ITEM NO. 28

STAFF REPORT

CITY OF OCEANSIDE

DATE: June 25, 2014

TO: Honorable Mayor and City Councilmembers

FROM: Development Services Department

SUBJECT: **RESOLUTION AMENDING THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM FOR FISCAL YEARS 2015 TO 2019**

SYNOPSIS

Staff recommends that the City Council adopt a resolution amending the TransNet Local Street Improvement Program of Projects for the City of Oceanside for fiscal years 2015 through 2019.

BACKGROUND

Since 1988 TransNet, the half-cent sales tax for local transportation projects, has funded the expansion and maintenance of the San Diego region's transportation system. On November 4, 2004, the voters of San Diego County approved an extension of the TransNet program to 2048.

The 2014 Regional Transportation Improvement Program (RTIP) consists of road, transit, and bikeway projects for fiscal years 2014-15 through 2018-19. SANDAG, as this region's metropolitan planning organization, is required to update and adopt the RTIP every two years. SANDAG, in turn, requires cities to adopt five-year transportation spending plans, and to formally approve them by resolution consistent with the requirements of the TransNet Ordinance.

On May 16, 2012, the City Council adopted a resolution approving the previous 2012 RTIP. Cities also have quarterly opportunities to amend or make adjustments in their RTIP program of projects. Oceanside last amended its current plan on March 5, 2014, by approving $11,200 for the Regional Arterial Management System.

ANALYSIS

City's TransNet Spending Plan and the CIP Budget

The amount of TransNet Local Street Improvement funds programmed by SANDAG is the amount of cash that the City is allowed to *receive* each year for each project. The amount of TransNet Local Street Improvement funds appropriated by the City as a part of its Capital Improvement Program (CIP) budget is the amount of funds that the City intends to *spend*.

For example, the FY 2014-15 CIP budget includes $755,000 for the Loma Alta Creek Detention Basins, but the proposed Resolution programs only $30,000 in additional funds because the City already drew TransNet funds for the project in prior years.

Similarly, the FY 2014-15 CIP budget includes $125,000 for the Transportation Management Center and $130,000 for the Mission Avenue fiber-optic cable and adaptive traffic signal interconnect system. The proposed Resolution programs $400,000 for both of these projects together. The additional TransNet funds programmed in FY 2014-15 will allow the City to be reimbursed for current budgeted spending on these projects.

The TransNet funds programmed in the RTIP will cumulatively match City CIP budget authorizations, but not for any one year in isolation.

The amount of TransNet funds available to Oceanside is dependent on county-wide sales tax revenues. Oceanside's TransNet revenue share for FY 2014-15 is $4,310,000 and is projected by SANDAG to gradually increase to $5,080,000 by FY 2018-19. Oceanside can program more than its annual revenue share because it has TransNet funds allocated in the current year, but not yet drawn as cash payments. A balance of $4,849,000 for the "out" years of FY 2018 and FY 2019 remains uncommitted, but these funds will be programmed in a future RTIP cycle.

The TransNet Ordinance does not allow the City to hold an unspent cash balance of TransNet funds that exceeds 30 percent of its annual allocation. This means that Oceanside cannot draw additional TransNet funds if it holds an end-of-year balance exceeding $1.29 million (30 percent of $4.31 million). Therefore, it is desirable for Oceanside to annually reprogram funds *away* from projects that are unable to expend the funds expeditiously and *towards* projects that are ready to go. TransNet expires in 2048, which allows decades for planned projects to become reality.

For simplicity, some of the SANDAG project listings include two or more separate City CIP projects. For tracking individual City projects and contracts, separate listings and project accounts are desirable, but are unnecessary for programming related projects into the RTIP.

The proposed TransNet funding is shown in Attachment A.

FISCAL IMPACT

The City Council's adoption of the TransNet amendments allows SANDAG to program $7,236,200 for Oceanside projects in FY 2014-2015. Of that amount, $59,200 will be reimbursable directly to SANDAG for the Wisconsin Street Median project and RAMS; the remainder of $7,177,000 will be reimbursable directly to Oceanside.

COMMISSION OR COMMITTEE REPORT

On May 5, 2014, the Planning Commission approved a General Plan consistency finding for the new projects in the CIP budget.

CITY ATTORNEY'S ANALYSIS

The referenced documents have been reviewed by the City Attorney and approved as to form.

RECOMMENDATION

Staff recommends that the City Council adopt a resolution amending the TransNet Local Street Improvement Program of Projects for the City of Oceanside for fiscal years 2015 through 2019.

PREPARED BY:

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SUBMITTED BY:

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City Manager

REVIEWED BY:

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Scott O. Smith, City Engineer

James R. Riley, Financial Services Director

Attachments:

Table of TransNet Projects for FY 2015 to 2019
Resolution Adopting Oceanside's TransNet Local Street Improvement Program

TABLE OF TRANSNET PROJECTS PROGRAMMED BY YEAR FOR FY 2015 TO FY 2019

Project Description	ID	FY 2015	FY2016	FY2017	FY2018	FY2019
Loma Alta Creek Detention Basins	17	$30,000	$30,000			
Sidewalk and Slurry Seal Projects	18	$1,300,000	$1,300,000	$1,400,000	$1,450,000	$1,500,000
Street Overlay Program	24	$3,430,000	$3,500,000	$3,700,000	$1,000,000	$1,000,000
Traffic Management Center	25	$400,000	$150,000			
Wisconsin Street Median at RR Tracks	32	$48,000				
Coast Highway Corridor Study	33	$297,000	$668,000			
Regional Arterial Management (RAMS)	35	$11,200	$11,200	$11,200	$11,200	$11,200
El Corazon Access at Ocean Ranch Road	36	$100,000	$300,000			
Bike Master Plan and Safety Projects	37	$120,000				
Road Safety and ADA Access Projects	38	$450,000	$450,000	$350,000	$350,000	$350,000
Storm Drain Improvements	39	$400,000				
Quiet Zone Railroad Safety Improvements	40	$650,000				
Total Programmed by Year		**$7,236,200**	**$6,409,200**	**$5,461,200**	**$2,811,200**	**$2,861,200**
Prior-Year Balance: **$6,268,000**						
Annual Revenue		$4,310,000	$4,479,000	$4,654,000	$4,837,000	$5,080,000
Remaining Unprogrammed Balance						$4,849,000

ATTACHMENT A

ATTACHMENT B

RESOLUTION NO.

RESOLUTION OF THE CITY OF OCEANSIDE AMENDING THE TRANSNET LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2015 THROUGH 2019

WHEREAS, on November 4, 2004, the voters of San Diego County approved the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (TransNet Extension Ordinance); and

WHEREAS, the TransNet Extension Ordinance provides that SANDAG, acting as the Regional Transportation Commission, shall approve a multi-year program of projects submitted by local jurisdictions identifying those transportation projects eligible to use transportation sales tax (TransNet) funds; and

WHEREAS, the City of Oceanside was provided with an estimate of annual TransNet local street improvement revenues for fiscal years 2015 through 2019; and

WHEREAS, the City of Oceanside has held a clearly noticed public meeting with an agenda item that clearly identified the proposed projects prior to approval by its authorized legislative body in accordance with Section 5(A) of the TransNet Extension Ordinance and Rule 7 of SANDAG Board Policy 31.

NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as follows:

1. That pursuant to Section 2(C)(1) of the TransNet Extension Ordinance, the City of Oceanside certifies that no more than 30 percent of its annual revenues shall be spent on maintenance-related projects.

2. That pursuant to Section 4(E)(3) of the TransNet Extension Ordinance, the City of Oceanside certifies that all new projects, or major reconstruction projects, funded by TransNet revenues shall accommodate travel by pedestrians and bicyclists, and that any exception to this requirement permitted under the Ordinance and proposed shall be clearly noticed as part of the City of Oceanside's public hearing process.

3. That pursuant to Section 8 of the TransNet Extension Ordinance, the City of Oceanside certifies that the required minimum annual level of local discretionary funds to

be expended for street and road purposes will be met throughout the five-year period consistent with the most recent Maintenance of Effort Requirements adopted by SANDAG.

4. That pursuant to Section 9A of the TransNet Extension Ordinance, the City of Oceanside certifies that it will extract $2,000, plus all applicable annual increases, from the private sector for each newly constructed residential housing unit in that jurisdiction to comply with the provisions of the Regional Transportation Congestion Improvement Program (RTCIP).

5. That pursuant to Section 13 of the TransNet Extension Ordinance, the City of Oceanside certifies that it has established a separate Transportation Improvement Account for TransNet revenues with interest earned expended only for those purposes for which the funds were allocated.

6. That pursuant to Section 18 of the TransNet Extension Ordinance, the City of Oceanside certifies that each project of $250,000 or more will be clearly designated during construction with TransNet project funding identification signs.

7. That the City of Oceanside does hereby certify that all other applicable provisions of the Ordinances and SANDAG Board Policy No. 31 have been met.

8. That the City of Oceanside agrees to indemnify, hold harmless, and defend SANDAG, the San Diego County Regional Transportation Commission, and all officers and employees thereof against all causes of action or claims related to local TransNet funded projects.

9. That the City of Oceanside authorizes $30,000 in FY 2015 and in FY 2016 to Project O17 for the Loma Alta Creek and Sprinter Rail Detention Basins.

10. That the City of Oceanside authorizes $1,300,000 in FY 2015 and FY 2016, $1,400,000 in FY 2017, $1,450,000 in FY 2018, and $1,500,000 in FY 2019 to Project O18 for the Neighborhood Sidewalk, ADA, and Traffic Improvements projects.

11. That the City of Oceanside authorizes $3,430,000 in FY 2015, $3,500,000 in FY 2016, $3,700,000 in FY 2017, and $1,000,000 in FY 2018 and FY 2019 to Project O24 for the Street Overlay Program.

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12. That the City of Oceanside authorizes $400,000 in FY 2015 and $150,000 in FY 2016 to Project O25 for the Traffic Management Center and Adaptive Traffic Signal project.

13. That the City of Oceanside authorizes $48,000 in FY 2015 to Project O32 for the Wisconsin Street median.

14. That the City of Oceanside authorizes $297,000 in FY 2015 and $668,000 in FY 2016 to Project O33 for the Coast Highway Corridor Study.

15. That the City of Oceanside authorizes $11,200 in FY 2015 through FY 2019, inclusive, to Project O35 for its share of the Regional Arterial Management System (RAMS).

16. That the City of Oceanside authorizes $100,000 in FY 2015 and $300,000 in FY 2016 to Project O36 for the El Corazon Access at Ocean Ranch Road.

17. That the City of Oceanside authorizes $120,000 in FY 2015 to Project O37 for the Bicycle Master Plans and Bicycle Safety Improvement projects.

18. That the City of Oceanside authorizes $450,000 in FY 2015 and FY 2016, and $350,000 in FY 2017 through FY 2019, inclusive, to Project O38 for Roads Safety and ADA Access Improvement projects.

19. That the City of Oceanside authorizes $400,000 in FY 2015 to Project O39 for Storm Drain Improvement projects.

20. That the City of Oceanside authorizes $650,000 in FY 2015 to Project O40 for Quiet Zone Railroad Safety Improvements.

10. That all of the above funding requests are made in accordance with the requirements outlined in the TransNet Policy.

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PASSED AND ADOPTED by the City Council of the City of Oceanside, California this _____day of June, 2014, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

APPROVED AS TO FORM:

CITY CLERK

CITY ATTORNEY

RESOLUTION OF THE CITY OF OCEANSIDE AMENDING THE *TRANSNET* LOCAL STREET IMPROVEMENT PROGRAM OF PROJECTS FOR FISCAL YEARS 2015 THROUGH 2019