



April 14, 2021

Honorable Juan Vargas  
United States Congressman  
51<sup>st</sup> District of California  
333 F Street, Suite A  
Chula Vista, CA 91910

SUBJECT: California 51<sup>st</sup> District, Community Projects Request


Dear Congressman Vargas:

On behalf of the City of National City, I am pleased to submit this letter in support of the Health and Opportunity through Partnerships for Equity (HOPE) proposed Community Projects listed in Attachment A submitted by the City of National City for funding consideration through Federal appropriations. The proposed projects have been taken from various City planning documents that have already gone through the public input process and have been approved or accepted by our City Council and other commissions and committees. I believe that the implementation of these projects will enhance the quality of life for the disadvantaged residents that live in National City.

The proposed projects include bicycle and pedestrian safety enhancements, alternative mobility options, first/last mile improvements to transit hubs, and enhanced connections to Naval Base San Diego. These projects will provide safe and accessible active and alternative transportation facilities for users of all ages and abilities. The proposed improvements will promote clean mobility alternatives as a viable travel choice, reducing greenhouse gas emissions and promoting a healthier, more active lifestyle.

This proposed work builds on a strong history of creating safer facilities for the residents of National City. Through planning and design projects, National City has consistently used best practices that other cities in the San Diego region are following as a result of their implementation. The HOPE projects are another example of this leadership. I strongly endorse these efforts to seek funding to support projects that will continue to enhance the lives for people who live, work, and play in National City. Thank you for your time and consideration.

Sincerely,

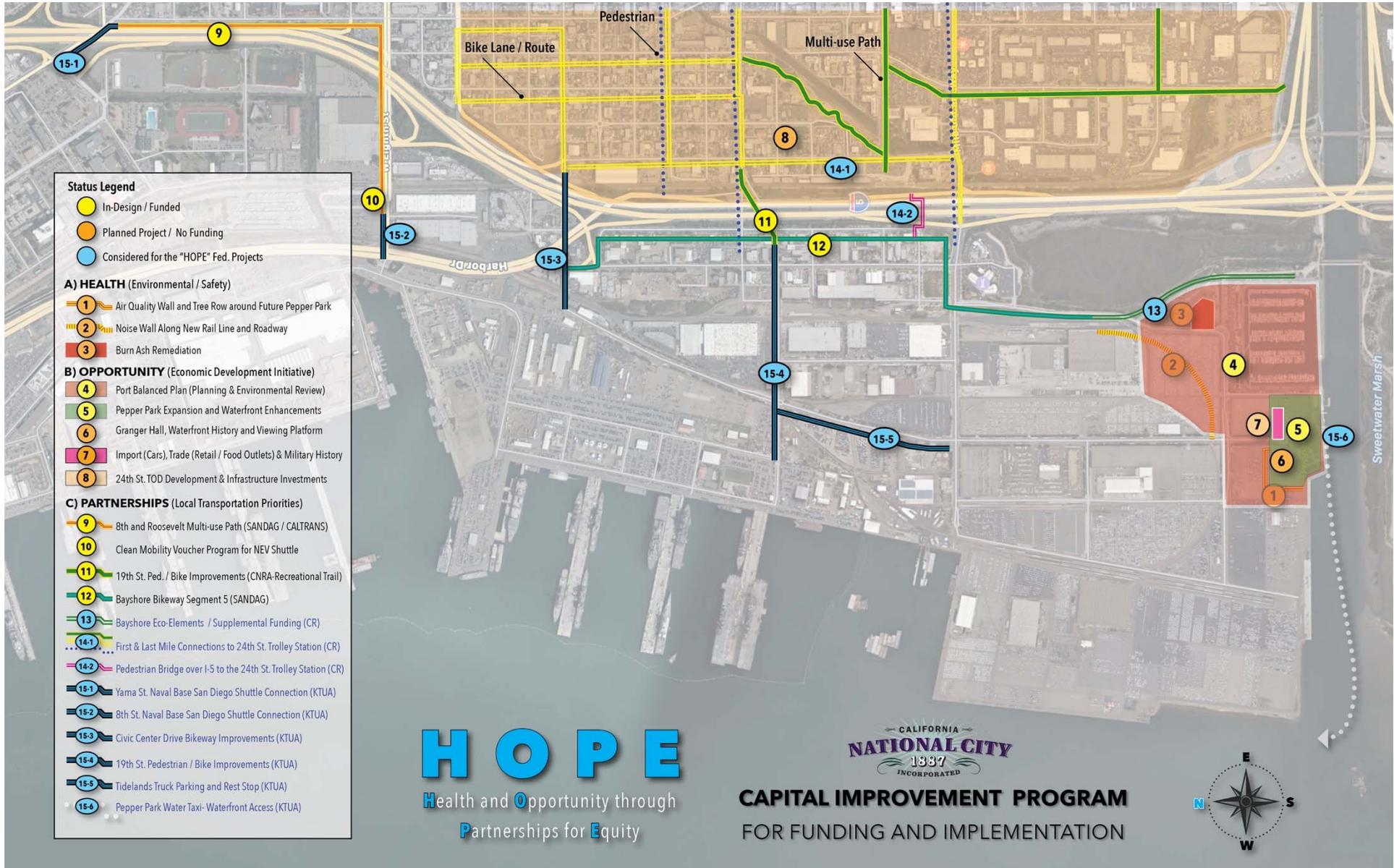


Alejandra Sotelo-Solis  
Mayor

Alejandra Sotelo-Solis, Mayor

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## Attachment A



### Health and Opportunity through Partnerships for Equity (HOPE) Community Projects

Project	Description
<p>Bayshore Bikeway Eco-Elements/Education/Supplemental Funding</p> <p><b>\$700,000</b></p>	<p>The Bayshore Bikeway, Segment 5 has been fully designed but not implemented due to a shortage of funding. This regional corridor will eventually extend 24 miles around San Diego Bay, providing a vital and scenic connection to major bayfront employers, as well as tourist and recreational destinations. This project would help to supplement the southern portion of this segment by taking care of the more difficult section next to the Paradise Lagoon. This would include above normal costs for utilizing the old abandoned National City railway, including a small trestle bridge, view overlooks, habitat enhancement and educational opportunities for nature and history signage and exhibits.</p>
<p>24<sup>th</sup> St Fist and Last Mile Connections to Trolley Station</p> <p><b>\$3,322,781</b></p>	<p>The West Side area and Old Town area is made up of relatively high density single family and attached family housing units as well as a mixture of light industrial and institutional land uses. The 24<sup>th</sup> Street Trolley Station is a high quality, high level of service transit service that connects well to the rest of the region. In some cases, the community is not as well connected to the Trolley Station. This project proposes a number of pedestrian and bike facility improvements to the areas within ¼ to ½ mile from the Trolley Station.</p>
<p>24<sup>th</sup> St. Trolley Pedestrian Bridge over I-5 - Study</p> <p><b>\$294,700</b></p>	<p>Historically, the community of National City, has been cut-off from the bay, lagoon and parkland because of I-5 in addition to Industrial Lands as well as Navy Lands. The 24 Street to Bay Marina Drive connection under the freeway is currently loud, walking is close to high speed traffic and is basically an out of sight and out of mind travel route. Also, the waterfront is a destination and will be even more so in the future. Having a more direct, safe and visible route to the trolley station would be a great public benefit. The project assumes in station crossing at the tracks from east to west. From the west side, a ramp would go north to south to get up high enough get over the on-ramps. The bridge support would be at edge of the ramps and the center of the freeway. The bridge would drop directly into the Bayshore Bikeway Multi-use Path on the west side of the freeway.</p>
<p>19<sup>th</sup> St. Pedestrian/Bike Improvements</p> <p><b>\$1,067,200</b></p>	<p>This project is an extension from the underpass under I-5 for the 18<sup>th</sup> and 19<sup>th</sup> Street routes which is will be completed by a California Natural Resources Recreational Trail grand program. This project would continue bike and ped facilities from where the other improvement ends and would lead to the back gate of Naval Base San Diego on 19<sup>th</sup> Street. This would allow individuals to walk or bike to work or to get to the trolley station or other parts of the West Side, Old Town or Downtown areas.</p>
<p>Civic Center Drive Bikeway</p>	<p>This segment extends the Bayshore Bikeway through intersections and adds local connections to Civic</p>

<b>Project</b>	<b>Description</b>
<p>Improvements</p> <p><b>\$2,048,125</b></p>	<p>Center Drive, from the east side of I-5 to the newly constructed Bayshore Bikeway.</p>
<p>8<sup>th</sup> St. Naval Base Sand Diego Shuttle Connection</p> <p><b>\$4,156,573</b></p>	<p>The Active Transportation Plan from CALTRANS does not have enough funding to extend the proposed multi-use path and Neighborhood Electric Vehicle to the Naval Base Gate at 8<sup>th</sup> and Harbor. Additional requirements for crossing the active BNSF railroad tracks near Harbor has caused this portion of the proposed ATP plan to search for additional funding. This project would reconstruct the at grade crossings and crossing arms and signage in addition to extending the 14' wide multi-use path through the intersection of Harbor and 8<sup>th</sup>. This intersection would also be improved with pedestrian crossings, reconfiguration of the high speed turning lanes and all necessary ADA requirements.</p>
<p>Yama St. Naval Base San Diego Shuttle Connection</p> <p><b>\$1,561,491</b></p>	<p>Yama Street leads into the “dryside” of Naval Base San Diego where a lot of individuals work, live, shop or play on this side of the base. The 8<sup>th</sup> and Roosevelt ATP project will be building a Multi-use Path along the west side of Roosevelt, with the intention of extending this pathway to the back gate at Yama. The project would add a turn-around for the NEV shuttle, have a drop-off location at this end and would improve the pedestrian crossing and add bulb-outs to the intersection of Yama and Main Street. The project would also include the addition of a left turn lane down Yama to accommodate a more efficient way to get to the Southbound on -ramps of I-5. Currently, congestion in the morning causes a back-up of traffic that impedes drivers from getting on I-5.</p>
<p>Pepper Park Water Taxi – Waterfront Access</p> <p><b>\$281,500</b></p>	<p>The current dock and launch ramp at Pepper Park can accommodate the berthing of passengers that would utilize a water taxi that connects to other bay destinations. The current water taxi system in San Diego Bay connects downtown San Diego at the Embarcadero as well as at the Convention Center, ultimately connecting with the Ferry Landing on Coronado. The development of the Chula Vista waterfront with new parks, hotels and convention centers, is likely to generate some significant demand for using San Diego Bay for transportation. This portion of the Capital Grant request would be to obtain some funds to modify the existing pier, to provide signage and to purchase a water taxi that would then be run by a private concessionaire.</p>
<p>Tidelands Truck Parking and Rest Stop</p>	<p>With the proposed changes for the importing of goods and vehicles into the National City Terminal. Truck traffic is very high in the Marina District and it spills over onto local streets of National City. The intent of this project is to create a greater supply of on-street truck parking along Tidelands Avenue and to provide</p>

<b>Project</b>	<b>Description</b>
<b>\$649,600</b>	overnight, food, restroom and entertainment facilities to attract drivers to use this area instead of Harbor Drive and Roosevelt Avenue streets. Drivers often arrive in San Diego at night and have to wait for the terminal to open in the morning.