

Clean California Local Grant Program (State)
Amendment to Restricted Grant Agreement
Amendment Number 2 ("Amendment")

This Amendment will commence on December 30, 2024, once approved by the Department of Transportation (CALTRANS), and it amends the Restricted Grant Agreement (RGA) executed between the **CITY OF NATIONAL CITY**, hereinafter referred to as **AGENCY**, and **CALTRANS**, as set forth below:

Background: The **AGENCY** has experienced schedule delays for the National City Eastside I-805 Community Greenbelt project due to the need to revise the project's alignment outside of **CALTRANS's** right-of-way. Additionally, the extensive permitting requirements, constructability, and maintenance responsibilities necessary for improvements made within the **CALTRANS** right-of-way resulted in the need to modify the grant to reflect achievable project elements.

The **AGENCY** is approved for a 12-month time extension and modifications to the scope, schedule, project outcomes, and budget as defined in the attached documents.

The **AGENCY** will complete construction and have all project components open to the public on or before June 30, 2025, and the project closeout will be completed by December 31, 2025.

Agreement Section	Amended Text
<p>RGA CCL-5066-051</p> <ul style="list-style-type: none">• This RGA shall expire on December 31, 2024• <u>Section 10(a)</u> - All reimbursable work shall terminate no later than June 30, 2024. Project closeout and final invoicing to CALTRANS must be submitted no later than November 1, 2024. Work incurred after June 30, 2024 will not be reimbursed. Payment shall be forfeit for any and all invoicing submitted to CALTRANS after November 1, 2024. Notwithstanding the foregoing, Caltrans will reimburse for actual close out costs incurred by AGENCY through November 1, 2024 (which, in total, shall not exceed 5% of the grant award).• <u>Section 15(j)</u> - AGENCY has until November 1, 2024 to make final allowable payments to Project contractors or vendors, and submit the Project's Final Report, as defined in Attachment I and a final invoice to CALTRANS for reimbursement for allowable Project costs.	<ul style="list-style-type: none">• This RGA shall expire on December 31, 2025• <u>Section 10(a)</u> - All reimbursable work shall terminate no later than <i>June 30, 2025</i>. Project closeout and final invoicing to CALTRANS must be submitted no later than <i>November 1, 2025</i>. Work incurred after <i>June 30, 2025</i> will not be reimbursed. Payment may be forfeit for any and all invoicing submitted to CALTRANS after <i>November 1, 2025</i>. Notwithstanding the foregoing, Caltrans will reimburse for actual close out costs incurred by AGENCY through <i>November 1, 2025</i> (which, in total, shall not exceed 5% of the grant award).• <u>Section 15(j)</u> - AGENCY has until <i>November 1, 2025</i> to make final allowable payments to Project contractors or vendors, and submit the Project's Final Report, as defined in Attachment I and a final invoice to CALTRANS for reimbursement for allowable Project costs.• <u>Section 15(k)</u> - Complete final delivery reports

Agreement Section	Amended Text
<ul style="list-style-type: none"> • <u>Section 15(k)</u> - Complete final delivery reports and invoices must be submitted to CALTRANS by November 1, 2024. • <u>Section 37(a)</u> - AGENCY will provide a final close out report to the CALTRANS Contract Manager no later than November 1, 2024. • <u>Section 37(c)</u> - Payments shall be forfeit if invoices are submitted after November 1, 2024 	<p>and invoices must be submitted to CALTRANS by <i>November 1, 2025</i>.</p> <ul style="list-style-type: none"> • <u>Section 37(a)</u> - AGENCY will provide a final close out report to the CALTRANS Contract Manager no later than <i>November 1, 2025</i>. • <u>Section 37(c)</u> - Payments may be forfeit if invoices are submitted after <i>November 1, 2025</i>.
Attachment A, Project Narrative of Main Application of RGA CCL-5066-051	Replaced in its entirety.
Attachment C, Detailed Engineer's Estimate of Main Application of RGA CCL-5066-051	Replaced in its entirety.
Attachment C of Attachment III of RGA CCL-5066-051	Project Milestone Schedule is revised as shown in the Updated Project Milestones table below.
Project Outcomes Table of Main Application of RGA CCL-5066-051	Replaced in its entirety.

Attachments:

Revised Attachment A – Project Narrative
Revised Attachment C – Detailed Engineer's Estimate and Total Project Costs
Revised Project Outcomes Table

Updated Project Milestones:

Project Milestone	Original Milestone Dates	Revised Milestone Dates
Project Study Report Approved	3/31/2022	Completed
Begin Environmental (PA&ED) Phase	4/1/2022	Completed
Circulate Draft Environmental Document	8/1/2022	Completed
Draft Project Report	9/1/2022	Completed
End Environmental Phase (PA&ED Milestone)	10/1/2022	Completed
End Design Phase	1/5/2023	Completed
Start Construction	4/1/2023	1/16/2024
End Construction Phase (Construction Contract Acceptance Milestone. Project is fully open to the public.)	4/30/2024	6/30/2025
End Closeout Phase	12/1/2024	12/31/2025

In Witness Whereof, the parties hereto have executed this Amendment Number 2 to the Restricted Grant Agreement on the day and year first herein above written:

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

CITY OF NATIONAL CITY

By: _____

By: _____

Printed Name: _____

Gretchen Chavez

Printed Name: _____

Title: _____

Office Chief
Office of Innovative Programs
Division of Local Assistance

Title: _____

Date: _____

Date: _____

By: _____

Printed Name: _____

Title: _____

Date: _____

Attachment A: Project Narrative Template

Directions:

1. Complete all sections in this form. Even if a section is not applicable to your project, write "N/A". Do not leave any sections blank.
2. Provide succinct and complete responses in each section. The Narrative should include all pertinent information not already stated, or not explained sufficiently, in other application sections.
3. **THIS FORM SHALL NOT EXCEED 10 PAGES.** If you need additional space, you can delete these directions. Do not change the font in this form to include more information.
4. Do not assume that the application reviewer is familiar with your community. For more information on what the Narrative should include, see the section "Narrative" in the Program Guidelines.
5. Save the form as a .PDF and ensure its size does not exceed 5 MB. If it does, when you try to attach it to your application you will get a message stating it exceeds 5 MB and **you will not be able to submit your application** until you attach a Narrative that is 5 MB or smaller.
6. Attach the PDF to your application, in section 3.1, "ATTACHMENTS", in the Attachment A: Project Narrative field. **If you don't attach a Project Narrative to your application, you will not be able to submit it.**

A.1 PROJECT LOCATION AND DESCRIPTION

The proposed project is a combination of public right-of-way, multi-use pathway, and local park improvements. The project is located in the City of National City along the east side of Interstate 805 between Division Street and Plaza Boulevard. It addresses ongoing issues related to waste, debris, underutilized public right-of-way, safety, and comfort. The project is intended to kickoff a grand vision of implementing a greenbelt for the neighborhoods on the east side of Interstate 805 between Alpha Street and the Sweetwater Bike Path. The greenbelt will be comprised of a multi-modal transportation network of a multi-use path, bike route, revitalized public spaces, and related street safety improvements that will connect people to major destinations such as El Toyon Elementary School, El Toyon Park, shopping centers, and the Sweetwater Bike Path, a regional recreational and commuting corridor. For the purposes of this grant application, the City intends to address the parks, recreation, and commuting needs of underserved residents that live, work, and play between Division Street and Plaza Boulevard.

The four goals of the Clean CA Grant perfectly match the vision National City sees along this corridor. The City strategically chose elements of waste cleanup, enhancement, beautification, improving public health, placemaking, and advancing equity in underserved communities to communicate to both Caltrans and their constituents that improvements along the project corridor will positively transform the space for current and future generations.

A portion of the budget includes art installation opportunities within the project. The City maintains strong communication with their local art advocates, specifically the ARTS Center (A Reason To Survive). Their mission is to "Lift young people in the South County region of San Diego to become confident, compassionate, and courageous community builders through the transformative power of creativity" and their Vision statement is "To create a center for arts and culture in the borderland region that empowers families and community members to build healthy, resilient, and equitable communities." ARTS has several installations throughout National City and this project contains several art, gateway, and community identification opportunities to explore. For example, unique wayfinding monument signs and/or interpretive elements at a pedestrian scale to creatively inform people about the project. Another local community partner for the City is the Vision Zero Foundation, which will

provide artwork for street-side utility boxes. Potential locations for the installation of locally-created art include the multi-use path, and the intersections of Division Street, 4th Street, and Plaza Boulevard.

The project will be executed in coordination with Caltrans as a generous portion of the proposed project is directly adjacent to the Caltrans right-of-way associated with Interstate 805. The City has maintained strong communication with the Caltrans District 11 to ensure that the proposed project exceeds the goals of the Clean CA Grant while not negatively impacting their operations.

A.2 DEMONSTRATED COMMUNITY NEED

The City has unfortunately experienced chronic waste and debris buildup along the proposed project boundary. The areas adjacent to the Caltrans right-of-way contain varying slopes, dense vegetation, lack of lighting, and lack of visibility, therefore making it “ideal” for people to leave waste and debris behind carelessly or purposefully. If the City is awarded the grant, the Public Works department will have the monetary resources to clean up the area and prepare the site for the proposed multi-use path and community spaces. The work will include careful sifting of potentially hazardous waste, general trash, thinning dense vegetation, and trimming overgrown trees.

One of the City’s main goals to address with this grant is to implement several beautification elements once the waste, debris, and dense vegetation is addressed. Beautification is integrated with the multi-use path being proposed. Greening elements such as bioswales with native, and drought-tolerant landscaping, use of attractive boulders or cobbles, and trees. Pedestrian-scale lighting, fencing, and interpretive signage are all beautification elements that also enhance safety and comfort for path users. The City understands that all project elements being proposed need to be implemented to truly transform the space into one that people of all ages and abilities will be eager to use.

While the City prefers to construct a Class 1 path, as defined in Caltrans HDM Chapter 1000, the width and slope requirements are not achievable along the entire alignment due to the limitations of the terrain and also the need to remain entirely outside of the Caltrans right of way. The final alignment of the multi-use path also limits the area available for more significant landscape rehabilitation.

The project also includes street beautification and safety improvements along Plaza Boulevard. Improvements along the quarter mile stretch of Plaza Boulevard would provide a vital connection to the proposed Class 3 bike route and accessible sidewalk upgrades. The design includes adding street trees, intersection improvements (high-visibility crosswalks), and wayfinding signage. The northeastern terminus of these streetscape improvements would include transforming a flat, under-utilized dirt corner into a community plaza dedicated to the Filipino community that has tremendous history in National City and the South Bay. The City wishes to use a portion of the grant for the design and installation of hardscape, landscaping, pedestrian-scale lighting, fencing, and interpretive signage. This is a great opportunity for the City to involve neighborhood champions and other local organizations such as ARTS to guide the design of this community space.

The City also wishes to use a portion of this grant to design and build another community plaza space adjacent to the proposed multi-use path at 4th Street and El Toyon Park. Like the plaza space described above, the design will include installation of hardscape, landscaping, seating, pedestrian-scale lighting, and interpretive signage. This space is located within El Toyon Park and the proposed multi-use paths in the project would connect people to this plaza space.

The project is focused on improving the public health, recreation, and transportation choices people have in this neighborhood. The proposed multi-use path is a direct response to improving walking and biking for both recreational and commuting purposes. It builds upon an existing small stretch of a multi-use path that has experienced degradations and one that is substandard by today’s Caltrans design standards. The proposed path would allow people to go on casual strolls to and from nearby community destinations such as the elementary schools, park, and shopping centers. The City also acknowledges that recent surveys conducted by the National Recreation and Parks Association show

that linear recreation (walking, biking, strolling, and rolling) is the number one desired recreation activity by communities across the nation. Surveys such as this have encouraged National City to continue designing and implementing multi-use paths, bikeways, and urban trails whenever the opportunity presents itself.

Furthermore, the proposed project will improve placemaking within this neighborhood. Interpretive signage, planting material, fencing designs, and paving designs will be connected to the diverse community that lives and plays near the project site. Lastly, public health improvements go beyond the exercise element of this project. The proposed bioswales, trees, and other landscape rehabilitation spaces would positively contribute to greenhouse gas reduction.

Communities that are within a quarter mile of the project site include the neighborhoods of Rancho de la Nacion, Palmer Way, Ira Harbison, and Las Palmas. Census tracts within a quarter mile of the project site were identified to determine whether the community was qualified as underserved. To determine if the communities are underserved, census tracts were evaluated based on several criteria: area median income, CalEnviroScreen, National School Lunch Program, and Healthy Places Index. It was determined that most of the communities are underserved in the criteria mentioned above; however, the data based on area median income identified the census tracts that are disproportionately underserved the most. For example, the census tracts that falls directly within the project site contains a community where 71% of the residents fell below the City's median household income.

The proposed project will have multiple benefits that serve the immediate and surrounding neighborhoods. Benefits related to the environment, health, and economy can be forecasted if project elements get implemented. For example, the 0.31 mile proposed multi-use path can help the local community reduce usage and dependency on cars which would result in reduced greenhouse gas emissions and air pollution. Vehicle-generated air pollution contains harmful greenhouse gas emissions, and these pollutants and irritants can cause asthma, bronchitis, pneumonia, and decreased resistance to respiratory infections. The addition of native landscape and trees would also help combat air pollution.

National Recreation and Park Associate (NRPA) survey data shows that three in four U.S. adults want public walking, biking, and hiking trails close to home. Access to these kinds of resources would give people much-needed recreation and exercise options. The proposed multi-use path and the associated intersection improvements (high-visibility crosswalks, signalized crossing, and signage) would help satisfy the linear recreation demands of the community. These active transportation improvements can also have economic benefits to the local community. Converting even a fraction of the car trips to and from El Toyon Elementary Schools, El Toyon Park, or the local shopping destinations to bicycling or walking can generate transportation-related savings, reduce vehicle traffic congestion, and contribute to a healthier lifestyle. Active transportation infrastructure, clean and attractive parks, and a branded community that celebrates its local cultural identity have been tied to increases in commercial and residential property values as well as retail sales.

The percentage of funds that will benefit the community would be 100%. The proposed project is an inclusive and multi-purpose project that aims to equitably address infrastructure gaps in the underserved communities identified in this grant.

A.3 PUBLIC ENGAGEMENT

The City prides itself in delivering effective public engagement strategies for all of their public projects, and this grant pursuit was no exception. The City worked with their design team to conduct two workshops, create an online project survey, social media announcements, and a presentation to the Parks, Recreation, & Senior Citizens Advisory (PRSCA) Committee. The team created outreach materials in English and Spanish that were branded with the Clean CA Grant title to clearly communicate that the feedback collected for the project site would be part of this grant application.

The team participated in the City's Holiday festival on December 11, 2021. Over 65 individuals stopped by the project booth to talk with the team about the proposed project. Community members were able to provide written feedback on large, high-resolution aerial maps as well as participate in a sticker voting exercise on various display boards. (See photos in Attachment N). Display boards were organized by topic to help the community make thoughtful voting decisions on potential project elements. The team repeated this strategy at a pop-up workshop that took place on December 18, 2021 at El Toyon Park. This park is included within the proposed project, so the team wanted to make sure the immediate neighborhood had an opportunity to weigh in on what they'd like to see implemented. The team spoke with several residents, including a PRSCA Committee member, and asked them to vote on their desired amenities.

The two workshops, the online survey, social media announcements, and communication with the PRSCA Committee allowed the City to narrow down the project site (originally much larger and longer than what is being submitted) and to ensure the elements that were highly requested (waste cleanup, pedestrian lighting, multi-use path) were included. The votes were tallied, open-ended comments were reviewed, and the project scope was narrowed down to reflect and balance the community's desires with the \$5million grant limit.

The outreach efforts that were specific to this application (November 2021-January 2022) supplement previous planning efforts and recently completed projects within and adjacent to the project site. For example, the City recently added buffered Class 2 bike lanes with green transition striping to two of the streets that connect to the proposed project. The City also received news of a Prop 68 grant award for El Toyon Park improvements. The money awarded from Prop 68 grant will be used for playground, landscape, and other safety improvements. The City believes this Clean CA grant would create fantastic momentum as well as build confidence with the community that improvements to the neighborhood in this part of National City are being made a priority.

Other recently completed plans that reference improvements to this area include the City's 2020 Integrating Neighborhoods with Transportation Routes for All Connections (INTRACONnect) project. This project is about creating a healthy and vibrant environment for residents of National City. Improvements focus on the principal of 10-minute Neighborhoods and how land use planning and transportation planning should always go hand in hand. Several chapters of this document reference the neighborhood the project is within, depicting the ongoing support and desire for improvements. Extensive public outreach (18 workshops) was conducted as part of this planning effort in 2019-2020. Other related plans within the past eight years includes a Safe Routes to School study that identified pedestrian and bicycle infrastructure improvements within our project boundary. The City has implemented many of these recommendations, but additional funding would help address any gaps such as first-last mile improvements near transit stops located on Plaza Boulevard.

A.4 PROJECT DELIVERABILITY

Construction has been estimated to take about 18 months for completion to allow for potential delays such as (Permitting/Right-of-Way) and to allow for flexibility to ensure the project is completed by June 30, 2024. Under the supervision of the City Engineer, the City manages a five-year \$70M Capital Improvement Program (CIP) and has delivered similar projects over the last decade. The City has received 82 competitive grant awards for a total of over \$76M in grant funds, all of which were managed and implemented on time. Additionally, the City's Capital Improvement Program has received 29 distinguished project awards from industry professionals.

National City recently finished construction for the Paradise Creek Park Site Remediation & Improvements Project at the end of March 2021, which included a new 4-acre community park, walking pathways, and water quality basin. The City secured over \$1.3M of grant funding from the California Natural Resources Agency (CNRA) for this project. Additionally, National City finished construction of

Paradise Creek Water Quality and Community Enhancements, a water quality treatment basin and creek restoration project, at the end of March 2021. The City has already secured \$3.6M in funding for Phase 2 of that project. More information on the City's Capital Improvement Program and projects are available on the City's CIP Projects Dashboard at <https://www.nationalcityca.gov/government/engineering-public-works>.

The City will coordinate with Caltrans on any necessary Encroachment Permits. The team will establish a recurring meeting with appropriate Caltrans functional groups, to ensure a speedy project review and approval, and ultimately transition to the Encroachment Permit division for permit issuance. All City of National City right-of-way permits will be over-the-counter for this type of City initiated project.

The City does not anticipate any risks associated with opening the proposed projects to the public. The goal of this application is to address existing risks such as the waste, debris, and dense vegetation, so everything designed and built with the awarded money will help ensure safety and comfort for all the users of the proposed spaces. The City commits to ongoing public communication and presence throughout the project site. Social media announcements, city personnel, and local neighborhood champions will help educate and encourage the public to use the space.

Pre-construction work will include several elements including: a thorough assessment of the type of waste and debris to ensure appropriate cleaning protocols are implemented, a topographic and utilities survey and a traffic study to ensure the proposed intersection improvements (rectangular rapid flashing beacon, and/or high-visibility crosswalk) are designed appropriately. Based on their vast experience with winning and implementing federal, state, and local grants the City is comfortable navigating the design and construction phases of the grant to ensure all deadlines and fiscal management tasks are completed. Additional pre-construction elements include CEQA, Right-of-Way Certification, Caltrans Encroachment Permits, development of 100% construction plans, specifications, revised cost estimates and additional community outreach.

A.5 ADVANCE PAYMENT

N/A

A.6 MARKETING PLAN

The proposed project will include marketing materials and resources dedicated to keeping the city at large and the immediate neighborhood informed of project milestones. Maintaining transparency and clear communication with the public is standard protocol for all City projects. Items such as flyers, fact sheets, social media posts, mailed postcards, and updates to the City's website will be included. The Public Information Officer will coordinate with the Public Works department and the City Manager's offices to develop a communications plan for design and construction of the project. The City will also conduct a ribbon cutting at the onset of construction and an opening ceremony for the proposed multi-use path and community plaza spaces. The opening ceremony will include public officials, representative from Caltrans District 11, the local community, and the design team. Group walking and biking tours will also be scheduled to highlight the project.

A.7 MAINTENANCE PLAN

The City understands that \$5 million is a major investment requiring ongoing maintenance to ensure healthy lifespan of all project elements. The City is committed to ongoing weekly and monthly maintenance for the proposed multi-use path and the community spaces that are within the City's boundary. The project's physical appearance after construction is critical to maintaining the confidence of the local community and ensuring all people feel safe and comfortable walking, biking, or relaxing in the spaces. Maintenance and lifespan factors were considered for the proposed design of the multi-use path. Additional maintenance will include landscape trimming when needed, clearing of the multi-use path of overgrown vegetation or hazardous materials, monthly checks on all pedestrian lighting and fences to ensure they are not being tampered with, and general debris cleanup via electric leaf blowers for the path and community plaza spaces. The City will coordinate with the El Toyon Parks and Recreation maintenance staff to ensure that the new projects elements that are within their city limits fit into their maintenance schedule.

The proposed project will also include a standard plant establishment period with the selected contractor. A 90 to 120-day maintenance/plant establishment period (the time after installation and before final signoff of the project) will be part of the contract. The City will also look into a 1-year warranty period for all plant materials over the 15-gallon size.

Detailed Engineer's Estimate and Total Project Costs											
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: 5/21/2025					
Project Description:		The proposed project is a combination of public right-of-way, multi-use path, and local park improvements.									
Project Title		National City Eastside I-805 Community Greenbelt Project									
Project Location:		National City, immediately east of Interstate 805 between Division Street and Plaza Boulevard									
Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:						Nicholas Oleskowicz			License #:	89464	
Engineer's Estimate and Cost Breakdown:											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						CCLGP Participating Costs/Items		CCLGP Non-participating Costs/Items			
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$		
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$146,120	\$146,120	100%	\$146,120				
2	Surveying and Construction Staking	1	LS	\$52,900	\$52,900	100%	\$52,900				
3	Traffic Control and Pedestrian Control	1	LS	\$98,500	\$98,500	100%	\$98,500				
4	Clearing and Grubbing	1	LS	\$297,102	\$297,102	100%	\$297,102				
5	Water Pollution Control	1	LS	\$29,000	\$29,000	100%	\$29,000				
General Construction Items											
6	Construct 6" Curb and Gutter Type G	1890.5	LF	64	\$120,992.00	100%	\$120,992				
7	Construct Asphalt Concrete Pavement	752.62	TON	253	\$190,412.86	100%	\$190,413				
8	Construct Class II Aggregate Base	1050.73	TON	34	\$35,724.82	100%	\$35,725				
9	Furnish and Install Tensar TX-160 Geogrid	3356.92	SY	23.25	\$78,048.39	100%	\$78,048				
10	Construct Curb Ramp (All Types) per I/P	3	EA	8000	\$24,000.00	100%	\$24,000				
11	Construct 4" PCC Sidewalk	9329.08	SF	11	\$102,619.88	100%	\$102,620				
12	Construct Residential Concrete Driveway per SDRSD G-14A and G-14D	2832.75	SF	18	\$50,989.50	100%	\$50,990				
13	Construct Commercial Concrete Driveway per SDRSD G-14B	1176	SF	25	\$29,400.00	100%	\$29,400				
14	Construct 8" PCC Pavement	918	SF	22	\$20,196.00	100%	\$20,196				
15	Install 5' High Fence Per SDRSD M-06 & M20 with 6-Gauge, 1" Galv. Mesh	371	LF	138	\$51,198.00	100%	\$51,198				
16	Construct 8" 3250-PSI PCC Bus Slab with #4 Reinforcement at 12" On Center	1159.5	SF	39.5	\$45,800.25	100%	\$45,800				
17	Construct PCC Thickened Edge Sidewalk	2669.3	SF	30	\$80,079.00	100%	\$80,079				
18	Furnish and Install Traffic Logix Speed Cushions Standard Style (Part # SC-100)	21	EA	3681	\$77,301.00	100%	\$77,301				
19	Construct 6" Curb per SDRSD G-01	37.5	LF	69	\$2,587.50	100%	\$2,588				
20	Install 3' High Fence Per SDRSD M-06 & M20 with 6-Gauge, 1" Galv. Mesh	216.5	LF	137.5	\$29,768.75	100%	\$29,769				
21	Construct Type B Gravity Retaining Wall (H=4') Per SDRSD C-09	16	LF	400	\$6,400.00	100%	\$6,400				
22	Construct 8" PCC Pavement Maintenance Access With #4 Reinforcement at 12" On Center	1850.76	SF	27	\$49,970.52	100%	\$49,971				
23	Concrete Paving - Natural Grey Color	190	SF	19.25	\$3,657.50	100%	\$3,658				
24	Concrete Paving - Integral Color	855.77	SF	21	\$17,971.17	100%	\$17,971				
25	Concrete Paving - Banding - Integral Color	238.5	SF	40.5	\$9,659.25	100%	\$9,659				
26	Concrete Header	113.5	LF	60	\$6,810.00	100%	\$6,810				
27	Stabilized Decomposed Granite Paving	337.75	SF	14	\$4,728.50	100%	\$4,729				
28	24" Box Trees	46	EA	495	\$22,770.00	100%	\$22,770				
29	Shrubs and Groundcover - 1 Gallon	238	EA	13.75	\$3,272.50	100%	\$3,273				
30	Top Soil, Amended In-Place, Including Sampling and Testing	113.16	CY	26	\$2,942.16	100%	\$2,942				
31	Boulders - 4' Size	4	EA	660	\$2,640.00	100%	\$2,640				
32	Boulders - 2.5' Size	2	EA	495	\$990.00	100%	\$990				
33	6" Rock Cobble over Mirafi 1100N, or A/E	441	SF	8	\$3,528.00	100%	\$3,528				
34	Rock Mulch (3" Depth)	2.74	CY	360	\$986.40	100%	\$986				
35	Bark Mulch (3" Depth)	37808	SF	0.55	\$20,794.40	100%	\$20,794				
36	Furnish and Install Irrigation Improvements	1	LS	91025	\$91,025.00	100%	\$91,025				
37	Furnish and Install Decorative Memorial Light Columns	3	EA	82500	\$247,500.00	100%	\$247,500				
38	Furnish and Install Removable Bollards	3	EA	3255	\$9,765.00	100%	\$9,765				
39	Unclassified Excavation	1	LS	150124	\$150,124.00	100%	\$150,124				
40	Removal, Disposal and Replacement of Unsuitable Material	162.73	CY	426	\$69,322.98	100%	\$69,323				
41	Signing and Striping	1	LS	86611	\$86,611.00	100%	\$86,611				
42	Plaza and Euclid Traffic Signal Modification - Bus Priority	1	LS	99500	\$99,500.00	100%	\$99,500				
43	Solar Powered LED Illuminated Crossing (4th Street)	1	LS	71500	\$71,500.00	100%	\$71,500				
44	Furnish and Install Sidewalk Underdrain per SDRSD D-27	1	EA	400	\$400.00	100%	\$400				
45	Furnish and Install Filterra Internal Bypass Curb with ADA Grates, Model: F100	1	LS	101000	\$101,000.00	100%	\$101,000				
46	Furnish and Install NDS Spec-D Basin Single Outlet Round Polished Brass 12" Dia	1	EA	10758	\$10,758.00	100%	\$10,758				
47	Furnish and Install 24"x24" Brooks Box with ADA Grate or Approved Equal	1	EA	5350	\$5,350.00	100%	\$5,350				
48	Furnish and Install 12" C900 PVC Pipe	15	LF	218	\$3,270.00	100%	\$3,270				
49	Construct Type B Straight Headwall per SDRSD D-32	1	EA	10700	\$10,700.00	100%	\$10,700				
50	Furnish and Install 24" RCP	80	LF	244	\$19,520.00	100%	\$19,520				
51	Furnish And Install Modular Wetland Stormwater Biofiltration System MW1	1	EA	68000	\$68,000.00	100%	\$68,000				
52	Construct Type A-4 Cleanout per SDRSD D-09	1	EA	12200	\$12,200.00	100%	\$12,200				
53	Construct 6" PCC Concrete Apron	144	SF	22	\$3,168.00	100%	\$3,168				
54	Solar Lighting and Foundation	1	LS	241500	\$241,500.00	100%	\$241,500				
55	2" SCH 40 PVC Electrical Conduit with #5 pull boxes at 200' intervals	1	LS	75900	\$75,900.00	100%	\$75,900				
New General Construction Items											
56	El Toyon Detention Basin	1	LS	\$ 164,027	\$164,027.04	100%	\$164,027				
57	Additional signage @ speed humps	1	LS	\$ 8,266	\$8,265.60	100%	\$8,266				
58	Additional biofiltration @ 4th Street and T Ave.	1	LS	\$ 20,709	\$20,708.59	100%	\$20,709				
59	Tree Grates along Plaza Blvd	1	LS	\$ 95,548	\$95,547.97	100%	\$95,548				
60	Additional trees and irrigation on Plaza Blvd	1	LS	\$ 27,052	\$27,052.06	100%	\$27,052				
61	Gravity Wall @ Bus Stop on Plaza Blvd	1	LS	\$ 2,692	\$2,692.47	100%	\$2,692				
62	Raise Controller Cabinet	1	LS	\$ 3,249	\$3,249.08	100%	\$3,249				
63	P-2 Sewer Work	1	LS	\$ 350,400	\$350,400.00			100%	\$350,400		
64	Added Bus Pad	1	LS	\$ 34,760	\$34,760.00	100%	\$34,760				
65	Add'l access ramp work	1	LS	\$ 2,319	\$2,318.71	100%	\$2,319				
66	ART WI fence @ spigot on 4th	1	LS	\$ 21,380	\$21,379.68	100%	\$21,380				
67	Add'l 5' fence on Plaza	1	LS	\$ 29,988	\$29,988.00	100%	\$29,988				
68	Reroute existing sewer line @ additional trail	1	LS	\$ 2,591	\$2,591.41	100%	\$2,591				
69	Added walking trail scope to El Toyon Park	1	LS	\$ 207,969	\$207,969.05	100%	\$207,969				
70	Tree removal for added trail	1	LS	\$ 6,930	\$6,930.00	100%	\$6,930				
71	Install Redwood Header @ added Trail	1	LS	\$ 2,340	\$2,339.73	100%	\$2,340				
72	Reset 24" RCP @ at additional biofiltration area	1	LS	\$ 4,117	\$4,117.27	100%	\$4,117				
73	Light Column relocations	1	LS	\$ 723	\$723.32	100%	\$723				
74	Irrigation controller substation	1	LS	\$ 6,689	\$6,688.73	100%	\$6,689				
75	Light Column solar and plates mod. (credit)	1	LS	\$ (17,063)	-\$17,062.83	100%	-\$17,063				
76	Traffic Signal Modifications (Bus Priority)	1	LS	\$ 2,323	\$2,323.25	100%	\$2,323				

Detailed Engineer's Estimate and Total Project Costs

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

Project Description:The proposed project is a combination of public right-of-way, multi-use path, and local park improvements.

Project TitleNational City Eastside I-805 Community Greenbelt Project

Project Location:National City, immediately east of Interstate 805 between Division Street and Plaza Boulevard

Name of Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:Nicholas Oleskiewicz

License #:89464

77	2" Conduit for CCTV power feed	1	LS	\$	6,522	\$6,522.38	100%	\$6,522				
78	Restroom Renovations	1	LS	\$	135,000	\$135,000.00	100%	\$135,000				
79	Furnish and Install Waste Bins	12	EA	\$	2,800	\$33,600.00	100%	\$33,600				
80	Furnish and Install Bench	2	EA	\$	2,500	\$5,000.00	100%	\$5,000				
81	Furnish and Install Flag Pole at Filipino Plaza	2	EA	\$	15,000	\$30,000.00	100%	\$30,000				
82	Furnish and Install Wayfinding Signage	20	EA	\$	1,200	\$24,000.00			100%	\$24,000		
83									100%			
Subtotal of Construction Items:								\$3,933,706		\$374,400		
Construction Item Contingencies (% of Construction Items):							0.0%	\$0		\$0		\$0
Total (Construction Items & Contingencies) cost:							\$4,308,106	\$3,933,706		\$374,400		

Project Delivery Costs:

Type of Project Cost

Cost \$

Preliminary Engineering (PE)

Environmental Studies and Permits(PA&ED): \$10,658

Plans, Specifications and Estimates (PS&E): \$664,466

Total PE: \$675,124

Right of Way (RW)

Right of Way Engineering: \$-

Acquisitions and Utilities: \$-

Total RW: \$-

Total Pre-Construction Costs (PE+RW): \$675,124

Construction Engineering (CE)

Construction Engineering (CE): \$423,011

Total Construction Costs: \$4,731,117

Total Project Cost: \$5,406,241

CCLGP Participating Costs

CCLGP Non-participating Costs

"CE" costs / "CON" costs

10%15% Max

Documentation of Non-Participating Costs:

The Engineer's logic and/or calculations for splitting costs between CCLGP-Participating and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly a participating cost for CCLGP funding or is required for the construction of a non-participating item/element of the project.

Item #:

Description of Engineer's Logic: (See examples shown in the Instructions)

63

P-2 Sewer work is a planned maintenance upgrade for the sewer line within El Toyon Park. This was added into this project as a non-participating cost as it is directly underneath CCLGP proposed work.

82

Paid for by Active Transportation Program Cycle 4 ATPLSB1-5066(047)

6/30/2025

2 of 2

Project Name:		CCL 5066-051 - National City - Eastside I-805 Community Greenbelt			
Instructions: In Column D, enter the project outcome from your original application. In column E, enter what the updated outcome with the proposed scope change(s). The <i>difference</i> between the <i>original outcome</i> compared to the <i>updated outcome</i> with the proposed scope change(s) will be automatically calculated and shown in column F. This difference could be less or more than the original outcome depending on the proposed scope change(s). Please do not leave any cells blank. Enter a zero (0) if the output doesn't apply.					
A: Category	B: Output	C: Unit	D: Total Per Application Section 4.1	E: Total Proposed with Scope Change Request	F: Difference of Outcome
		ONLY ENTER NUMERICAL VALUES	THIS CAN BE FOUND ON THE ORIGINAL APPLICATION	NEW TOTAL VALUE OF OUTCOME WITH SCOPE CHANGE	TOTAL DIFFERENCE OF ORIGINAL OUTCOME COMPARED TO UPDATED OUTCOME WITH SCOPE CHANGE REQUEST
Litter Abatement	Litter Collected	Cubic Yards	825	220	-605
	Public Space Cleaned	Square Feet	87741	101190	13449
	Anti-Littering Signs	Number of Signs	18	18	0
	Waste Bins	Number of Bins	12	12	0
Transit Center Improvements	Litter Collected	Cubic Yards	0	0	0
	Beautifications of Space	Number of Bus Stops Beautified	0	0	0
		Number of Transit Centers Beautified	0	0	0
		Number of Art Installations	0	0	0
Enhance Public Health	Increased Walking Paths, Bike Paths, Children's Play Areas	Square Feet	132956	49658	-83298
Beautification	Art Installations	Number of Installations	0	2	2
		Square Footage of Installations	1350	721	-629
	Urban Heat Island Reduction	Decrease in Temperature by Degrees Fahrenheit at each Improved Site, Measured at the Noon Hour	0	0	0
	Shade Trees Planted	Number Planted	108	62	-46
	Drought-Tolerant, Native Plans	Number Planted	8440	4994	-3446
Enhance Use	Furniture Added	Number of Seats Added	6	6	0
	Play Equipment Installed	Number of Play Equipment Features Installed	0	0	0
	Public Space Reclaimed for Public use or Added for Public Use	Square Feet	132956	101190	-31766
	Increased use of Existing Public Space	Increased Number of Hours per Day Available	24	24	0
Enhanced Community Connection	Wayfinding Signage	Number of Signs Added	20	20	0
	Community/Historical Signs and Markers	Number of Signs Added	4	3	-1
Jobs and Volunteer Positions Created	New Permanent or Temporary Jobs Created and Number of Artists Supported by the Prime Awardee and all Consultants/Contractors to Implement or Maintain the Project(s)	Number of Permanent Persons Hired	0	0	0
		Nubmer of Temporary Persons Hired	0	0	0
		Numbe rof Artists Supported	0	1	1
Pavement and Support Elements	Enhanced Paving (permeable surface or pavement alternatives, such as wood chips)	Square Feet	20416	35592	15176
	Decreased Pavement	Square Feet	0	0	0
	Upgraded or Improved Permanent Irrigation Systems	Linear Feet	5627	7238	1611
	Bioretntions Swales and other Green Street Elements	Each	7	5	-2
	Energy-Conserving Lighting Installed	Number of Energy-Conserving Lights Installed	56	20	-36
	Tenewable Energy Technologies (e.g. solar panels)	Each	0	26	26
	Installations of Water Fountains	Number of Water Fountains Installed	0	0	0
	Installation of Refurbishment of Bathrooms	Number of Toilets Installed or Refurbished	0	8	8
	Architectural Fencing (not chain-link)	Linear Feet	3943	56	-3887
	Shade Strucutres (not including shade trees - see Beautification category	Number of Shade Structures	0	0	0
Education	Campaigns	# of Campaigns	0	0	0
		Reach of the Campaigns	0	0	0
		Frquency of the Campaigns	0	0	0
	Community Events	# of Events	6	6	0
		# of Attendees	240	240	0
Other			0	0	0
			0	0	0
			0	0	0
			0	0	0
Other for Infrastructure			0	0	0
			0	0	0
			0	0	0