

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.21, Action Item

Prepared By: Dee Lam, Chief  
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE AMENDMENT –  
22ND STREET SEPARATED BIKEWAY PROJECT  
RESOLUTION ATP-P-2526-08**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a project scope amendment for the Cycle 6 Active Transportation Program (ATP) 22nd Street Separated Bikeway project (PPNO 1528), 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 22nd Street Separated Bikeway project (PPNO 1528), in San Diego County.

### **DISCUSSION:**

On June 28, 2023, the Commission approved Cycle 6 2023 ATP – Metropolitan Planning Organizations (MPO) Component for nine of ten large MPOs, which included \$3,288,000 for the 22nd Street Separated Bikeway project (PPNO 1528), under Resolution G-23-49. The project includes installing Class I and Class IV bike lanes on 22nd Street between Wilson Avenue and D Avenue in the City of National City (City).

In 2024, the City completed a 4-year effort to update the City's General Plan which included an update to the Circulation Element and the Bicycle Master Plan. Through this effort, multiple public outreach efforts were completed which included multiple presentations to the City Council. The updates were approved in April 2024, although the City Council requested that all projects in the Bicycle Master Plan be considered planning documents. In addition, no project would be implemented if it resulted in a significant loss of on-street parking that would impact the residents of the nearby community. The General Plan Update was adopted after this project was programmed in the ATP and during the Project Approval and Environmental

Document phase, it was determined that the installation of Class I and Class IV facilities on 22nd Street East of National City Boulevard would result in significant loss of on-street parking.

The City is requesting approval for a scope change to remove the Class I and Class IV bicycle lanes on 22nd Street, east of National City Boulevard and add Class II and Class IV facilities on 24th Street, between B Avenue and Highland Avenue, which will continue to provide east-west connection to the 24th Street transit center for the neighborhoods and close the gap in bicycle facilities.

### **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 650 linear feet of Class I bike path and 1,171 linear feet of Class IV bike lanes from 22nd Street. It also proposes to add 1,240 linear feet of Class II bike lanes and 1,240 linear feet of a Class IV facility on 24th Street between B Avenue to Highland Avenue. The City determined that the installation of Class I and Class IV facilities on 22nd Street, east of National City Boulevard would result in significant loss of on-street parking as that segment falls within the residential zone containing low-density single-family housing on the north side and multi-family housing on the south side. Furthermore, recent developments on 24th Street have introduced new high-density housing developments along F Avenue, with more proposed housing developments anticipated in the future. In addition, 24th Street is a major east-west corridor with bus stops and routes connecting the transit riders to the 24th Street Transit Center. The proposed scope will also add a signalized intersection improvements at 24th Street and F Avenue to provide bicyclists and pedestrians additional visibility.

The proposed scope change will have a slight net increase in the overall cost of the project. There are no impacts on the pre-construction phases. 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

*"Improving lives and communities through transportation."*

# Project Scope Change Request

## Caltrans Analysis and Recommendations

Submittal Date: October 31, 2025

**Implementing Agency:** National City

**ATP ID:** ATP6-11-154M

**Federal Project No.:** 5066(059)

**PPNO:** 1528

**Project Name:** 22nd Street Separated Bikeway

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

**Existing Project Limits (ATP Database):** This project is located along East 22nd Street between Wilson Avenue and D Avenue in National City.

### **Caltrans' Recommendations**

As a result of Caltrans' review of the National City's Scope Change Request documentation and subsequent discussion(s) with National City's staff, Caltrans recommends the following action:

**Level of Scope Change:** Major  
**Recommendation:** Support

### **Scope to Be Changed**

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

- The original scope on 22<sup>nd</sup> Street included 3,529 linear of Class IV bike facility west of National City Boulevard to Wilson Avenue, 650 linear feet of Class I bike path east of National City Boulevard to B Avenue, and 1,171 linear feet of Class IV facility between B Avenue and D Avenue. The proposed scope change will remove Class I and Class IV facilities on the east segment and adding 2,471 linear of Class III bike route between National City Boulevard and D Avenue. The segment west of National City Blvd will be constructed as per the original scope.
- Additionally, on 24<sup>th</sup> Street, the project proposes adding 1,240 linear feet of Class II bike route (WB) and 1,240 linear feet of Class IV facility (EB) between B Avenue and Highland Avenue. In addition, 2,020 linear feet of Class III bike route will be added on 24th Street from Highland Avenue to K Avenue. The proposed scope change will also add a signalized intersection at 24th Street and F Avenue.

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

| Items Name                               | Original Quantity | Revised Quantity  |
|--|-------------------|-------------------|
| Class I – Bike Path                      | 650 Linear Feet   | 0                 |
| Class II – Bike lanes                    | 0                 | 1,240 Linear Feet |
| Class III – Bike Route                   | 0                 | 4,491 Linear Feet |
| Class IV – Cycle Track                   | 4,700 Linear Feet | 4,769 Linear Feet |
| Bike Boxes                               | 0                 | 5                 |
| Signal Timing Improvement                | 0                 | 1                 |
| Rapid Rectangular Flashing Beacon (RRFB) | 1                 | 0                 |

# 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: 04/22/2025  
 District Local Assistance Engineer PPNO: 1528  
 Caltrans, Office of Local Assistance Federal PROJECT #: 5066 (059)  
 4050 Taylor Street MS-244  
 San Diego, CA 92110 ATP ID #: 11-National City-2

**Project Name** (Per CTC programming): 22<sup>nd</sup> Street Separated Bikeway

**Approved Project Description** (As submitted in Application): 3,000 feet of separated bikeway (Class I and IV), curb extensions, a new traffic signal with bike signals, continental crosswalks, curb ramps, and 400 feet of new sidewalk.

**Approved Project Limits** (As submitted in Application): This project is located along East 22<sup>nd</sup> Street between Wilson Avenue and D Avenue in National City, CA.

**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;****22<sup>nd</sup> Street:**

*The project will be constructing the original scope of 3,529 linear feet of Class IV west of National City Blvd on 22<sup>nd</sup> Street and removing the 1,171 linear feet of Class IV and 650 linear feet of Class I on 22<sup>nd</sup> Street; for this segment 2,471 linear feet of Class III on 22<sup>nd</sup> will be installed between National City Boulevard and D Avenue. Additionally, the project will add 4,500 linear feet of Class II, III, and IV bike facilities on 24<sup>th</sup> Street between B and K Avenue. The project will also include a proposed signalized intersection at 24<sup>th</sup> Street and F Avenue.*

*\*Measurements are based off each traveled way except those of a two-way Class I facility*

**2. The reason for the proposed scope change;**

*In 2024, the City completed a four-year effort to update the City's General Plan which included an update to the Circulation Element and the Bike Master Plan. Through this effort, many public outreach efforts were completed including multiple presentations to City Council. The updates were approved on April 2024, but for the Bicycle Master Plan, it was requested by Council that all projects in the plan were considered planning documents, and that no project would be implemented if it resulted in a mayor loss of parking impacting adjacent residents.*

*The General Plan Update was adopted after the grant that is funding 5066(059) was selected, through the Project Approval and Environmental Documentation (PA&ED) phase, the City determined that the installation of*

*Class IV and Class I facilities on 22<sup>nd</sup> street East of National City Boulevard would result in a mayor parking loss impacting residents. This portion of 22<sup>nd</sup> street of commercial car lots and low-density single-family housing on the north side and multi-family housing on the south side. In comparison, recent developments on 24<sup>th</sup> Street have introduced new high-density housing developments along F Avenue, with more proposed housing projects along this corridor coming soon. 24<sup>th</sup> Street is also a major throughfare within the city; both commuters use it to access Interstate 5 and bus routes traverse the segment to reach the 24<sup>th</sup> Street transit station. Given the high volumes and ability to provide more utility for a greater footprint of National City, a scope change is requested to provide necessary bicyclist protection on 24<sup>th</sup> Street based on its volumes and connectivity to D Avenue that in part connects to 22<sup>nd</sup> Street; and keeping an appropriate bicycle facility for the low volume, low speeds portion of 22<sup>nd</sup> Street.*

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

*The proposed scope change has a net increase in the overall cost of the project. In addition to recent year construction prices increasing, the 24<sup>th</sup> Street corridor proposes a new signalized intersection to provide a safer transition for all users in the intersection and associated striping costs of implementing bicycle facilities. A pavement evaluation has been completed on the project and additional pavement repairs have been added to the project that are necessary to build a safe bicycle facility.*

*Although the projected costs exceed funds allocated by this grant, the City has secured CPFCDs funding to close the gap in construction funding. Portions designated as Class III along 22<sup>nd</sup> Street will not be constructed using ATP grant funds, see ineligible costs in project cost attachment.*

*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 |
|---|---|---|-------------------------------------|
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Removal of 1,171 linear feet of Class IV facilities | Decrease                            |
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Removal of 650 linear feet of Class I facilities    | Decrease                            |
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Add 2,471 linear feet of Class III facilities       | Increase                            |
| 24 <sup>th</sup> Street between B and Highland Avenue           | N/A   | Add 1,240 linear feet of Class II facilities        | Increase                            |
| 24 <sup>th</sup> Street between B and Highland Avenue           | N/A   | Add 1,240 linear feet of Class IV facilities        | Increase                            |
| 24 <sup>th</sup> Street between Highland and K Avenue           | N/A   | Add 2,020 linear feet of Class III facilities       | 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  |
|---|---|--|---|
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Removal of 1,171 linear feet of Class IV facilities          | Decrease  |
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Removal of 650 linear feet of Class I facilities             | Decrease  |
| 22 <sup>nd</sup> Street between National City Blvd and D Avenue | 650 linear feet of Class I and 1,171 linear feet of Class IV facilities | Add 2,471 linear feet of Class III facilities                | Increase  |
| 24 <sup>th</sup> Street between B and Highland Avenue           | N/A   | Add 1,240 linear feet of Class II facilities                 | Increase  |
| 24 <sup>th</sup> Street between B and Highland Avenue           | N/A   | Add 1,240 linear feet of Class IV facilities                 | Increase  |
| 24 <sup>th</sup> Street between Highland and K Avenue           | N/A   | Add 2,020 linear feet of Class III facilities                | Increase  |
| 24 <sup>th</sup> Street between B and K Avenue                  | N/A   | Add a traffic signal at 24 <sup>th</sup> Street and F Avenue | Increase, enhances cyclist visibility and delineation on a high-volume road |

6. An explanation of the methodology used to develop the aforementioned estimates; and

*24<sup>th</sup> Street is a mayor high speed and volume corridor that connects residential areas to commercial areas. Protected bicycle facilities along 24<sup>th</sup> Street adjacent to the residential areas, and connecting to existing south/north bicycle facilities on D Avenue will provide a safer corridor for residents trying to connect to the 24<sup>th</sup> Street Transit Center.*

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

*See attached MPO letter of support for the requested scope change.*

**ADDITIONAL QUESTIONS:**

8. Does this scope change require revalidation of your environmental document? **No**  
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:**

*The 24<sup>th</sup> Street corridor has been identified on the City of National City's Bicycle Master plan and the Transit Oriented Development Overlay (TODO) as a corridor for future bike lane and routes. The plans have undergone significant stakeholder mediation, public outreach, and approval by City council.*

**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:** 10,500 feet of bicycle facilities (Class II, III, and IV) with new traffic signals and curb extensions

**Proposed changes to the Project Limits:** 22<sup>nd</sup> Street between Wilson Ave and National City Blvd and 24<sup>th</sup> St between B and K Avenue

**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 >>

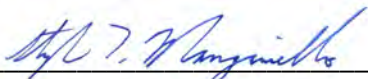
Not Applicable

**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)

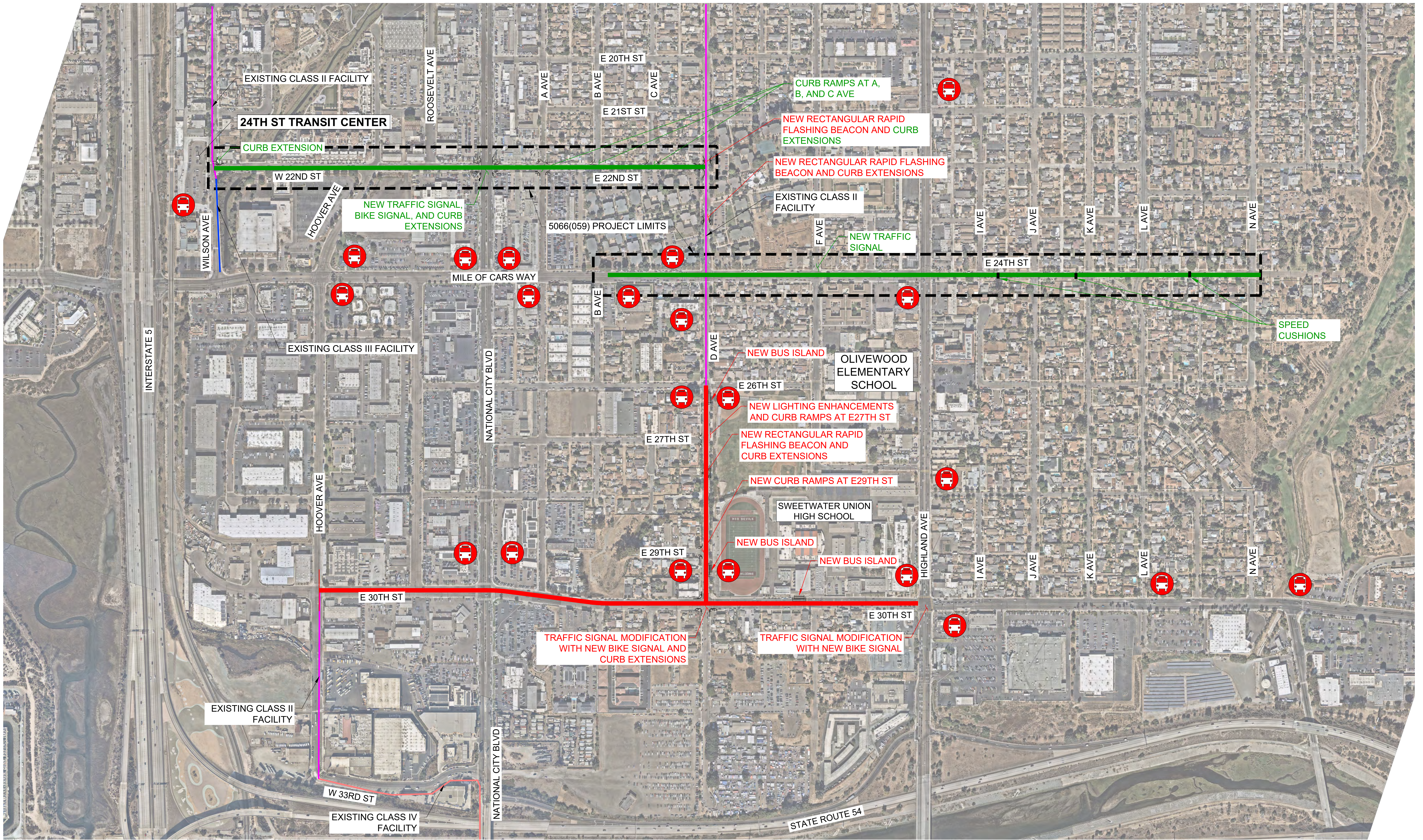
Signature:  Title: Director of Public Works/City Engineer Date: 04/22/2025

Agency/Commission: City of National City



Attachments:

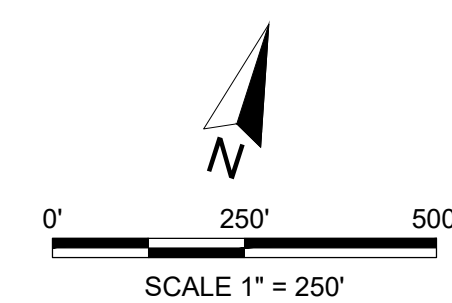
Distribution:

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

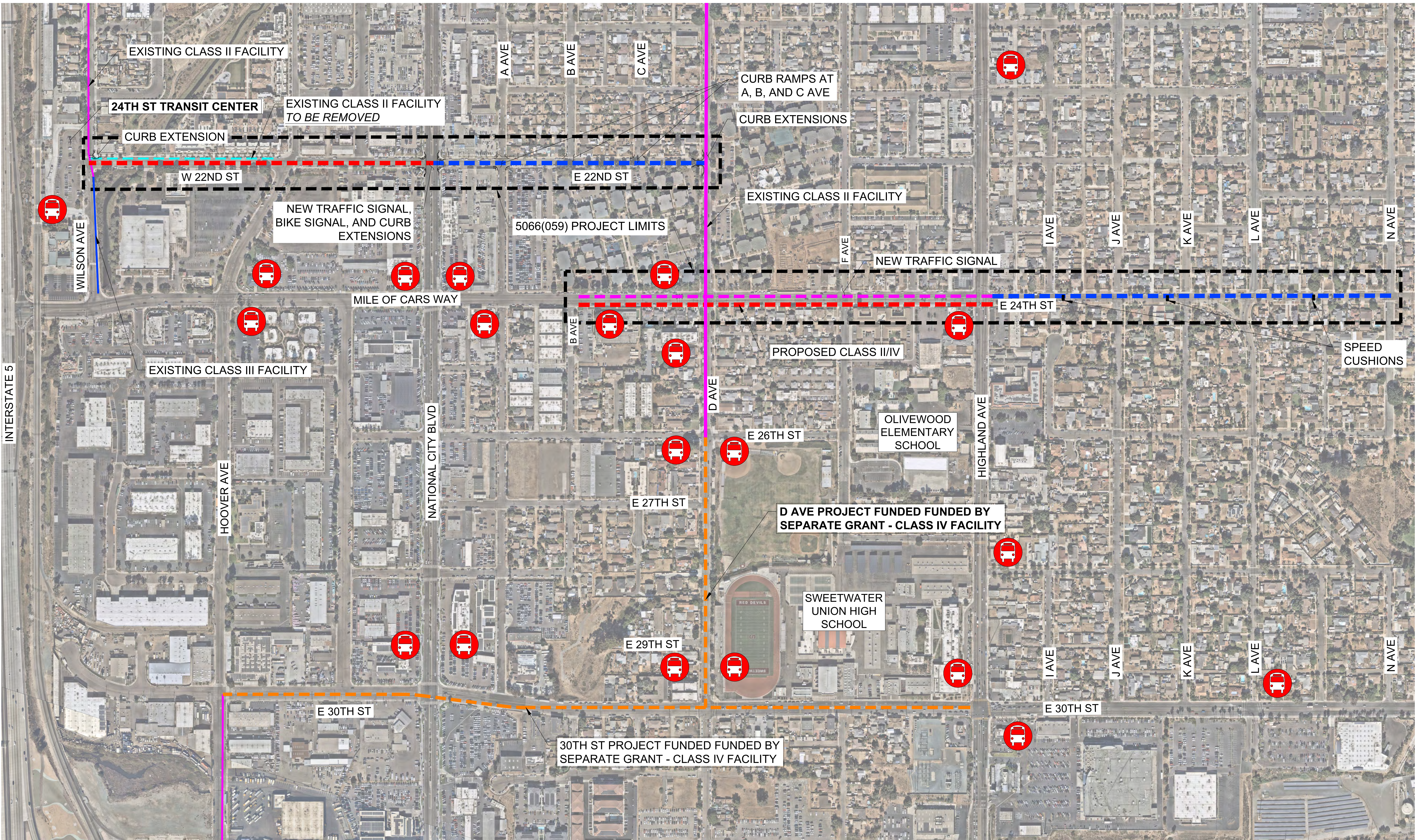


— 5066 (055) PPNO 1490  
— 5066 (059) PPNO 1528

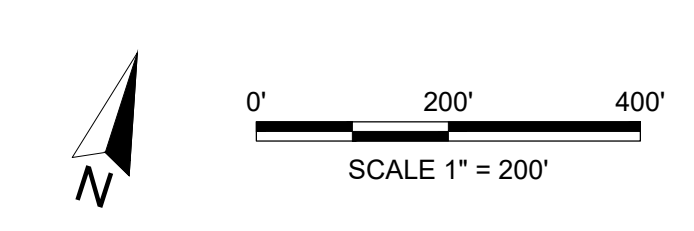
 MTS BUS STOP  
 EXISTING FACILITY



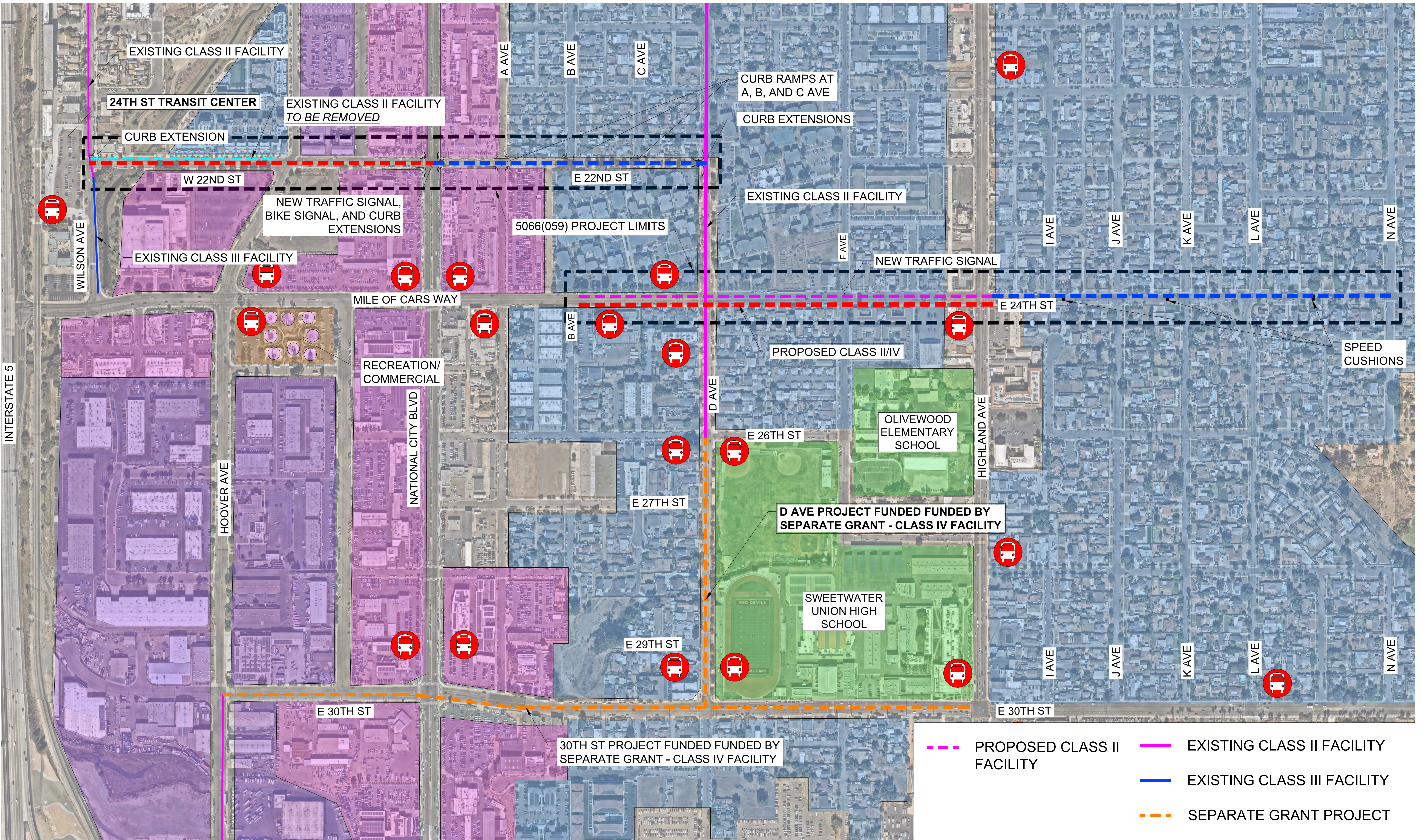
**PROJECT LOCATION MAP**  
 5066 (055) PPNO 1490 AND 5066(059) PPNO 1528



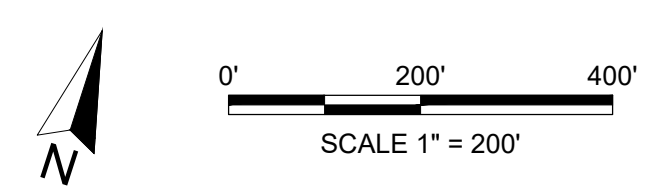
- - - PROPOSED CLASS IV FACILITY
- EXISTING CLASS II FACILITY
- - - PROPOSED CLASS II FACILITY
- 🚌 MTS BUS STOP
- - - PROPOSED CLASS III FACILITY
- EXISTING CLASS III FACILITY
- - - SEPARATE GRANT PROJECT



**PROJECT LOCATION MAP**  
5066(059) PPNO 1528

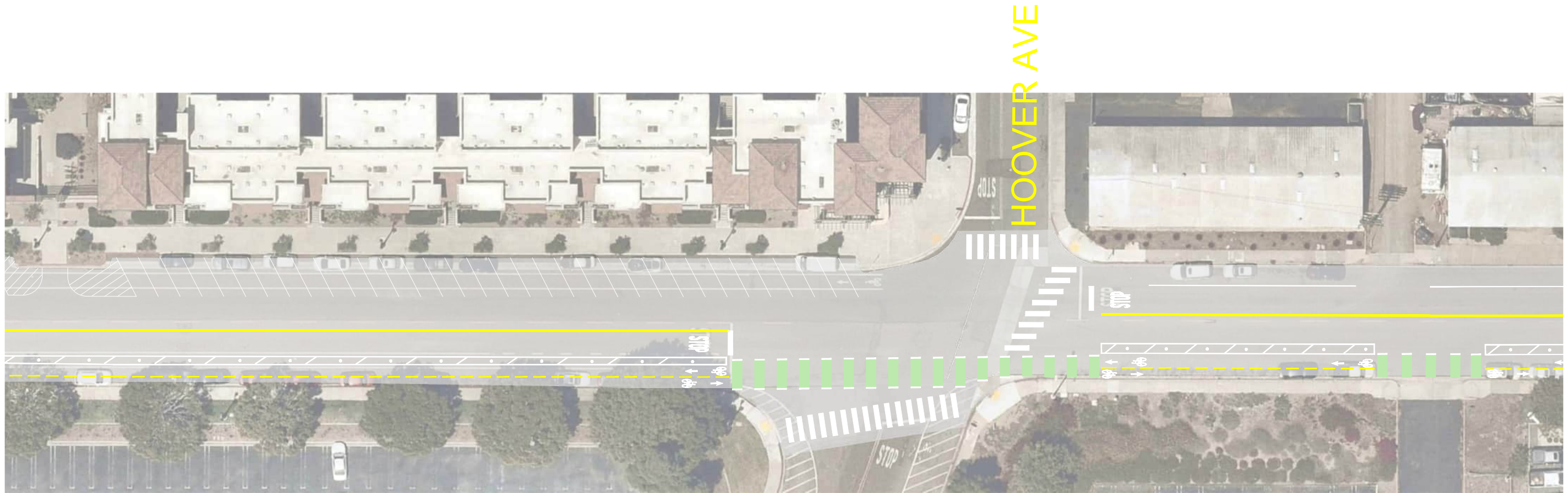


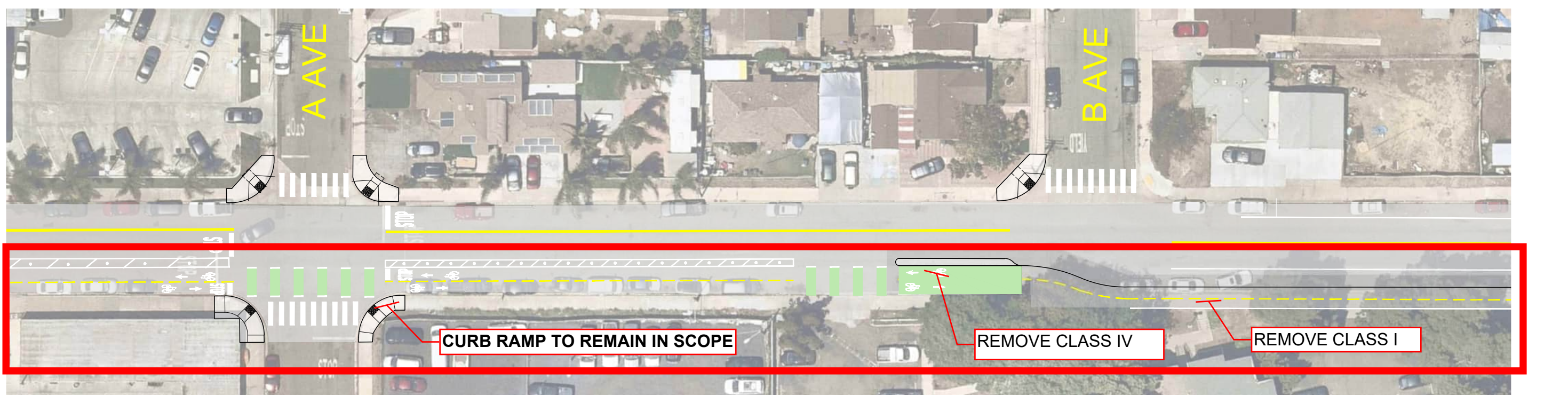
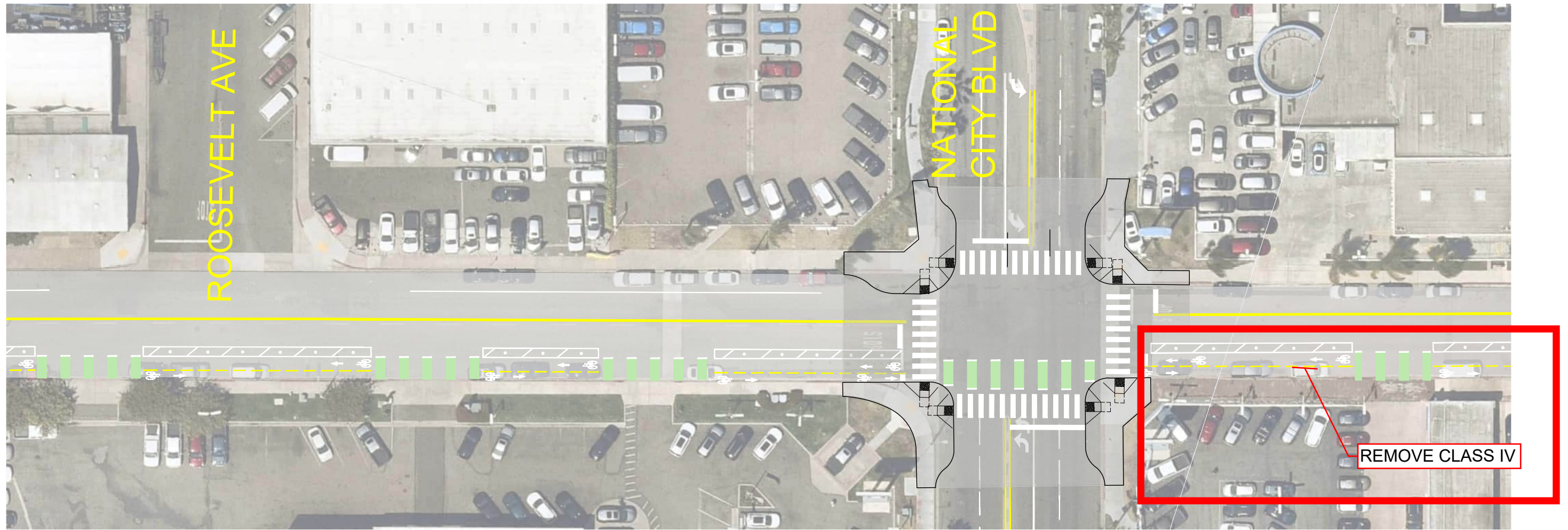
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- RESIDENTIAL ZONE
- COMMERCIAL ZONE
- EDUCATION ZONE
- PROPOSED CLASS IV FACILITY
- PROPOSED CLASS III FACILITY
- PROPOSED CLASS II FACILITY
- SEPARATE GRANT PROJECT
- MTS BUS STOP

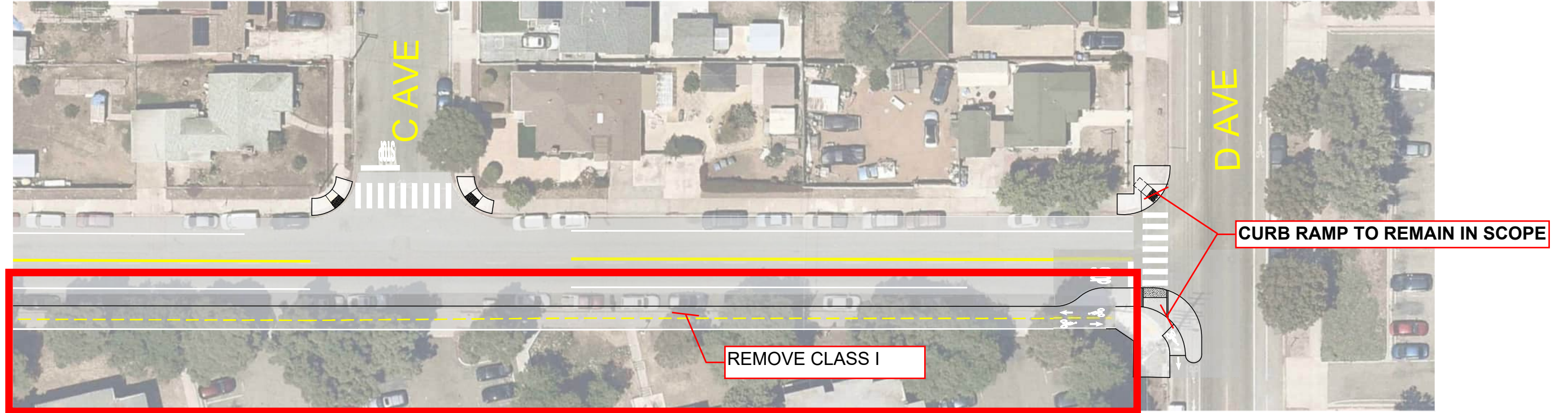


**PROJECT LOCATION MAP**  
5066(059) PPNO 1528

# **ORIGINAL PLANS**

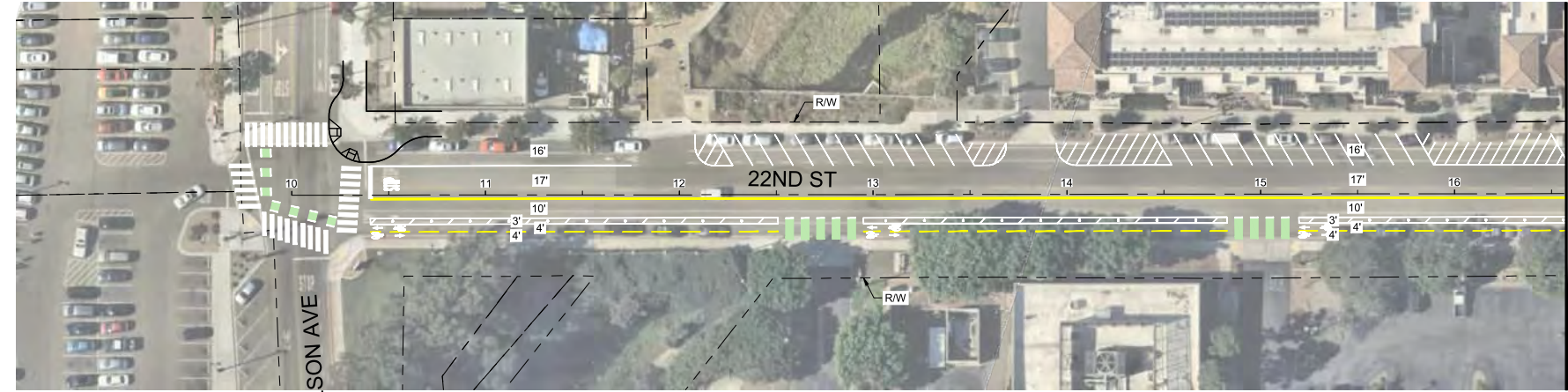






# **REVISED PLANS**

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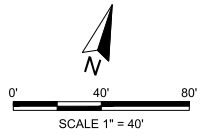


SEE BELOW LEFT MATCHLINE



MATCHLINE SEE ABOVE RIGHT

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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 \_\_\_\_\_



CALIFORNIA  
**NATIONAL CITY**  
 1837  
 INCORPORATED

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

CITY OF NATIONAL CITY

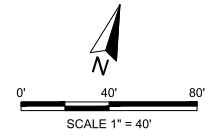
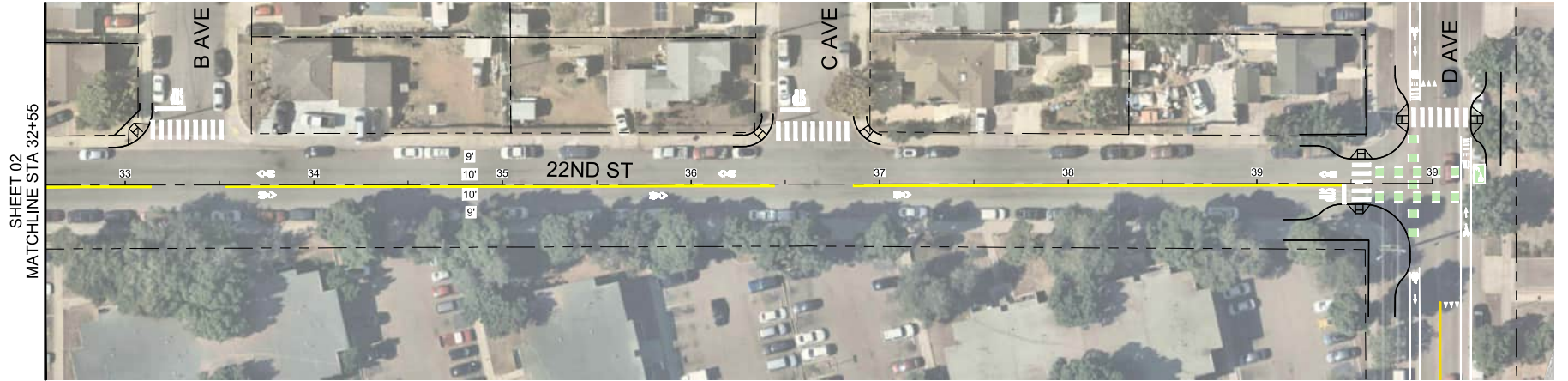
STEPHEN MANGIANELLO RCE# 2973 DATE \_\_\_\_\_  
 DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CIP NO. 23-13

SHEET 02 OF 11 SHEETS 11634-02 -D

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| NAME                    | COMPANY  |                      |                            |
| SIGNATURE               |          |                      |                            |



PLANS REVIEWED BY:

|   |      |
|---|------|
| STEPHEN MANGANIELLO RCE# 2973<br>DIRECTOR OF PUBLIC WORKS/CITY ENGINEER | DATE |
| LUCA ZAPPIELLO, PE<br>ASSISTANT ENGINEER - CIVIL                        | DATE |

**DECLARATION OF RESPONSIBLE CHARGE**

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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

PLANS FOR THE IMPROVEMENTS OF:

**24TH STREET TRANSIT CENTER CONNECTIONS**

**SIGNING AND STRIPING PLAN**

**CITY OF NATIONAL CITY**

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

CIP NO. 23-13

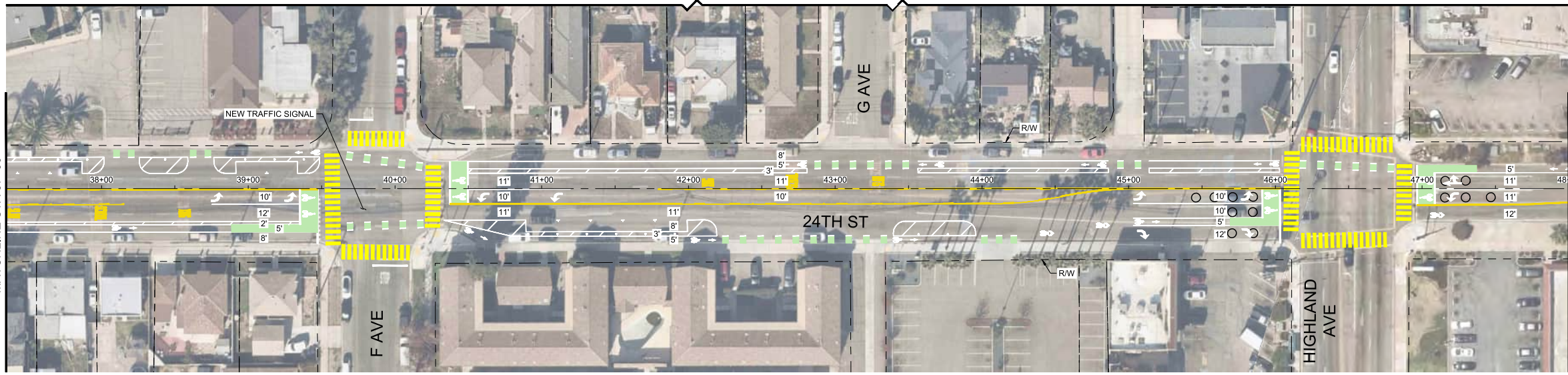
SHEET 03 OF 11 SHEETS 11634-03 -D





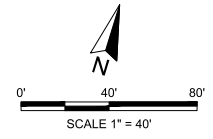
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| GEOLOGICAL RECORD      |          | SURVEYOR: XXXXX      |        |
| NAME                   | COMPANY  | BENCHMARK:           | XXXXXX |
| SIGNATURE              |          | HORIZONTAL CONTROL:  | XXXXXX |



SEE SHEET 08  
MATCHLINE STA 37+35

MATCHLINE STA 48+00  
SEE SHEET 09



PLANS REVIEWED BY:

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

**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

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

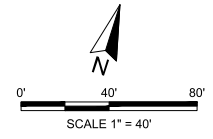
SHEET 08 OF 11 SHEETS 11634-08 -D



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

SEE SHEET 08  
MATCHLINE STA 48+00



PLANS REVIEWED BY:

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

**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 09 OF 11 SHEETS 11634-09 -D



**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: National City  | Date: 6/8/2022   |
| Project Description: 22nd Street Separated Bikeway Project   |                  |
| Project Location: 22nd Street Between Wilson Avenue and D Avenue   |                  |
| Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Forrest Baker | License #: 91883 |

## Project Estimate and Cost Breakdown:

| Project Estimate (for Construction Items Only)                    |  |          |       |              |                 | Cost Breakdown           |             |                            |    |                        |           |
|---|--|----------|-------|--------------|-----------------|--------------------------|-------------|----------------------------|----|------------------------|-----------|
|   |  |          |       |              |                 | ATP Eligible Costs/Items |             | ATP Ineligible Costs/Items |    | Corps/CCC to construct |           |
| Item No.  | Item                                       | Quantity | Units | Unit Cost    | Total Item Cost | %                        | \$          | %                          | \$ | %                      | \$        |
| <b>General Overhead-Related Construction Items</b>                |  |          |       |              |                 |                          |             |                            |    |                        |           |
| 1   | Mobilization                               | 1        | LS    | \$119,000.00 | \$119,000       | 100%                     | \$119,000   |                            |    |                        |           |
| 2   | Maintain Construction Schedule             | 1        | LS    | \$29,800.00  | \$29,800        | 100%                     | \$29,800    |                            |    |                        |           |
| 3   | Erosion Control                            | 1        | LS    | \$44,700.00  | \$44,700        | 100%                     | \$44,700    |                            |    |                        |           |
| 4   | Construction Staking                       | 1        | LS    | \$119,000.00 | \$119,000       | 100%                     | \$119,000   |                            |    |                        |           |
| 5   | Traffic Control                            | 1        | LS    | \$29,800.00  | \$29,800        | 100%                     | \$29,800    |                            |    |                        |           |
| 6   | Clearing and Grubbing                      | 1        | LS    | \$125,309.50 | \$125,310       | 100%                     | \$125,310   |                            |    | 100%                   | \$125,310 |
| 7   | Utility Adjustments                        | 1        | LS    | \$45,000.00  | \$45,000        | 100%                     | \$45,000    |                            |    |                        |           |
| 8   |  |          | LS    |              |                 |                          |             | 100%                       |    |                        |           |
| 9   |  |          | LS    |              |                 |                          |             | 100%                       |    |                        |           |
| 10  |  |          | LS    |              |                 |                          |             | 100%                       |    |                        |           |
| <b>General Construction Items</b>                                 |  |          |       |              |                 |                          |             |                            |    |                        |           |
| 11  | Class II Aggregate Base                    | 1467     | TON   | \$50.00      | \$73,350        | 100%                     | \$73,350    |                            |    |                        |           |
| 12  | Construct Asphalt Concrete                 | 969      | TON   | \$200.00     | \$193,800       | 100%                     | \$193,800   |                            |    |                        |           |
| 13  | Slurry Seal                                | 123600   | SQFT  | \$0.50       | \$61,800        | 100%                     | \$61,800    |                            |    |                        |           |
| 14  | Construct Curb Ramps (All Types)           | 19       | EA    | \$2,500.00   | \$47,500        | 100%                     | \$47,500    |                            |    |                        |           |
| 15  | Construct 4" PCC Sidewalk                  | 19286    | SQFT  | \$10.00      | \$192,860       | 100%                     | \$192,860   |                            |    |                        |           |
| 16  | Construct Curb and Gutter                  | 2006     | LF    | \$40.00      | \$80,240        | 100%                     | \$80,240    |                            |    |                        |           |
| 17  | Construct Transition Curb and Gutter       | 95       | LF    | \$50.00      | \$4,750         | 100%                     | \$4,750     |                            |    |                        |           |
| 18  | Construct Truncated Domes                  | 229      | SQFT  | \$20.00      | \$4,580         | 100%                     | \$4,580     |                            |    |                        |           |
| 19  | Flexible Posts                             | 205      | EA    | \$25.00      | \$5,125         | 100%                     | \$5,125     |                            |    |                        |           |
| 20  | Signing and Striping                       | 1        | SQFT  | \$173,404.00 | \$173,404       | 100%                     | \$173,404   |                            |    |                        |           |
| 21  | National City Boulevard Traffic Signal Mod | 1        | EA    | \$650,000.00 | \$650,000       | 100%                     | \$650,000   |                            |    |                        |           |
| 22  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 23  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 24  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 25  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 26  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 27  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 28  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 29  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 30  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 31  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 32  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 33  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 34  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 35  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 36  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 37  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 38  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 39  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 40  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 41  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 42  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 43  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 44  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 45  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 46  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 47  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 48  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 49  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 50  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 51  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| 52  |  |          |       |              |                 |                          |             | 100%                       |    |                        |           |
| <b>Subtotal of Construction Items:</b>                            |  |          |       |              | \$2,000,019     |                          | \$2,000,019 |                            |    |                        | \$125,310 |
| <b>Construction Item Contingencies (% of Construction Items):</b> |  |          |       | 20.00%       | \$400,004       |                          | \$400,004   |                            |    |                        |           |
| <b>Total (Construction Items &amp; Contingencies) cost:</b>       |  |          |       |              | \$2,400,022     |                          | \$2,400,022 |                            |    |                        |           |

## Project Delivery Costs:

| Type of Project Cost                        |           | Cost \$        |                    |                          |
|---|-----------|----------------|--------------------|--------------------------|
| <b>Preliminary Engineering (PE)</b>         |           |                |                    |                          |
| Environmental Studies and Permits(PA&ED):   | \$        | 150,000        | ATP Eligible Costs | Non-participating Costs  |
| Plans, Specifications and Estimates (PS&E): | \$        | 380,000        | \$150,000          |                          |
| <b>Total PE:</b>                            | <b>\$</b> | <b>530,000</b> | \$380,000          |                          |
|   |           |                | \$530,000          | "PE" costs / "CON" costs |
|   |           |                |                    | 22% 25% Max              |
| <b>Right of Way (RW)</b>                    |           |                |                    |                          |
| Right of Way Engineering:                   |           |                |                    |                          |
| Acquisitions and Utilities:                 |           |                |                    |                          |

## 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:   | National City                                  | Date:              | 6/8/2022                |
| <b>Project Description:</b>   | 22nd Street Separated Bikeway Project          |                    |                         |
| <b>Project Location:</b>  | 22nd Street Between Wilson Avenue and D Avenue |                    |                         |
| <b>Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:</b> | Forrest Baker                                  | <b>License #:</b>  | 91883                   |
| <b>Total RW:</b>  | \$ -   |                    |                         |
| <b>Total Pre-Construction Costs (PE+RW):</b>  | \$530,000                                      | \$530,000          |                         |
| <b>Construction Engineering (CE)</b>  |  |                    |                         |
|   | Construction Engineering (CE): \$              | 360,000            | \$360,000               |
|   |  |                    | 15% 15% Max             |
| <b>Total Construction Costs:</b>  | \$2,760,022                                    | \$2,760,022        |                         |
|   |  | ATP Eligible Costs | Non-participating Costs |
| <b>Total Project Cost:</b>  | \$3,290,022                                    | \$3,290,022        |                         |

### 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: <span style="color: red;">(See examples shown in the Instructions)</span> |
|---------|--|
|         |  |
|         |  |
|         |  |

# **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:      | 12/10/2024 |
| Project Description:   | Class II and IV bike facilities with curb extensions                                   |            |            |
| Project Location:  | 22nd Street between Wilson and National City Blvd / 24th Street between B and K Avenue |            |            |
| 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           |                    |                            |                  |                        |    |
|---|---|----------|-------|--------------|--------------------|--------------------------|--------------------|----------------------------|------------------|------------------------|----|
|   |   |          |       |              |                    | ATP Eligible Costs/Items |                    | ATP Ineligible Costs/Items |                  | Corps/CCC to construct |    |
| Item No.  | Item                                      | Quantity | Units | Unit Cost    | Total Item Cost    | %                        | \$                 | %                          | \$               | %                      | \$ |
| <b>General Overhead-Related Construction Items</b>                |   |          |       |              |                    |                          |                    |                            |                  |                        |    |
| 1   | Mobilization                              | 1        | LS    | \$175,000.00 | \$175,000          | 100%                     | \$175,000          |                            |                  |                        |    |
| 2   | Progress Schedule (Critical Path Method)  | 1        | LS    | \$35,000.00  | \$35,000           | 100%                     | \$35,000           |                            |                  |                        |    |
| 3   | Erosion Control                           | 1        | LS    | \$70,000.00  | \$70,000           | 100%                     | \$70,000           |                            |                  |                        |    |
| 4   | Construction Survey/Staking               | 1        | LS    | \$50,000.00  | \$50,000           | 100%                     | \$50,000           |                            |                  |                        |    |
| 5   | Traffic Control System                    | 1        | LS    | \$140,000.00 | \$140,000          | 100%                     | \$140,000          |                            |                  |                        |    |
| 6   | Clearing and Grubbing                     | 1        | LS    | \$360,000.00 | \$360,000          | 100%                     | \$360,000          |                            |                  |                        |    |
| 7   | Utility Adjustments                       | 1        | LS    | \$35,000.00  | \$35,000           | 100%                     | \$35,000           |                            |                  |                        |    |
| 8   |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 9   |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 10  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| <b>General Construction Items</b>                                 |   |          |       |              |                    |                          |                    |                            |                  |                        |    |
| 11  | Class II Aggregate Base                   | 715      | TON   | \$100.00     | \$71,500           | 100%                     | \$71,500           |                            |                  |                        |    |
| 12  | Construct Asphalt Concrete                | 3950     | TON   | \$220.00     | \$869,000          | 100%                     | \$869,000          |                            |                  |                        |    |
| 13  | Slurry Seal                               | 100000   | SF    | \$0.35       | \$35,000           | 30%                      | \$10,500           | 70%                        | \$24,500         |                        |    |
| 14  | Construct Curb Ramp (All Types)           | 19       | EA    | \$7,000.00   | \$133,000          | 100%                     | \$133,000          |                            |                  |                        |    |
| 15  | Construct 4" PCC Sidewalk                 | 9350     | SF    | \$25.00      | \$233,750          | 100%                     | \$233,750          |                            |                  |                        |    |
| 16  | Construct Curb and Gutter                 | 885      | LF    | \$90.00      | \$79,650           | 100%                     | \$79,650           |                            |                  |                        |    |
| 17  | Sawcut                                    | 1580     | LF    | \$8.00       | \$12,640           | 100%                     | \$12,640           |                            |                  |                        |    |
| 18  | Cold Mill                                 | 175000   | SF    | \$1.25       | \$218,750          | 73%                      | \$159,688          | 27%                        | \$59,063         |                        |    |
| 19  | Construct Concrete Cross Gutter           | 6000     | SF    | \$25.00      | \$150,000          | 100%                     | \$150,000          |                            |                  |                        |    |
| 20  | Signing and Striping                      | 1        | LS    | \$230,000.00 | \$230,000          | 95%                      | \$218,500          | 5%                         | \$11,500         |                        |    |
| 21  | 24th St and F Ave New Traffic Signal      | 1        | EA    | \$500,000.00 | \$500,000          | 100%                     | \$500,000          |                            |                  |                        |    |
| 22  | 24th St and D Ave Vehicle Loops           | 12       | EA    | \$1,250.00   | \$15,000           | 100%                     | \$15,000           |                            |                  |                        |    |
| 23  | Landscaping and Irrigation                | 1        | LS    | \$25,000.00  | \$25,000           | 100%                     | \$25,000           |                            |                  |                        |    |
| 24  | 24th St and Highland Vehicle Loops        | 14       | EA    | \$1,250.00   | \$17,500           | 100%                     | \$17,500           |                            |                  |                        |    |
| 25  | 22nd St/National City Blvd Traffic Signal | 1        | EA    | \$500,000.00 | \$500,000          | 100%                     | \$500,000          |                            |                  |                        |    |
| 26  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 27  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 28  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 29  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 30  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 31  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 32  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 33  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 34  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 35  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 36  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 37  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 38  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 39  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 40  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 41  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 42  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 43  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 44  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 45  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 46  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 47  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 48  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 49  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 50  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 51  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| 52  |   |          |       |              |                    |                          |                    | 100%                       |                  |                        |    |
| <b>Subtotal of Construction Items:</b>                            |   |          |       |              | <b>\$3,955,790</b> |                          | <b>\$3,860,728</b> |                            | <b>\$95,063</b>  |                        |    |
| <b>Construction Item Contingencies (% of Construction Items):</b> |   |          |       |              | <b>20.00%</b>      | \$791,158                | \$772,146          | \$19,013                   |                  |                        |    |
| <b>Total (Construction Items &amp; Contingencies) cost:</b>       |   |          |       |              | <b>\$4,746,948</b> |                          | <b>\$4,632,873</b> |                            | <b>\$114,075</b> |                        |    |

# 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:      | 12/10/2024 |
| Project Description:   | Class II and IV bike facilities with curb extensions                                   |            |            |
| Project Location:  | 22nd Street between Wilson and National City Blvd / 24th Street between B and K Avenue |            |            |
| Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: | Roberto Ruiz Salas   | License #: | 81946      |

## Project Delivery Costs:

| Type of Project Cost                         | Cost \$            | ATP Eligible Costs | Non-participating Costs |                          |                |
|--|--------------------|--------------------|-------------------------|--------------------------|----------------|
| <b>Preliminary Engineering (PE)</b>          |                    |                    |                         |                          |                |
| Environmental Studies and Permits(PA&ED):    | \$ 150,000         | \$146,395          | \$3,605                 |                          |                |
| Plans, Specifications and Estimates (PS&E):  | \$ 380,000         | \$370,868          | \$9,132                 | "PE" costs / "CON" costs |                |
| <b>Total PE:</b>                             | <b>\$ 530,000</b>  | <b>\$517,263</b>   | <b>\$12,737</b>         | <b>11%</b>               | <b>25% Max</b> |
| <b>Right of Way (RW)</b>                     |                    |                    |                         |                          |                |
| Right of Way Engineering:                    |                    |                    |                         |                          |                |
| Acquisitions and Utilities:                  |                    |                    |                         |                          |                |
| <b>Total RW:</b>                             | <b>\$ -</b>        |                    |                         |                          |                |
| <b>Total Pre-Construction Costs (PE+RW):</b> | <b>\$530,000</b>   | <b>\$517,263</b>   | <b>\$12,737</b>         |                          |                |
| <b>Construction Engineering (CE)</b>         |                    |                    |                         |                          |                |
| Construction Engineering (CE):               | \$ 650,000         | \$634,380          | \$15,620                | "CE" costs / "CON" costs |                |
| <b>Total Construction Costs:</b>             | <b>\$5,396,948</b> | <b>\$5,267,253</b> | <b>\$129,695</b>        | <b>14%</b>               | <b>15% Max</b> |
| <b>Total Project Cost:</b>                   |                    | <b>\$5,926,948</b> | <b>\$5,784,516</b>      | <b>\$142,432</b>         |                |

### 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: <span style="color: red;">(See examples shown in the Instructions)</span> |
|---------|--|
|         |  |
|         |  |
|         |  |

**MPO CONCURRENCE  
SUBMITTED AS SEPARATE  
DOCUMENT THROUGH EMAIL**

**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? 70 %  
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes: Class 1: 650 Linear Feet Class 2: 0 Linear Feet  
 Class 3: 0 Linear Feet Class 4: 2,350 (4,700) Linear Feet

Signalized Intersections: New Bike Boxes: 0 Number Timing Improvements: 0 Number  
 Un-Signalized Intersections: New RRFB/Signal: 1 Number Crossing-Surface Improvements: 3 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: 6 Number New Secured Lockers: 0 Number  
 Other Bicycle Improvements: #1: Bike Signals #: 2 #2: Driveway Green Conflict Markings #: 8

**Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 60 %  
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks: New (4' to 8' wide): 400 Linear Feet New (over 8' wide): 0 Linear Feet  
 Widen Existing: 0 Linear Feet Reconstruct/Enhance Existing: 500 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: 19 Number  
 Signalized Intersections: New Crosswalk: 0 Number Enhance Existing Crosswalk: 0 Number  
 Ped-Heads: 0 Number Shorten Crossing: 0 Number  
 Timing Improvements: 0 Number

Un-Signalized Intersections: New Traffic Signal: 1 Number Crossing-Surface Improvements: 15 Number  
 New RRFB/Signal: 0 Number  
 Shorten Crossing: 10 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 Interval #: 1 #2: \_\_\_\_\_ #: \_\_\_\_\_

**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: 1 Number New Roundabout: 0 Number  
 Other Traffic-Calming Improvements: #1: Narrow Travel Lanes #: 2 #2: Curb Pop-Outs #: 6

**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? 76%  
 (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>1,240*</u> Linear Feet              |
|                              | Class 3: <u>4,491*</u> Linear Feet                       | Class 4: <u>4,769*</u> Linear Feet              |
| Signalized Intersections:    | New Bike Boxes: <u>5</u> Number                          | Timing Improvements: <u>1</u> Number            |
| Un-Signalized Intersections: | New RRFB/Signal: <u>0</u> Number                         | Crossing-Surface Improvements: <u>13</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>0</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>Driveway Green Conflict Markings</u> #: <u>11</u> | #2: <u>Bike Signal</u> #: <u>1</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>0</u> Linear Feet  | New (over 8' wide): <u>0</u> Linear Feet             |
|                              | Widen Existing: <u>0</u> Linear Feet   | Reconstruct/Enhance Existing: <u>550</u> Linear Feet |
|                              | New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet |  |
| ADA Ramp Improvements:       | New Ramp (none exist): <u>6</u> Number   | Reconstruct Ramp to Standard: <u>13</u> Number       |
| Signalized Intersections:    | New Crosswalk: <u>0</u> Number   | Enhance Existing Crosswalk: <u>4</u> Number          |
|                              | Ped-Heads: <u>0</u> Number   | Shorten Crossing: <u>0</u> Number                    |
|                              | Timing Improvements: <u>0</u> Number   |  |
| Un-Signalized Intersections: | New Traffic Signal: <u>0</u> Number  | Crossing-Surface Improvements: <u>0</u> Number       |
|                              | New RRFB/Signal: <u>0</u> Number   |  |
|                              | Shorten Crossing: <u>7</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>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>4,500</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>2</u> Number          | New Roundabout: <u>0</u> Number                    |
| Other Traffic-Calming Improvements: | #1: <u>Curb Pop-Outs</u> #: <u>7</u>         | #2: <u>Narrow Travel Lanes (LF)</u> #: <u>2480</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](http://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](http://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](http://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

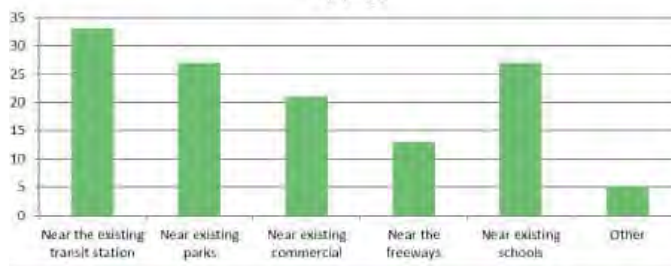
# 01 INTRODUCTION

## Key Takeaways:

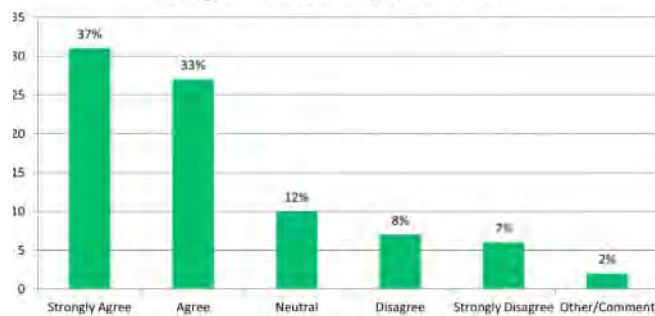
- + A majority of respondents identified housing as a priority for the TODO, and prefer it be located near the existing transit station and community infrastructure (such as schools and parks) and away from freeways and polluting uses (such as industrial);
- + A preference for affordable housing, family 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](http://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.

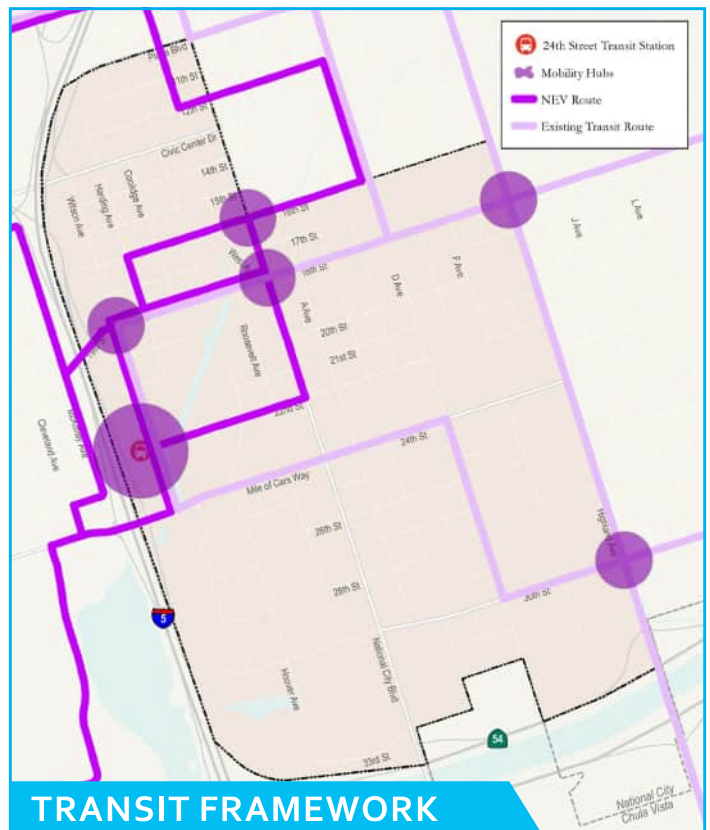


Figure 3-1: Mobility Framework

# 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](http://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](mailto:SManganiello@nationalcityca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Stephen Manganiello".

Stephen Manganiello

Director Public Works/City Engineer

|   |                 |                   |
|---|-----------------|-------------------|
| Crossing Surface Improvements (unsignalized)  | 18              | 13                |
| Bike Racks                                    | 6               | 0                 |
| Bike Signals                                  | 2               | 0                 |
| Driveway Green Conflict Markings              | 8               | 11                |
| New Sidewalk                                  | 400 Linear Feet | 0                 |
| Reconstruct/Enhance Existing Sidewalks        | 500 Linear Feet | 550 Linear Feet   |
| New ADA Ramps                                 | 0               | 6                 |
| Reconstruct Ramp to Standard                  | 19              | 13                |
| Enhance Existing Crosswalk                    | 0               | 4                 |
| New Traffic Signal                            | 1               | 2                 |
| Shorten Crossing at Unsignalized Intersection | 10              | 7                 |
| Remove Travel Lanes                           | 0               | 4,500 Linear Feet |
| Curb Extensions (Bulb-outs)                   | 7               | 6                 |

## **Reasons for the Scope Change**

- In 2024, National City completed a four-year effort to update the City’s General Plan which included an update to the Circulation Element and the Bike Master Plan. Through this effort, multiple public outreach efforts were completed including multiple presentations to City Council. The updates were approved in April 2024, but for the Bicycle Master Plan, it was requested by Council that all projects in the plan were considered planning documents, and that no project would be implemented if it resulted in a significant loss of on-street parking that would impact the residents of the nearby community.
- Concerns with parking loss were brought up by the City Council in early 2024 when the General Plan was presented for approval, with the parking provision added just prior to approval of the General Plan in April 2024. The ATP application was submitted in 2022, and the project was programmed in June 2023. The City was not aware of the on-street parking provision at the time of ATP application.
- The General Plan update was adopted after project was programmed and during the PA&ED phase, it was determined that the installation of Class IV and Class I facilities on 22nd street East of National City Boulevard would result in significant loss of on-street parking as that segment falls within the residential zone containing low-density single-family housing on the north side and multi-family housing on the south side. Recent developments on 24th Street have introduced new high-density housing developments along F Avenue, with more proposed housing developments along this corridor anticipated in the future. In addition, 24th Street is also a major east-west corridor with bus stops and routes connecting the transit riders to the 24th Street Transit Center, a major transit hub. The proposed facility on 24<sup>th</sup> street provides an east-west connectivity for the nearby residents and along with the existing bike facilities and current ATP project on D Avenue (PPNO 1490), which will provide a north-south connectivity, will make the 24<sup>th</sup> Street Transit Center more accessible by the community.
- Due to this project's limits being near the project limits of the 24th Street Transit Center Connections project (PPNO 1490), a separate City ATP project, community engagement for this project was included in the community engagement for 24th Street Transit Center Connections project (**See Attachment 2, Community Engagement Summary**).

## **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 proposed scope will construct 1,240 linear feet of Class II facility, 4,491 linear of Class III bike route, and 4,769 linear feet of Class IV facility. There will be a net reduction of 650 linear of Class I facilities, but net addition of 1,240 linear feet of Class II facilities, 4,491 linear feet of Class III bike route, and 69 linear feet of Class IV facility.
- The proposed Class III facilities are located on local streets within the residential neighborhoods with low commuter traffic volumes. On 24th Street between Highland and K Avenue, traffic calming with speed cushions is also proposed. For corridors with higher volumes like 24th Street between B Avenue and Highland Avenue, Class IV and buffered Class II facilities are proposed.
- The proposed scope will also add a signalized intersection and intersection improvements at 24th Street and F Avenue.
- Overall, when compared to the original scope, the proposed changes are estimated to have no net change in potential increase in walking and biking. The project will still provide east-west connection through the community and to and from the 24<sup>th</sup> 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):

- 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 the combination of net reduction of 650 linear of Class I facilities, but net addition of 1,240 linear feet of Class II facilities, 4,491 linear feet of Class III bike route, 69 linear feet of Class IV facility, and addition of a signalized intersection, intersection improvements, and traffic calming measures.

## **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 on 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. The proposed 2,471 linear of Class III bike route on 22nd Street will not be constructed using the ATP funds.

## **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



November 25, 2024

Bryan Ott  
District Local Assistance Engineer  
Caltrans Office of Local Assistance  
4050 Taylor Street, MS-244  
San Diego, CA 9211

Dear Bryan:

Subject: MPO Approval of Scope Change for City of National City's 22nd Street Separated Bikeway Project, 11-National City-2, Federal Project No. 5066 (059), PPNO No. 1528

In conformance with Chapter 25 of the Local Assistance Program Guidelines (LAPG) and LAPG Exhibit 25-D, the San Diego Association of Governments (SANDAG) has reviewed the request for scope change for the National City 22nd Street Separated Bikeway Project and approves this request.

This project was selected in the Metropolitan Planning Organization (MPO) component of the 2023 ATP. The City is requesting a scope change to replace the 1,171 linear feet of Class IV and 1,300 linear feet of Class I on 22nd Street with 2,471 linear feet of Class III on 22<sup>nd</sup> Street and add 2,250 linear feet of Class II, III, and IV bike facilities on 24th Street between B and K Avenues. Additionally, there will be a proposed signalized intersection at 24th Street and F Avenue.

The amended project scope will allow cyclists greater access to amenities within the City while providing increased protection and connectivity to the area's current and future bicycle infrastructure. These changes will allow for increased safety and mobility of cyclists at the revised project locations, and the original project benefits will still be achieved. Additionally, compared to the approved scope, the revised scope would be expected to receive a similar evaluation score than the original application scope and, therefore, would not have substantially altered the original competitive selection process by which this project received funding. SANDAG believes the scope change is deemed acceptable.

Sincerely,

JENNY RUSSO  
Grants Program Manager