Print Form

FOR CLERK USE ONLY
RDA
Item No.

REDEVELOPMENT AGENCY AGENDA
FACT SHEET

Redevelopment Agency
Department

August 4, 2009
Requested Date

1. **Request:**

RDA Approval	☒	Information Only/ Presentation	☐
Other (specify)	☐	Hearing	☐

2. **Requested Action:**

Provide direction to staff on Caltans application for Transportation Enchancement (TE) application for funding of improvements to 1st Street

3. **Fiscal Impact:**

Revenue:	Increase	☒	Source:	TF
	Decrease	☐	Amount:	$2,000,000
Cost:	Increase	☐	Source:	$ RDA
	Decrease	☐	Amount:	unknown
	Does Not Apply	☐		

4. **Reviewed By:**

Finance Dept. on _____ By: _____
Comments:

City Attorney on _____ By: _____
Comments:

Note: Back up must be submitted along with this form. Deadline is 5:00 p.m., 2 Fridays before the scheduled meeting date.

CLERK USE ONLY:

RDA DATE:

Action	☐	Filing	☐
Consent	☐	Presentation	☐
Hearing	☐	Other(specify)	☐

Reviewed by: City Clerk _____ Executive Director _____
Date _____ Date _____

Form FIN038 (Revised 07/2009)

CALEXICO REDEVELOPMENT AGENCY
AGENDA REPORT

SUBJECT: Calexico TE Application for downtown improvements

AGENDA DATE: August 4, 2009

PREPARED BY: Rosalind Guerrero, RDA Director

APPROVED FOR AGENDA BY: Victor Carrillo, City Manager

RECOMMENDATION: Provide direction to staff

FISCAL IMPACT: unknown

BACKGROUND INFORMATION: (Prior action/information)

Caltrans San Diego office has notified the city of their interest to submit an application under the Transportation Enhancement (TE) program that would provide funding to assist Calexico with the downtown pedestrian elements including the transportation system, improve traffic circulation, and improvements along 1st Street. A previous application submitted for federal funding was not approved due to limited funds available. Caltrans is again preparing an application in hopes of receiving funding under the current stimulus package.

The Calexico Redevelopment Agency had in the prior application approved a local contribution of $750,000 to be used towards a match. Caltrans is requesting the City and Agency's support of the current application with a commitment to maintain the improvements over the long term. A cost estimate is not currently available; however, staff is requesting direction on the City and Agency's support of the Caltrans application under TE funding.

Staff requests the City Council/Agency Board provide direction on supporting the project to continue with the closure of 1st Street between Rockwood and Heffernan to allow pedestrian traffic only. Funding levels for continued maintenance and matching funds would need to be identified at a later date. A letter of support will be provided to Caltrans for preliminary submittal with the application which is due August 6, 2009.

RECOMMENDATION:

Provide direction to staff.

Agenda Item No. ____

Page_____ Of _____

Rosalind Guerrero

From: George J Doxas [george_j_doxas@dot.ca.gov]
Sent: Monday, July 27, 2009 1:39 PM
To: rguerrero@calexico.ca.gov
Cc: Tom Ham
Subject: Calexico TE application
Attachments: CalexicoTE_app.doc

Hi Rosalind,

It was a pleasure speaking with you earlier today. I appreciate your assistance in getting together some of the information and documentation that will increase the chance for success in this application go-round. .

As I mentioned to you, we are looking to make our submittal on August 6.
This is, however, a draft submittal to out Caltrans headquarters TE coordinator, so we do have some time after that before the final submittal is due. Your taking it before city council on August 4 to get a cerified resolution committing to future maintenance of the improvements constructed with the grant funding will greatly help our chances of success. Updated information on the City's plans for the downtown improvements and a run-down of matching funds the City will be able to provide will also be needed.

Once I've worked out details of the grant proposal I will forward you a copy. As I mentioned, it will likely be the same project limits that we submitted for in the last application cycle, however some items will be eliminated to bring the cost down into a project cost range that will improve the chances of the application being selected.

Also for your reference, I'm attaching the written portion of previous application submittal. The graphic portions are separate electronic documents that I can forward if you need them. I thought you might have a hard copy version already. When I complete the new application draft, I will forward you the full document.

(See attached file: CalexicoTE_app.doc)

Sincerely,
George

Transportation Enhancement (TE) Application (PSR Equivalent)

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes. All projects must have an approved eligible application prior to programming.

PART ONE: GENERAL PROJECT INFORMATION

Previous application submitted by

_____RTIP TE _____ On System ___X___ITIP TE _____SHOPP TE

_____ Off System

PROJECT TITLE: **Calexico Border Gateway and 1st Street Promenade at Calexico, CA International Border Port of Entry**

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)	(Round dollars to nearest thousands)
Tom Ham Project Manager Caltrans District 11 2829 Juan Street, San Diego, CA 92110 (619) 688-6719 cel (619) 954-8563 FAX (619) 688-2587 (Design Office) Email: tom.ham@dot.ca.gov	TE FUNDS REQUESTED $ 2,952,000 State Match $ 482,000 *Local Contribution $ 750,000 TOTAL TE PROJECT COST $ 4,184,000 X TE is a stand-alone project. ☐ TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)	PARTNER(S) (Name, title, agency, address, phone, fax)
Same as above: If person above is unavailable: Secondary contact: Steve Alvarez- Landscape Architecture D-11 TE Program Manager Same address and fax as above	~~John R. Renison, Mayor~~ City Of Calexico 608 Heber Avenue Calexico, CA 92231 (760) 768-2110 Ramon Riesgo and Charles Areizaga Border Liason and Property Manager General Services Administration (Federal) 880 Front Street, Suite 4236 San Diego, CA 92101 (619) 557-5804 FAX (619) 557-6430 Email: ramon.riesgo@gsa.gov or charles.areizaga@gsa.gov

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

This proposed TE project is being coordinated with a City of Calexico downtown revitalization project. The City has contracted with a landscape architecture firm, Estrada Land Planning, to create a design plan for the city's central business district. The City has allocated $750,000* in funding to the project and is pursuing additional grant funds, including Imperial Valley Association of Governments (IVAG) TE funds. It is intended that the two agencies work in concert to provide a coordinated effort in addressing enhancements to the border crossing area.

Total Project Cost $ 4,184,000

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES
(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

Calexico Border Gateway and 1st Street Promenade is a project proposed in Calexico, California to improve pedestrian elements of the transportation system, to improve circulation and reduce conflicts between motorized and non-motorized travelers, and to enhance the environment in the vicinity of the pedestrian border crossing area at the U.S. Border Inspection Station building at the U.S./Mexico International Border. The project area involves improvements along a three-block segment of 1st Street, adjoining the pedestrian and bicycle border crossing location at the U.S. Border Station, from the intersection of

* $750,000 in the current City of Calexico budget is allocated for the city's central business district redevelopment, focusing on 1st Street but also including 2nd Street and adjoining Rockwood and Heffernan Avenues. $250,000 of the $750,000 is specifically earmarked for improvements to the parking lot at Heber Avenue. Consultant contract fees are included within the $750,000 available city funds.

Also in support $ funding

SR111 (a Focus Route) on the west end, to the intersection of Heber Avenue at the east end. 1st Street is a hub of pedestrian activity. The following site features are found along 1st Street, from west to east, starting at the intersection of SR 111 and 1st Street: 1) a small city park located at the intersection with public restrooms, a small police substation building, and a bicycle parking area; 2) the U.S. Border Inspection Station building where pedestrians cross between the U.S. and Mexico; 3) an open-air bazaar fronting business buildings along a one-block stretch of 1st Street between Rockwood and Heffernan Avenues; 4) a transit station on the south side of 1st Street where the original U.S./Mexico vehicular border crossing existed at the southern terminus of historic U.S. Highway 99 (now Heffernan Avenue); 5) the historic customs station building on the east side of the transit station; 6) public restroom facilities mid-block between Heffernan Avenue and Heber Avenue on the south side of 1st Street; and 7) a public parking lot at Heber Avenue (not part of the proposed project).

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

Calexico Border Gateway project will improve pedestrian and vehicular circulation, and enhance visual quality, comfort, safety and accessibility for the users. Pedestrian facilities are inadequate or nonexistent. The following project discussion progresses from the west to the east end of this linear project .

NEED: The western limit of the project is at the southeast corner of the city park adjacent to the intersection of SR111 and Paulin Avenue. The one-block stretch of 1st Street immediately to the east, between Paulin and Rockwood Avenues, is narrow and constricted due to the U.S. Border Inspection Station facility with its ±8 foot masonry wall running curbside along the entire south side of the street; on the north side of 1st Street are several businesses with parallel street parking. Adding to the congestion here are buses turning west onto 1st Street from a mid-block alleyway on the north side of 1st Street between Paulin and Rockwood Avenues; they turn out of the alleyway from a bus station accessed off of Paulin Avenue. Further east the intersection at Rockwood Avenue has serious circulation conflicts with vehicles and heavy pedestrian traffic crossing diagonally and in all directions, to and from the pedestrian border crossing at the U.S. Border Station. Here, two-way vehicular traffic on 1st Street further exacerbates circulation conflicts. Next, the one block stretch of 1st Street between Rockwood and Heffernan Avenues is particularly crowded, as merchants set up sidewalk vending and the existing 12' wide walkways cannot accommodate the crowds causing pedestrians and shoppers to overflow into the street. To the south of the intersection of 1st Street and Heffernan is the existing transit station, which is where historic U.S. Route 99 ended at the border crossing before being relocated to SR111. From Heffernan to Heber Avenues pedestrian crowding diminishes as no sidewalk vending occurs on either side of 1st Street. The north side of the street has retail uses, and diagonal parking exists on both sides. On the southwest corner of this stretch is the historic customs house, and continuing east to the public parking lot is an annex to the customs house, a private parking lot, a public restroom, and private club building— except for a restroom located mid-block uses along this frontage are not public and the space is constricted and unappealing. At the east end of this segment the project terminates at a public parking lot on the south side of 1st Street where it intersects Heber Avenue, used by people who park and walk across the border or visit downtown.

PURPOSE: Improving the functioning and comfort of the pedestrian environment is the primary design goal. At the southwest corner of the city park modifications will involve creating a pedestrian drop-off/pick-up area, accessed off of Paulin Avenue, primarily for people who walk across the border. This will require relocating an existing bicycle parking area to the north within the park. Paulin Avenue traffic, currently one-way northbound, will be changed to two-way traffic which will allow for the pedestrian drop-off/pick-up area and facilitate bus circulation at the station off of Paulin Avenue. Eliminating the right turn onto Paulin Avenue made by drivers heading north immediately after entering the U.S. from the vehicular border crossing will ease congestion within the downtown core, and keep vehicles traveling northbound along SR111, as desired by City of Calexico planners. Traffic lanes on 1st Street between Paulin and Heber Avenues will be reduced to one westbound lane, restricted to service vehicles and to official vehicles entering the U.S. Border Inspection Station facility. Walkways along the south side of 1st Street will be widened from 12' to 18' to create adequate space for vending and passers-by. Other improvements along 1st Street will include decorative pavements, shade structures, tree and landscape plantings, pedestrian lighting, site furnishings, and other aesthetic features. These improvements will in effect create a pedestrian mall (1st Street Promenade) along the three-block segment of 1st Street tying into and anchored by a new public plaza (part of the City's plans) fronting the historic customs house and at the terminus of historic U.S. 99. The City's design plans also call for relocating the transit station now occupying the future plaza space to the parking lot at Heber Avenue; other changes to the parking lot are also proposed to improve security and aesthetics, and to encourage its use. These City design efforts emphasize the importance of improving the transportation environment along the 1st Street Promenade corridor. The project proposed herein will facilitate the movement of pedestrians: those crossing to and from Mexico; those being dropped off and picked up; and those using mass transit at the stations. Additionally, it will reduce vehicular/pedestrian conflicts and generally improve the surface transportation network, and enhance the quality and aesthetics of the transportation environment.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

State Route 111 (a FOCUS ROUTE) is a major U.S./Mexico border crossing, and with its strategic location (125 miles to San Diego, 230 miles to Los Angeles, and 240 miles to Phoenix) it provides a convenient link between the interior of Mexico and the major markets along the west coast of the U.S. and Canada, and to major ports of Long Beach, California and Ensenada, Baja California. The U.S. (Calexico) and Mexico (Mexicali) communities share this border crossing, with 4.7 million pedestrian and 6.7 million vehicle crossings per year (Aug '04-July '05). Historic U.S. Route 99 was the main north-south highway on the

West Coast of the United States until 1964, running from Calexico, California, on the U.S.-Mexico border to Blaine, Washington, on the U.S.-Canada border. It was a route of the United States Numbered Highways, assigned in 1926 and existing until it was replaced for the most part by Interstate 5. Known also as the "Golden State Highway" and "The Main Street of California," U.S. 99 was an important route in California throughout much of the 1930s as a route for Dust Bowl immigrant farm workers to traverse the state. Public transportation facilities in the project vicinity include a regional bus station on Paulin Avenue, just north of 1st Street, and a local bus and taxi transit station.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

This project is consistent with the Route Concept report rationale to improve and promote intermodal transportation throughout the region as well as the International Border Crossings. SR 111 is a FOCUS ROUTE as per the Caltrans 1998-2020 Development Strategy Plan.

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

The CALEXICO BORDER GATEWAY project, in facilitating the safe movement of pedestrians, bicyclists, and access to public transportation reflects the essence of the Director's Context Sensitive Solutions (CSS) policy by partnering with a variety of stakeholders and agencies. The project is supported by the City of Calexico, the Calexico Chamber of Commerce, and by the Federal General Services Administration (GSA). This project is being developed in concert with a larger downtown redevelopment planning effort by the City of Calexico. Local representatives at the State and Federal level have always been in strong support of projects such as this, which facilitate the safe movement of people across our borders. This project will be coordinated with the various agencies and stakeholders who will be consulted in the design, implementation, and long-term maintenance of the proposed improvements, as per the spirit of CSS.

ALTERNATIVES CONSIDERED

Several alternatives were considered in developing this proposal for the Calexico Border Gateway and 1st Street Promenade project. Initially, a most obvious area for improvement is the blighted condition along SR 111, from 2nd Street to the vehicular border crossing. Other needed improvements for pedestrian facilities there were also noted. Improvements to the parking lot and transit center were also scoped into the preliminary concept. After initial investigations and concept development we learned that much of our concept replicated planning efforts produced by the City and their consultant, which focuses on enhancements to the downtown core. Learning of the City's redevelopment plans and of the significance of the U.S. customs house building and the terminus of decommissioned U.S. Route 99, the nexus of enhancements along the 1st Street corridor to improvements along SR 111 was reinforced. As the project scope grew it was broken out into three landscape units, each a distinct area with specific needs and constructible as a stand-alone project for phased construction, but that when considered as a whole provide an integral, unified solution to addressing many deficiencies and enhancements to the greater Calexico border crossing area. It was, however, recognized that this "super-project" is larger than the reasonable scope and funding available for a single TE project, and so the two landscape units addressing SR 111 and the transit center/parking lot redesign were eliminated from the current application. Creation of the 1st Street Promenade ranked highest in terms of addressing multimodal transportation improvements, providing needed improvements and facilities for pedestrians, and contributing to the surrounding community.

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS ? (May be more than one.)

Several of the 12 TE categories are encompassed by this project:

1. Provision of facilities for pedestrians and bicycles.
5. Landscaping and other scenic beautification.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

See attached exhibits.

PART TWO: FUNDING

Prepared by: Tom Ham | Title: Senior Landscape Architect

Agency: Caltrans District 11 | Phone:619-6886719 | FAX: (619) 688-3321

PROJECT COMPONENT COSTS (round to nearest $1,000s)

	RTIP	ITIP	SHOPP
• E&P (PA&ED)	$_____	$ 150,000	$_____
• PS&E	$_____	$ 482,000	$_____
• Right of Way Capital	$_____	$_____	$_____
• Right of Way Support*	$	$ 30,000	$_____
• Construction Support*	$_____	$ 542,000	$_____
Construction Capital	$_____	$ 2,980,000	$_____

Proposed year of Construction _____1/11_ (MM/YY)

TOTAL PROJECT COSTS $4,184,000

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

Item	Description	Unit	Quantity	Unit Price	Amount
1.	Pavements--walks, plaza, ramps, curb & gutter, decorative	LS	1	$1,220,000	$1,220,000
2.	New crosswalks & crosswalk improvements	LS	1	$40,000	$40,000
3.	Structures--shade, trellis screen, fencing	LS	1	$135,000	$135,000
4.	Site Lighting	LS	1	$120,000	$120,000
5.	Site Furnishings--benches, tree grates, bollards, receptacles	LS	1	$128,000	$128,000
6.	Landscaping--planting, rock mulch, boulders	LS	1	$135,000	$135,000
7.	Irrigation	LS	1	$81,000	$81,000
8.	Specialty features--fountain, sculpture, seat wall	LS	1	$225,000	$225,000
9.	Site work, demolition, grading, drainage	LS	1	$200,000	$200,000
10.	Misc.--electrical, signage	LS	1	$100,000	$100,000
Subtotal					$2,384,000
Contingency (25%)					$596,000
TOTAL CONSTRUCTION CONTRACT ITEMS					**$2,980,000**

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

What is the source of maintenance funds?

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: ASSURANCES

This page must be signed for the project to be considered for funding.

Project Implementating Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementating Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.

I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed_____ Date_____
(TEA Administering Agency Representative)

Printed (Name and Title)_____

Administering Agency_____

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.