scope change;

The approved grant included the corridor of Hoover Avenue as a south-north Class IV connection from 33th Street to 22nd Street, as 22nd Street leads to the 24th Street Transit Center. In 2021 the City adopted the 24th Street Transit Oriented Development Overlay (TODO), which identifies mobility recommendations for first and last mile connections to the 24th Street Transit Center; both Hoover Avenue and D Avenue are identified as south-north bicycle and pedestrian connections to the transit center. The TODO identifies Hoover Avenue as an industrial zone to be converted to a mixed-use zone in National City by constructing high-density residential housing along Hoover Ave; these projects have been delayed and are expected to be completed in the future. For these reasons, the City is requesting a location change for the bicycle facilities away from the industrial zone to a residential neighborhood on D Avenue, with the understanding the Class IV facilities on Hoover will be implemented when the development begins.

D Avenue has existing Class II facilities, but from 30th to 26th, the City is proposing to install a two-way Class IV facility adjacent to the Sweetwater Union High School and through residential streets. The Class IV will connect to the existing Class II north of 26th, completing the connection to 22nd Street and then the transit center at the western end of 22nd. Given the vicinity change, City staff believes the revised project scope will provide more utility and connectivity to surrounding communities, while still preserving the core elements of the original grant, that of protected bike lanes and pedestrian access connections to the 24th Street Transit Center.

The original intention of the project was to create a last mile north-south connection between 22nd and 30th Street, and ultimately to the 24th Street Transit Center on the western end of 22nd; this change not only achieves that goal, but also enhances it because the existing bus routes to the 24th Street transit station that run along D Avenue will be supplemented by the proposed improvements.

3. The impact the proposed scope change would have on the overall cost of the project;

The proposed scope change would have a slight net increase on the overall cost of the project. While unit prices have increased, a significant line item, the Miles of Cars Way and Hoover Ave intersection improvements won't be included, as well as a reduction in cost for the proposed signal modification at 30th and D Avenue due to the connection to a two-way cycle track now proposed on D. The project is adding two midblock crossing RRFB systems, corridor lighting, three proposed bus islands, and bicycle facilities civil related bid items.

The City has secured additional funding to close the gap for the construction portion of the project. There are no impacts on the pre-construction phases of the project.

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
Hoover Ave between 22 nd and 33 rd Street	7,317 linear feet of Class IV bike facility	Keep existing facilities	Decrease
Hoover Ave between 22 nd and 33 rd Street	Reconstruct 10 curb ramps	Keep existing facilities	Decrease
D Ave between 22 nd and 26 th St	N/A	Add RRFB crossing at 22 nd St and D Ave intersection	Increase

		with the addition of 2 curb ramps	
D Ave between 26 th and 30 th St	N/A	2,314 linear feet of Class IV bike facilities	Increase
D Ave between 26 th and 30 th St	N/A	Upgrade 4 existing curb ramps to ADA compliance	Increase
D Ave between 26 th and 30 th St	N/A	Add RRFB crossing at 27 th St and D Ave intersection with the addition of 2 curb ramps	Increase
D Ave between 26 th and 30 th St	N/A	2,314 linear feet of Class IV bike facilities	Increase
D Ave and 30 th St Intersection	2 curb extensions on the NE and SE corners	Add 2 new curb extensions on the NW and SW corners	Increase

5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
Hoover Ave between 22 nd and 33 rd Street	7,317 linear feet of Class IV bike facility	Keep existing facilities	Decrease
Hoover Ave between 22 nd and 33 rd Street	Reconstruct 10 curb ramps	Keep existing facilities	Decrease
D Ave between 22 nd and 26 th St	N/A	Add RRFB crossing at 22 nd St and D Ave intersection with the addition of 2 curb ramps	Increase
D Ave between 26 th and 30 th St	N/A	2,314 linear feet of Class IV bike facilities	Increase
D Ave between 26 th and 30 th St	N/A	Upgrade 4 existing curb ramps to ADA compliance	Increase
D Ave between 26 th and 30 th St	N/A	Add RRFB crossing at 27 th St and D Ave intersection with the addition of 2 curb ramps	Increase
D Ave between 26 th and 30 th St	N/A	2,314 linear feet of Class IV bike facilities	Increase
D Ave between 26 th and 30 th St	N/A	Enhanced lighting improvements between 26 th and 30 th Street	Increase
D Ave and 26 th St	N/A	Add proposed floating bus island	Increase
D Ave and 29 th St	N/A	Add proposed floating bus island	Increase
D Ave and 30 th St Intersection	2 curb extensions on the NE and SE corners	Add 2 new curb extensions on the NW and SW corners	Increase

30 th St In Front of Sweetwater Union High School	N/A	Added proposed floating bus island	Increase
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6. An explanation of the methodology used to develop the aforementioned estimates; and

The impacts on safety and accessibility, as previously mentioned, are to increase both as the scope change drastically impacted usage of these bicycle facilities. The original grant sought to provide access through an industrial area meant to be redeveloped, but the redevelopment has been delayed; the benefits for the facilities on Hoover Ave would be limited to commuters, whereas shifting the facilities into a residential area such as D Avenue has the potential to significantly increase adoption by City residents and provide a safe connection to the 24th street Transit Center.

The minimal lighting present on the D Avenue corridor between 26th and 30th, compounded by the crest roadway profile, presents a current safety issue for pedestrians crossing to evening school events. These recommendations outlined above seek to remedy these safety concerns by reducing crossing distances, increasing visibility, and delineating areas for transit users, cyclists, and pedestrians to reduce conflict.

7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

Not Applicable

ADDITIONAL QUESTIONS:

8. Does this scope change require revalidation of your environmental document? N/A
If yes, what is the actual/estimated date of revalidation? _____

9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

Both the Hoover and D Avenue corridors are identified on the City of National City’s Bicycle Master plan and are part of the City’s Transit Oriented Development Overlay, both have gone through an extensive four year outreach process.

REQUIRED Attachments: (check boxes of attached required documents)

- Original plans/workplan with changes highlighted
- Revised Detailed Engineer’s Est.
- Revised plans/workplan
- Written MPO Concurrence (see Item #7)
- Original Detailed Engineer’s Est. with changes highlighted
- Additional Revised Application Documentation

Required revisions to the Project’s Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project’s Description and/or Limits: <<Insert “N/A” if no changes are required to the Project Description and/or Limits>>

Proposed changes to the Project Description: Construct Class II and IV protected bicycle facilities, midblock crossings, and enhanced pedestrian facilities for people walking and biking.

Proposed changes to the Project Limits: This project is located along E 30th St between Hoover Avenue and Highland Avenue, and along D Avenue between 22nd and 30th Street

For Federally Funded Projects: <<Insert “N/A” if no changes are required to the FTIP/FSTIP Description and/or Limits>>

Proposed changes to the FTIP/FSTIP Description: N/A

Proposed changes to the FTIP/FSTIP Limits: N/A

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: FY 23/24 PS&E: FY 24/25 R/W: N/A CON: FY 26/27 CON-NI: N/A

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: FY 23/24 PS&E: FY 24/25 R/W: N/A CON: FY 26/27 CON-NI: N/A

Explanation for milestone changes: << Only list/explain the Allocation milestones that have changed >>

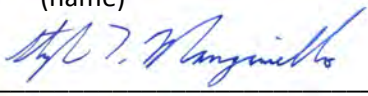
Not Applicable

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved.

You may direct any questions to:

Stephen Manganiello at (619) 336 4383
(name) (phone number)

Signature: 

Title: Director of Public Works/City Engineer

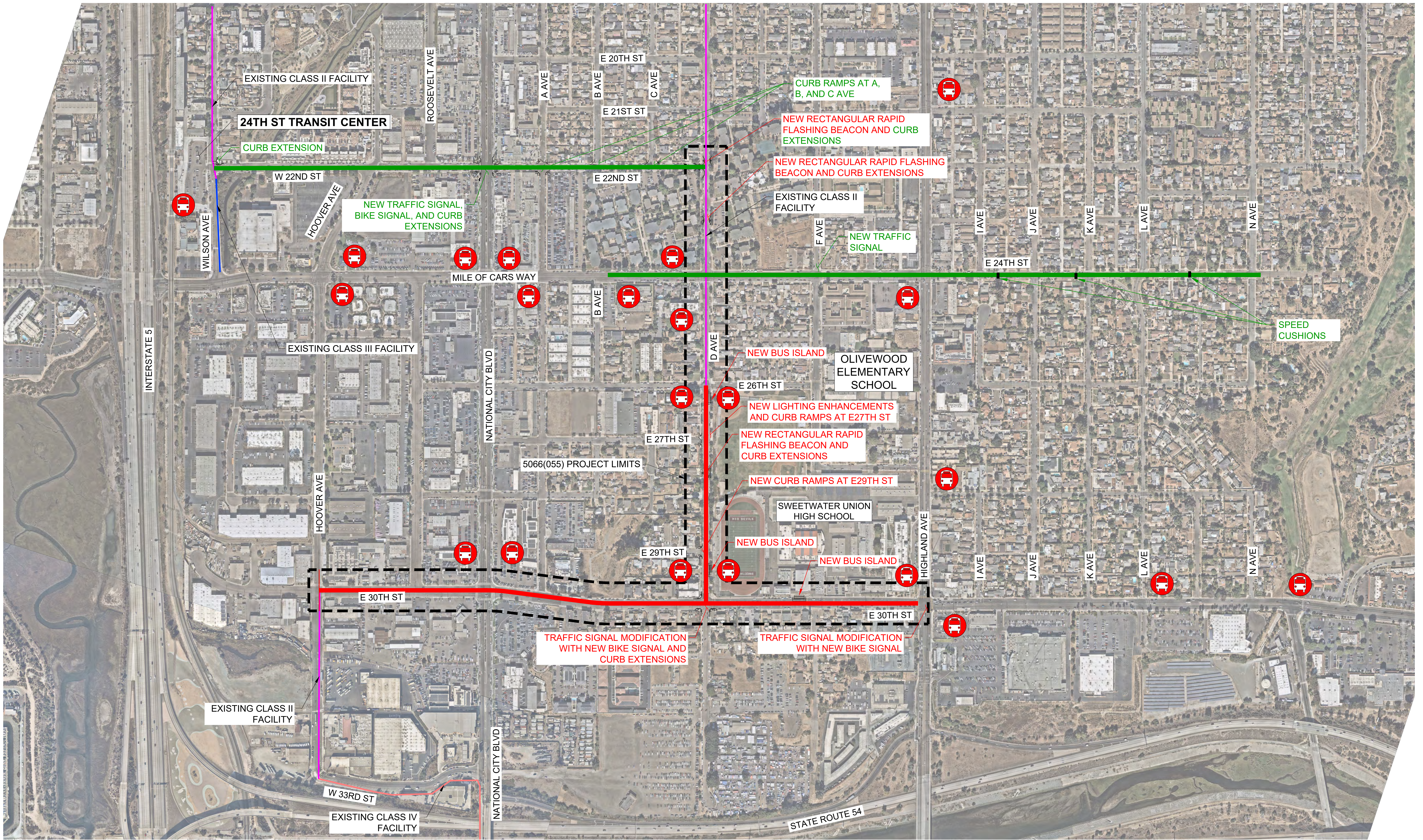
Date: 04/21/2025

Agency/Commission: City of National City

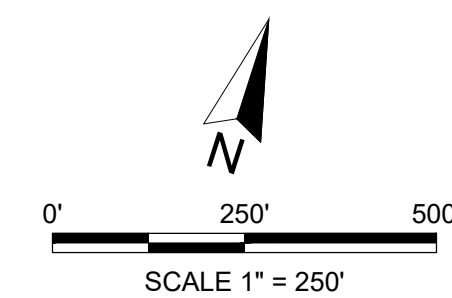
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Distribution:

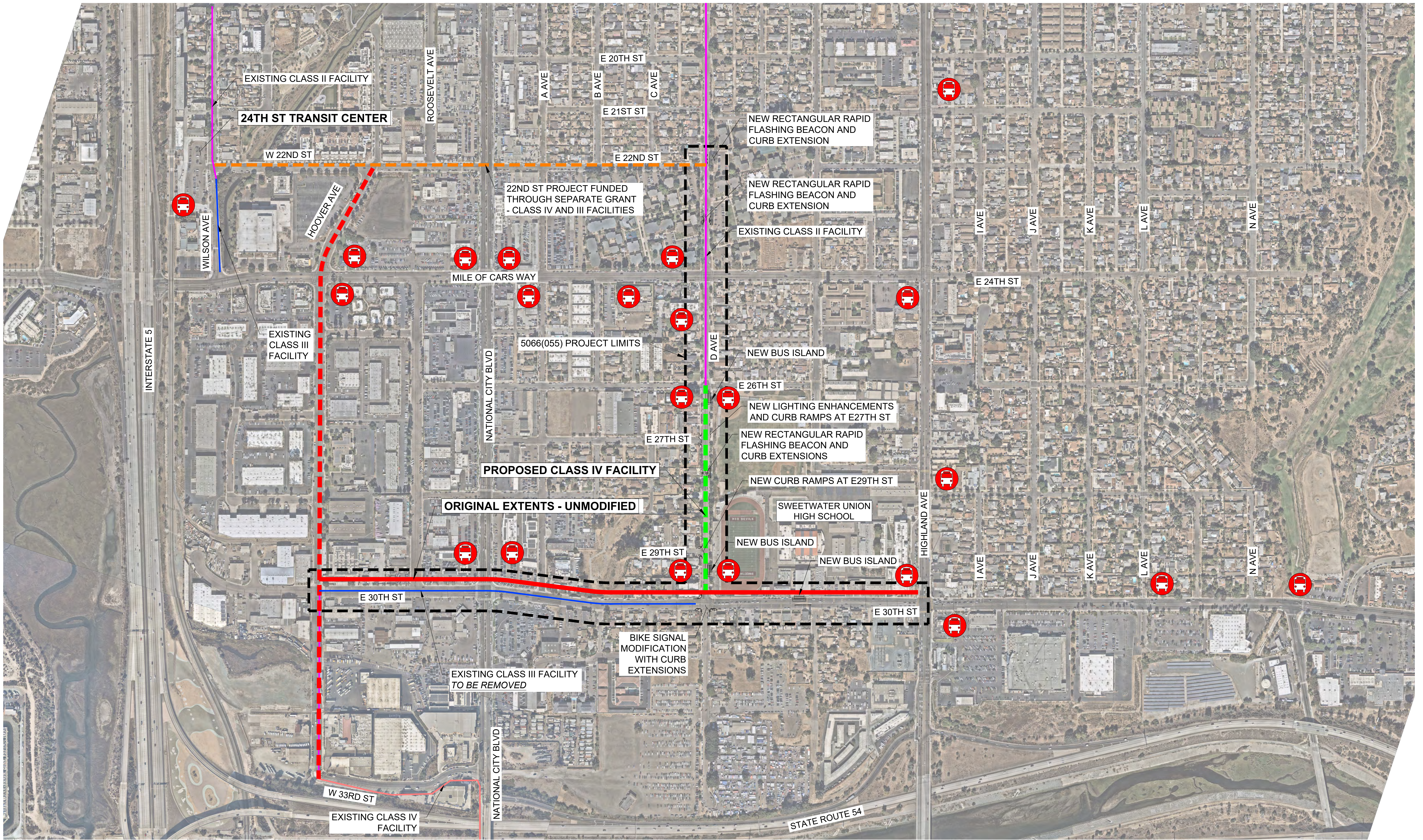
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- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission



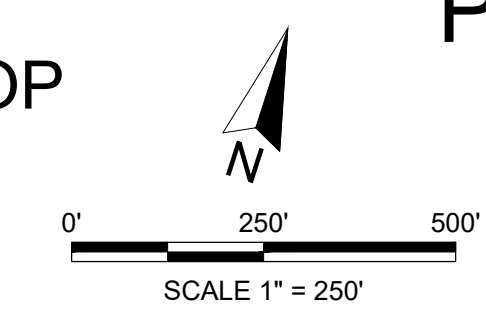
- 5066 (055) PPNO 1490
- 5066 (059) PPNO 1528
- MTS BUS STOP
- EXISTING FACILITY



PROJECT LOCATION MAP
5066 (055) PPNO 1490 AND 5066(059) PPNO 1528

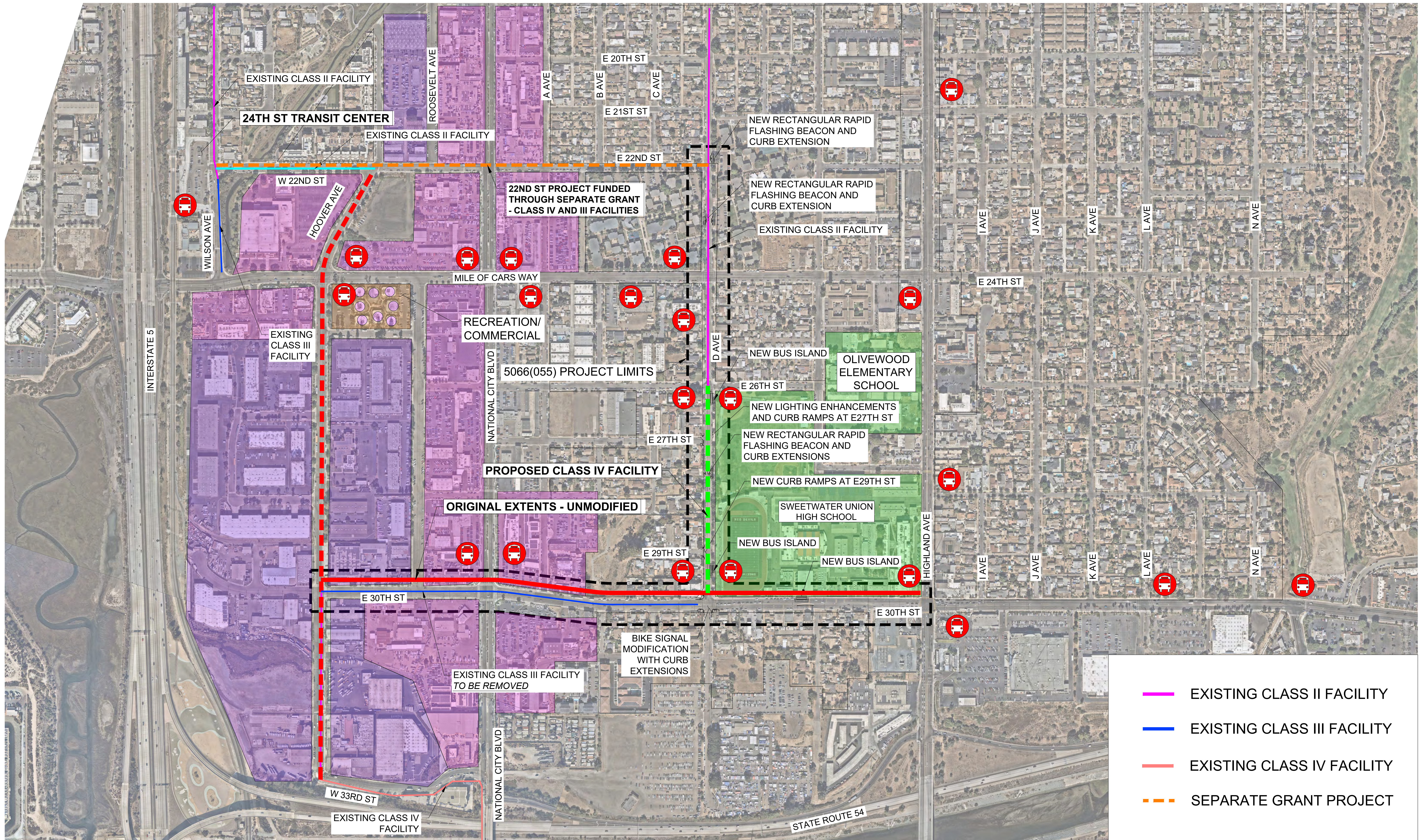


- - - ORIGINAL EXTENTS
- EXISTING CLASS II FACILITY
- EXISTING CLASS IV FACILITY
- MTS BUS STOP
- - - REVISED EXTENTS
- EXISTING CLASS III FACILITY
- - - SEPARATE GRANT PROJECT



PROJECT LOCATION MAP

5066(055) PPNO 1490

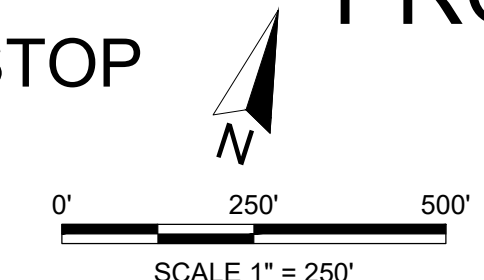


INDUSTRIAL ZONE
COMMERCIAL ZONE

RESIDENTIAL ZONE
EDUCATION ZONE

ORIGINAL EXTENTS
REVISED EXTENTS

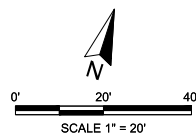
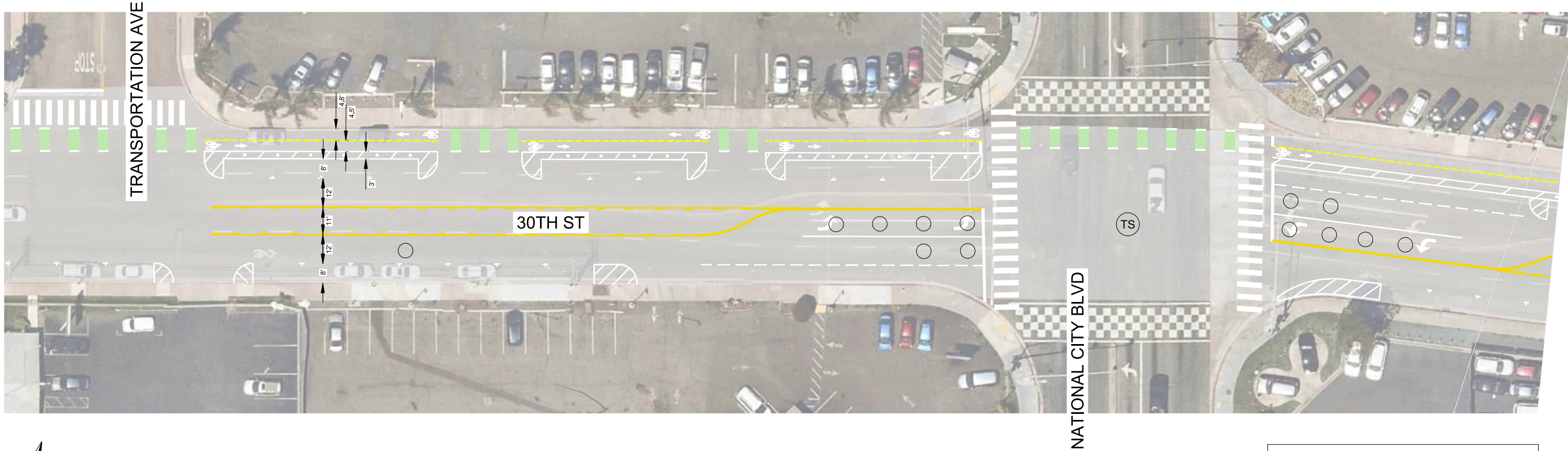
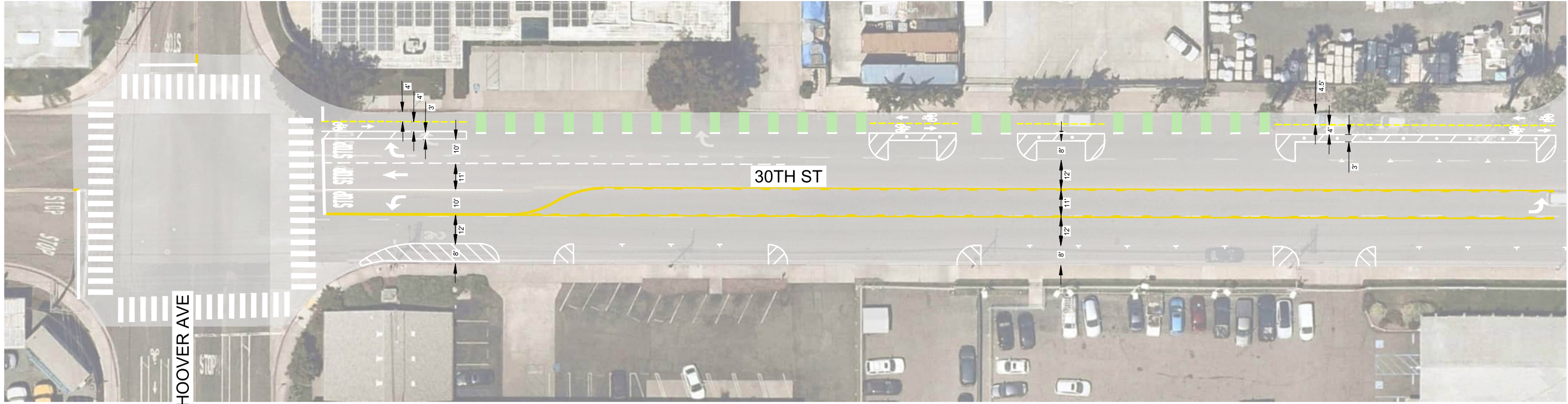
MTS BUS STOP



PROJECT LOCATION MAP

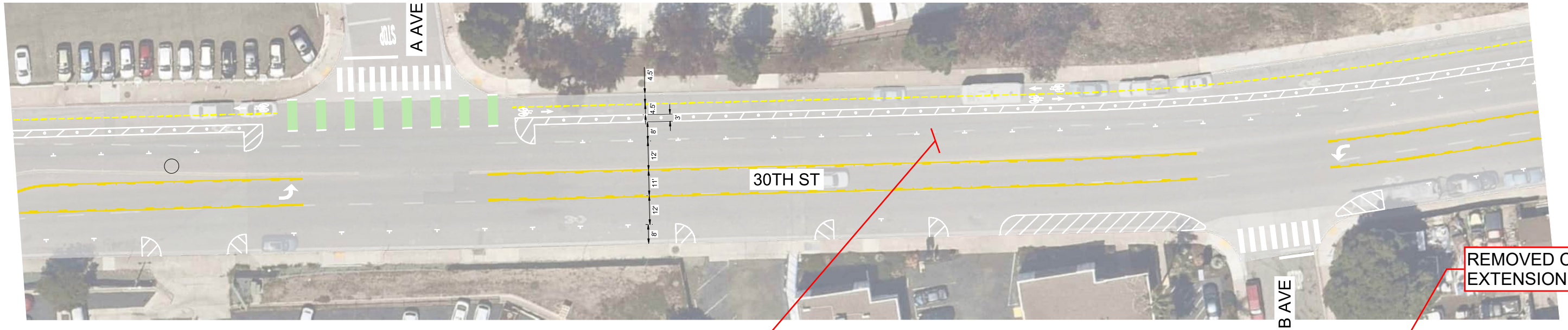
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ORIGINAL PLANS



LEGEND:

	FURNISH AND INSTALL VEHICLE LOOPS
	SIGNALIZED INTERSECTION

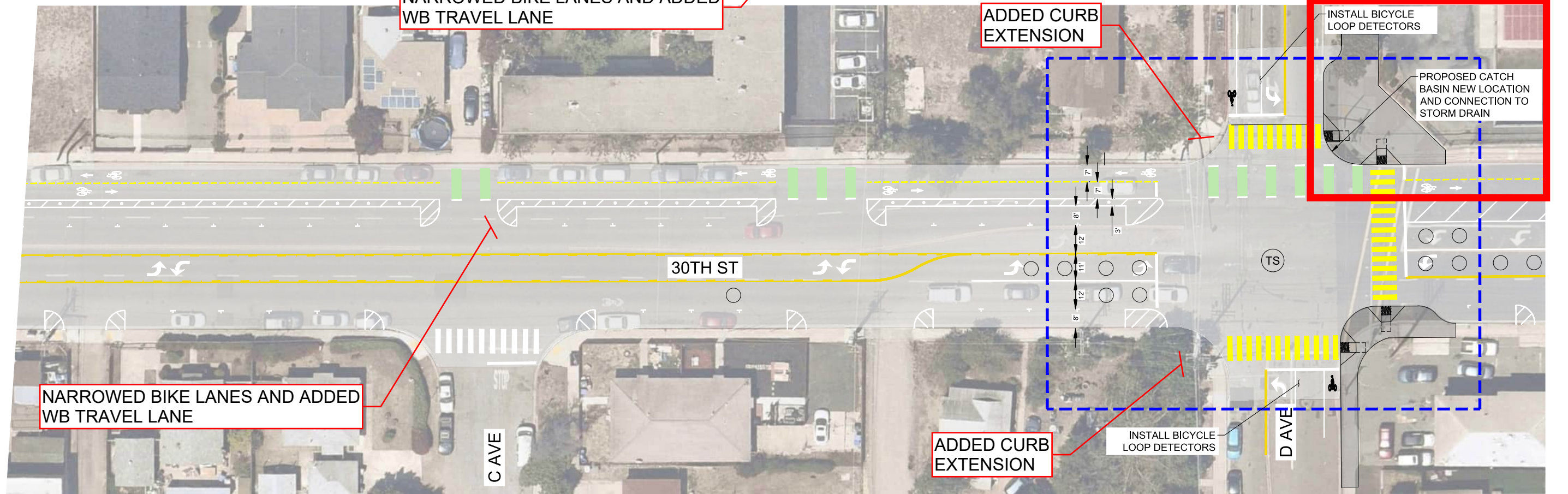


NARROWED BIKE LANES AND ADDED WB TRAVEL LANE

ADDED CURB EXTENSION

INSTALL BICYCLE LOOP DETECTORS

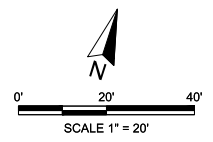
PROPOSED CATCH BASIN NEW LOCATION AND CONNECTION TO STORM DRAIN



NARROWED BIKE LANES AND ADDED WB TRAVEL LANE

ADDED CURB EXTENSION

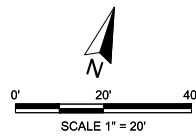
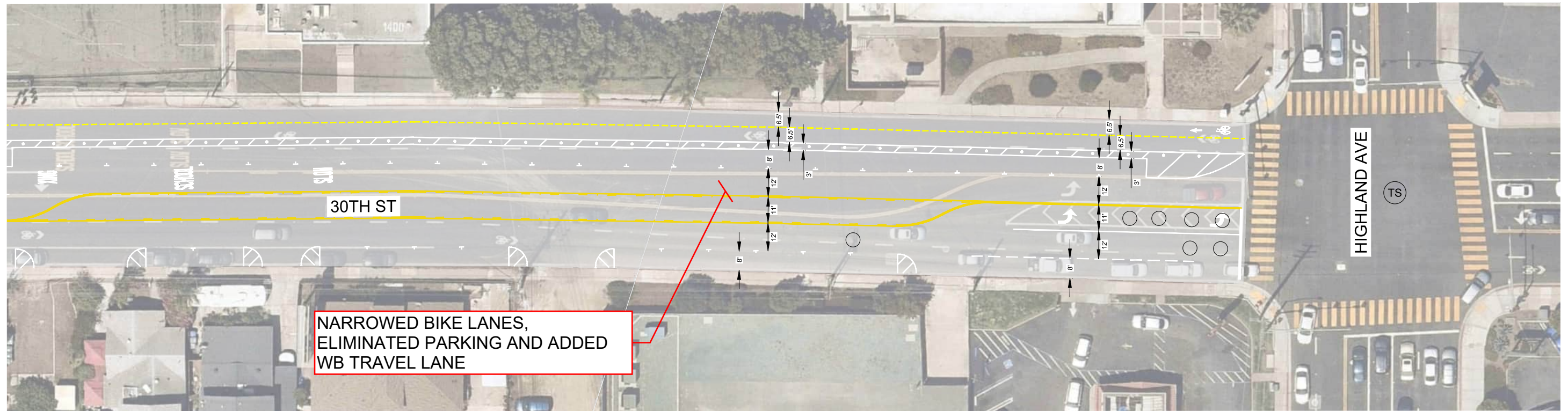
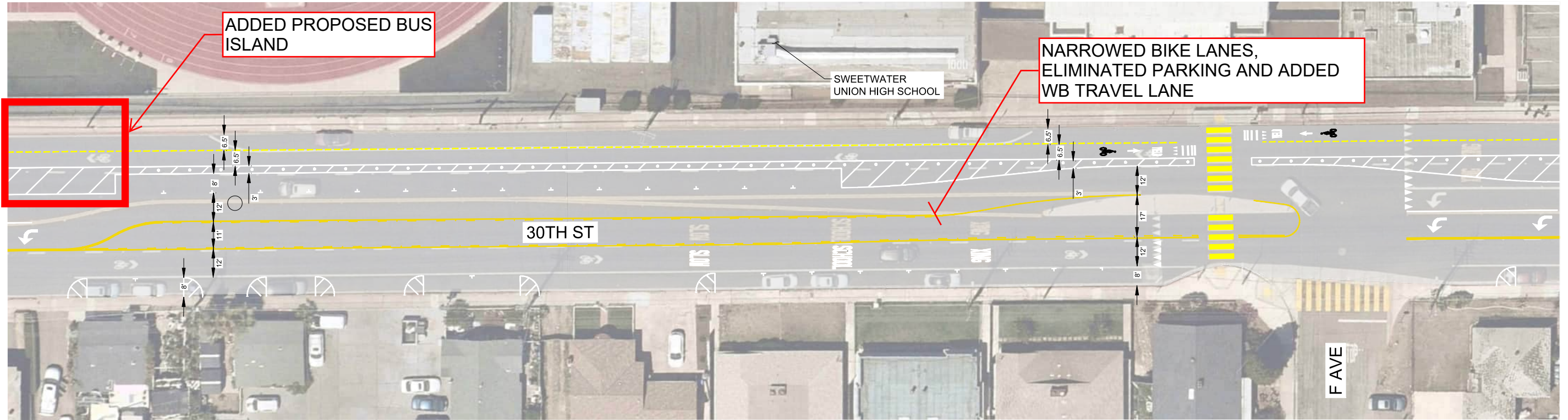
INSTALL BICYCLE LOOP DETECTORS



LEGEND:

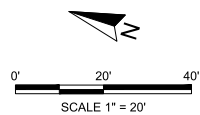
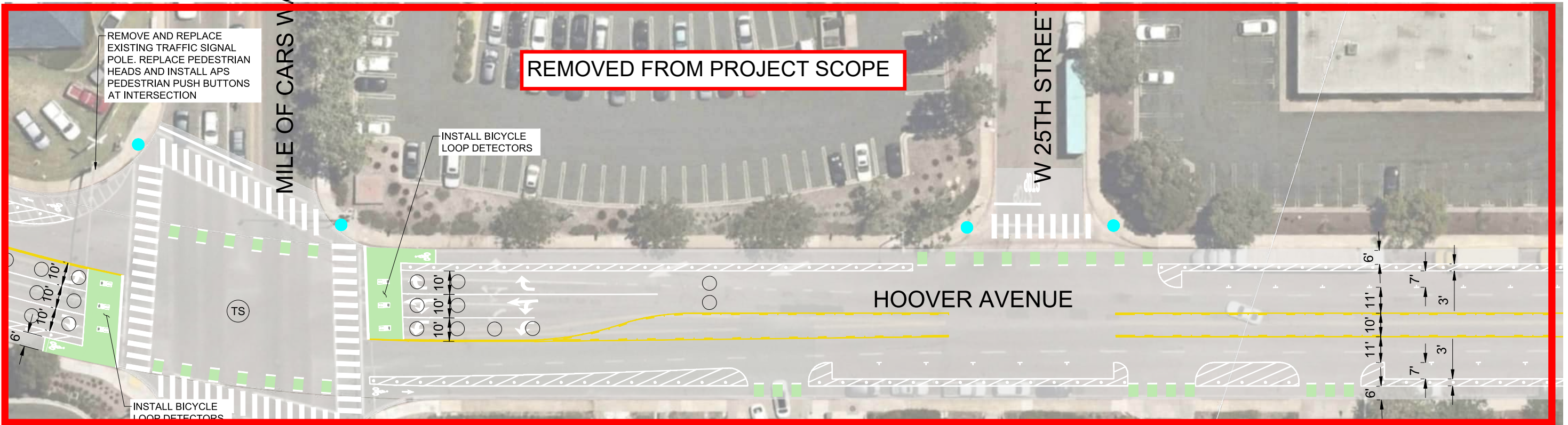
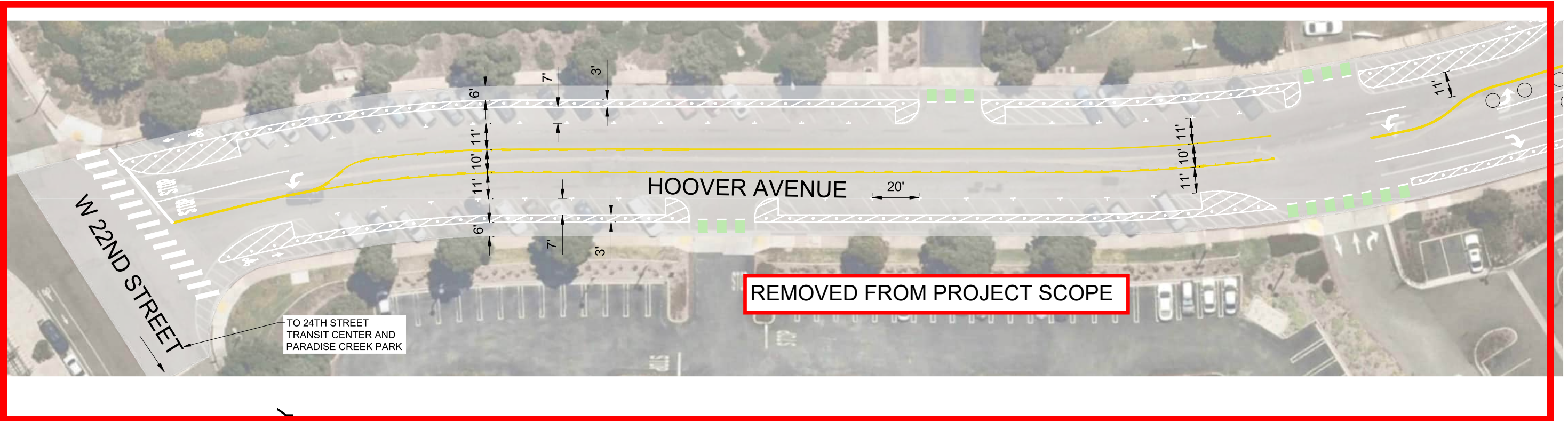
- FURNISH AND INSTALL VEHICLE LOOPS
- Ⓣ SIGNALIZED INTERSECTION
- TRAFFIC SIGNAL MODIFICATION





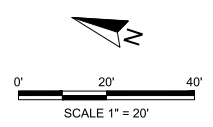
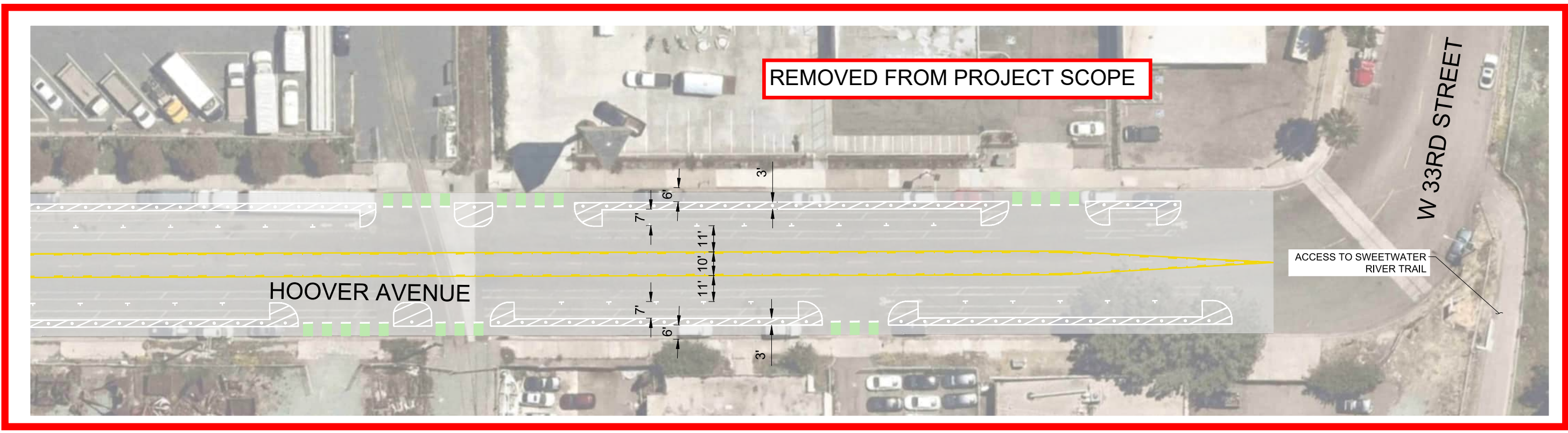
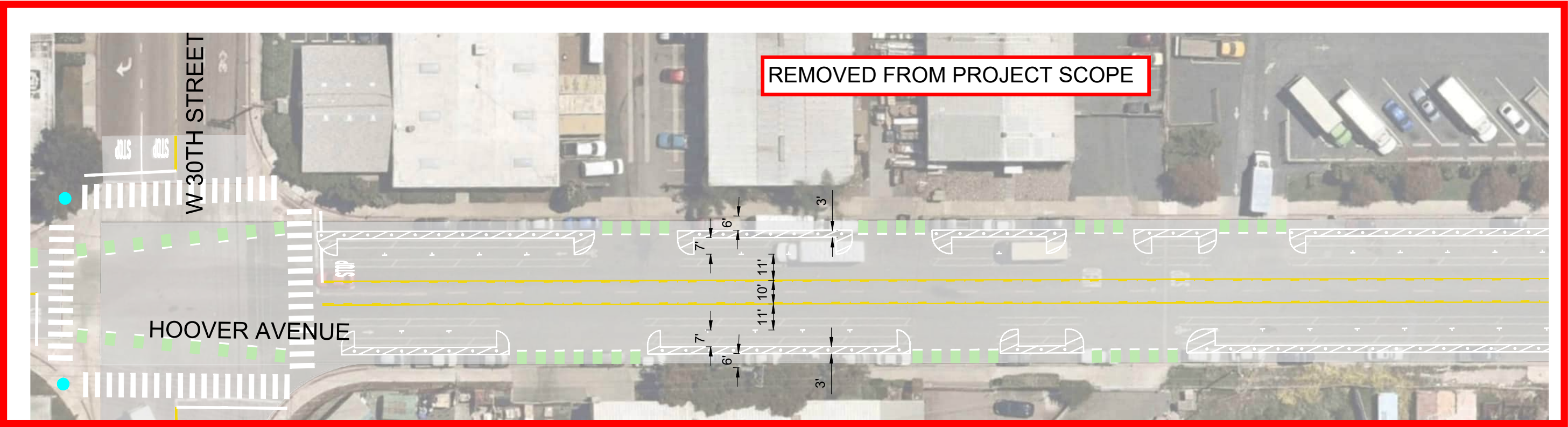
LEGEND:

	FURNISH AND INSTALL VEHICLE LOOPS
	SIGNALIZED INTERSECTION



LEGEND:

	FURNISH AND INSTALL VEHICLE LOOPS
	REMOVE AND REPLACE CURB RAMP
	SIGNALIZED INTERSECCION

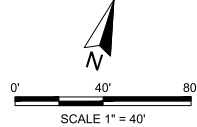
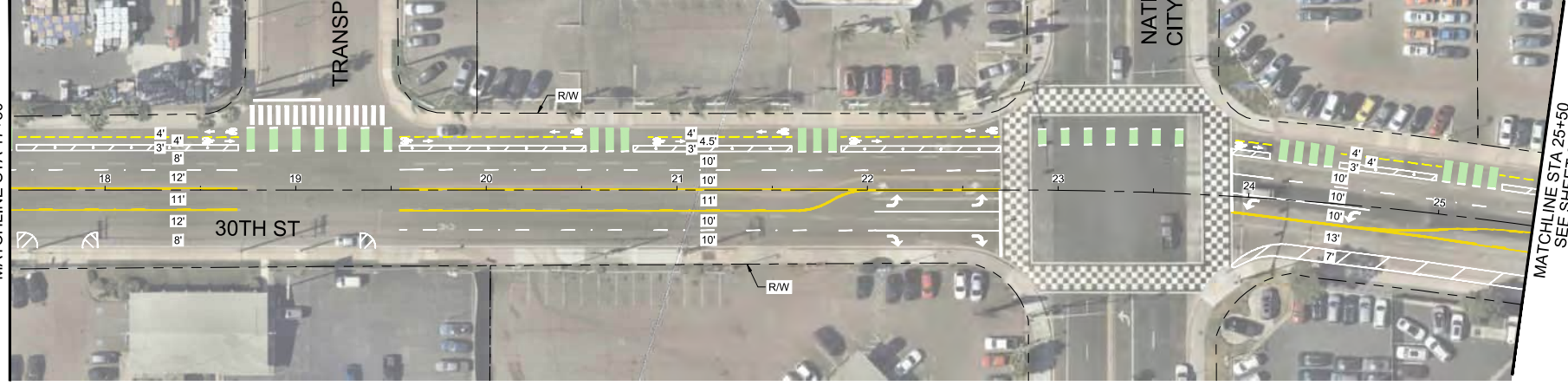
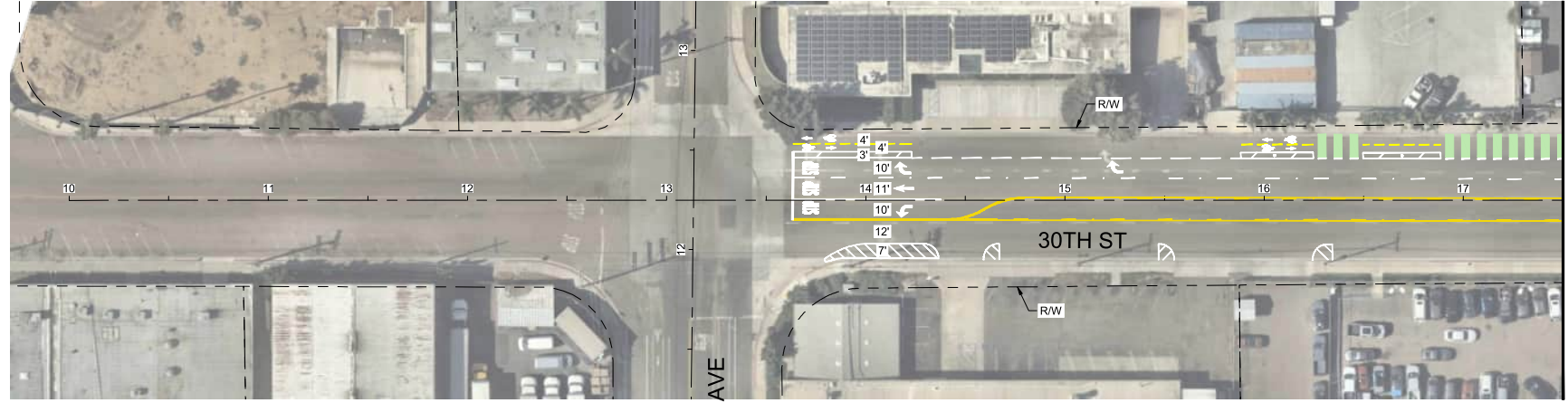


LEGEND:

●	REMOVE AND REPLACE CURB RAMP
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REVISED PLANS

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 SURVEYOR: XXXXX
 BENCHMARK: XXXXXX
 HORIZONTAL CONTROL: XXXXXX
 CONSTRUCTION RECORDS
 DATE STARTED: _____
 INSPECTOR: _____
 DATE COMPLETED: _____
 GEOTECHNICAL RECORD
 NAME _____ COMPANY _____
 SIGNATURE _____
 CONSTRUCTION SURVEYOR
 NAME _____ COMPANY _____
 SIGNATURE _____
 ENGINEERING DEPARTMENT
 BY APPROVED DATE
 AS-BUILT
 REVISIONS
 DIGALERT
 DIAL BEFORE YOU DIG
 TWO WORKING DAYS BEFORE YOU DIG
 TOLL FREE 1-800-227-2600
 A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT
 C R
 1802 19th Avenue, Suite 100 • Torrance, CA 90501 • 408-206-8888
 30% PRELIMINARY PLANS - CITY OF NATIONAL CITY - 24TH STREET TRANSIT CENTER CONNECTIONS



PLANS REVIEWED BY:

STEPHEN MANGIANELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

LUCA ZAPPIELLO, PE DATE _____
 ASSISTANT ENGINEER - CIVIL

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONAL CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF THESE PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF NATIONAL CITY IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

ROBERTO R. RUIZ-SALAS, 81946 DATE _____

NOT FOR CONSTRUCTION

PLANS FOR THE IMPROVEMENTS OF:

24TH STREET TRANSIT CENTER CONNECTIONS

SIGNING AND STRIPING PLAN

CITY OF NATIONAL CITY

STEPHEN MANGIANELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CIP NO. 23-13

SHEET 04 OF 11 SHEETS 11634-04 -D

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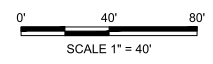
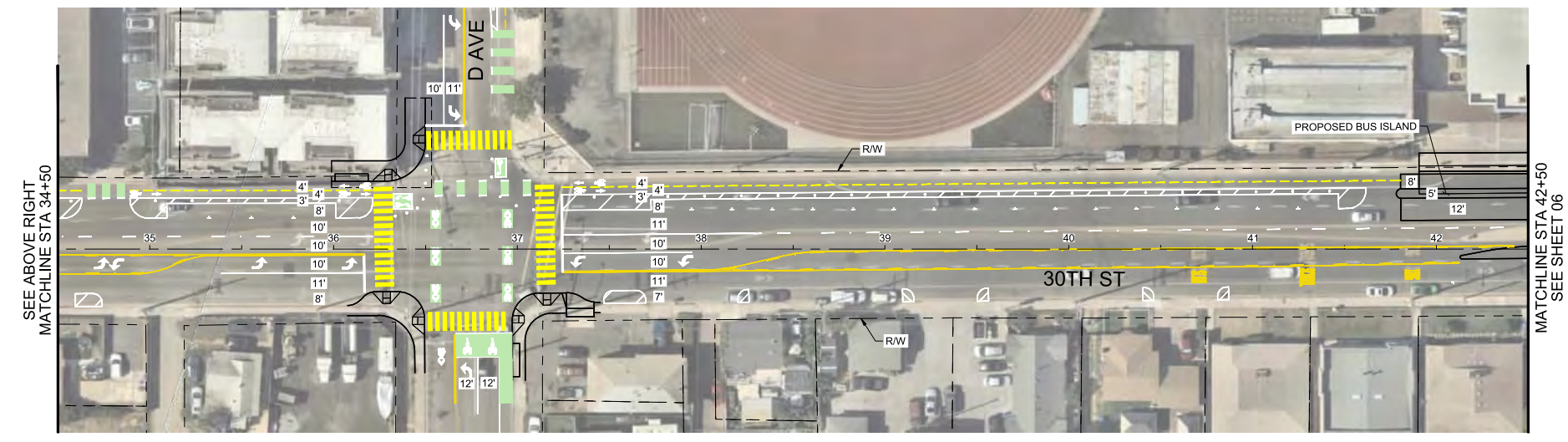
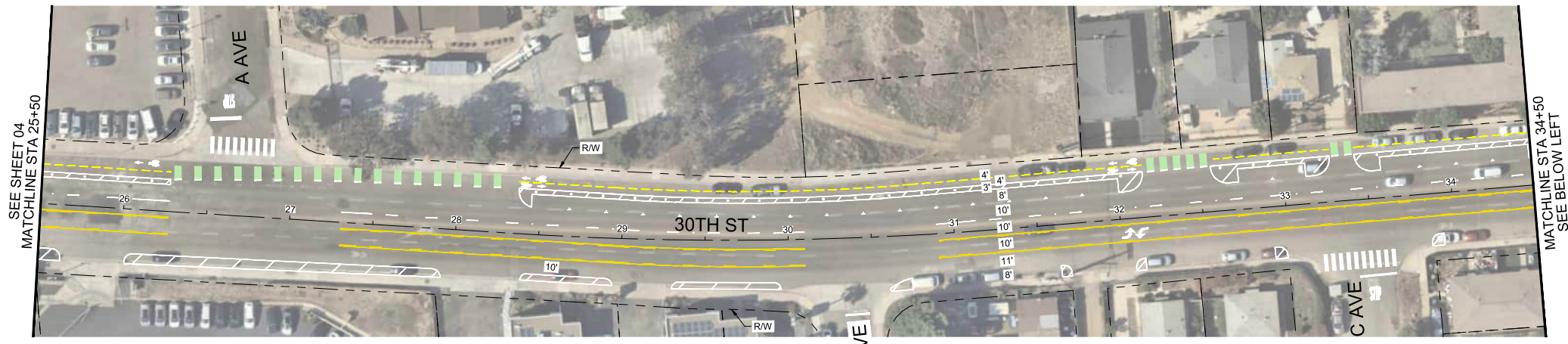
SURVEYOR: XXXXX
 BENCHMARK: XXXXXX
 HORIZONTAL CONTROL: XXXXXX

CONSTRUCTION RECORDS
 DATE STARTED: _____
 INSPECTOR: _____
 DATE COMPLETED: _____

CONSTRUCTION SURVEYOR
 NAME: _____ COMPANY: _____
 SIGNATURE: _____

GEOTECHNICAL OF RECORD
 NAME: _____ COMPANY: _____
 SIGNATURE: _____

ENGINEERING DEPARTMENT	BY	APPROVED	DATE
AS-BUILT			
REVISIONS			



PLANS REVIEWED BY:

STEPHEN MANGANIELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

LUCA ZAPPIELLO, PE DATE _____
 ASSISTANT ENGINEER - CIVIL


DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONAL CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF THESE PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF NATIONAL CITY IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

ROBERTO R. RUIZ-SALAS, 81946 DATE _____

NOT FOR CONSTRUCTION


 NATIONAL CITY
 1837
 INCORPORATED

PLANS FOR THE IMPROVEMENTS OF:

24TH STREET TRANSIT CENTER CONNECTIONS

SIGNING AND STRIPING PLAN

CITY OF NATIONAL CITY

STEPHEN MANGANIELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CIP NO. 23-13

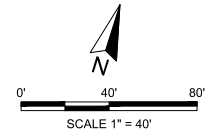
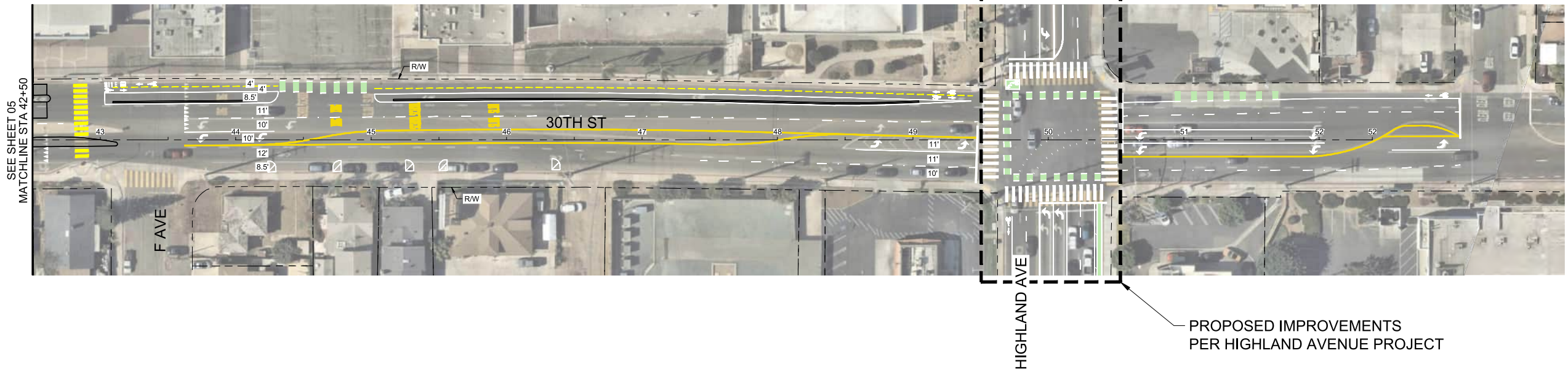
SHEET 05 OF 11 SHEETS 11634-05 -D



30% PRELIMINARY PLANS - CITY OF NATIONAL CITY - 24TH STREET TRANSIT CENTER CONNECTIONS

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ENGINEERING DEPARTMENT	BY	APPROVED	DATE
	AS-BUILT		
REVISIONS			
CONSTRUCTION SURVEYOR		CONSTRUCTION RECORDS	
NAME	COMPANY	DATE STARTED:	SURVEYOR: XXXXX
SIGNATURE		INSPECTOR:	BENCHMARK: XXXXXX
		DATE COMPLETED:	HORIZONTAL CONTROL: XXXXXX
GEOTECHNICAL OF RECORD			
NAME	COMPANY		
SIGNATURE			



PLANS REVIEWED BY:

STEPHEN MANGIANELLO RCE# 2973 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER	DATE
LUCA ZAPPIELLO, PE ASSISTANT ENGINEER - CIVIL	DATE

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ROBERTO R. RUIZ-SALAS, 81946 _____ DATE

PLANS FOR THE IMPROVEMENTS OF:

24TH STREET TRANSIT CENTER CONNECTIONS

SIGNING AND STRIPING PLAN

CITY OF NATIONAL CITY

STEPHEN MANGIANELLO RCE# 2973
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

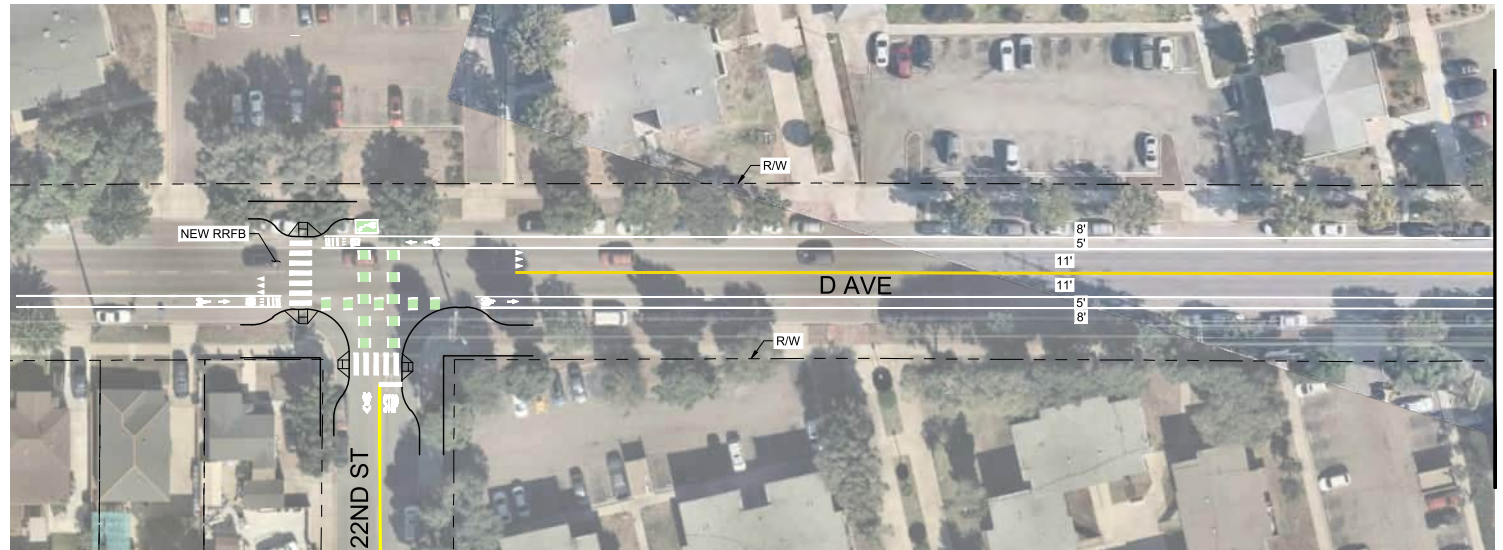
CIP NO. 23-13

SHEET 06 OF 11 SHEETS 116.34-06 -D



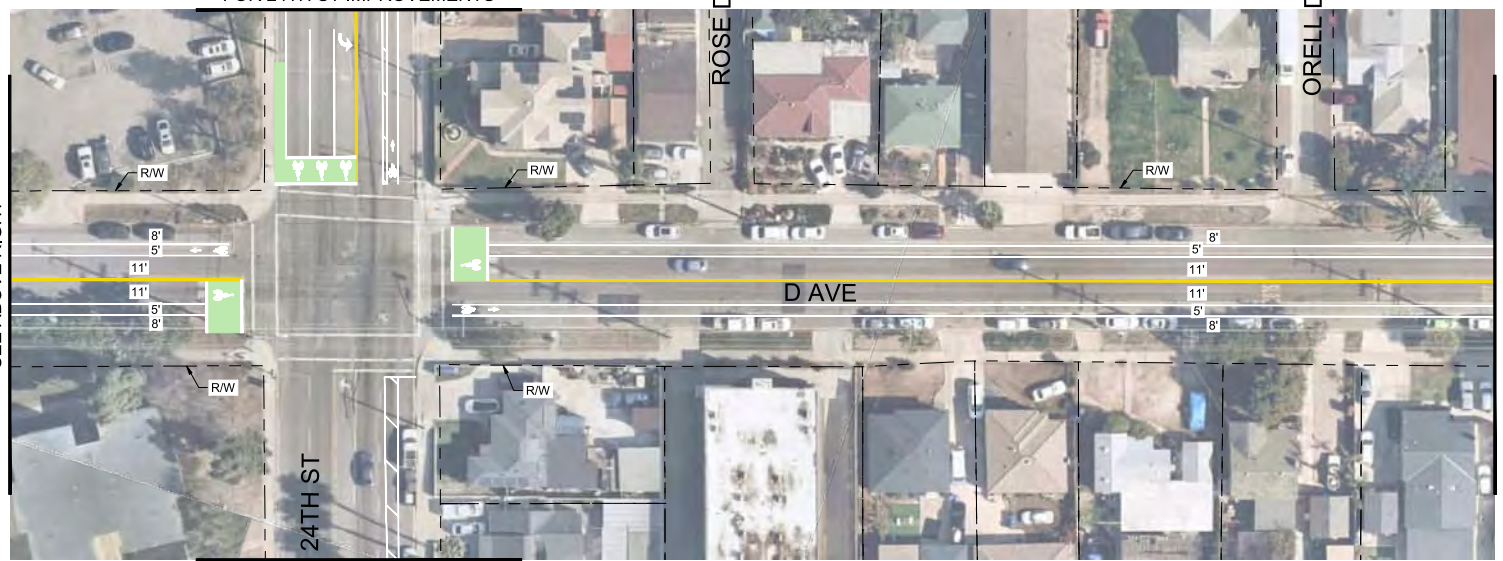
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ENGINEERING DEPARTMENT	BY	APPROVED	DATE
	AS-BUILT		
REVISIONS			
CONSTRUCTION SURVEYOR		CONSTRUCTION RECORDS	
NAME	COMPANY	DATE STARTED:	SURVEYOR: XXXXX
SIGNATURE		INSPECTOR:	BENCHMARK: XXXXXX
		DATE COMPLETED:	HORIZONTAL CONTROL: XXXXXX
GEO TECHNICAL RECORD			
NAME	COMPANY		
SIGNATURE			



SEE SHEET 03
FOR 22ND ST IMPROVEMENTS

MATCHLINE
SEE BELOW LEFT

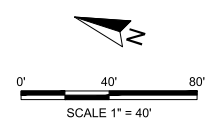


SEE SHEET 08
FOR 24TH ST IMPROVEMENTS

SEE SHEET 08
FOR 24TH ST IMPROVEMENTS

MATCHLINE
SEE ABOVE RIGHT

MATCHLINE
SEE SHEET 11



PLANS REVIEWED BY:

STEPHEN MANGIANELLO RCE# 2973 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER	DATE
LUCA ZAPPIELLO, PE ASSISTANT ENGINEER - CIVIL	DATE

DECLARATION OF RESPONSIBLE CHARGE

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ROBERTO R. RUIZ-SALAS, 81946 _____ DATE

PLANS FOR THE IMPROVEMENTS OF:

**24TH STREET TRANSIT CENTER CONNECTIONS
SIGNING AND STRIPING PLAN**

CITY OF NATIONAL CITY

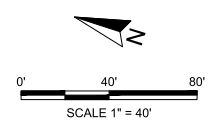
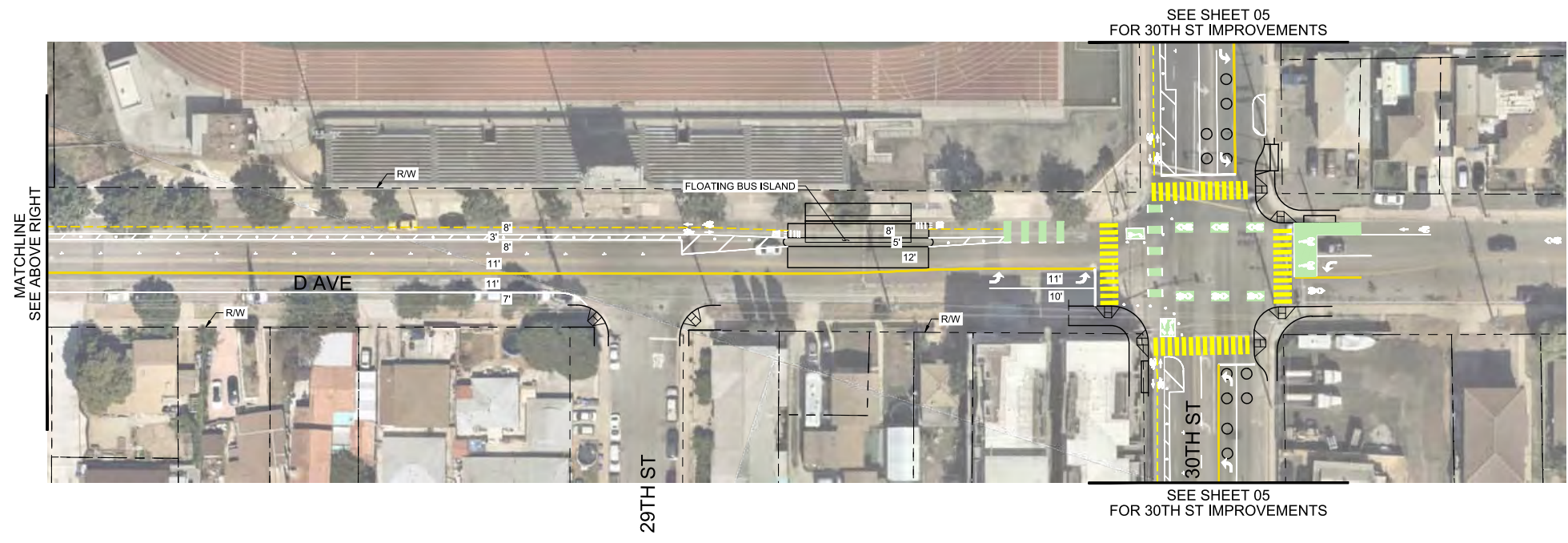
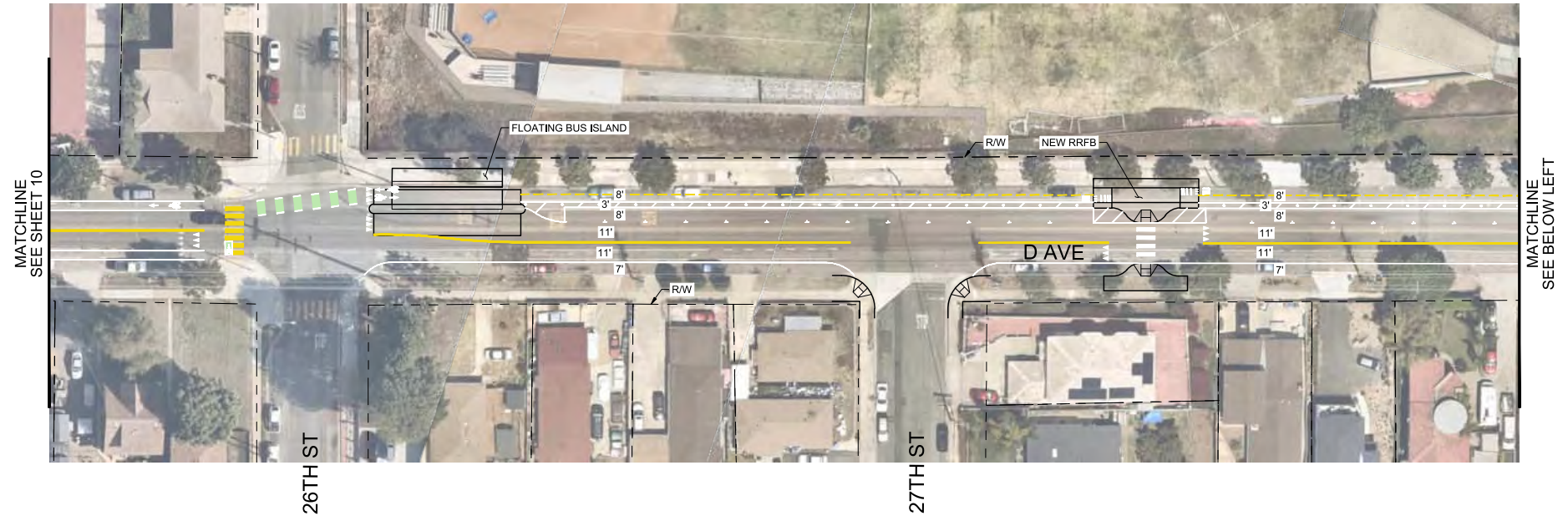
STEPHEN MANGIANELLO RCE# 2973
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CIP NO. 23-13

SHEET 10 OF 11 SHEETS 11634-10 -D



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 SURVEYOR: XXXXX
 BENCHMARK: XXXXXX
 HORIZONTAL CONTROL: XXXXXX
 CONSTRUCTION RECORDS
 DATE STARTED: _____
 INSPECTOR: _____
 DATE COMPLETED: _____
 GEOTECHNICAL RECORD
 NAME _____ COMPANY _____ SIGNATURE _____
 NAME _____ COMPANY _____ SIGNATURE _____
 CONSTRUCTION SURVEYOR
 NAME _____ COMPANY _____ SIGNATURE _____
 DATE _____
 BY APPROVED DATE _____
 AS-BUILT _____
 REVISIONS _____



PLANS REVIEWED BY:

STEPHEN MANGANIELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

LUCA ZAPPIELLO, PE DATE _____
 ASSISTANT ENGINEER - CIVIL

DECLARATION OF RESPONSIBLE CHARGE

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ROBERTO R. RUIZ-SALAS, 81946 DATE _____

NOT FOR CONSTRUCTION

CALIFORNIA
NATIONAL CITY
 1837
 INCORPORATED

PLANS FOR THE IMPROVEMENTS OF:
24TH STREET TRANSIT CENTER CONNECTIONS
SIGNING AND STRIPING PLAN

CITY OF NATIONAL CITY

STEPHEN MANGANIELLO RCE# 2973 DATE _____
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CIP NO. 23-13

SHEET 11 OF 11 SHEETS 116.34-11 -D

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30% PRELIMINARY PLANS - CITY OF NATIONAL CITY - 24TH STREET TRANSIT CENTER CONNECTIONS

ORIGINAL ESTIMATE

Detailed Project Estimate and Total Project Costs- Cycle 6

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of National City	Date: 6/13/2022
Project Description: Class IV cycle tracks with green conflict striping, curb ramps, high visibility crosswalks, new signal heads with LPI	
Project Location: 30th St. between Hoover Ave. to Highland Ave. / Hoover Ave. between W. 22nd St. to W. 33rd St.	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Matthew Capuzzi	
License #: C69815	

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$136,600.00	\$136,600	100%	\$136,600				
2	Progress Schedule (Critical Path Method)	1	LS	\$34,200.00	\$34,200	100%	\$34,200				
3	Erosion Control	1	LS	\$51,300.00	\$51,300	100%	\$51,300				
4	Construction Survey/Staking	1	LS	\$136,600.00	\$136,600	100%	\$136,600				
5	Traffic Control System	1	LS	\$34,200.00	\$34,200	100%	\$34,200				
6	Clearing and Grubbing	1	LS	\$56,500.00	\$56,500	100%	\$56,500				
7								100%			
8								100%			
9								100%			
10								100%			
General Construction Items											
11	Aggregate Base	815	TON	\$50.00	\$40,750	100%	\$40,750				
12	AC Pavement	415	TON	\$200.00	\$83,000	100%	\$83,000				
13	Slurry Seal	483000	SF	\$0.50	\$241,500	100%	\$241,500				
14	ADA Ramp	14	EA	\$2,750.00	\$38,500	100%	\$38,500				
15	Concrete Sidewalk	4415	SF	\$10.00	\$44,150	100%	\$44,150				
16	Curb & Gutter	460	LF	\$40.00	\$18,400	100%	\$18,400				
17	Relocate Catch Basin	1	EA	\$50,000.00	\$50,000	100%	\$50,000				
18	Install Flexible Post Delineators	736	EA	\$25.00	\$18,400	100%	\$18,400				
19	Signing and Striping	1	LS	\$345,000.00	\$345,000	100%	\$345,000				
20	Furnish and Install Vehicle Loop	51	EA	\$850.00	\$43,350	100%	\$43,350				
21	Furnish and Install Bicycle Detector Loop	6	EA	\$1,100.00	\$6,600	100%	\$6,600				
22	Signal Modification: Hoover and Mile of Ca	1	EA	\$220,000.00	\$220,000	100%	\$220,000				
23	Signal Modification: 30th and D	1	EA	\$575,000.00	\$575,000	100%	\$575,000				
24	Signal Head Modification: 30th and Nationa	2	EA	\$2,000.00	\$4,000	100%	\$4,000				
25	Signal Head Modification: 30th and Highlan	2	EA	\$1,500.00	\$3,000	100%	\$3,000				
26	Utility Adjustments and Relocations	3	EA	\$1,500.00	\$4,500	100%	\$4,500				
27								100%			
28								100%			
29								100%			
30								100%			
31								100%			
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47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
Subtotal of Construction Items:					\$2,185,550		\$2,185,550				
Construction Item Contingencies (% of Construction Items):					20.00%	\$437,110		\$437,110			
Total (Construction Items & Contingencies) cost:					\$2,622,660		\$2,622,660				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 150,000	\$150,000	
Plans, Specifications and Estimates (PS&E):	\$ 445,000	\$445,000	
			"PE" costs / "CON" costs

Detailed Project Estimate and Total Project Costs- Cycle 6

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	City of National City	Date:	6/13/2022
Project Description:	Class IV cycle tracks with green conflict striping, curb ramps, high visibility crosswalks, new signal heads with LPI		
Project Location:	30th St. between Hoover Ave. to Highland Ave. / Hoover Ave. between W. 22nd St. to W. 33rd St.		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Matthew Capuzzi	License #:	C69815
Total PE:	\$ 595,000	\$595,000	23% 25% Max
Right of Way (RW)			
Right of Way Engineering:			
Acquisitions and Utilities:			
Total RW:	\$ -		
Total Pre-Construction Costs (PE+RW):	\$595,000	\$595,000	
Construction Engineering (CE)			
Construction Engineering (CE):	\$ 280,000	\$280,000	"CE" costs / "CON" costs 11% 15% Max
Total Construction Costs:	\$2,902,660	\$2,902,660	
Total Project Cost:	\$3,497,660	\$3,497,660	ATP Eligible Costs Non-participating Costs

Documentation of Ineligible (Non-Participating) Costs:	
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.	
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.	
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)

REVISED ESTIMATE

Detailed Project Estimate and Total Project Costs- Cycle 6

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	City of National City	Date:	10/18/2024
Project Description:	Class IV cycle tracks with green conflict striping, curb ramps, lighting, and midblock crossings		
Project Location:	30th St between Hoover and Highland / D Avenue between 22nd and 30th Street		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Roberto Ruiz Salas	License #:	81946

Project Estimate and Cost Breakdown:

Project Estimate (for Construction Items Only)						Cost Breakdown					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$113,000.00	\$113,000	100%	\$113,000				
2	Maintain Construction Schedule	1	LS	\$23,000.00	\$23,000	100%	\$23,000				
3	Erosion Control	1	LS	\$46,000.00	\$46,000	100%	\$46,000				
4	Construction Staking	1	LS	\$68,000.00	\$68,000	100%	\$68,000				
5	Traffic Control	1	LS	\$91,000.00	\$91,000	100%	\$91,000				
6	Clearing and Grubbing	1	LS	\$360,000.00	\$360,000	100%	\$360,000			100%	\$360,000
7	Utility Adjustments	1	LS	\$55,000.00	\$55,000	100%	\$55,000				
8			LS						100%		
9			LS						100%		
10			LS						100%		
General Construction Items											
11	Aggregate Base	410	TON	\$100.00	\$41,000	100%	\$41,000				
12	AC Pavement	140	TON	\$220.00	\$30,800	100%	\$30,800				
13	Slurry Seal	370000	SQFT	\$0.35	\$129,500	100%	\$129,500				
14	ADA Ramp	13	EA	\$7,000.00	\$91,000	100%	\$91,000				
15	Concrete Sidewalk	11250	SQFT	\$25.00	\$281,250	100%	\$281,250				
16	Curb & Gutter	710	LF	\$90.00	\$63,900	100%	\$63,900				
17	Construct 6" Median Curb	915	LF	\$60.00	\$54,900	100%	\$54,900				
18	Construct Truncated Domes	1250	SQFT	\$100.00	\$125,000	100%	\$125,000				
19	Signing and Striping	1	LS	\$330,000.00	\$330,000	100%	\$330,000				
20	Construct Concrete Cross Gutter	520	SQFT	\$25.00	\$13,000	100%	\$13,000				
21	Sawcut	1600	LF	\$8.00	\$12,800	100%	\$12,800				
22	9.5" Concrete Bus Stop Slab	2880	SQFT	\$45.00	\$129,600	100%	\$129,600				
23	7.5" Concrete Driveway	210	SQFT	\$30.00	\$6,300	100%	\$6,300				
24	Asphalt Dike	500	LF	\$40.00	\$20,000	100%	\$20,000				
25	Landscaping and Irrigation	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
26	Storm Drain Inlet	2	EA	\$18,000.00	\$36,000	100%	\$36,000				
27	18" RCP Storm Drain	30	LF	\$500.00	\$15,000	100%	\$15,000				
28	Trench Drain	180	LF	\$600.00	\$108,000	100%	\$108,000				
29	22nd St and D Ave RRFB Crossing	1	EA	\$78,000.00	\$78,000	100%	\$78,000				
30	27th St and D Ave RRFB Crossing	1	EA	\$78,000.00	\$78,000	100%	\$78,000				
31	24th St and D Ave Vehicle Loops	12	EA	\$1,250.00	\$15,000	100%	\$15,000				
32	30th St and D Ave Bike Signal Mod	1	LS	\$150,000.00	\$150,000	100%	\$150,000				
33	30th St and National City Blvd Vehicle Loops	14	EA	\$1,250.00	\$17,500	100%	\$17,500				
34	Corridor Lighting Improvements	1	LS	\$180,000.00	\$180,000	100%	\$180,000				
35									100%		
36									100%		
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49									100%		
50									100%		
51									100%		
52									100%		
Subtotal of Construction Items:					\$2,782,550		\$2,782,550				\$360,000
Construction Item Contingencies (% of Construction Items):					20.00%		\$556,510				
Total (Construction Items & Contingencies) cost:					\$3,339,060		\$3,339,060				

Project Delivery Costs:

Type of Project Cost		Cost \$	
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	150,000	
Plans, Specifications and Estimates (PS&E):	\$	445,000	
Total PE:	\$	595,000	
Right of Way (RW)			
Right of Way Engineering:			

ATP Eligible Costs
\$150,000
\$445,000
\$595,000

Non-participating Costs

"PE" costs / "CON" costs
18% 25% Max

Detailed Project Estimate and Total Project Costs- Cycle 6

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	City of National City	Date:	10/18/2024
Project Description:	Class IV cycle tracks with green conflict striping, curb ramps, lighting, and midblock crossings		
Project Location:	30th St between Hoover and Highland / D Avenue between 22nd and 30th Street		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Roberto Ruiz Salas	License #:	81946
Acquisitions and Utilities:			
	Total RW:	\$	-
Total Pre-Construction Costs (PE+RW):		\$595,000	\$595,000
Construction Engineering (CE)			
	Construction Engineering (CE):	\$	500,000
		\$500,000	15% 15% Max
Total Construction Costs:		\$3,839,060	\$3,839,060
Total Project Cost:		\$4,434,060	\$4,434,060

Documentation of Ineligible (Non-Participating) Costs:			
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.			
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.			
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)		

ORIGINAL A4 FORM



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, do not double-count the improvements that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

Measurements are based off of two way cycle track instead of centerline measurements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 60 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)
New Bike Lanes/Routes: Class 1: 0 Linear Feet, Class 2: 0 Linear Feet, Class 3: 0 Linear Feet, Class 4: 10,875 (14,433) Linear Feet
Signalized Intersections: New Bike Boxes: 2 Number, Timing Improvements: 3 Number
Un-Signalized Intersections: New RRFB/Signal: 0 Number, Crossing-Surface Improvements: 7 Number
Mid-Block Crossing: New RRFB/Signal: 0 Number, Crossing-Surface Improvements: 0 Number
Lighting: Intersection: 0 Number, Roadway Segments: 0 Linear Feet
Bike Share Program: New Station: 0 Number, New Bikes: 0 Number
Bike Racks/Lockers: New Racks: 0 Number, New Secured Lockers: 0 Number
Other Bicycle Improvements: #1: Bike Signals #: 3 #2: Green Bike Conflict Striping #: 40

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)
Sidewalks: New (4' to 8' wide): 0 Linear Feet, New (over 8' wide): 0 Linear Feet, Widen Existing: 0 Linear Feet, Reconstruct/Enhance Existing: 220 Linear Feet
New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet
ADA Ramp Improvements: New Ramp (none exist): 0 Number, Reconstruct Ramp to Standard: 14 Number
Signalized Intersections: New Crosswalk: 4 Number, Enhance Existing Crosswalk: 5 Number, Ped-Heads: 22 Number, Shorten Crossing: 2 Number, Timing Improvements: 0 Number
Un-Signalized Intersections: New Traffic Signal: 0 Number, New RRFB/Signal: 0 Number, Shorten Crossing: 0 Number, Crossing-Surface Improvements: 17 Number
Mid-Block Crossing: New RRFB/Signal: 0 Number, Crossing-Surface Improvements: 0 Number
Lighting: Intersection: 0 Number, Roadway Segments: 0 Linear Feet
Pedestrian Amenities: Benches: 0 Number, Trash Cans: 0 Number, Shade Trees: 0 Number, Shade Tree Type:
Other Ped Improvements: #1: Leading Pedestrian Intervals #: 3 #2: #: 0

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Road Diets: Remove Travel Lane: 0 Linear Feet, Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs: Speed Feedback Signs: 0 Number
Signalized Intersections: Timing Improvements: 0 Number, New Roundabout: 0 Number
Un-Signalized Intersections: New Traffic Signal: 0 Number, New Roundabout: 0 Number
Other Traffic-Calming Improvements: #1: Narrow Travel Lanes #: 6 #2: Curb Extensions #: 2

Non-Infrastructure Components

Plan Type (only intended for Plans)

REVISED A4 FORM



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

Bicycle Improvements

*Measurements
 are based off of
 each traveled way

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 60%
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>9,430*</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>3</u> Number	Timing Improvements: <u>1</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>1,044</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: <u>Bike Signal</u> #: <u>1</u>	#2: <u>Green Bike Conflict Striping (LF)</u> #: <u>428</u>

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>95</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>520</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>7</u> Number	Reconstruct Ramp to Standard: <u>7</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>4</u> Number
	Ped-Heads: <u>8</u> Number	Shorten Crossing: <u>4</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>3</u> Number
	New RRFB/Signal: <u>0</u> Number	
	Shorten Crossing: <u>2</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>3</u> Number	Crossing-Surface Improvements: <u>3</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: <u>Leading Pedestrian Interval</u> #: <u>1</u>	#2: _____ #: <u>0</u>

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: <u>2,810</u> Linear Feet	Remove Right-Turn Pocket: <u>0</u> Number
Speed Feedback Signs:	Speed Feedback Signs: <u>0</u> Number	
Signalized Intersections:	Timing Improvements: <u>0</u> Number	New Roundabout: <u>0</u> Number
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
Other Traffic-Calming Improvements:	#1: <u>Narrow Travel Lanes</u> #: <u>3</u>	#2: <u>Curb Extensions</u> #: <u>6</u>

Non-Infrastructure Components

Plan Type (only intended for Plans)

**NATIONAL CITY TRANSIT
ORIENTED DEVELOPMENT
OVERLAY (TODO) EXERPTS**

1.3 COMMUNITY OUTREACH PROCESS

As part of the planning process for the TODO, a Public Outreach Plan (POP) was created with input from City staff, the consulting team, and key community stakeholders. The POP outlined a detailed approach for conducting an integrated technical planning and public participation process in support of the project goals. The POP outlined the overall approach to and goals for public outreach, stakeholder interviews, target audiences, time-frames, activities, and roles and responsibilities of the project team and community partners. The results of these activities provided meaningful input from the breadth and diversity of city's residents, employers, property owners, community groups and other interested stakeholders.

The following represents the key outreach events and components:

- + Project Website (www.24thStreetTODO.com)
- + Project Fact Sheet
- + Public Outreach Plan
- + 2 Online Surveys (190 completed)
- + 4 Virtual Workshops
- + 15 Meetings with Stakeholders
- + Additional Community Presentations
- + Council Briefings/ Public Hearings

PUBLIC PARTICIPATION GOALS

The goal of public outreach was to share project information, solicit feedback, identify community issues or concerns that the project team should consider, and inform the development and selection of recommendations. *Specific goals included:*

- + To provide a **transparent** planning process
- + To **inform** stakeholders so they understand the project need, purpose, benefits, process, and opportunities to become engaged and provide feedback
- + To **convey** project goals and key messages, clearly, accurately, coherently and consistently
- + To **engage** more closely with key stakeholders in the study area through one-on-one interviews that provide a format for focused conversation and feedback
- + To **design** and implement engaging activities to provide clear and easily accessible opportunities for community input about the priorities of projects and recommendations contained in the Transit Oriented District Overlay
- + To **facilitate** seamless coordination of the public participation process with the technical planning process to ensure public input is reflected in the planning output
- + To **link** community members with project communication channels to promote ongoing project awareness and communication



Figure 1-3: Surveys & Project Website

01 INTRODUCTION

STAKEHOLDER INTERVIEWS AND TARGET AUDIENCE

The target audience for outreach efforts for the TODO POP includes the City of National City as a whole and the residents and employers located in the study area. The outreach effort and approach endeavored to involve community members of all backgrounds and interests, including those who are primarily Spanish-speaking community members, by providing bilingual communication and involvement materials and by using a variety of outreach methods. One approach that worked well, especially given the restrictions in place during the COVID-19 pandemic, was one-on-one interviews and meetings. Key stakeholder representative groups (primarily consisting of community organizations, property owners and representatives of property owners) were engaged through one-on-one or small group meetings and interviews. This format facilitated more in-depth and informal conversation, breaking down the barriers we often experience with online webinars and large virtual meetings. The one-on-one interviews also helped the project team identify issues, concerns, and opportunities that factored into the TODO analyses and Plan recommendations and allowed the City to base decisions upon authentic community input and to demonstrate responsiveness to future needs. A summary of the meetings and events, webinar recordings, copies of the surveys and presentations as well as all input received is included in the Appendix to this plan.

EVENTS AND ACTIVITIES

Due to COVID-19 restrictions on group gatherings, planned pop-up events at the 24th Street Transit Station, Fenton Shopping Center, and the library in late March 2020 were canceled. In lieu, the project team hosted additional virtual events, one-on-one meetings and one additional survey which was distributed online and in paper format. At the request of some community members and partners, additional one-on-one and group stakeholder interviews were conducted to provide stakeholders more opportunity to learn and provide input. A total of 15 stakeholder meetings were held, including with MTS, UCSD, property owners, and community organization representatives, such as the Environmental Health Coalition, Olivewood Gardens, and Paradise Creek Educational Center. An additional land use focused survey was added to the outreach effort (English and Spanish). This survey was made available on the project website and in paper copies upon request. Local community organizations assisted in publicizing and distributing the survey in order to increase the outreach to members of the community with limited internet access.

Phase I – Project Initiation and Existing Conditions (Winter/Spring 2020)

- + Project Website: www.24thStreetTODO.com
- + Project Fact Sheet (English and Spanish)
- + Online Survey#1 (English and Spanish)
- + Six (6) Stakeholder Interviews with a focus on property owners
- + Public Event #1 (Virtual Workshop) - Took place the evening of May 27, 2020

The purpose of this event was to:

- share work completed to date
- discuss land use and mobility opportunities
- collect input on what types of land uses are needed
- identify where to focus mixed-use development
- identify where to focus mobility improvements
- discuss potential mobility trade-offs

Phase II – Develop and Refine Recommendations (Spring-Fall 2020)

- + Nine (9) Stakeholder Interviews with a focus on community organizations and partners
- + Online Survey#2 (English and Spanish)
- + Public Event #2 (Virtual Workshop) – Took place in the evening of July 28, 2020.

The purpose of this event was to:

- present the work completed to date
- discuss initial draft recommendations

- + Public Event #3 (Virtual Workshop) – Took place in the evening of October 28, 2020.

The purpose of this event was to:

- share land use survey results
- present Transit-Oriented Development Feasibility and prototype concepts
- discuss California Environmental Quality Act (CEQA) Process

Phase III – TODO Plan Development and Adoption (Winter/Spring 2021)

- + Public Event #4 (Joint Virtual Meeting of City Council/ Community Development Commission & the Housing Advisory Committee) – Took place in the evening of January 26, 2021.

The purpose of this event was to:

- provide a project overview and brief City Council and Housing Advisory Committee Members
- present land use and mobility recommendations

- + Planning Commission Hearing (Virtual Meeting) - Spring 2021

- + City Council Hearing (Virtual Meeting) - Spring 2021

1.4 COMMUNITY INPUT

Throughout the planning process, multiple “touch points” with community stakeholders and organizations provided opportunities to engage on topics of the plan and gather a breadth of input. The feedback, concerns and suggestions that stakeholders offered were thoroughly documented and they informed the development of this plan, providing meaningful guidance and focus to the planning effort. Detailed summaries of the meetings and events, webinar recordings, surveys and presentations are included in Appendix E of this plan. The following are some of the highlights and themes of the input received:

SURVEYS

Two surveys were made available online on the project website (www.24thStreetTODO.com) and in paper format (English and Spanish). Both surveys were advertised through the City of National City and project email distribution lists, the project website, and during the public events/ workshops. The first survey was initially intended to be open from late January 2020 through the end of April 2020. However, it remained open through early June 2020 due to canceled in-person outreach events resulting from COVID-19. The second survey was open from late August 2020 through the end of September 2020.

Seventy-seven (77) unique surveys were submitted for the first survey and one-hundred thirteen (113) unique surveys were submitted for the second survey. The main topics covered in the surveys were:

- + What types of housing is needed and where it should be located
- + What land uses are most important
- + Areas that are perceived as comfortable or uncomfortable for walking and biking, and why
- + Transit station access
- + Land use concepts
- + Transit-oriented development concepts
- + Environmental justice

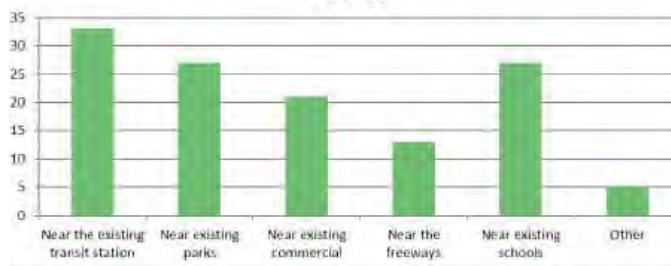
01 INTRODUCTION

Key Takeaways:

- + A majority of respondents identified housing as a priority for the TODO, and prefer it be located near the existing transit station and community infrastructure (such as schools and parks) and away from freeways and polluting uses (such as industrial);
- + A preference for affordable housing, family housing and townhomes;
- + A desire to see mixed-use and public spaces the near the transit station and existing commercial;
- + People enjoy walking in safe areas (such as Kimball Park and Paradise Creek) and in areas with wide and ample sidewalks, good lighting and safe street crossings;
- + People feel uncomfortable walking in areas with poor lighting, dangerous street crossings and high speed automobile traffic;
- + People feel uncomfortable biking in areas close to high-speed automobile traffic and where they are too close to traffic;
- + Two of the top obstacles to transit ridership identified in the survey were that the existing routes do not meet needs and that the distances to reach the transit station are too far;
- + A majority of respondents (70%) agreed that there should be greater activation of the northern blocks of the Paradise Creek (between 18th St and 16th St., Hoover Ave. and National City Blvd. with more housing, retail, an educational campus, and/or mixed-uses;
- + Support for adding mixed-use along Hoover Ave. provided that housing is away from polluting industrial;
- + Support for changing the blocks along 22nd St. and 24th St. at National City Blvd., to allow mixed-use provided that the Mile of Cars is not negatively impacted;
- + There was interest in promoting a more pedestrian-oriented and safe environment for corner retail along Highland Ave;
- + A range of interest was expressed in promoting greater environmental justice in the TODO area through a variety of goals, with the primary goals being focused on affordable housing, access to parks and open space, and a safer and more pleasant pedestrian environment.

One comment that stood out was “it would be great for the community to see more green streets and accessibility to all, especially in Highland. More walkable and safe space to lift the community. Access by different modes of transportation and a safe space for mix use, restaurants, and people to just walk and spend time out. It already behaves sort of urban, but it lacks the accessibility, feel, and space that modern urban spaces have.”

Q2: Where should new housing be located within the TODO Study Area? (Mark all that apply)



3. What do you think about encouraging development and activation of the northern end of the creek (the blocks between 18th St and 16th St., Hoover Ave and National City Blvd)? This could be a site for more housing, an educational campus, retail and a mix

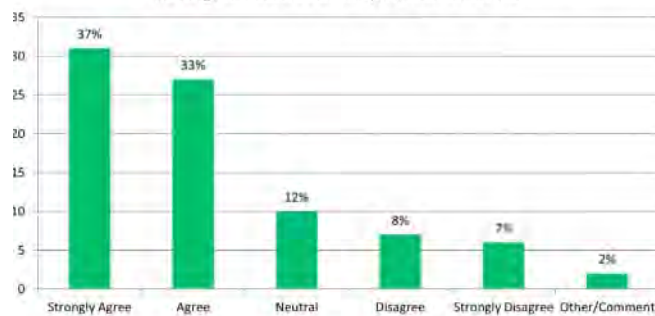


Figure 1-4: Survey Responses

Summaries of the meetings and events, webinar recordings, copies of the surveys and presentations as well as input received were posted on the project website and made available in English & Spanish. Paper copies were made available upon request to the City Project Manager.

ONE-ON-ONE STAKEHOLDER INTERVIEWS

The City of National City, its consulting team and key stakeholders representative of property owners in the Transit Oriented District Overlay study area participated in six (6) one-on-one interviews that took place during the course of two months, from October 3, 2019 to November 14, 2019. The purpose of the interviews was to identify key opportunities and challenges related to the development of the transit district area. Subsequent to the first round of interviews, an additional nine (9) one-on-one stakeholder meetings were held with key stakeholders representative of public agencies, non-profit organizations and additional property owners with interests in the Transit Oriented District Overlay study area. The meetings took place during the course of two months, from June 2020 to July 2020.

The purpose of the follow-up interviews was to learn about the goals, opportunities, and challenges facing key community organizations and partners, and to discuss land use and mobility concepts within the study area. The discussions were open ended and specific to each stakeholder's interests. The following summarizes the key points discussed or recommended by the various representatives:

Key Takeaways:

- + **Location:** The TODO area is a desirable and central location, with great property access and visibility;
- + **Culture:** There was an expressed desire to support diversity of culture and arts in the area;
- + **Westside / Old Town:** The Westside Specific Plan has resulted in some implementation challenges (setback, floor area ratio, and height requirements make development difficult);
- + **Improved Connections:** There is a desire for improved connections to the 24th Street Transit Station, Paradise Creek and Kimball Park, with 22nd St. as a major connector. Specific mobility issues were identified, including the need for improved access across I-5 to Pepper Park and the Sweetwater Bike Path, pedestrian crossings that are audible and visual, more bike racks on 8th Street, more bike facilities, and sidewalk repairs on D Avenue and 27th Street. The intersection of 24th Street and Highland Avenue was identified as a concern for pedestrian mobility and the potential for a bridge across I-5 was mentioned on several occasions. There is interest in enhancing and activating Hoover Avenue with streetscape improvements and to find better use of parking lots;
- + **Public Participation and Environmental Justice:** Environmental Health Coalition representatives expressed a need for greater community engagement and public noticing of the project and future participation opportunities were discussed. Slowing the project schedule and overall process was recommended. Documentation of baseline issues related to Environmental Justice and an existing land use inventory and assessment was requested. Affordable Housing, displacement and gentrification were voiced as Environmental Justice topics that should be addressed or considered to help respect the existing demographic group and ensure their needs are met;
- + **24th St. Transit Center Site:** Discussion with MTS and UCSD representatives focused on opportunities at the 24th St. Transit Center site. AB1486 impacts what MTS can do with the site. The legislation envisions all transit sites need to include affordable housing, and the concept of a "ribbon" building prototype was discussed that could wrap a parking structure with housing and an active ground floor. The potential for expanded educational uses (such as a UCSD Extension facility) were considered. Preserving bus operations is a priority and is one of the key considerations for any site redevelopment;
- + **Healthy Food:** Access to healthy foods was a theme and the concept of re-purposing warehouses for grocery stores or produce markets was discussed and supported. Olivewood Gardens is interested in advancing their "Kitchenistas" program through access to a commercial community kitchen that could potentially be used as a food distribution;
- + **Housing:** There was general support for expanding additional housing opportunities in the study area. The area surrounding the 22nd Street and National City Boulevard intersection was identified as a suitable location for additional housing. The concept of housing along Hoover Avenue south of Mile of Cars/24th Street was generally supported. The TODO should also propose strategies to facilitate implementation of Accessory Dwelling Units (ADU) and support retention of single-family homes in the Westside;
- + **Habitat:** Opposition was voiced by a representative of the Paradise Creek Education Center to any additional structures closer to the Creek. The concept of a pedestrian/bicycle bridge connecting Hoover Avenue across the Creek was discussed and opposed due to concerns to habitat disruption and creating hazardous conditions for low flying birds (Brown Pelican);

01 INTRODUCTION

- + **Open Space:** Open space opportunities include a plaza near the 22nd Street and Wilson Avenue intersection. The southeast corner of this intersection could be an opportunity to further restore the Creek habitat and also create a plaza;
- + **Flooding:** The flooding issues experienced along 18th Street near the Creek were raised as an issue that persists. The potential for closing 18th Street to vehicular traffic to facilitate more natural draining into the Creek was discussed as likely infeasible due to the importance of this roadway for vehicular connections such as I-5 ramps. Other strategies are needed to address flooding;
- + **Flexibility:** Several property owners expressed a need for greater development flexibility as market demands continue to shift during COVID-19.

PUBLIC EVENTS / VIRTUAL WORKSHOPS

The City of National City hosted four virtual workshops in support of the 24th Street Transit Oriented Development Overlay (TODO) project. Due to ongoing public health concerns related to COVID-19, the workshops were hosted virtually via Zoom and live streamed on Facebook Live. Spanish translation was provided for some of the workshops.

The workshops were advertised via the City of National City email distribution list, City website, and City social media platforms, as well as the project website (www.24thStreetTODO.com), project email distribution list, and project Facebook page. Thirty-five (35) to Fifty-three (53) unique viewers participated through Zoom, while additional viewers streamed on Facebook Live. A copy of the workshop presentation and recording of each webinar were made available on the project website following each meeting.

The virtual workshop format consisted of a webinar presentation by project team panelists, followed by open discussion. Zoom participants were able to respond to a series of live polling questions and had the opportunity to share thoughts with all attendees through the chat feature, or request to speak. The Q & A feature allowed participants to submit questions directly to the panelists, with responses provided through text or by panelists speaking to the group.

A detailed summary of the workshop polling questions, chat and Q&A comments and responses, as well as a summary of verbal feedback is provided for each of the four workshops in Appendix E of this plan. The following are some of the highlights of the four workshops:

Key Takeaways:

- + A desire to see more housing and mixed use;
- + A focus on the 24th St. Transit Station and a desire for a greater mix of uses and public open spaces in the immediate area of the station;
- + An interest in improving connectivity in the area, with the greatest priority being safety near known collision locations and a potential bridge connection across I-5 to the Bay and Pepper Park;
- + Concern related to gentrification and displacement;
- + A need for more affordable housing;
- + An awareness of the key mobility challenges in the area, focusing on safety, traffic, walkability, bicycle facilities, parking, and mobility hubs;
- + Concerns related to locating residential next to polluting industrial uses;
- + A commitment to preserving the Westside Specific Plan.

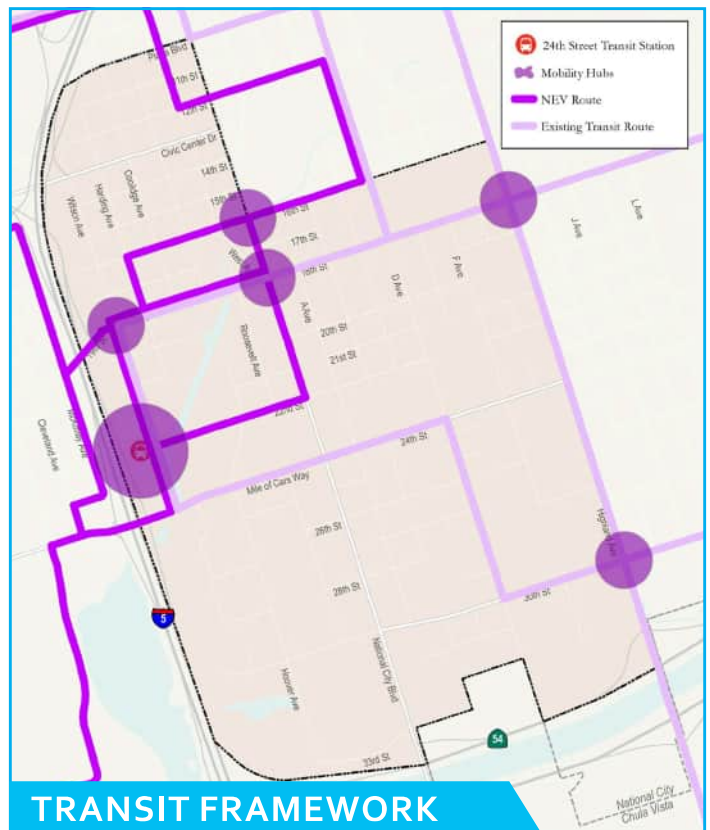


Figure 3-1: Mobility Framework

Attachment 2

Community Engagement Summary



October 23, 2025

CIP NO. 23-13

ELECTRONIC MAIL

Mr. Bryan Ott
District Local Assistance Engineer
Caltrans, Office of Local Assistance
4050 Taylor Street, MS-244
San Diego, CA 92110

Project: **24TH STREET TRANSIT CENTER CONNECTIONS PROJECT**

Subject: **COMMUNITY ENGAGEMENT SUMMARY - NEW PROJECT SCOPE**

Dear Mr. Ott,

This letter details the community engagement efforts conducted by the City regarding the new project scope in response to your request. The primary stakeholders for this project are residents living near the project limits. Below is an overview of the community engagement activities conducted where the City presented the new project scope:

- May 14, 2025: The project was presented to the Traffic Safety Committee, which received a detailed overview of the new project scope from City staff. Additionally, over 3,000 flyers were mailed to residents located near the project limits inviting them to participate to the meeting.
- August 26, 2025: City staff and design team presented the overview of the new project at the District 1 Town Hall Meeting organized by Councilmember Luz Molina.
- September 2, 2025: The project was included in the agenda report for City Council meeting, where City's staff presented an overview of the project including the new project scope to elected officials and the community.

The project has received positive support from the community, who appreciate the proposed improvements aimed at enhancing pedestrian, bicycle, and transit connections to the 24th Street Transit Center.

It should be noted that the reason of why we submitted the scope change for this project, was based on the comments that the City received by community members through past public engagement efforts; where concerns about the loss of parking caused by the installation of new bike lanes was expressed. City staff proactively addressed these concerns by working closely with the designer and exploring all of the

Engineering & Public Works Department
1243 National City Boulevard, National City, CA 91950-4301
619/336-4380 www.nationalcityca.gov



possibility to minimize the loss of parking. During the effort, the City's staff identified a new connection for bicyclists traveling south/north to/from the transit center as well as adjacent streets where we proposed converting parallel parking into angled parking spaces, which helped to reduce the community's concerns about parking availability.

Additionally, staff received feedback from the Sweetwater Union High School regarding the need for a designated drop-off area in front of the school to improve student access. The City collaborated with senior staff from the Sweetwater Union High School District's facilities and transportation departments to safely accommodate the bike lanes and the drop-off area adjacent to the school. City staff also received comments requesting additional wayfinding signage along the project area. These comments will be taken into account, as the City plans to incorporate new wayfinding signage throughout the project area.

As mentioned, the City has successfully engaged with the community to address local concerns during the early stages of the project. We also want to thank Caltrans for their partnership with the City on this project. The funding they provide to the community has been instrumental in bringing several projects to life and has positively changed our current bicycle network. If you have any questions, feel free to contact me directly via email at SManganiello@nationalcityca.gov.

Sincerely,

A handwritten signature in blue ink, which appears to read "Stephen Manganiello". The signature is written in a cursive style.

Stephen Manganiello

Director Public Works/City Engineer

Bike Signals	3	1
New Sidewalk	0 Linear Feet	95 Linear Feet
Reconstruct/Enhance Existing Sidewalks	220 Linear Feet	520 Linear Feet
New ADA Ramps	0	7
Reconstruct Ramp to Standard	14	7
New Crosswalk	4	0
Enhance Existing Crosswalk	5	4
Ped-Heads	22	8
Leading Pedestrian Interval	3	1
Shorten Crossing at Unsignalized Intersection	0	2
Remove Travel Lanes	0	2,810 Linear Feet
Narrow Travel Lanes	6	3
Curb Extensions (Bulb-outs)	2	6

Reasons for the Scope Change

In 2021, the National City (City) completed the 24th Street Transit Oriented Development Overlay study (TODO) which identifies mobility recommendations for first and last mile connections to the 24th Street Transit Center; both Hoover Avenue and D Avenue are identified as north-south bicycle and pedestrian connections to the transit center. However, Hoover Avenue is currently in an industrial zone with future high-density residential housing projects anticipated through the TODO study. The future planned high-density residential housing projects are in the vicinity of the original project scope and have been delayed with no known target date on when it will be completed. The City has identified that installing Class IV bicycle facilities on D Avenue which is a residential neighborhood with connections to Sweetwater Union High School, is anticipated to provide more utility and connectivity to surrounding communities and preserve the core elements of the original application. In addition, the proposed improvements will enhance the connectivity to the 24th Street Transit Center by utilizing the existing bus stops and routes along D Avenue.

The City has conducted multiple community engagements in several different formats to receive feedback from the nearby residents. The City mailed flyers to over two thousand residents in the project area, inviting the community to attend the Traffic Safety Commission meeting on March 14th, 2025 to learn more about the project. The project was also presented at a town hall on August 26th, 2025, where the City addressed questions from residents. The project has received positive support from the community, and the residents have shown appreciation for the proposed improvements aimed at enhancing bicycle facilities and connectivity to the 24th Street Transit Center. The project was also presented at the September 2nd, 2025 City Council meeting.

Summary of Caltrans Analysis

An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit):

- The original scope had total of 14,433 linear feet of Class IV facilities. The proposed scope includes 9,430 linear feet of Class IV facilities of which 2,314 linear feet will be constructed on D Avenue from 30th Street to 26th Street and 7,116 linear feet on 30th Street from Hoover Avenue to Highland Avenue. This results in a net reduction of 5,003 linear feet of Class IV facilities. Although, based on the new location of the proposed facility, it is estimated that there will be a net overall increase in walking and biking benefits since the location will be along a residential neighborhood with connections to Sweetwater Union High School instead of an existing industrial zone.
- The addition of 2 RRFB midblock crossings along D Avenue near 22nd Street and 27th Street, is estimated to have potential increase in pedestrian and bicyclist safety encouraging non-motorized users to utilize the facility to access nearby destinations.
- Adding 3 floating bus islands and 12 additional ADA ramps along D Avenue and 30th Street will increase benefit for the users by increasing accessibility and providing multimodal connectivity.
- Overall, when compared to the original scope, the proposed changes are estimated to have a potential increase in walking and biking due to the proposed improvements being located along a residential neighborhood with connections to Sweetwater Union High School instead of an existing industrial zone. In addition, the project will still provide a north-south connection through the community and to and from the 24th Street Transit center for the nearby residents, making the transit more accessible and encouraging active modes of transportation.

An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit):

- Since the proposed north-south bike facility at D Avenue is a combination of Class IV and existing Class II facility, there is potential for decrease in safety benefits compared to the original north-south Class IV facility at Hoover Avenue. However, since Hoover Avenue is currently an industrial zone
- The addition of 2 RRFB midblock crossings along D Avenue near 22nd Street and 27th Street is estimated to have potential increase in pedestrian and bicyclist safety benefit.
- The addition of 3 floating bus islands and 12 ADA ramps along D Avenue and 30th Street is estimated to have potential increase in pedestrian and bicyclist safety benefits.
- Overall, when compared to the original scope, the proposed changes are estimated to have overall no net change in the potential of the project to increase pedestrian and bicyclist safety benefits due to the proposed improvements being located along a residential neighborhood with connections to Sweetwater Union High School instead of an existing industrial zone.

Caltrans' Coordination with Requesting Agency

Caltrans HQ staff participated in a web meeting with the agency on 04/10/2025 and had additional follow-up meetings and coordination.

Impact to Project Cost

The proposed scope change would have a slight net increase in the overall cost of the project. There are no impacts on the pre-construction phases, but the agency has secured additional funding to close the gap for the construction phase of the project.

Impact to Project Schedule

There is no change to the current project schedule.

Attachments:

1. Exhibit 25-D: Request for Project Scope Change
2. Community Engagement Summary