

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

April 11, 2018

AGENDA ITEM NO.: **3**

Action Requested: ACCEPT

ANNUAL SUBMITTAL OF REGIONAL TRANSPORTATION CONGESTION
IMPROVEMENT PROGRAM FUNDING PROGRAMS BY LOCAL JURISDICTIONS

File Number 1500100

Introduction

In accordance with the Regional Transportation Congestion Improvement Program (RTCIP) provisions in the *TransNet* Extension Ordinance (Attachments 1 and 2), local jurisdictions within the San Diego region were required to submit their initial RTCIP funding programs by April 1, 2008. The purpose of each jurisdiction's funding program is to provide additional revenue to fund improvements to the Regional Arterial System necessitated by development of newly constructed residences. In 2008, all 18 cities and the County of San Diego submitted their initial RTCIP funding programs, and these were approved by the Board of Directors in April 2008 and were in place by July 1, 2008.

Role of the Independent Taxpayer Oversight Committee

The *TransNet* Extension Ordinance requires the submittal of the RTCIP funding programs to the Independent Taxpayer Oversight Committee (ITOC) on an annual basis by April 1. Failure by a local jurisdiction to submit its funding program results in a loss of eligibility to receive its *TransNet* Local Street and Roads funding for the upcoming fiscal year. Based on the provisions of the *TransNet* Extension Ordinance, the RTCIP and each local agency's funding program is subject to an annual review and audit to be carried out by the ITOC. The pertinent text of the RTCIP attachment to the Ordinance is provided below:

Funding Program 5. Each jurisdiction's Funding Program shall be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) referred to in Section 11 of the TransNet Ordinance prior to April 1, 2008, approved by Regional Transportation Commission by June 1, 2008 and shall become operative on July 1, 2008. Failure to submit a Funding Program for review by the ITOC by April 1 of any year beginning April 1, 2008 shall result in that jurisdiction losing eligibility to receive funding for local streets and roads under Section 4(D)(1) of the Ordinance until July 1 of the following year.

All 19 local jurisdictions submitted their funding programs by the April 1, 2018, deadline, certifying in their correspondence that their RTCIP funding programs are still in place and include the necessary components to fulfill the *TransNet* Extension Ordinance requirements (Attachment 3). This will be verified as part of the annual fiscal and compliance audit process for FY 2018.

Action Requested

The ITOC is asked to accept the RTCIP funding program submittals in accordance with the *TransNet* Extension Ordinance.

Attachments: 1. *TransNet* Extension Ordinance RTCIP Language
2. RTCIP Attachment to the *TransNet* Extension Ordinance
3. Funding Program Submittals (from 19 jurisdictions)

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org

SECTION 9. REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (RTCIP):**A. New Development Exactions**

Starting on July 1, 2008, each local agency in the San Diego region shall contribute \$2,000 in exactions from the private sector, for each newly constructed residential housing unit in that jurisdiction to the RTCIP. These exactions shall ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System and related regional transportation facility improvements, as defined in San Diego Association of Governments' (SANDAG's) most recent, adopted Regional Transportation Plan. New residential housing units constructed for extremely low, very-low, low, and moderate income households, as defined in California Health and Safety Code Sections 50105, 50106, 50079.5 and 50093, will be exempted from the \$2,000 per unit contribution requirement. The amount of contribution shall be increased annually, in an amount not to exceed the percentage increase set forth in the Engineering Construction Cost Index published by the Engineering News Record or similar cost of construction index. Each local agency shall establish an impact fee or other-revenue Funding Program by which it collects and funds its contribution to the RTCIP. Each local agency shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. The RTCIP revenue will be used to construct improvements on the Regional Arterial System such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. This action is predicated on the desire to establish a uniform mitigation program that will mitigate the regional transportation impacts of new development on the Arterial system. While the RTCIP cannot and should not fund all necessary regional transportation network components and improvements, the RTCIP will establish a new revenue source that ensures future development will contribute its pro rata share towards addressing the impacts of new growth on regional transportation infrastructure.

B. Oversight, Audit and Funding Allocations

The Regional Transportation Congestion Improvement Program (RTCIP) shall be overseen by SANDAG and implemented by each local agency, with the objective of developing a consolidated mitigation program for the San Diego region as a funding source for the Regional Arterial System. The RTCIP and each local agency's Funding Program shall be subject to an annual review and audit to be carried out by the SANDAG and the Independent Taxpayers Oversight Committee, as defined in Section 11 of this Ordinance. Any local agency that does not provide its full monetary contribution required by Section 9(A) in a given fiscal year will not be eligible to receive funding for local streets and roads under section 4(D)(1) of the TransNet Ordinance for the immediately following fiscal year. Any funding not allocated under 4(D)(1) as a result of this requirement shall be reallocated to the remaining local agencies that are in compliance with this Section.

C. Implementation of the Regional Transportation Improvement Program (RTCIP)

Provisions for implementation of the RTCIP are described in the document titled "TransNet Extension Regional Transportation Congestion Improvement Program," which is hereby incorporated by reference as if fully set forth herein.

***TransNet* Extension**
REGIONAL TRANSPORTATION
CONGESTION IMPROVEMENT PROGRAM

Providing new transportation services and facilities is an expensive undertaking. Not providing them, however, will result in a decreased quality of life due to significant increases in traffic congestion, degrading mobility throughout the San Diego region. As SANDAG's Regional Transportation Plan explains, our challenge is especially critical for the Regional Arterial System, which is forecast to carry an increasingly significant amount of traffic volume. The SANDAG Board recognizes the need to establish a new Regional Transportation Congestion Improvement Program (RTCIP) that ensures future development will contribute its share toward funding and mitigating new traffic impacts on the Regional Arterial System.

A. Funding Program

1. Section 9 of the *TransNet* Ordinance requires that local jurisdictions establish a program or mechanism that provides \$2,000 per new residential unit for the purpose of funding the Regional Arterial System, including SR 75. For purposes of the RTCIP, the Regional Arterial System is defined in SANDAG's most recent and adopted Regional Transportation Plan. Each jurisdiction's program or mechanism shall be known as a "Funding Program." Local jurisdictions may choose to implement a Funding Program through a development impact fee program or other exactions from the private sector.
2. In the event a jurisdiction(s) chooses to establish a development impact fee program to meet its Funding Program requirements, said program shall be consistent with Government Code Section 66000 et seq.
3. SANDAG will be responsible for producing the required nexus study to satisfy the requirements of California Government Code Section 66000 et seq. for Funding Programs utilizing a development impact fee. The first draft of the regional nexus study shall be presented to the SANDAG Board within nine months of the successful reauthorization of *TransNet*.
4. In no case will non-residential development be subject to a development impact fee to meet the requirements of Section 9 of the *TransNet* Ordinance.
5. Each jurisdiction's Funding Program shall be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) referred to in Section 11 of the *TransNet* Ordinance prior to April 1, 2008, approved by Regional Transportation Commission by June 1, 2008 and shall become operative on July 1, 2008. Failure to submit a Funding Program for review by the ITOC by April 1 of any year beginning April 1, 2008 shall result in that jurisdiction losing eligibility to receive funding for local streets and roads under Section 4(D)(1) of the Ordinance until July 1 of the following year.

B. Purpose

1. The purpose of each jurisdiction's Funding Program is to provide additional revenue to fund those facility and service improvements on the Regional Arterial System necessitated by development of newly constructed residences.

C. Fee Adjustment

1. The fee amount per residential unit shall be adjusted by SANDAG on July 1 of each year beginning July 1, 2009 based upon the Engineering Construction Cost Index as published by the Engineering News Record or similar cost of construction index.
2. Any increase shall not exceed the percentage increase set forth in the construction index. In no event, however, shall the increase be less than two percent per year. The purpose of this annual adjustment is to retain purchasing power in anticipation of future inflation.

D. Expenditure of Funding Program Revenues

1. Revenues collected under Section 9 of the TransNet Ordinance shall be deposited into each jurisdiction's Funding Program for use on the Regional Arterial System as described in this Subsection D.
2. Revenue collected through the Funding Programs shall be used to construct transportation improvements on the Regional Arterial System such as new arterial roadway lanes, turning lanes, reconfigured freeway-arterial interchanges, railroad grade separations and new regional express bus services, or similar types of improvements, preliminary and final engineering, right of way acquisition, and construction that will be needed to accommodate future travel demand generated by new development throughout the San Diego region. A reasonable portion of the program revenue, up to a maximum of three percent, may be used for fund administration.
3. Expenditure of the Funding Program revenues shall be in a manner consistent with the expenditure priorities in SANDAG's most recent and adopted long-range Regional Transportation Plan and with Section 5 of the TransNet Ordinance. To maximize the effective use of these Funding Program revenues, they may be transferred, loaned, or exchanged in accordance with the requirements of Section 7 of the TransNet Ordinance.

E. Exemptions

The following development types shall be exempt from the Funding Program requirements:

1. New moderate, low, very low, and extremely low income residential units as defined in Health & Safety Code sections 50079.5, 50093, 50105, 50106, and by reference in Government Code section 65585.1.

2. Government/public buildings, public schools and public facilities.
3. The rehabilitation and/or reconstruction of any legal, residential structure and/or the replacement of a previously existing dwelling unit.
4. All new, rehabilitated, and/or reconstructed non-residential structures.
5. Development Projects which are the subject of a Public Facilities Development Agreements (pursuant to applicable Government Code Sections) prior to the effective date of this ordinance, wherein the imposition of new fees are expressly prohibited, provided, however that, if the term of such a Development Agreement is extended after July 1, 2008, the requirements of this funding program shall be imposed.
6. Guest Dwellings
7. Additional residential units located on the same parcel regulated by the provisions of any agricultural zoning.
8. Kennels and Catteries established in conjunction with an existing residential unit.
9. The sanctuary building of a church, mosque, synagogue, or other house of worship, eligible for property tax exemption.
10. Residential units that have been issued a building permit prior to July 1, 2008.
11. Condominium conversions

F. Credits

1. If a developer funds or constructs improvements on the Regional Arterial System and/or as that arise out of SANDAG's Congestion Management Program, the developer shall receive credit for the costs associated with the arterial improvements, offsetting the revenue requirements of the Funding Program. Such credits shall only apply to the Funding Program for the jurisdiction in which the residential unit was developed.
2. In special circumstances, when a developer constructs off-site improvements such as an interchange, bridge, or railroad grade separation, credits shall be determined by the local jurisdiction in consultation with the developer.
3. The amount of the credit shall not exceed the revenue requirements of the most current Funding Program or actual cost, whichever is less.
4. The local jurisdictions shall compare facilities in their Funding Program, against the Regional Arterial System and eliminate any overlap in its Funding Program except where there is a legally recognized benefit district established.

5. If there is a legally recognized benefit district established, the local agency may credit that portion of the facility identified in both programs against its Funding Program.

G. Procedures for the Levy, Collection and Disposition of Funding Program Revenues

1. Each jurisdiction shall establish and implement a procedure to levy and collect its required contribution to the RTCIP in its Funding Program document.
2. Each jurisdiction shall determine its own schedule for collecting and/or contributing private sector exactions to its Funding Program. This schedule shall be kept up-to-date and provided to SANDAG and the Independent Taxpayers Oversight Committee each year at the time of the annual review and audit. Each jurisdiction must submit its Funding Program documents, including an expenditure plan and financial records pertaining to its Funding Program, to the Independent Taxpayer Oversight Committee for a review and audit by July 1 of each year beginning July 1, 2009. The Taxpayer Independent Oversight Committee shall review each jurisdiction's Funding Program consistent with its auditing role as described in Section 11 of the Ordinance and the Statement of Understanding referenced in that Section.
3. Funding Program revenue requirements shall not be waived.
4. Each jurisdiction shall have up to but no more than seven fiscal years to expend Funding Program revenues on the Regional Arterial Systems projects. The seven year term shall commence on the first day of July following the jurisdiction's receipt of the revenue. At the time of the review and audit by the Independent Taxpayer Oversight Committee, each jurisdiction collecting a development impact fee to meet the requirements of its Funding Program shall provide the Committee with written findings for any expended, unexpended and uncommitted fees in their Program Fund and demonstrates a reasonable relationship between the fee and the purpose for which it was charged, consistent with the requirements of Government Code Section 66000 et seq. Unless a planned need for such fees can be demonstrated and a justification for the delay can be provided that is acceptable to the Taxpayer Independent Oversight Committee, the unexpended or uncommitted portion of the Funding Program revenues shall be transferred to the Regional Transportation Commission (SANDAG) to be expended within three years on qualified projects within the same subregion. Contributions to the Funding Program not committed or expended by the tenth anniversary date of the July 1 following collection shall be refunded to the current record owner of the development project on a prorated basis. In no case will a refund be more than was initially contributed to the Funding Program.
5. The Independent Taxpayers Oversight Committee identified in Section 11 of the Ordinance shall be responsible for issuing an annual audit statement on each jurisdiction's compliance with requirements of Section 9 of the TransNet Ordinance by October 1 of each year beginning October 1, 2009. SANDAG will report to the Board on the RTCIP and the annual audit statement in November of each year beginning in November 2009.

March 22, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Carlsbad submitted an initial funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 and updated funding programs each year since 2013, to reflect changes in the city's Capital Improvement Program, in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that an updated program is in effect, as included in the current Capital Improvement Program adopted by the City Council.

The attached spreadsheet contains the relevant components of the current Capital Improvement Program and is the current RTCIP Funding Program for the City of Carlsbad.

Should you have any questions regarding our RTCIP Funding Program please contact Marshall Plantz, Transportation Director, at (760) 602-2766.

Sincerely,



Elaine Lukey
Public Works Director

cc: Charles McBride, Administrative Services Director
Marshall Plantz, Transportation Director

Proj #	RAS	Project	Description	TIF Account	Estimated Cost	Previous TIF Approp.	Total Future TIF Approp.	17 18	18 19	19 20	20 21	21 22	23 27	28 32
Roadway Segments														
1	No	Avenida Encinas - EWPCF to Embarcadero (1600')	Widen along both sides to Secondary Arterial standards	Carlsbad	\$5,402,000	\$225,000	\$5,177,000		\$5,177,000					
2	Yes	Carlsbad Blvd - Cannon Road to Manzano Drive	Widen - Major Arterial standards	Carlsbad	\$3,800,000	\$3,050,000	\$750,000	\$750,000						
3	Yes	ECR - Tamarack to Chestnut	Widen along both sides to Prime Arterial standards - In Service	Carlsbad	\$4,107,022	\$4,107,022	\$0							
3				RTCIP	\$4,572,000	\$4,572,000	\$0							
4	No	Carlsbad Village Drive - Pontiac to Victoria	Widen between Pontiac and Victoria	Carlsbad	\$3,012,000	\$0	\$3,012,000							\$3,012,000
5	Yes	ECR - Arenal to La Costa	Widen along the west side to provide a RT lane SB ECR to WB La Costa	Carlsbad	\$1,925,000	\$0	\$1,925,000		\$1,925,000					
5				RTCIP	\$625,000	\$0	\$625,000		\$625,000					
6	Yes	Carlsbad Blvd. Mountain View to northerly City Limits	20% Match for bridge and roadway improvements	Carlsbad	\$955,000	\$0	\$955,000							\$955,000
6				RTCIP	\$1,237,000	\$0	\$1,237,000							\$1,237,000
7	Yes	Carlsbad Boulevard/Palomar Airport Road	Demo existing interchange. Rebuild new RR overpass and at grade intersection	Carlsbad	\$905,000	\$0	\$905,000							\$905,000
7				RTCIP	\$3,574,000	\$0	\$3,574,000							\$3,574,000
8	Yes	Poinsettia Lane - Paseo Del Norte to Batiquitos	Widen Poinsettia Lane to six lanes by adding a lane in each direction.	Carlsbad	\$1,009,000	\$0	\$1,009,000							\$1,009,000
Intersections														
9	Yes	Palomar Airport Road/Paseo Del Norte	Extend WB right turn lane along PAR from Paseo Del Norte to Armada Drive - In Service	Carlsbad	\$1,676,019	\$1,676,019	\$0							
10	Yes	Palomar Airport Road/College Boulevard	Add SB to WB right turn lane from College Blvd. to PAR - In Service	Carlsbad	\$495,500	\$495,500	\$0							
11	Yes	El Camino Real/Palomar Airport Road	Add RT on PAR EB to SB ECR - In Service	Carlsbad	\$591,000	\$591,000	\$0							
12	Yes	Palomar Airport Road/El Fuerte Street	Add WB right turn lane along PAR to NB El Fuerte Street	Carlsbad	\$1,163,000	\$0	\$1,163,000						\$1,163,000	
13	Yes	Palomar Airport Road/Melrose Drive	Add EB right turn lane along PAR to SB Melrose Drive - In Service	Carlsbad	\$88,500	\$88,500	\$0							
14	Yes	Melrose Drive/Palomar Airport Road	Add SB right turn lane along Melrose Drive to WB PAR	Carlsbad	\$561,000	\$561,000	\$0							
15	Yes	Melrose Drive/Alga Road	Add dual lefts on all approaches	RTCIP	\$1,201,000	\$0	\$1,201,000							\$1,201,000
16	Yes	El Camino Real/Carlsbad Village Drive	Install 300 foot + 120 taper dual lefts in the NB and SB directions along ECR.	Carlsbad	\$1,099,000	\$0	\$1,099,000						\$1,099,000	
17	Yes	El Camino Real/Cannon Road	Add N/B to E/B right turn lane. Widen Bridge structure. Add second N/B and S/B turn lanes	Carlsbad	\$2,185,000	\$2,049,000	\$136,000	\$136,000						
18	Yes	El Camino Real/Alga Road/Aviara Pkwy	Prepare a study for RT lane ECR NB to EB Alga	Carlsbad	\$425,000	\$0	\$425,000						\$425,000	
19	Yes	El Camino Real/Tamarack Avenue	Add second N/B to W/B left turn lane.	Carlsbad	\$286,000	\$286,000	\$0							
Programs - City Wide														
20	No	Sidewalk Construction Program - misc locations	Program to complete missing segments of sidewalk at various locations	Carlsbad	\$4,400,000	\$2,600,000	\$1,800,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
21	No	Sidewalk Construction Program - Valley/Magnolia	Complete missing segments of sidewalk	Carlsbad	\$3,286,206	\$1,974,237	\$1,311,969	\$1,311,969						
22	No	Traffic Monitoring Program	Perform vehicle counts, analyze and report annually on the adequacy of the circulation system	Carlsbad	\$2,102,900	\$1,142,900	\$960,000	\$96,000	\$96,000	\$96,000	\$96,000	\$96,000	\$480,000	
23	No	Traffic Impact Fee Update	Update Fee Program	Carlsbad	\$200,000	\$200,000	\$0							

		Prev RTCIP Approp.	17 18	18 19	19 20	20 21	21 22	23 27	28 32	Total
RTCIP Programmed Expenditures	TIF (RTCIP)	\$4,572,000	\$0	\$625,000	\$0	\$0	\$0	\$0	\$7,021,000	\$12,218,000
		Prev RTCIP Required at 6/30/17								
Projected RTCIP funding	TIF (RTCIP)	\$5,963,110	\$956,792	\$1,015,547	\$1,220,742	\$521,829	\$592,870	\$3,359,791	\$5,657,658	\$19,288,340

Projected Units
 RTCIP Rates from SANDAG and assumed increase for future years 1.02

398 409 482 202 225 1212 1911
 2404 2483 2533 2583 2635 2772 2961



Development Services Department

March 16, 2018

Hon. Terry Sinnott, Chair
TransNet Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Sinnott:

In accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements in the TransNet Extension Ordinance, the City of Chula Vista submitted the Western Chula Vista Transportation Development Impact Fee (WTDIF) Program to the TransNet Independent Taxpayer Oversight Committee (ITOC) prior to April 1, 2008. The WTDIF area covered all of Chula Vista from Interstate-805 westward. In November 2014, the WTDIF was updated so that the area west of Interstate-5, serving primarily the Bayfront district, would be a separate RTCIP program. The new program is known as the Bayfront Development Impact Fee Program (BFDIF), and no changes have been made to it since it was established.

In accordance with the reporting requirements of the TransNet Extension Ordinance, this letter confirms that the two local RTCIPs, the BFDIF area and the WTDIF area, continue to be in effect and exceed the requirements to collect at least \$2,483.48 per dwelling unit in RTCIP fees for the Regional Arterial System (RAS).

Finally, although the Eastern Transportation Development Impact Fee (TDIF) for areas east of Interstate-805 was established in 1988 (prior to the TransNet Ordinance) and is exempt from the RTCIP requirements, it currently collects \$14,126 per dwelling unit, of which \$12,505 (over 88%) is used for the RAS.

Attached, please find a plat showing the areas covered by the local RTCIPs. Should you have any questions regarding our RTCIP funding programs, please contact me at 619-691-5247.

Best Regards,

Paul A. Oberbauer, PE
Senior Civil Engineer, Neighborhood Services
Development Services Department

Attachment: DIF Program Plat of Chula Vista

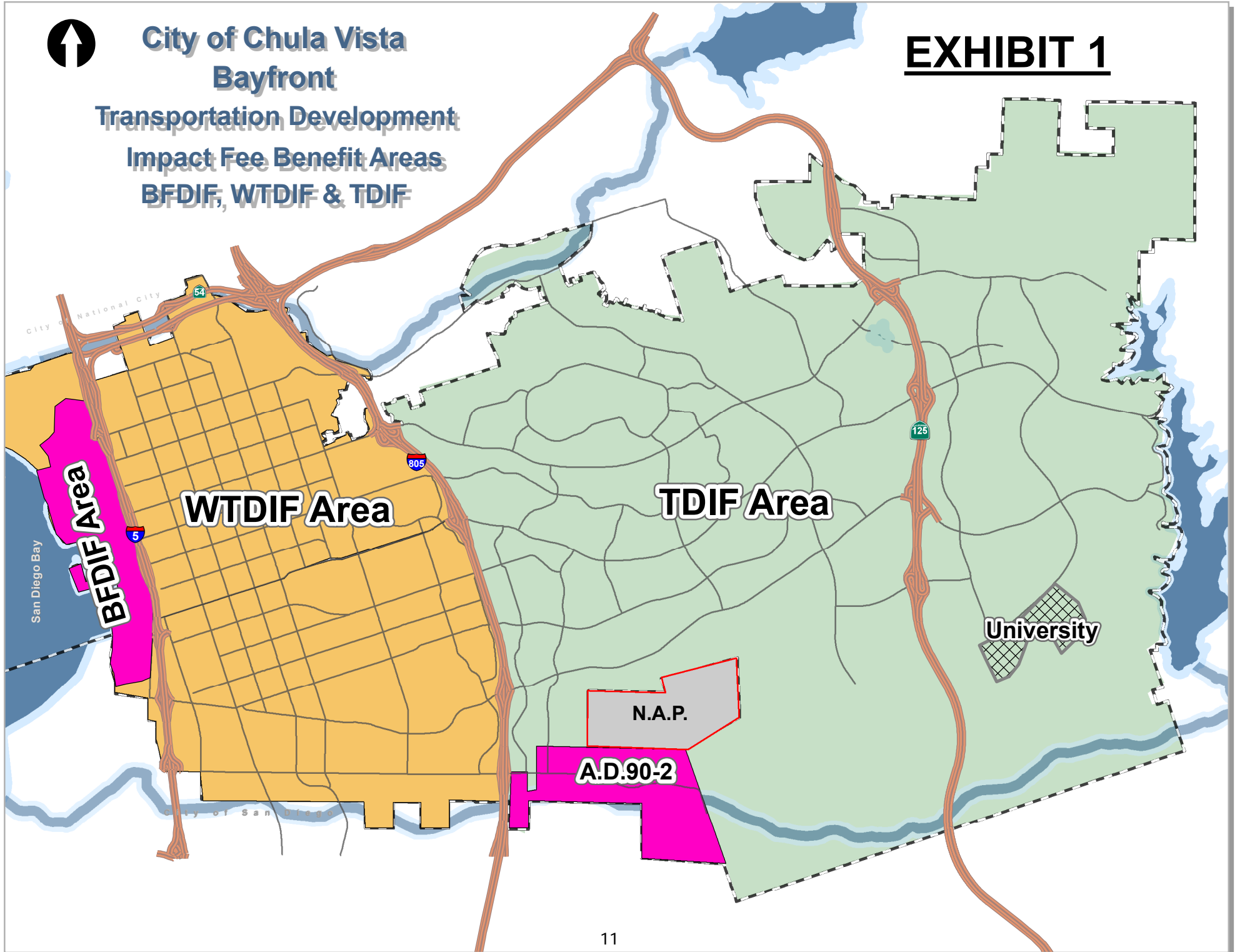
CITYWIDE2000 HOME PLANNING DIF TRANSPORTATION WTDIF RTCIP COMPLIANCE 2017 RTCIP COMPLIANCE LETTER D01



City of Chula Vista Bayfront

Transportation Development
Impact Fee Benefit Areas
BFDIF, WTDIF & TDIF

EXHIBIT 1





CITY OF CORONADO
PUBLIC SERVICES & ENGINEERING

1825 STRAND WAY
CORONADO, CA 92118-3005

March 6, 2018

TEL: (619) 522-7383
FAX: (619) 522-2408

Mr. Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101

Dear Chair Fuller:

The City of Coronado submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 18, 2008, in accordance with the Regional Transportation Congestion Improvement Program (RCTIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at (619) 522-7385.

Sincerely,

Ed Walton
City Engineer

cc: Blair King, City Manager
Denise Johnson, Senior Management Analyst
Jim Krueger, Director of Administrative Services



City of Del Mar



March 21, 2018
Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Del Mar submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on July 17, 2017 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Joe Bride at 858-755-3294.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Bride".

Joe Bride, Public Works Director





March 27, 2018

Mr. Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller,

The City of El Cajon submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 9, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Mario Sanchez of my staff at (619) 441-1651 or msanchez@cityofelcajon.us.

Sincerely,

Dirk Epperson, P.E., MPA
Director of Public Works



*City of
Encinitas*

March 28, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Encinitas submitted a funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) on March 27, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the TransNet Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Christine Ruess, Senior Management Analyst at 760-943-2231.

Sincerely,

Karen P. Brust
City Manager

Enc.: Transnet Extension & Ordianance

March 19, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Escondido submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RCTIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and previously submitted is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, I may be contacted at (760) 839-4001 or jprocopio@escondido.org to assist you.

Sincerely,



Julie Procopio, P.E.
Director of Engineering Services/City Engineer

cc: Matt Souttere



City of Imperial Beach, California

PUBLIC WORKS DEPARTMENT

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8311 Fax: (619) 429-4861

March 13, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Imperial Beach submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 27, 2018 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Eric Minicilli, Public Works Director at telephone number 619-628-1369 or via email at eminicilli@imperialbeachca.gov

Sincerely,

Eric Minicilli
Public Works Director



March 20, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of La Mesa submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 28, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this letter is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

The RTCIP fee increase recently recommended by the SANDAG Board of Directors will be submitted to the City Council for consideration in conjunction with the our comprehensive annual fee adjustment. If approved, this will become effective July 1, 2018.

Should you have any questions regarding our RTCIP funding program, please contact Dann E. Marquardt, P.E., Associate Engineer, at 619-667-1337.

Sincerely,

Richard B. Leja,
Director of Public Works/City Engineer

CC: 0150-40
Jeff Manchester



CITY OF LEMON GROVE

Public Works Department

March 26, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Lemon Grove submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 30, 2015 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at 619-825-3814 or mjames@lemongrove.ca.gov.

Sincerely,

Mike James
Assistant City Manager / Public Works Director



March 15, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of National City submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RCTIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please feel free to contact Stephen Manganiello, Director of Public Works/City Engineer at 619-336-4380 or via email at smanganiello@nationalcityca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leslie Deese".

Leslie Deese
City Manager

cc: Ariana zur Nieden, SANDAG
Mark Roberts, Director of Finance
Stephen Manganiello, Director of Public Works/City Engineer

Office of the City Manager

1243 National City Boulevard, National City, CA 91950-4301

619/336-4240 Fax 619/336-4327 www.nationalcityca.gov Email cmo@nationalcityca.gov





CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / ENGINEERING DIVISION

March 5, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Oceanside submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 1 of last year in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you is still in effect, and has not materially changed.

As in previous years, City of Oceanside automatically adopts any "pass-through" increases in the RTCIP component of the City's transportation impact fee. For each residential dwelling unit, Oceanside collects the RTCIP fee (currently \$2,405 and increasing to \$2,484 beginning July 1, 2018).

Should you have any questions regarding our RTCIP funding program, please contact me at ccryan@ci.oceanside.ca.us or (760) 435-5024.

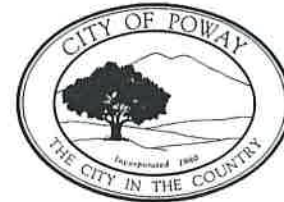
Sincerely,

Carmen Ryan
Administrative Analyst II

Cc: Gary Kellison, Senior Civil Engineer
Steve Strapac, City Engineer
Jonathan Borrego, Development Services Department Director
Jane McPherson, Director of Finance

STEVE VAUS, Mayor
JOHN MULLIN, Deputy Mayor
JIM CUNNINGHAM, Councilmember
DAVE GROSCHE, Councilmember
BARRY LEONARD, Councilmember

CITY OF POWAY



February 28, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Poway submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 2, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you 10 years ago is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Steve Crosby, City Engineer, at (858) 668-4603 or scrosby@poway.org.

Sincerely,

A handwritten signature in blue ink, which appears to read "Robert J. Manis". The signature is fluid and cursive.

Robert J. Manis
Director of Development Services

c: Donna Goldsmith, Director of Finance
Steve Crosby, City Engineer

M:\engserv\traffic\SANDAG\RTCIP\2018\2018 RTCIP Funding Letter.doc

March 2, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of San Diego submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) prior to April 1, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the enclosed updated, but not materially changed, program approved by the Council of the City of San Diego in April of 2017 is still in effect and will continue to be in effect through FY 2018.

Should you have any questions regarding our RTCIP funding program, please contact Megan Sheffield, 619-533-3672.

Sincerely,



MARCO CAMACHO, Fiscal and Administrative Services Manager
Planning Department

MFS/mfs

Enclosures: 1. City of San Diego Regional Transportation Congestion Improvement Program (RTCIP) Funding Program – April 2017

cc: Facilities Financing File
Megan Sheffield, Senior Analyst, Planning Department



City of San Diego
Regional Transportation
Congestion Improvement Program
(RTCIP) Funding Program

April 2017

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Appendices:

- A. SANDAG TRANSNET EXTENSION ORDINANCE AND EXPENDITURE PLAN**
- B. REGIONAL ARTERIALS WITHIN SAN DIEGO JURISDICTION**

1 INTRODUCTION

On May 28, 2004, the San Diego County Regional Transportation Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (TransNet 2 Ordinance), approved by San Diego voters in November, 2004. The TransNet 2 Ordinance (Appendix A) established a Regional Transportation Congestion Improvement Program (RTCIP) to ensure future development contributes its proportional share of the funding needed to pay for the Regional Arterial System (RAS) and related regional transportation facility improvements.

Under Section 9 of the TransNet 2 Ordinance, each local agency shall establish an impact fee or other revenue Funding Program by which it collects and funds its contribution to the RTCIP; and shall be responsible for establishing a procedure for providing its monetary contribution to the RTCIP. This program is known as the local jurisdiction's Funding Program.

RTCIP revenue is to be used to construct improvements on the RAS such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for regional express bus and rail transit. If a local agency does not comply with the RTCIP requirements set forth in the TransNet 2 Ordinance, the agency may lose TransNet sales tax funding for local roads.

This document constitutes the City of San Diego's RTCIP Funding Program (City RTCIP Program) pursuant to the TransNet 2 Ordinance requirements. Key Components to the City RTCIP Program include:

- Beginning July 1, 2008, the City of San Diego (City) must contribute \$2,000 (increased annually based upon the Engineering Construction Cost Index or similar cost of construction index or two percent, whichever is greater, and as approved by the SANDAG Board of Directors) on RAS improvements per each new residential dwelling unit (City RTCIP Funding Requirement);
- Beginning July 1, 2008, the City implements a City RTCIP Development Impact Fee Schedule on residential development, as adopted and updated annually by City Council Resolution, which identifies the applicable RTCIP fee (City RTCIP Fee);
- Beginning July 1, 2008, certain residential development in communities, and specifically identified projects, as adopted and updated by City Council Resolution, are not required to pay a City RTCIP Fee because compliance with the City's RTCIP Program is demonstrated through private sector payments or provision of an average of \$2,000 (plus applicable annual increases) per residential unit through payment of a Facilities Benefit Assessment (FBA) or other similar development fee, or through provision of eligible RAS improvements;
- City RTCIP Fees are collected at building permit issuance; and revenues must be expended within the parameters defined under the Mitigation Fee Act (California

Government Code Sections 66000 *et seq.*) and in a manner consistent with the expenditure priorities in the SANDAG Regional Transportation Plan (RTP); and

- The Independent Taxpayer Oversight Committee (ITOC), created by SANDAG for the TransNet Program is responsible for reviewing the City's implementation of the RTCIP

2 NEXUS STUDY

In order to comply with the Mitigation Fee Act, the City is required to make certain findings demonstrating a reasonable relationship or nexus between the amount of the City RTCIP Fee collected and the cost of public facilities attributable to the development on which the fee is imposed. On September 22, 2006 the SANDAG Board of Directors approved the "RTCIP Impact Fee Nexus Study" dated September 5, 2006, as prepared by MuniFinancial (Nexus Study). The Nexus Study (Included in Appendix A) provides the basis for the dollar amount of the RTCIP Fee. The Nexus Study was adopted by the San Diego City Council (City Council) on April 14, 2008 by Resolution No. R-303554.

3 RTCIP IMPACT FEE CALCULATION

SANDAG staff developed the original RTCIP contribution amount of \$2,000 per residence using an approach that allocated transportation system improvements proportionately across both existing development and projected growth. The methodology, specified in the Nexus Study, assumes that all residential development, existing and new, has the same impact on the need for RAS improvements based on the amount of travel demand generated (vehicle trips). Thus, existing and new development should share proportionately in the cost of transportation system improvements.

The original City RTCIP Fee (FY 2009) was broken down into multi-family and a single family fees as: \$1,865 per new multi-family residential unit; and \$2,331 per single family residential unit. The purpose of bifurcating the fee is to reflect the reduced number of vehicle trips generated by multifamily residential development. This methodology is consistent with other Development Impact Fee calculations in which a separate single family and multi-family fee is provided. As it was anticipated that these fee amounts would satisfy the RTCIP Funding Requirement, the City adopted these fee amounts as the City RTCIP Fee with the implementation of the City RTCIP Program on July 1, 2008.

4 COLLECTION AND EXPENDITURE OF IMPACT FEES

In accordance with Municipal Code Section 142.0640(b), and the resolutions adopting the City RTCIP Fee, the City RTCIP Fee is due at building permit issuance.

Revenues collected through the City RTCIP Program shall be used for preliminary and final engineering, right-of-way acquisition, and construction that will be needed to accommodate future travel demand generated by new development throughout the San Diego region. Selection of proposed projects to be fully or partially funded by the City RTCIP Program are based upon RTCIP eligibility criteria and the City Council approved CIP Prioritization Policy (800-14).

RTCIP Fee revenues must be expended on improvements to the RAS, as designated and updated periodically in the SANDAG Regional Arterials by Jurisdiction (Appendix B). RAS arterials are defined as meeting one of three criteria:

- provides parallel capacity in high-volume corridors to supplement freeways, state highways, and/or other regional arterials (Corridor);
- provides capacity and a direct connection between freeways or other regional arterials, ensuring continuity of the freeway, state highways, and arterial network throughout the region without duplicating other regional facilities (Cross-corridor); or
- provides all or part of the route for existing or planned regional and/or corridor transit service that provides headways of 15 minutes or less during the peak period.

RTCIP revenues may be expended for costs associated with RAS improvements including: arterial widening, extension, and turning lanes; traffic signal coordination and other traffic improvements; reconfigured freeway-arterial interchanges; railroad grade separations; and expanded regional bus service.

5 RESERVED

6. REPORTING REQUIREMENTS

Annual Letter of Conformance

The City of San Diego Planning Department (Facilities Financing Section) submits an annual letter to the SANDAG Independent Taxpayers Oversight Committee (ITOC) prior to April 1st of each year to document that the City did submit to ITOC the San Diego RTCIP Funding Program in accordance with the RTCIP requirements contained within the TransNet Extension Ordinance, and to confirm that the program submitted is still in effect and has not materially changed (OR provide any changes to the RTCIP program approved by City Council).

Annual Audit

The ITOC annual audit is conducted in the Office of the City Comptroller in conjunction with Planning Department Facilities Financing Section to verify it has collected or provided RAS improvements in an amount or value greater than the current SANDAG RTCIP Fee per residential unit.

7 GENERAL EXEMPTIONS

Consistent with the RTCIP as set forth in the TransNet 2 Ordinance, the following types of development are exempt from the City RTCIP Fee:

- A. New moderate, low, very low and extremely low income residential units as defined in California Health and Safety Codes;
- B. Government/public buildings, public schools and public facilities;
- C. Rehabilitation and/or reconstruction of any legal residential structure and/or the replacement of a previously existing residential unit;
- D. Development projects subject to Public Facilities Development Agreements prior to the effective date of the TransNet 2 Ordinance (May 28, 2004) that expressly prohibit the imposition of new fees; provided however, that if the terms of the development agreement are extended after July 1, 2008, the requirements of the City RTCIP Program shall be imposed;
- E. Guest dwellings;
- F. Additional residential units located on the same parcel regulated by the provisions of any agricultural zoning;
- G. Kennels and catteries established in conjunction with an existing residential unit;
- H. The sanctuary building of a church, mosque, synagogue, or other house of worship eligible for property tax exemption;
- I. Residential units that have been issued a building permit prior to July 1, 2008; and
- J. Condominium conversions.

8 AFFORDABLE HOUSING EXEMPTION

In order to be exempt from payment of the City RTCIP Fee at the time of building permit issuance, each unit must meet the definition of affordable housing as defined above in Section 8(A), and developer must provide a recorded copy of an affordable housing agreement with the San Diego Housing Commission.

9 ALTERNATIVELY CONTRIBUTING COMMUNITY PLANNING AREAS

Community planning areas which collect development fees or facilities in an amount or value greater than the current SANDAG RTCIP Fee per residential unit are considered to have met the required contribution towards the RAS and thus the City's RTCIP Funding Requirement without additional payment of the City RTCIP Fee.

To ensure that City RTCIP Fees continue to be collected appropriately, the Planning Department Facilities Financing Section shall conduct an analysis to determine the current per residential unit contribution towards funding or provision of RAS projects, no less than once

every five years beginning in Fiscal Year 2009, to determine community planning areas that may meet the City's RTCIP Funding requirement without additional payment of the RTCIP fee.

Based on the analysis, the list of communities exempt from paying City RTCIP Fees may be amended by Council Action. Further, if a community no longer meets the City's RTCIP Funding Requirement, the community will no longer be exempt from the RTCIP Fee.

List of Potentially Exempt Community Planning Areas

Black Mountain Ranch	Otay Mesa
Carmel Valley	Pacific Highlands Ranch
Del Mar Mesa	Rancho Penasquitos
Midway/Pacific Highway	Scripps Miramar Ranch
Mira Mesa	Torrey Highlands
North University City	

10 ALTERNATIVELY CONTRIBUTING DEVELOPMENT PROJECTS

In certain circumstances, the City may determine that a particular project that is not otherwise located in an alternatively contributing community will otherwise contribute the required contribution toward the RAS, and thus meet the RTCIP Funding Requirement through the payment of other development fees or provision of RAS improvements valued at an amount greater than or equal to the amount the project would otherwise be required to pay through City RTCIP Fee collection. These development projects may be considered to be Alternatively Contributing Community Projects, and residential units within these projects may qualify for the RTCIP exemption.

To be exempt from paying the City RTCIP Fee at time of building permit issuance, prior to building permit issuance the City must verify that the value of the RAS improvement being provided exceeds the revenue requirements of the RTCIP Funding Program. If it cannot be verified, the City RTCIP Fee shall be paid at building permit issuance. If the value received from the project toward RAS improvements is determined to be insufficient after the building permit is issued, in no case shall a certificate of occupancy be issued until the deficit is paid in City RTCIP Fees. In order to comply with the annual auditing requirements of the RTCIP, the City must submit evidence demonstrating that the required contribution toward the City RTCIP has been met through the provision of improvements that equal or exceed the City RTCIP Fee.

Each alternatively contributing community project shall be required to submit documentation for each RAS improvement it provides, in support of its alternative contribution to the RTCIP Funding Requirement. Such documentation shall include, but not be limited to, copies of contracts, change orders, and invoices received, proof of vendor payments, and proof that all mechanic liens have been released. The City shall verify whether materials and work have been installed and performed per the documents submitted, terms of the project plans and specifications, and adherence to the bid list as to quality and quantities.

The applicant will be required to establish a deposit account with the City, and contribute up to a maximum of three percent (3%) of the total cost of each RAS improvement as stated below:

- Up to three percent (3%): RAS improvement less than \$1,000,000;
- Up to two percent (2%): RAS improvement greater than \$1,000,00 and less than \$5,000,000; or
- Up to one percent (1%): RAS improvement greater than \$5,000,000.

The deposit account will fund the cost to review and verify the value of the RAS improvement provided in lieu of the City RTCIP Fee. It is anticipated that the review and verification process will be conducted by a consultant retained by the City. The funds used in the deposit account shall not count toward the value of the RAS improvement contributed in lieu of the City RTCIP Fee, nor shall it be considered a credit against fees.

For approved alternatively contributing projects, RTCIP reimbursement or credit allowance may be issued.

RTCIP Reimbursement

At the City's sole discretion, City RTCIP Fees already paid at time of building permit issuance may be reimbursed to a private developer, if the private developer has designed and/or constructed an eligible RAS improvement and has entered into a Reimbursement Agreement (RA) with the City, and as per the specific terms of the RA.

RTCIP Credit Allowance

At the City's discretion, a private developer (Developer) may be entitled to a City RTCIP Fee credit allowance as follows:

- A. Up to twenty-five percent (25%) credit allowance based on the City verified cost estimate for the RAS improvement subject to a Developer satisfying all of the following requirements:
 1. All construction plans and drawings for the RAS improvement have been approved by the City;
 2. Any right-of-way required for the RAS improvement has been secured and dedicated, or an irrevocable offer to dedicate has been provided to the City;
 3. All required permits and environmental clearances necessary for the RAS improvement have been secured;
 4. Provision of all performance bonds and payment bonds to complete the RAS improvement; and

5. Payment of all City fees and costs.

- B. Up to fifty percent (50%) credit allowance based on the amount of the construction contract, consultants contract, and soft costs that qualify as allowable in lieu costs then incurred for the individual RAS improvement subject to a Developer satisfying all of the above referenced requirements for the twenty-five percent (25%) credit allowance, and provided Developer has received valid bids for the RAS improvement, and has awarded the construction contract.
- C. Up to ninety percent (90%) credit allowance at the time of Operational Acceptance, provided that reimbursement requests have been submitted and approved for such amounts, based on the value of the improvements as verified by the City.
- D. A credit allowance shall be issued to Developer based upon the remaining ten percent (10%) of value of RAS improvement upon the later of: (i) the recordation by Developer of the notice of completion and delivery of a conformed copy to City, or (ii) City's written acceptance of the Project As-Built Drawings.

List of Approved Projects (1) Potentially Exempt from City RTCIP Fee:

Quarry Falls Project No. 49068

In Lieu of paying the City RTCIP Fee, this project may provide its share towards mitigating new traffic impacts on the RAS by constructing RAS improvements in an amount or value greater than the City's RTCIP Funding Requirement per residential unit. Below is the project specific analysis:

Standard RTCIP Fee Calculation:

Number of Market Rate Residential Units:	4,302
Number of Affordable Units:	478
FY 2018 RTCIP Fee:	\$ 2,240
Total Estimated Contribution:	\$9,636,480

Proposed Alternative Contribution

Number of Market Rate Residential Units:	4,302
Approx. Per Unit Average:	\$5,812
Value of RAS Improvements (2017)	\$27,784,180

RAS Projects and Construction Cost Details on next page.

RAS Projects and Construction Cost Estimates

Project	Project Title	Estimated Cost (FY 2017)
PHASE 1*		
4	Friars Road - Qualcomm Way to Mission Center Road	\$2,613,762
10	Friars Road & Avenida De Las Tiendas	\$206,180
11	Texas St. - Camino del Rio S. to El Cajon Blvd	<u>\$1,185,544</u>
		\$4,194,611
PHASE 2*		
15a	Friars Rd/SR-163 Interchange	\$2,660,000
15b	Mission Center Road/I-8 Interchange	\$1,000,000
16	Friars Rd. - Pedestrian Bridge across Friars Rd.	\$3,500,000
17	Friars Rd EB Ramp/Qualcomm Way	\$1,296,750
18	Friars Road WB Ramp/Qualcomm Way	Incl. Above
19	Friars Rd/1-15 SB Off-ramp	<u>\$1,056,044</u>
		\$9,512,794
PHASE 3*		
15b	Mission Ctr Rd/ I-8 Interchange	\$13,034,250
20	Texas St/ El Cajon Blvd	\$416,350
21	Qualcomm Way / I-8 WB off ramp	<u>\$626,175</u>
		\$14,076,775
Total Estimated Contribution:		\$27,784,180

*Quarry Falls Transportation Phasing Plan (TPP) assumes no Phyllis Place Road connection and may be modified if the City subsequently approves the connection.



SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

March 22, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of San Marcos submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 26, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact Samantha Byfield at (760) 752-7550 ext. 3338.

Sincerely,

Matt Little
Public Works Director

cc: Laura Rocha, Director of Finance; Barry Reynolds, Building Official; Samantha Byfield
Management Analyst



CITY OF SANTEE

MAYOR
John W. Minto

CITY COUNCIL
Ronn Hall
Stephen Houlahan
Brian W. Jones
Rob McNelis

March 19, 2018

Mr. Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Fuller:

The City of Santee submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) in May 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to ITOC in May 2008 is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at 619-258-4100 extension 167 or at Mkush@cityofsanteeca.gov.

Sincerely,

Melanie Kush
Director of Development Services

Cc: Tim McDermott, Santee Director of Finance
Carl Schmitz, Santee Principal Civil Engineer
Minjie Mei, Santee Principal Traffic Engineer



March 2, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Solana Beach submitted a funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on April 23, 2008 in accordance with the Regional Transportation Congestion Improvement Program (RTCIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you in 2008 is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact either myself or Dan Goldberg at (858) 720-2470.

Sincerely,

A handwritten signature in blue ink that reads "M. Sammak".

Mohammad Sammak
Public Works Director/City Engineer

- c. Finance Manager
Community Development Director



February 28, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

The City of Vista submitted a revised funding program to the *TransNet* Independent Taxpayer Oversight Committee (ITOC) on March 10, 2014, in accordance with the Regional Transportation Congestion Improvement Program (RCTIP) requirements contained within the *TransNet* Extension Ordinance. In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to SANDAG in 2014 is still in effect and has not materially changed.

Should you have any questions regarding our RTCIP funding program, please contact me at (760) 639-6100.

Sincerely,

A handwritten signature in black ink that reads "John Conley". The signature is fluid and cursive, with the first name being particularly prominent.

John Conley
Director of Community Development & Engineering

C: Greg Mayer, City Engineer
Lauren Warrem, Finance Director
Patrick Johnson, City Manager



County of San Diego

RICHARD E. CROMPTON
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcounty.ca.gov/dpw/

March 2, 2018

Dustin Fuller, Chair
TransNet Independent Taxpayer Oversight Committee
c/o San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Chair Fuller:

San Diego County's Board of Supervisors first adopted the Regional Transportation Congestion Improvement Program (RTCIP) funding program and resolution on January 30, 2008. The County of San Diego submitted its RTCIP funding program to the TransNet Independent Taxpayer Oversight Committee (ITOC) prior to April 1, 2008, in accordance with RTCIP requirements contained within the TransNet Extension Ordinance.

In accordance with the reporting requirements of the Ordinance, this is to confirm that the program approved and submitted to you last year is still in effect and has not materially changed.

Section 77.216 of the County's Transportation Impact Fee (TIF) ordinance (adopted October 31, 2012 and effective since January 1, 2013) confirms the RTCIP extraction amount matches the SANDAG established amount for the fiscal year for each non-exempt newly constructed residential housing unit. The TIF Ordinance is available at [http://www.sandiegocounty.gov/content/dam/sdc/dpw/LAND DEVELOPMENT DIVISION/landpdf/TIFOrdinance2012.pdf](http://www.sandiegocounty.gov/content/dam/sdc/dpw/LAND_DEVELOPMENT_DIVISION/landpdf/TIFOrdinance2012.pdf)

If you have any questions or need additional information please contact Mark Perrett, LUEG Program Manager, mark.perrett@sdcounty.ca.gov or (858) 694-2693.

Sincerely,

William Morgan, Deputy Director
Department of Public Works