CITY MANAGER – Marlene Best
CITY ATTORNEY – Shawn D. Hagerty
CITY CLERK – Annette Ortiz

STAFF:
ASSISTANT TO THE CITY MANAGER
Kathy Valverde
COMMUNITY SERVICES DIRECTOR
Bill Maertz
DEVELOPMENT SERVICES DIRECTOR
Melanie Kush
FINANCE DIRECTOR/TREASURER
Tim McDermott
FIRE & LIFE SAFETY DIRECTOR/FIRE CHIEF
Richard Smith
HUMAN RESOURCES DIRECTOR
Jessie Bishop
LAW ENFORCEMENT
Captain Daniel Brislin

CITY COUNCIL

Mayor John W. Minto
Vice Mayor Rob McNelis
Council Member Ronn Hall
Council Member Stephen Houlahan
Council Member Brian W. Jones

City of Santee
Regular Meeting Agenda
Santee City Council

Wednesday, July 25, 2018
7:00 PM

Council Chambers – Building 2
10601 Magnolia Avenue, Santee, CA 92071

Regular City Council Meeting – 7:00 p.m.

ROLL CALL: Mayor John W. Minto
Vice Mayor Rob McNelis
Council Members Ronn Hall, Stephen Houlahan and Brian W. Jones

LEGISLATIVE INVOCATION: Todd Tolson, Riverview Community Church

PLEDGE OF ALLEGIANCE:

CONSENT CALENDAR: Approval of reading by title only and waiver of reading in full of Ordinances and Resolutions on the agenda.

Consent Calendar items are considered routine and will be approved by one motion, with no separate discussion prior to voting. Council Members, staff or public may request specific items be removed from the Consent Calendar for separate discussion or action. Speaker slips for this category must be presented to the City Clerk at the start of the meeting. Speakers are limited to 3 minutes.

(1) Approval of Meeting Minutes of the Santee City Council for the June 27, 2018 Regular and Special Meetings, and the July 11, 2018 Cancelled Meeting. (City Clerk – Ortiz)

(2) Approval of Payment of Demands as presented. (Finance – McDermott)

(3) Approval of the expenditure of $91,366.12 for June 2018 legal services and related costs. (Finance – McDermott)

(4) Adoption of a Resolution authorizing the investment of monies in the Local Agency Investment Fund (LAIF). (Finance – McDermott)

(5) Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay the annual cost of Municipal Maintenance Services within Community Facilities District No. 2015-1 (Municipal Maintenance Services) of the City of Santee. (Finance – McDermott)

(6) Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay costs related to the authorized public improvements within Community Facilities District No. 2017-1 (Weston Infrastructure) of the City of Santee. (Finance – McDermott)

(7) Adoption of a Resolution levying special taxes to be collected during Fiscal Year 2018-19 to pay the annual cost of Municipal Services within Community Facilities District No. 2017-2 (Weston Municipal Services) of the City of Santee. (Finance – McDermott)

(8) Adoption of a Resolution levying charges for Fire Suppression Service ("Fire Benefit Fee") for Fiscal Year 2018-19. (Fire – Smith)

(9) Second Reading and adoption of an Ordinance amending Title 17 ("Zoning Ordinance") of the Santee Municipal Code to define "Micro-Brewery" and add "Micro-Breweries" as a permitted use in the General Commercial Zone, and approving an Exemption from the California Environmental Quality Act (CEQA) in accordance with Section 15305 of the CEQA Guidelines (Case File: ZOA 2018-2). (City Clerk – Ortiz)

(10) Adoption of a Resolution accepting the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) as complete. (Development Services – Kush)

(11) Adoption of a Resolution accepting the award of a State Transportation Planning Grant for the City of Santee Comprehensive Active Transportation Strategy and authorizing the City Manager to enter into agreements with Caltrans to receive the grant funding, appropriating grant funds in the amount of $240,802.00 and appropriating $31,198.00 in Traffic Mitigation Fees. (Development Services – Kush)

(12) Adoption of a Resolution accepting the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) as complete. (Development Services – Kush)

(13) Adoption of a Resolution awarding the Design-Build Construction Contract for the Town Center Community Park HVAC Upgrades (CIP 2018-46) to Johnson Controls, Inc. for a total amount of $27,593.00 and determining a Categorical Exemption pursuant to Section 15301(d) of the California Environmental Quality Act. (Development Services – Kush)

PUBLIC HEARINGS:

(14) Public Hearing for the FY 2018-19 Town Center Landscape Maintenance District annual levy of assessments. (Finance – McDermott)

Recommendation:
1. Conduct and close the public hearing; and
2. Adopt the Resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 TCLMD annual levy of assessments.

(15) Public Hearing for the FY 2018-19 Santee Landscape Maintenance District annual levy of assessments. (Finance – McDermott)

Recommendation:
1. Conduct and close Public Hearing; and
2. Adopt the Resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 SLMD annual levy of assessments.

(16) Public Hearing for the FY 2018-19 Santee Roadway Lighting District annual levy of assessments. (Finance – McDermott)

Recommendation:
1. Conduct and close Public Hearing; and
2. Adopt the Resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 SRLD annual levy of assessments.

NEW BUSINESS:

(17) Resolution awarding the construction contract for the Mission Gorge Road Median Installation Project (CIP 2015-13) and appropriating additional traffic mitigation fees. (Development Services – Kush)

Recommendation:
Adopt the Resolution:
1. Awarding the construction contract for the Mission Gorge Road Median Installation Project (CIP 2015-13) to Tri-Group Construction and Development, Inc. for a total amount of $1,393,660.00; and
2. Authorizing the City Manager to execute the contract and the Director of Development Services to approve change orders in an amount not to exceed $139,366.00; and
3. Appropriating additional Traffic Mitigation fees in the amount of $449,930.00.

(18) Establishment of a State Route 52 Coalition. (Mayor Minto)

Recommendation:

1. Authorize the City Manager to take steps to establish the Coalition; and
2. Authorize the Finance Director to create a designated account to accept monetary donations from Coalition members; and
3. Authorize the City Manager to retain a federal lobbyist and other professionals to support the Coalition's effort; and
4. Direct the City Manager to report back on a regular basis to the City Council on the Coalition's efforts and progress.

NON-AGENDA PUBLIC COMMENT:

Each person wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not take action on an item not scheduled on the Agenda. If appropriate, the item will be referred to the City Manager or placed on a future agenda.

CITY COUNCIL REPORTS:

CITY MANAGER REPORTS:

CITY ATTORNEY REPORTS:

CLOSED SESSION:

(19) CONFERENCE WITH REAL PROPERTY NEGOTIATORS

(Gov. Code section 54956.8)
Property: Parcel 3 of Parcel Map 20177 located north of Town Center Parkway between Cuyamaca Street and Riverview Parkway ("Theater Parcel").
City Negotiator: City Manager.
Negotiating Party: Studio Movie Grill.
Under negotiation: Price and terms of payment.

ADJOURNMENT:

July & August Meetings

~~Jul~~	~~05~~	~~SPARC – *Meeting Cancelled*~~	~~Civic Center Building 7~~
Jul	09	Community Oriented Policing Committee	Council Chamber
~~Jul~~	~~11~~	~~City Council Meeting – *Meeting Cancelled*~~	~~Council Chamber~~
Jul	25	City Council Meeting	Council Chamber
Aug	02	SPARC	Civic Center Building 7
Aug	08	City Council Meeting	Council Chamber
Aug	13	Community Oriented Policing Committee	Council Chamber
Aug	22	City Council Meeting	Council Chamber

The Santee City Council welcomes you and encourages your continued interest and involvement in the City's decision-making process.

For your convenience, a complete Agenda Packet is available for public review at City Hall and on the City's website at www.CityofSanteeCA.gov.

The City of Santee complies with the Americans with Disabilities Act. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 12132 of the American with Disabilities Act of 1990 (42 USC § 12132). Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City Clerk's Office at (619) 258-4100, ext. 112 at least 48 hours before the meeting, if possible.

AFFIDAVIT OF POSTING AGENDA

State of California }
County of San Diego } ss.
City of Santee }

I, Annette Ortiz, City Clerk of the City of Santee, hereby declare, under penalty of perjury, that a copy of this Agenda was posted in accordance with the Brown Act and Santee Resolution 61-2003 on July 20, 2018, at 4:00 p.m.

Signature _____ Date 7/20/18

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018

AGENDA ITEM NO.

ITEM TITLE APPROVAL OF MEETING MINUTES OF THE SANTEE CITY COUNCIL FOR THE JUNE 27, 2018, REGULAR AND SPECIAL MEETINGS AND THE CANCELLED MEETING OF JULY 11, 2018.

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

Submitted for your consideration and approval are the minutes of the above meetings.

FINANCIAL STATEMENT N/A

CITY ATTORNEY REVIEW ☑ N/A ☐ Completed

RECOMMENDATION

Approve Minutes as presented.

ATTACHMENT

June 27, 2018 Regular Meeting Minutes
June 27, 2018 Special Meeting Minutes
July 11, 2018 Cancelled Meeting Minutes

Minutes
Santee City Council
CDC Successor Agency
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
June 27, 2018

DRAFT

This Regular Meeting of the Santee City Council was called to order by Vice Mayor Rob McNelis at 7:00 p.m.

ROLL CALL: Present: Vice Mayor/Agency Vice Chair Rob McNelis and Council/ Agency Members Ronn Hall, Stephen Houlahan and Brian W. Jones – 4.

Absent: Mayor/Agency Chair John W. Minto – 1.

Officers present: City Manager/Agency Executive Director Marlene Best, City/Agency Attorney Shawn Hagerty and City Clerk/Agency Secretary Annette Ortiz.

(Note: Hereinafter the titles Mayor, Vice Mayor, Council Member, City Manager, City Attorney and City Clerk shall be used to indicate Mayor/Agency Chair, Vice Mayor/Agency Vice Chair, Council/Agency Member, City Manager/Agency Executive Director, City/Agency Attorney and City Clerk/Agency Secretary.)

The **INVOCATION** was given by Don Harrison of the Church of Jesus Christ of Latter-Day Saints and the **PLEDGE OF ALLEGIANCE** was led by Dustin Trotter.

PRESENTATION: Certificate of Commendation for Michael Surdock (Mayor Minto)

Council Member Houlahan presented the certificate to Michael Surdock.

PRESENTATION: Introduction of FEMA USAR Canine "Victor" and his handler Santee Firefighter/Paramedic, Billy Walkenhorst (Fire – Smith)

Division Chief Garlow introduced FEMA USAR Canine "Victor" and his handler Santee Firefighter/Paramedic Billy Walkenhorst who gave a brief summary of his training.

PROCLAMATION: Proclaiming July as Parks Make Life Better Month and July 11, 2018 as "Go Play! Get Fit! Day," presentation of fund raising proceeds to the City Council by the Santee Park and Recreation Committee (Mayor Minto)

Director of Community Services Maertz presented the Proclamation to SPARC Members and Community Services Department staff. SPARC Members presented the City with a check for $51,000.00 from SPARC's fund raising efforts.

CONSENT CALENDAR:

AGENDA CHANGES:

City Manager Best requested that the Special Meeting Item be heard before Item 12 of the Regular Meeting Agenda and requested that Non-Agenda Public Comment be heard to after Item 11.

(1) Approval of Meeting Minutes of the Santee City Council for the June 13, 2018, Regular Meeting. (City Clerk – Ortiz)

(2) Approval of Payment of Demands as presented. (Finance – McDermott)

(3) Approval of the expenditure of $52,693.81 for May 2018 legal services and related costs. (Finance – McDermott)

(4) Adoption of a Resolution finding in support of and authorizing the open market purchase of bulk fuel on an as-needed basis from The SoCo Group, Inc., per City of San Diego Contract #10015195-12-Z through April 30, 2019, and authorizing the City Manager to execute all necessary documents. (Fire – Smith) (Reso 074-2018)

(5) Acceptance of amendments to the existing agreement for Fire Protection and Emergency Services within County Service Area (CSA) 115 and authorizing the City Manager to execute the revised agreement. (Fire – Smith)

(6) Rejection of a claim against the City by Michele Fumar per Government Code Section 913. (HR/Risk – Bishop)

(7) Adoption of a Resolution awarding the construction contract for the Citywide Pavement Repair & Maintenance Program 2018 Project (CIP 2018-07 and 2018-15) to Ramona Paving and Construction Corporation for a total amount of $362,520.00, authorizing the Director of Development Services to approve change orders in a total amount not to exceed $36,250.00 and approving a Categorical Exemption pursuant to Section 15301(c) of the California Environmental Quality Act. (Development Services – Kush) (Reso 075-2018)

ACTION: Council Member Hall moved approval of the Consent Calendar.

Council Member Houlahan seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

PUBLIC HEARINGS:

(8) Public Hearing for an Ordinance amending Title 17 ("Zoning Ordinance") of the City of Santee Municipal Code to define "Micro-brewery" and add "Micro-breweries" as a permitted use in the

General Commercial (GC) Zone, and approving an exemption from the California Environmental Quality Act (CEQA) in accordance with Section 15305 of the CEQA Guidelines. (Case File: ZOA 2018-2) (Development Services – Kush)

The Public Hearing was opened at 7:15 p.m.

Director of Development Services Kush introduced the item. Associate Planner Coyne gave a PowerPoint presentation and responded to Council questions.

PUBLIC SPEAKERS:
In Support:
- Sean Streeter
- Zach Gianino

ACTION: After further discussion, Council Member Jones moved approval of staff recommendation.

Council Member Houlahan seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

The Public Hearing was closed at 7:40 p.m.

(9) Public Hearing on a Resolution approving the staff report and authorizing a special assessment on certain parcels of land that received administrative citations for Municipal Code violations and/or administrative fees for which costs have not been paid by the owner(s) of record of said parcels. (Development Services – Kush) (Reso 076-2018)

The Public Hearing was opened at 7:40 p.m.

Director of Development Services Kush introduced the item and presented the staff report.

PUBLIC SPEAKERS:
- John Lee

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Jones seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

The Public Hearing was closed at 7:49 p.m.

(10) Public Hearing on a Resolution establishing a special assessment on

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certain parcels of land that were subject to involuntary weed abatement and/or administrative fees by the City and for which costs have not been paid by the owner(s) of record of said parcels. (Development Services – Kush) (Reso 077-2018)

The Public Hearing was opened at 7:50 p.m.

Director of Development Services Kush introduced the item and presented the staff report.

ACTION: Council Member Jones moved approval of staff recommendation.

Council Member Hall seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

The Public Hearing was closed at 7:51 p.m.

(11) Public Hearing for the Walker Trails Project, a Town Center Specific Plan Amendment (TCSPA2016-1), Tentative Map (TM2016-1), Development Review Permit (DR2016-1), and Mitigated Negative Declaration (AEIS2016-6) and a Mitigation, Monitoring, and Reporting Program prepared pursuant to the California Environmental Quality Act for a 67-unit residential development on a 20.4-acre property on the Northwest corner of Chubb Ln and Magnolia Ave (APNs 381-160-41, -46, & -63). Applicant: SAM-SANTEE LLC (Development Services – Kush)

The Public Hearing was opened at 7:51 p.m.

Director of Development Services Kush introduced the item and presented the staff report.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Jones seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

The Public Hearing was continued to August 8, 2018.

NON-AGENDA PUBLIC COMMENT:

(A) Dan Bickford discussed the need for a new library in the City of Santee.

(B) Romiana Khoury, Crime Prevention Specialist, District Attorney's Office, introduced herself as a resource for the community.

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Council Members recessed at 7:58 p.m. and convened in Closed Session at 8:05 p.m. to hear Item 2 on the Special Meeting Agenda and Item 14 on the Regular Meeting Agenda. Present: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis. Absent: Mayor Minto.

CLOSED SESSION: Special Meeting Agenda

(2) CONFERENCE WITH REAL PROPERTY NEGOTIATORS
(Gov. Code section 54956.8)
Property: Parcels 383-124-18, 383-124-20, 383-124-54, and 383-124-56 located on Mission Gorge Road near Forester Creek.
City Negotiator: City Manager
Negotiating Party: Santee CDC Successor Agency
Under negotiation: Price and terms of payment.

CLOSED SESSION: Regular Meeting Agenda

(14) CONFERENCE WITH REAL PROPERTY NEGOTIATORS
(Gov. Code section 54956.8)
Property: Parcel 3 of Parcel Map 20177 located north of Town Center Parkway between Cuyamaca Street and Riverview Parkway ("Theater Parcel").
City Negotiator: City Manager.
Negotiating Party: Studio Movie Grill.
Under negotiation: Price and terms of payment.

Council Members reconvened in Open Session at 8:25 p.m. Present: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis. Absent: Mayor Minto.

Vice Mayor McNelis reported that there was no reportable action at this time.

COMMUNITY DEVELOPMENT COMMISSION SUCCESSOR AGENCY:

(12) Consideration of the sale of parcels 383-124-18, 383-124-20, 383-124-54 and 383-124-56 located on Mission Gorge Road near Forester Creek. (Executive Director Best) (Reso 002-2018)

City Manager Best introduced the item and Director of Finance McDermott presented the staff report.

ACTION: Council Member Hall moved approval of staff recommendation.

Council Member Houlahan seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

NEW BUSINESS:

(13) Consideration of the purchase of parcels 383-124-18, 383-124-20,

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383-124-54 and 383-124-56 located on Mission Gorge Road near Forester Creek. (City Manager Best) (Reso 078-2018)

City Manager Best introduced the item and presented the staff report.

ACTION: Council Member Jones moved approval of staff recommendation.

Council Member Hall seconded the motion, which carried by the following vote: Ayes: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis – 4. Absent: Mayor Minto – 1.

PUBLIC SPEAKERS:

- Dan Bickford – previously left the meeting.

CITY COUNCIL REPORTS: None

CITY MANAGER REPORTS:

City Manager Best reminded everyone the next Regular Meeting of the City Council for July 11, 2018 was cancelled.

CITY ATTORNEY REPORTS: None

ADJOURNMENT:
There being no further business, the meeting was adjourned at 8:30 p.m.

Date Approved:

_____
Annette Ortiz, City Clerk

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Minutes
Santee City Council
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
June 27, 2018

DRAFT

1. CALL TO ORDER:

This Special Meeting of the Santee City Council was called to order by Vice Mayor Rob McNelis at 7:00 p.m. Note: This Special Meeting was held concurrent to a Regular Meeting.

ROLL CALL: Present: Vice Mayor Rob McNelis and Council Members Ronn Hall, Stephen Houlahan and Brian W. Jones – 4.

Absent: Mayor John W. Minto – 1.

Officers present: City Manager Marlene Best, City Attorney Shawn Hagerty and City Clerk Annette Ortiz.

Council Members adjourned into Closed Session at 8:05 p.m. Present: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis. Absent: Mayor Minto.

2. CLOSED SESSION:

CONFERENCE WITH REAL PROPERTY NEGOTIATORS
(Gov. Code section 54956.8)
Property: Parcels 383-124-18, 383-124-20, 383-124-54, and 383-124-56 located on Mission Gorge Road near Forester Creek.
City Negotiator: City Manager
Negotiating Party: Santee CDC Successor Agency
Under negotiation: Price and terms of payment.

Council Members reconvened in Open Session at 8:25 p.m. Present: Council Members Hall, Houlahan, Jones and Vice Mayor McNelis. Absent: Mayor Minto.

Vice Mayor McNelis reported that there was no reportable action at this time.

3. ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:30 p.m.

Date Approved:

_____
Annette Ortiz, City Clerk

Minutes
Santee City Council
Council Chamber – Building 2
10601 Magnolia Avenue
Santee, California
July 11, 2018

DRAFT

This Regular Meeting of the Santee City Council was cancelled by Council action taken at the Regular Meeting held on February 28, 2018.

Date Approved:

_____
Annette Ortiz, City Clerk

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE PAYMENT OF DEMANDS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY

A listing of checks that have been disbursed since the last Council meeting is submitted herewith for approval by the City Council.

FINANCIAL STATEMENT

Adequate budgeted funds are available for the payment of demands per the attached listing.

CITY ATTORNEY REVIEW

☒ N/A ☐ Completed

RECOMMENDATION

for MDB.

Approval of the payment of demands as presented.

ATTACHMENTS (Listed Below)

1) Payment of Demands-Summary of Checks Issued
2) Disbursement Journal

Payment of Demands
Summary of Payments Issued

Date	Description	Amount
06/21/18	Accounts Payable	47,305.69
06/21/18	Accounts Payable	1,676,811.07
06/25/18	Accounts Payable	90,719.77
06/26/18	Accounts Payable	98,702.56
06/27/18	Accounts Payable	377,654.65
06/27/18	Accounts Payable	2,212.00
06/28/18	Accounts Payable	400,000.00
07/02/18	Retiree Health	5,203.00
07/02/18	Accounts Payable	53,952.95
07/02/18	Accounts Payable	34,113.49
07/03/18	Accounts Payable	243,458.09
07/05/18	Payroll	361,957.76
07/05/18	Accounts Payable	388,337.45
07/09/18	Accounts Payable	98,184.45
07/10/18	Accounts Payable	97,905.01
07/11/18	Accounts Payable	48,859.29
07/11/18	Accounts Payable	177,072.80
07/12/18	Accounts Payable	18,608.17
07/13/18	Accounts Payable	3,680.62
07/19/18	Payroll	402,196.86
	TOTAL	$ 4,626,935.68

I hereby certify to the best of my knowledge and belief that the foregoing demands listing is correct, just, conforms to the approved budget, and funds are available to pay said demands.

Tim K. McDermott, Director of Finance

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118622	6/21/2018	12724 AMERICAN FIDELITY ASSURANCE	B764968		VOLUNTARY EMPLOYEE BENEFITS	3,976.74
					Total :	**3,976.74**
118623	6/21/2018	12903 AMERICAN FIDELITY ASSURANCE CO	2011653		FLEXIBLE SPENDING ACCOUNT	3,089.91
					Total :	**3,089.91**
118624	6/21/2018	12722 FIDELITY SECURITY LIFE	163525045		EYEMED - VOLUNTARY VISION	746.13
					Total :	**746.13**
118625	6/21/2018	10844 FRANCHISE TAX BOARD	PPE 06/13/18		WITHHOLDING ORDER	25.00
					Total :	**25.00**
118626	6/21/2018	10508 LIFE INSURANCE COMPANY OF	June 2018		LIFE/LTD INSURANCE	2,658.36
					Total :	**2,658.36**
118627	6/21/2018	10784 NATIONAL UNION FIRE INSURANCE	June 2018		VOLUNTARY AD&D	93.00
					Total :	**93.00**
118628	6/21/2018	10335 SAN DIEGO FIREFIGHTERS FEDERAL	June 2018		LONG TERM DISABILITY-SFFA	1,176.00
					Total :	**1,176.00**
118629	6/21/2018	10424 SANTEE FIREFIGHTERS	PPE 06/13/18		DUES/PEC/BENEVOLENT/BC EXP	2,664.03
					Total :	**2,664.03**
118630	6/21/2018	12892 SELMAN & COMPANY	June 2018		ID THEFT PROTECTION	100.00
					Total :	**100.00**
118631	6/21/2018	10776 STATE OF CALIFORNIA	PPE 06/13/18		WITHHOLDING ORDER	575.99
					Total :	**575.99**
118632	6/21/2018	10001 US BANK	PPE 06/13/18		PARS RETIREMENT	1,183.10
					Total :	**1,183.10**
118633	6/21/2018	10959 VANTAGE TRANSFER AGENT/457	PPE 06/13/18		ICMA - 457	27,259.73
					Total :	**27,259.73**
118634	6/21/2018	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 06/13/18		RETIREE HEALTH SAVINGS ACCOU	3,757.70

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118634	6/21/2018	10782 10782 VANTAGEPOINT TRNSFR AGT/80180	(Continued)			
					Total :	3,757.70

13 Vouchers for bank code : ubgen

Bank total : 47,305.69

13 Vouchers in this report

Total vouchers : 47,305.69

Prepared by: Nicole
Date: 6-21-18

Approved by: Heather Jennings
Date: 6-21-18

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118635	6/21/2018	10003 A & B SAW & LAWNMOWER SHOP	29245	51886	SMALL TOOLS - WEED TRIMMER	386.82
			29246	51886	SMALL TOOLS- LANDSCAPE	1,620.22
					Total :	**2,007.04**
118636	6/21/2018	11445 AMERICAN MESSAGING	L1072898SF		FD PAGER SERVICE	209.71
					Total :	**209.71**
118637	6/21/2018	13042 ANDY GUMP INC	Ref000049553		LI Refund Cst #03439	50.00
					Total :	**50.00**
118638	6/21/2018	12083 ANIMAL PEST MANAGEMENT	568676	51760	PEST CONTROL SERVICES	640.00
					Total :	**640.00**
118639	6/21/2018	10298 BLACKMAN, HAILE G	005		SANTEE SUMMER CONCERTS	950.00
					Total :	**950.00**
118640	6/21/2018	10021 BOUND TREE MEDICAL LLC	82879163	51860	EMS SUPPLIES	185.20
			82879164	51860	EMS SUPPLIES	932.28
			82879165	51860	EMS SUPPLIES	19.36
			82879166	51860	EMS SUPPLIES	1,535.10
			82879167	51860	EMS SUPPLIES	89.60
			82880647	51860	EMS SUPPLIES	49.76
			82880648	51860	EMS SUPPLIES	24.88
			82884825	51860	EMS SUPPLIES	398.93
			82884826	51860	EMS SUPPLIES	690.79
					Total :	**3,925.90**
118641	6/21/2018	10022 BRAUN NORTHWEST INC	22769	51765	VEHICLE REPAIR PART	120.85
					Total :	**120.85**
118642	6/21/2018	11055 CALIFORNIA SIGNS AND MARKETING	16824	51940	FACILITY SIGNAGE	21.55
					Total :	**21.55**
118643	6/21/2018	10299 CARQUEST AUTO PARTS	11102-461314	51766	VEHICLE REPAIR PARTS	23.64
			11102-461557	51766	VEHICLE REPAIR PART	29.63
					Total :	**53.27**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118644	6/21/2018	12349 CHOICE LOCKSMITHING	053118COS	51888	LOCKSMITH SERVICES	124.70
					Total :	**124.70**
118645	6/21/2018	10032 CINTAS CORPORATION #694	694497911	51880	UNIFORM/PARTS CLEANER RNTL	57.18
			694500916	51880	UNIFORM/PARTS CLEANER RNTL	57.18
					Total :	**114.36**
118646	6/21/2018	11330 CLEANSTREET	90304	51847	STREET SWEEPING SVCS	250.00
			90426	51847	STREET SWEEPING SVCS	14,876.64
					Total :	**15,126.64**
118647	6/21/2018	10035 COMPETITIVE METALS INC	292190	51767	SHOP SUPPLIES	324.37
					Total :	**324.37**
118648	6/21/2018	10171 COUNTY OF SAN DIEGO AUDITOR &	04/2018 AGENCY REV		04/18 AGENCY PARK CITE REPT	358.50
			04/2018 DMV REVENUE		04/18 DMV PARK CITE REPT	222.50
			04/2018 PHOENIX REV		04/18 PHOENIX CITE REV REPT	585.00
			05/2018 AGENCY REV		05/18 AGENCY PARK CITE REPT	291.00
			05/2018 DMV REVENUE		05/18 DMV PARK CITE REPT	182.50
			05/2018 PHOENIX REV		05/18 PHOENIX CITE REV REPT	537.50
					Total :	**2,177.00**
118649	6/21/2018	10358 COUNTY OF SAN DIEGO	18CTOFSAN11	51967	RCS SHERIFF RADIO & MDT COST:	4,503.00
			18CTOFSASN11	51826	800 MHZ ACCESS (FIRE/PS)	1,567.50
					Total :	**6,070.50**
118650	6/21/2018	10608 CRISIS HOUSE	300	52010	CDBG SUBRECIPIENT	435.04
					Total :	**435.04**
118651	6/21/2018	10142 CSA SAN DIEGO COUNTY	501	52021	CDBG SUBRECIPIENT	1,102.31
					Total :	**1,102.31**
118652	6/21/2018	10043 D & D SERVICES INC	72308	51942	DEAD ANIMAL REMOVAL SERVICE	1,325.00
					Total :	**1,325.00**
118653	6/21/2018	10053 EL CAJON PLUMBING & HEATING	308824	51943	PLUMBING SUPPLIES	149.66
					Total :	**149.66**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118654	6/21/2018	12593 ELLISON WILSON ADVOCACY, LLC	618	51970	LEGISLATIVE ADVOCACY SERVICE	1,500.00
					Total :	**1,500.00**
118655	6/21/2018	10058 ETS PRODUCTIONS INC	12178	51814	SANTEE SUMMER CONCERTS	3,560.00
					Total :	**3,560.00**
118656	6/21/2018	10251 FEDERAL EXPRESS	6-193-30819		SHIPPING CHARGES	54.20
			6-199-60440		SHIPPING CHARGES	232.99
					Total :	**287.19**
118657	6/21/2018	11136 FINANCIAL CREDIT NETWORK INC	MAY 2018		COLLECTION FEES	304.25
					Total :	**304.25**
118658	6/21/2018	13030 FLOCKE & AVOYER COMMERCIAL, REAL	4710-1	52118	CONSULTING FEES	6,500.00
					Total :	**6,500.00**
118659	6/21/2018	12760 FOCUS PSYCHOLOGICAL	SANTEE2018-5	52058	COUNSELING SERVICES	600.00
					Total :	**600.00**
118660	6/21/2018	11196 HD SUPPLY FACILITIES	2018 Q1		LOCATION AGRMNT PYMT 2018Q1	301,313.50
					Total :	**301,313.50**
118661	6/21/2018	11196 HD SUPPLY FACILITIES	9163534587	51778	VEHICLE SUPPLIES	116.26
					Total :	**116.26**
118662	6/21/2018	10256 HOME DEPOT CREDIT SERVICES	7153360	51780	STATION SUPPLIES	128.68
					Total :	**128.68**
118663	6/21/2018	12743 HVS	2017021673-1	51961	CONSULTING SERVICES	8,387.19
					Total :	**8,387.19**
118664	6/21/2018	10982 MATSUSHITA, JUSTIN	060818		CFED 2018 CONFERENCE	120.50
					Total :	**120.50**
118665	6/21/2018	10079 MEDICO PROFESSIONAL	2190298	51876	MEDICAL LINEN SERVICE	20.02
			2190299	51876	MEDICAL LINEN SERVICE	8.16
			2194161	51876	MEDICAL LINEN SERVICE	8.16
			2194162	51876	MEDICAL LINEN SERVICE	20.02

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118665	6/21/2018	10079 MEDICO PROFESSIONAL	(Continued)			
			2197844	51876	MEDICAL LINEN SERVICE	20.02
			2197845	51876	MEDICAL LINEN SERVICE	8.16
					Total :	**84.54**
118666	6/21/2018	11783 MINTO, JOHN	06082018		LEAGUE OF CA CITIES	264.00
					Total :	**264.00**
118667	6/21/2018	12451 MOBILE GRAPHICS & DESIGN	201859	51854	BANNERS INSTALL/REMOVAL	450.00
					Total :	**450.00**
118668	6/21/2018	10344 PADRE DAM MUNICIPAL WATER DIST	21105559		9170 VIA DE CRISTINA	268.50
			24206565		10580 PROSPECT AVE	344.37
			24206698		10541 PROSPECT AVE	159.93
			24218157		10054 PROSPECT AVE	35.19
			24218344		10027 PROSPECT AVE	238.61
			29701296		TEMPORARY METER	216.05
			90000366		GROUP BILL	55,311.51
			90000367		GROUP BILL	25,640.44
					Total :	**82,214.60**
118669	6/21/2018	10932 PERRY ELECTRIC	CIP 2018-04		RETENTION RELEASE	7,277.30
					Total :	**7,277.30**
118670	6/21/2018	10241 JAN SHERAR	06/08/18		PETTY CASH REIMB - CSD	154.87
			06/11/18		PETTY CASH REIMB - PSD	80.00
			06/15/2018		PETTY CASH REIMB-HR	156.48
			06182018		PETTY CASH REIMB- FIRE	59.13
					Total :	**450.48**
118671	6/21/2018	10092 PHOENIX GROUP INFO SYSTEMS	042018031	51945	PARKING CITE SVC APR 2018	252.10
					Total :	**252.10**
118672	6/21/2018	13041 PRICE, DANDI	06142018		PARKING CITATION REFUND	120.00
					Total :	**120.00**
118673	6/21/2018	10101 PROFESSIONAL MEDICAL SUPPLY	B000954	51821	OXYGEN CYLINDERS & REFILLS	80.22
			B000955	51821	OXYGEN CYLINDERS & REFILLS	66.15

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118673	6/21/2018	10101	PROFESSIONAL MEDICAL SUPPLY	(Continued)			
				B000956	51821	OXYGEN CYLINDERS & REFILLS	220.62
						Total :	**366.99**
118674	6/21/2018	12062	PURETEC INDUSTRIAL WATER	1640247	51867	DEIONIZED WATER SERVICE	90.00
						Total :	**90.00**
118675	6/21/2018	13043	CURTIS ANDERSON	Ref000049554		LI Refund Cst #14992	50.00
						Total :	**50.00**
118676	6/21/2018	10606	S.D. COUNTY SHERIFF'S DEPT.	SHERIFF APR 2018		LAW ENFORCEMENT 2018	1,168,580.96
						Total :	**1,168,580.96**
118677	6/21/2018	10407	SAN DIEGO GAS & ELECTRIC	8777 527 150 8		10287 PROSPECT AVE	18.27
						Total :	**18.27**
118678	6/21/2018	11638	SAVMART PHARMACEUTICAL	610205	51798	PHARMACEUTICALS	1,456.70
						Total :	**1,456.70**
118679	6/21/2018	10110	SECTRAN SECURITY INC	18060402	51958	TRANSPORT SVCS 2018-06	117.08
						Total :	**117.08**
118680	6/21/2018	12694	SHARPE, DEBORAH A.	3	51896	FANITA RANCH PARKS PLANNING	490.00
						Total :	**490.00**
118681	6/21/2018	10314	SOUTH COAST EMERGENCY VEHICLE	489646	51799	VEHICLE SUPPLIES	42.93
				489676	51799	VEHICLE REPAIR PARTS	378.51
				489721	51799	VEHICLE REPAIR PARTS	233.39
						Total :	**654.83**
118682	6/21/2018	10217	STAPLES ADVANTAGE	3378256626	51883	OFFICE SUPPLIES	214.00
				3378402249	51883	OFFICE SUPPLIES	153.36
				3378563730	51883	OFFICE SUPPLIES	4.74
				3379293636	51824	OFFICE SUPPLIES - CITY CLERK	-35.55
				3380545412	51939	OFFICE SUPPLIES	208.49
						Total :	**545.04**
118683	6/21/2018	10217	STAPLES CONTRACT & COMMERCIAL	3379011616	51939	OFFICE SUPPLIES	60.26

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118683	6/21/2018	10217 STAPLES CONTRACT & COMMERCIAL	(Continued)			
			3379011617	51939	OFFICE SUPPLIES	7.08
					Total :	**67.34**
118684	6/21/2018	10119 STEVEN SMITH LANDSCAPE INC	38579	51869	A1 LANDSCAPE SERVICES	36,849.82
			38598	51869	A1 LANDSCAPE SERVICES	2,100.00
					Total :	**38,949.82**
118685	6/21/2018	10158 THE SOCO GROUP INC	0535031-IN	52032	DELIVERED FUEL	1,447.34
			0537688-IN	52032	DELIVERED FUEL	949.85
			CL29502	52073	FLEET CARD FUELING	1,281.81
			CL30634	52073	FLEET CARD FUELING	1,483.77
			CL30760	52073	FLEET CARD FUELING	1,547.31
			CL31244	52073	FLEET CARD FUELING	714.33
			CL32016	52073	FLEET CARD FUELING	515.12
					Total :	**7,939.53**
118686	6/21/2018	10479 TIRE CENTERS LLC	8720188105	51804	TIRES	1,439.82
					Total :	**1,439.82**
118687	6/21/2018	11193 TMAN TRAFFIC SUPPLY	7790	52043	TRAFFIC SIGNS & SUPPLIES	1,498.50
					Total :	**1,498.50**
118688	6/21/2018	10165 TRAD AM ENTERPRISES INC	0518SRP-REVISED		INSTRUCTOR PAYMENT	1,347.60
					Total :	**1,347.60**
118689	6/21/2018	12480 UNITED SITE SERVICES	114-6845740	51913	PORTABLE TOILET RENTAL SVC	71.40
					Total :	**71.40**
118690	6/21/2018	12736 WANDER WAGEN	6622		SANTEE SUMMER CONCERTS	780.00
					Total :	**780.00**
118691	6/21/2018	10326 WESCO INC	345493	51979	LIGHTING SUPPLIES	173.35
					Total :	**173.35**
118692	6/21/2018	10232 XEROX CORPORATION	093427228	51812	COPY CHARGES-STATION 5	89.63
			093427234	51836	COPY CHARGES & LEASE	128.71
			093427235	51911	COPY CHARGES & LEASE	370.26

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118692	6/21/2018	10232 10232 XEROX CORPORATION	(Continued)			
					Total :	588.60
118693	6/21/2018	12510 ZERO WASTE USA	225832	52117	PET WASTE BAGS	1,239.13
					Total :	1,239.13
118694	6/21/2018	10522 ZUMAR INDUSTRIES INC	0177412	51901	SIGNS & SUPPLIES	1,487.62
					Total :	1,487.62

60 Vouchers for bank code : ubgen

Bank total : 1,676,811.07

60 Vouchers in this report

Total vouchers : 1,676,811.07

Prepared by: Nicole S
Date: 6-21-18

Approved by: Heather Jennings
Date: 6-21-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
11589	6/25/2018	10955 DEPARTMENT OF THE TREASURY	PPE 06/13/18		FED WITHHOLD & MEDICARE	67,989.19
					Total :	**67,989.19**
11599	6/25/2018	10956 FRANCHISE TAX BOARD	PPE 06/13/18		CA STATE TAX WITHHELD	22,730.58
					Total :	**22,730.58**

2 Vouchers for bank code : ubgen — **Bank total : 90,719.77**

2 Vouchers in this report — **Total vouchers : 90,719.77**

Prepared by: Nicole
Date: 6-25-18

Approved by: Heather Jennings
Date: 6-25-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
6183	6/26/2018	10353 PERS	06 18 3		RETIREMENT PAYMENT	98,702.56
					Total :	98,702.56

1 Vouchers for bank code : ubgen — Bank total : 98,702.56

1 Vouchers in this report — Total vouchers : 98,702.56

Prepared by: Nicole S
Date: 6-26-18

Approved by: Heather Jennings
Date: 6-26-18

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118695	6/27/2018	10010 ALLIANT INSURANCE SERVICES INC	854144		SUMMER CONCERTS	3,623.00
					Total :	**3,623.00**
118696	6/27/2018	10127 AL'S SPORT SHOP	16874	51919	SPORTS EQUIP & SUPPLIES	1,993.93
					Total :	**1,993.93**
118697	6/27/2018	12701 AMERICAN RADIO INC	ST106702	52006	RADIO REPAIR	222.33
			ST106703	52006	RADIO REPAIR	596.94
					Total :	**819.27**
118698	6/27/2018	12083 ANIMAL PEST MANAGEMENT	565751	51760	PEST CONTROL SERVICES	45.00
					Total :	**45.00**
118699	6/27/2018	12526 ARC ERGONOMICS	53137		OFFICE EQUIPMENT	649.72
			53146	52105	OFFICE EQUIPMENT	1,202.43
					Total :	**1,852.15**
118700	6/27/2018	10189 ATTENTION GETTERS DESIGN INC	43733	51763	VEHICLE SUPPLIES	224.62
					Total :	**224.62**
118701	6/27/2018	10516 AWARDS BY NAVAJO	0618257	52000	NAMETAG	11.85
					Total :	**11.85**
118702	6/27/2018	10020 BEST BEST & KRIEGER LLP	LEGAL SVCS MAY 2018		LEGAL SERVICES MAY 2018	52,693.81
					Total :	**52,693.81**
118703	6/27/2018	11169 CALIFORNIA WATERS LLC	3448	51887	FOUNTAIN MAINTENANCE	2,474.00
			3654	51887	FOUNTAIN MAINTENANCE	2,474.00
					Total :	**4,948.00**
118704	6/27/2018	10876 CANON SOLUTIONS AMERICA INC	989036937	51837	SCANNER MAINTENANCE	72.71
					Total :	**72.71**
118705	6/27/2018	10327 CARLIN, TAMMIE K	039		INSTRUCTOR PAYMENT	3,175.20
					Total :	**3,175.20**
118706	6/27/2018	10958 CATERPILLAR FINANCIAL SERVICES	823461		LEASE PYMNT #10-VACTOR 2100	16,305.91
		(Voided and re-issued on 7/11/2018)				

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118706	6/27/2018	10958	10958 CATERPILLAR FINANCIAL SERVICES (Continued)				
						Total :	16,305.91
118707	6/27/2018	10569	CHARLENE'S DANCE N CHEER	222		INSTRUCTOR PAYMENT	4,057.30
						Total :	4,057.30
118708	6/27/2018	10032	CINTAS CORPORATION #694	694503948	51880	UNIFORM/PARTS CLEANER RNTL	75.26
						Total :	75.26
118709	6/27/2018	12860	COLANTUONO, HIGHSMITH &	35965		SDCOE CONSORTIUM	4.77
						Total :	4.77
118710	6/27/2018	12153	CORODATA RECORDS	RS4409489	51981	DOCUMENT RETRIEVAL/STORAGE	583.29
						Total :	583.29
118711	6/27/2018	11862	CORODATA SHREDDING INC	DN 1192183	52034	SECURE DESTRUCTION SERVICES	37.87
						Total :	37.87
118712	6/27/2018	10039	COUNTY MOTOR PARTS COMPANY INC	408119	52106	FLEET SHOP EQUIPMENT	4,402.90
				408491	51768	VEHICLE REPAIR PART	108.20
						Total :	4,511.10
118713	6/27/2018	10486	COUNTY OF SAN DIEGO	201800500		RECORDED DOC	12.00
						Total :	12.00
118714	6/27/2018	11168	CTE INC CLARK TELECOM AND	1614	51926	STREET LIGHT REPAIR	9,643.45
				1666	51926	DIG ALERT SERVICES	1,525.23
				1688	51926	STREET LIGHT REPAIR	4,557.15
				1732	51926	DIG ALERT SERVICES	1,452.60
				1733	51926	STREET LIGHT MAINTENANCE	507.52
				1758	51926	STREET LIGHT REPAIR	141.56
				1770	51926	STREET LIGHT MAINTENANCE	507.52
				1771	51926	DIG ALERT MARK-OUTS	484.20
				1775	51926	STREET LIGHT REPAIR	650.41
				1778	51926	STREET LIGHT MAINTENANCE	507.52
						Total :	19,977.16
118715	6/27/2018	12483	DISCOUNT SIGNS AND BANNERS	4957		EQUIPMENT ID TAGS	129.30

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118715	6/27/2018	12483 12483 DISCOUNT SIGNS AND BANNERS (Continued)				
					Total :	**129.30**
118716	6/27/2018	11017 DIVISION OF THE STATE	JAN - MAR 2018		SB 1186 JAN - MAR 2018	17.10
			JAN- MAR 2018		AB 1379 JAN - MAR 2018	690.00
			OCT - DEC 2017		SB 1186 OCT - DEC 2017	1.50
					Total :	**708.60**
118717	6/27/2018	11295 DOKKEN ENGINEERING	33252	50583	WOODSIDE ROUNDABOUT	14,785.00
			33256	50583	MAST PARK IMPROVEMENTS	16,080.00
			33258	50583	SYCAMORE CREEK DRAINAGE STI	20,710.00
					Total :	**51,575.00**
118718	6/27/2018	11295 DOKKEN ENGINEERING	33124	50583	WOODSIDE ROUNDABOUT	3,393.00
					Total :	**3,393.00**
118719	6/27/2018	10057 ESGIL CORPORATION	0045672-IN		FIRE INSPECTION SERVICES	539.50
					Total :	**539.50**
118720	6/27/2018	12780 FIGUEROA, NICOLE	06182018	52120	TUITION REIMBURSEMENT	700.54
					Total :	**700.54**
118721	6/27/2018	10009 FIRE ETC	117133	51973	FF PROTECTIVE CLOTHING	1,912.56
			117494	52121	RESCUE EQUIPMENT	6,194.64
					Total :	**8,107.20**
118722	6/27/2018	11196 HD SUPPLY FACILITIES	9163584769	51778	SHOP EQUIPMENT	143.29
					Total :	**143.29**
118723	6/27/2018	10556 HECKMAN, HEATHER	06072018	52013	TUITION REIMBRUSEMENT	522.38
					Total :	**522.38**
118724	6/27/2018	11724 ICF JONES & STOKES INC	0130320	50991	MSCP SUBAREA PLAN & EIR	20,198.88
			0130322	50991	MSCP SUBAREA PLAN & EIR	11,125.00
					Total :	**31,323.88**
118725	6/27/2018	12948 KTU&A	30241	52070	SITE & ECONOMIC ANAYLSIS	10,913.50
					Total :	**10,913.50**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118726	6/27/2018	10204 LIFE ASSIST INC	860106	51785	PHARMACEUTICALS	334.24
					Total :	**334.24**
118727	6/27/2018	12677 LIONHEART FENCING ACADEMY INC	4752		INSTRUCTOR PAYMENT	864.00
					Total :	**864.00**
118728	6/27/2018	11986 MARION B BORG ENVIRONMENTAL	SANTEE01-72	51024	FANITA RCH CONSULTING SVCS	3,927.00
			SANTEE01-73	51024	FANITA RCH CONSULTING SVCS	2,606.10
			SECT. 6 GRANT-30	51024	PROF SVCS-SUBAREA PLAN COOF	749.70
			SECT. 6 GRANT-31	51024	PROF SVCS-SUBAREA PLAN COOF	428.40
					Total :	**7,711.20**
118729	6/27/2018	12990 MATTRESS FIRM, INC	S017905077	52092	MATTRESSES - FIRE STATION 5	5,492.50
					Total :	**5,492.50**
118730	6/27/2018	10079 MEDICO PROFESSIONAL	2179906	51876	MEDICAL LINEN SERVICE	23.48
			2179907	51876	MEDICAL LINEN SERVICE	8.16
			2201450	51876	MEDICAL LINEN SERVICE	20.02
			2201451	51876	MEDICAL LINEN SERVICE	8.16
					Total :	**59.82**
118731	6/27/2018	11029 MISSION JANITORIAL SUPPLIES	605014-00	51944	JANITORIAL SUPPLIES	2,072.28
			605014-01	51944	JANITORIAL SUPPLIES	247.03
					Total :	**2,319.31**
118732	6/27/2018	12451 MOBILE GRAPHICS & DESIGN	201861	51854	BANNER INSTALL & REMOVAL	450.00
					Total :	**450.00**
118733	6/27/2018	12937 NATIONAL TRENCH SAFETY	0691152	52123	PERMA PATCH	3,407.93
					Total :	**3,407.93**
118734	6/27/2018	10218 OFFICE DEPOT	125822289001	51830	OFFICE SUPPLIES	312.37
					Total :	**312.37**
118735	6/27/2018	10308 O'REILLY AUTO PARTS	2968-215693	51791	VEHICLE REPAIR PARTS	6.98
					Total :	**6.98**
118736	6/27/2018	10336 PADRE DAM MUNICIPAL WATER DIST	CIP 2015-13 (3)		RECYCLED WATER METER - MGR I	6,567.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118736	6/27/2018	10336 10336 PADRE DAM MUNICIPAL WATER DIST (Continued)				
					Total :	6,567.00
118737	6/27/2018	12945 PD GOLF	003		INSTRUCTOR PAYMENT	354.00
					Total :	354.00
118738	6/27/2018	10241 JAN SHERAR	06-19-18		PETTY CASH REIMB - DDS	273.55
			FIN 6/26/18		PETTY CASH REIMB - FINANCE	195.85
					Total :	469.40
118739	6/27/2018	10092 PHOENIX GROUP INFO SYSTEMS	022018031	51945	PARKING CITE SVC FEB 2018	380.90
			032018031	51945	PARKING CITE SVC MAR 2018	209.75
					Total :	590.65
118740	6/27/2018	10161 PRIZM JANITORIAL SERVICES INC	152101	51893	CUSTODIAL SVCS - PARKS	1,973.85
			152213	51893	CUSTODIAL SVCS - PARKS	1,973.85
			152254	51893	CUSTODIAL SVCS - PARKS	40.00
			15244	51893	CUSTODIAL SVCS - PARKS	1,973.85
					Total :	5,961.55
118741	6/27/2018	12062 PURETEC INDUSTRIAL WATER	1642555	51867	DEIONIZED WATER SERVICE	45.00
					Total :	45.00
118742	6/27/2018	10095 RASA	5181	51842	MAP CHECK	455.00
					Total :	455.00
118743	6/27/2018	12923 ROGERS, DEVERNA	06152018	52038	TUITION REIMBURSEMENT	150.00
					Total :	150.00
118744	6/27/2018	10097 ROMAINE ELECTRIC CORPORATION	12-042990	51822	VEHICLE SUPPLIES	871.93
					Total :	871.93
118745	6/27/2018	10552 SAFEWAY SIGN COMPANY	13148	52072	STREET NAME SIGNS	1,158.54
					Total :	1,158.54
118746	6/27/2018	10407 SAN DIEGO GAS & ELECTRIC	0422 970 321 8		STREET LIGHTS	32,206.74
			2237 358 004 2		TRAFFIC SIGNAL	4,572.75
			3422 380 562 8		GAS TAX	126.39
			4394 020 550 9		LMD	5,785.26

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118746	6/27/2018	10407	10407 SAN DIEGO GAS & ELECTRIC	(Continued)			
						Total :	42,691.14
118747	6/27/2018	13034	SAN DIEGO OASIS	45		SENIOR GROUP GUEST SPEAKER	225.00
						Total :	225.00
118748	6/27/2018	10768	SANTEE SCHOOL DISTRICT	8001	51914	JOINT USE FIELDS - RIO SECO	216.71
				8059	51914	JOINT USE FIELDS - RIO SECO	866.44
						Total :	1,083.15
118749	6/27/2018	13020	SCHEIB PAINT & BODY	037557	52114	VEHICLE SERVICE	882.25
				1016393	52114	VEHICLE SERVICE	882.25
						Total :	1,764.50
118750	6/27/2018	12938	SELECT ELECTRIC INC	3363-01	52062	TRAFFIC SIGNAL MAINTENANCE	3,204.00
				3363-02	52062	TRAFFIC SIGNAL MAINTENANCE	3,051.29
				3363-03	52062	TRAFFIC SIGNAL MAINTENANCE	1,526.50
				3363-04	52062	TRAFFIC SIGNAL MAINTENANCE	3,918.15
				3363-04	52062	TRAFFIC SIGNAL REPAIR	9,442.10
					52062		
						Total :	21,142.04
118751	6/27/2018	10585	SHARP REES-STEALY MEDICAL	320212922		TB TEST	144.00
				320797573		DMV EXAM	110.00
				320842041		HEARING TEST	43.00
						Total :	297.00
118752	6/27/2018	12223	SITEONE LANDSCAPE SUPPLY LLC	85640733	51831	IRRIGATION SUPPLIES	1,135.40
				85674787	51831	IRRIGATION SUPPLIES	509.13
				85675714	51831	IRRIGATION SUPPLIES	659.53
				85691339	51831	IRRIGATION SUPPLIES	68.20
				85808094	51831	IRRIGATION SUPPLIES	23.71
				85964235	51831	IRRIGATION SUPPLIES	157.50
				85988939 - CR	51831	IRRIGATION SUPPLIES	-509.13
				85989168	51831	IRRIGATION SUPPLIES	110.78
				86033673	51831	IRRIGATION SUPPLIES	82.42
				86121495	51831	IRRIGATION SUPPLIES	136.40
				86439724	51831	IRRIGATION SUPPLIES	54.56
				86570664	51831	IRRIGATION SUPPLIES	78.90

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118752	6/27/2018	12223	12223 SITEONE LANDSCAPE SUPPLY LLC (Continued)				
						Total :	**2,507.40**
118753	6/27/2018	10314	SOUTH COAST EMERGENCY VEHICLE	489664	51799	VEHICLE REPAIR	1,174.70
						Total :	**1,174.70**
118754	6/27/2018	11056	STANDARD ELECTRONICS	S41247	51946	SPRINKLER SYSTEM REPAIR	1,430.00
						Total :	**1,430.00**
118755	6/27/2018	10217	STAPLES ADVANTAGE	3376354874	51832	OFFICE SUPPLIES	167.07
				33780117304	51832	OFFICE SUPPLIES	525.81
				3378788375	51883	OFFICE SUPPLIES	351.03
				3378858848	51832	OFFICE SUPPLIES	185.30
				3378858849	51883	OFFICE SUPPLIES	180.14
				3379789779	51832	OFFICE SUPPLIES	579.68
				3379789782	51883	OFFICE SUPPLIES	-180.14
				3379789786	51882	OFFICE SUPPLIES	84.90
				3380117305	51824	OFFICE SUPPLIES	540.45
				3380117312	51824	OFFICE SUPPLIES	26.39
				3380117317	51824	OFFICE SUPPLIES	30.97
				3380399854	51883	OFFICE SUPPLIES	323.96
				3380468065	51832	OFFICE SUPPLIES	-579.68
				3380545413	51815	OFFICE SUPPLIES	312.48
				3380545414	51815	OFFICE SUPPLIES	51.58
				3380997787		OFFICE SUPPLIES CSD	50.84
				3381109467	51815	OFFICE SUPPLIES - CSD	169.20
				3381109468	51815	OFFICE SUPPLIES - CSD	177.66
						Total :	**2,997.64**
118756	6/27/2018	10534	STATE CONTROLLER'S OFFICE	FAUD-00001414	51962	ANNUAL STREET REPT 16/17	2,443.25
						Total :	**2,443.25**
118757	6/27/2018	10027	STATE OF CALIFORNIA	306552		FINGERPRINTING CHARGES	320.00
						Total :	**320.00**
118758	6/27/2018	10119	STEVEN SMITH LANDSCAPE INC	38700	51869	AREA 1 LANDSCAPE SERVICES	13,500.00
				38701	51869	AREA 1 LANDSCAPE SERVICES	840.00
				38702	51869	AREA 1 LANDSCAPE SERVICES	120.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118758	6/27/2018	10119	10119 STEVEN SMITH LANDSCAPE INC (Continued)				
						Total :	14,460.00
118759	6/27/2018	10121	SUPERIOR READY MIX LP	959749	51918	ASPHALT MATERIALS & SUPPLIES	120.68
				960523	51918	ASPHALT MATERIALS & SUPPLIES	120.68
				960524	51918	ASPHALT MATERIALS & SUPPLIES	95.68
				961391	51918	ASPHALT MATERIALS & SUPPLIES	362.04
				961526	51918	ASPHALT MATERIALS & SUPPLIES	224.12
				961527	51918	ASPHALT MATERIALS & SUPPLIES	65.46
						Total :	988.66
118760	6/27/2018	10250	THE EAST COUNTY	00064922		INVITATION TO BID	882.00
				00065636		PUB ORD 552	199.50
				00065762		PUBLIC HEARING NOTICE	227.50
						Total :	1,309.00
118761	6/27/2018	10515	THE SAN DIEGO UNION - TRIBUNE	003592235		PUBLIC NOTICE	1,039.00
						Total :	1,039.00
118762	6/27/2018	10158	THE SOCO GROUP INC	0533522-IN	51897	PROPANE	56.79
				0535560-IN	51897	EQUIPMENT FUEL	270.03
				0541235-IN	52032	DELIVERED FUEL	1,046.89
				0542532-IN	52032	DELIVERED FUEL	997.45
				CL32136	52073	FLEET CARD FUELING	1,437.81
				CL33259	52073	FLEET CARD FUELING	1,789.73
						Total :	5,598.70
118763	6/27/2018	11755	TIPTON, CECILIA	814400007882		STORM WATER SUPPLIES	161.61
						Total :	161.61
118764	6/27/2018	13039	TOTAL POOL CARE	Ref000049506		LI Refund Cst #20267	38.00
						Total :	38.00
118765	6/27/2018	13023	TRAFFICWARE, LLC	56623	52115	SYNCHRO PLUS SIMTRAFFIC	5,398.20
						Total :	5,398.20
118766	6/27/2018	10133	UNDERGROUND SERVICE ALERT	520180686	51843	DIG ALERT SERVICES	146.95
						Total :	146.95

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118767	6/27/2018	10692 UNITED PARCEL SERVICE	000006150X248		SHIPPING CHARGES	134.49
					Total :	**134.49**
118768	6/27/2018	12935 US CARGO CONTROL	388638	52054	LIFTING CHAINS FOR PSD	602.20
			388639	52054	LIFTING CHAINS FOR PSD	121.20
					Total :	**723.40**
118769	6/27/2018	12318 USA TOWING AND RECOVERY	I1410		TRAINING PROPS	300.00
			I1411		TRAINING PROPS	300.00
					Total :	**600.00**
118770	6/27/2018	11194 USAFACT INC	8051250		BACKGROUND CHECK SERVICES	63.64
			8060930		BACKGROUND CHECK SERVICES	18.52
					Total :	**82.16**
118771	6/27/2018	10642 USPS-HASLER	06192018		POSTAGE REIMBURSEMENT	2,233.46
					Total :	**2,233.46**
118772	6/27/2018	10475 VERIZON WIRELESS	9808846361		CELL PHONE SERVICE	1,778.33
			9808846362		WIFI SERVICE	608.16
					Total :	**2,386.49**
118773	6/27/2018	10148 WESTAIR GASES & EQUIPMENT INC	10693115	51807	WELDING SUPPLIES	375.65
					Total :	**375.65**
118774	6/27/2018	10331 HDS WHITE CAP CONST SUPPLY	10008927342	52009	TOOLS & SUPPLIES-PSD	1,307.41
					Total :	**1,307.41**
118775	6/27/2018	10317 WM HEALTHCARE SOLUTIONS INC	0404990-2793-2	51809	BIOMEDICAL WASTE DISPOSAL	94.70
			040499-2793-0	51809	BIOMEDICAL WASTE DISPOSAL	94.61
					Total :	**189.31**
118776	6/27/2018	10232 XEROX CORPORATION	093421229	51872	COPY CHARGES & LEASE	252.80
			093427225	51813	COPY CHARGES	258.54
			093427230	51856	COPY CHARGES & LEASE	308.85
			093427231	51857	COPY CHARGES & LEASE	345.79
			093427232	51910	COPY CHARGES & LEASE	260.45
			093427233	51912	COPY CHARGES & LEASE	318.10

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118776	6/27/2018	10232	10232 XEROX CORPORATION	(Continued)			
						Total :	1,744.53

82 Vouchers for bank code : ubgen — Bank total : 377,654.65

82 Vouchers in this report — Total vouchers : 377,654.65

Prepared by: Nicole S
Date: 6-27-18

Approved by: Heather Jennings
Date: 6-27-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
17181	6/27/2018	10429 CALPERS	100000015331113		INDEXED 1959 SURVIVOR BENEFIT	119.00
			100000015331307		INDEXED 1959 SURVIVOR BENEFIT	1,526.00
			100000015331446		INDEXED 1959 SURVIVOR BENEFIT	567.00
					Total :	**2,212.00**

1 Vouchers for bank code : ubgen — **Bank total : 2,212.00**

1 Vouchers in this report — **Total vouchers : 2,212.00**

Prepared by: Micah
Date: 6-27-18

Approved by: Heather Jennings
Date: 6-27-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
711756	6/28/2018	13051 CALPERS - CERBT	7933227073-001		OPEB TRUST CONTRIBUTION	400,000.00
					Total :	**400,000.00**

1 Vouchers for bank code : ubgen — **Bank total :** **400,000.00**

1 Vouchers in this report — **Total vouchers :** **400,000.00**

Prepared by: Nicole S
Date: 7-2-18

Approved by: Heather Jammes
Date: 7/2/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118777	7/2/2018	12951 BERRY, BONNIE F.	JULY 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
118778	7/2/2018	11513 BOND, ELLEN	07012018-263		MEADOWBROOK HARDSHIP PGRM	42.56
					Total :	**42.56**
118779	7/2/2018	11160 BROADCAST MUSIC INC	32184967		MUSIC LICENSE	694.00
					Total :	**694.00**
118780	7/2/2018	11402 CARROLL, JUDI	07012018-96		MEADOWBROOK HARDSHIP PGRM	42.66
					Total :	**42.66**
118781	7/2/2018	12022 CITY CLERK'S ASSOCIATION	3208		CCAC WORKSHOP - A. ORTIZ	75.00
					Total :	**75.00**
118782	7/2/2018	11409 CLAYTON, SYLVIA	07012018-340		MEADOWBROOK HARDSHIP PGRM	44.65
					Total :	**44.65**
118783	7/2/2018	12602 COOK, TROY	1		SANTEE BLUEGRASS FESTIVAL	150.00
					Total :	**150.00**
118784	7/2/2018	10268 COOPER, JACKIE	JULY 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
118785	7/2/2018	10333 COX COMMUNICATIONS	052335901		8950 COTTONWOOOD AVE	166.64
			063453006		9534 VIA ZAPADOR	198.46
			066401501		10601 N MAGNOLIA AVE #5	34.62
			112256001		9130 CARLTON OAKS DR	87.72
					Total :	**487.44**
118786	7/2/2018	10058 ETS PRODUCTIONS INC	12179	52129	SANTEE SALUTES	4,000.00
					Total :	**4,000.00**
118787	7/2/2018	10271 HORAN, BERNICE	JULY 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	**91.00**
118788	7/2/2018	11391 HUMPHREY, BREANNE	6262018		SANTEE SALUTES	1,000.00

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118788	7/2/2018	11391 11391 HUMPHREY, BREANNE	(Continued)		Total :	1,000.00
118789	7/2/2018	10303 MAMA SAID ENTERTAINMENT INC	3033		SANTEE SALUTES	3,300.00
					Total :	3,300.00
118790	7/2/2018	11442 PATTERSON, LUANNE	07012018-225		MEADOWBROOK HARDSHIP PGRM	41.16
					Total :	41.16
118791	7/2/2018	12237 RAYON, KYLE	JULY 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	91.00
118792	7/2/2018	12256 ROE, DARLENE	07012018-318		MEADOWBROOK HARDSHIP PGRM	43.26
					Total :	43.26
118793	7/2/2018	11145 SESAC INC	10206941		MUSIC LICENSING - EVENTS	833.00
					Total :	833.00
118794	7/2/2018	11403 ST. JOHN, LYNNE	07012018-78		MEADOWBROOK HARDSHIP PGRM	42.75
					Total :	42.75
118795	7/2/2018	10257 TYLER TECHNOLOGIES INC	045-225264		INTEGRATED FIN MGMT SUPPORT	42,670.47
					Total :	42,670.47
118796	7/2/2018	12930 WILLIAMS, ROCHELLE M.	JULY 1, 2018		RETIREE HEALTH PAYMENT	91.00
					Total :	91.00
118797	7/2/2018	12641 WITTORFF, VICKY DENISE	JULY 1, 2018		RETIREE HEALTH PAYMENT	31.00
					Total :	31.00

21 Vouchers for bank code : ubgen — **Bank total : 53,952.95**

21 Vouchers in this report — **Total vouchers : 53,952.95**

Prepared by: Nicole
Date: 7-2-18

Approved by: Heather Jennings
Date: 7-2-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
659151	7/2/2018	10482 TRISTAR RISK MANAGEMENT	104488		WORKERS' COMPENSATION	34,113.49
					Total :	**34,113.49**

1 Vouchers for bank code : ubgen — **Bank total : 34,113.49**

1 Vouchers in this report — **Total vouchers : 34,113.49**

Prepared by: Nicole S
Date: 7-10-18

Approved by: Heather Jennings
Date: 7/10/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118798	7/3/2018	12903 AMERICAN FIDELITY ASSURANCE CO	2012157		FLEXIBLE SPENDING ACCOUNT	3,172.91
					Total :	**3,172.91**
118799	7/3/2018	10208 ANTHEM BLUE CROSS	July 2018		EMPLOYEE ASSISTANCE PROGRAI	275.28
					Total :	**275.28**
118800	7/3/2018	10334 CHLIC	2321085		HEALTH/DENTAL INSURANCE	202,736.76
					Total :	**202,736.76**
118801	7/3/2018	10844 FRANCHISE TAX BOARD	PPE 06/27/18		WITHHOLDING ORDER	25.00
					Total :	**25.00**
118802	7/3/2018	10785 RELIANCE STANDARD LIFE	July 2018		VOLUNTARY LIFE INSURANCE	582.32
					Total :	**582.32**
118803	7/3/2018	10424 SANTEE FIREFIGHTERS	PPE 06/27/18		DUES/PEC/BENEVOLENT/BC EXP	2,664.03
					Total :	**2,664.03**
118804	7/3/2018	10776 STATE OF CALIFORNIA	PPE 06/27/18		WITHHOLDING ORDER	575.99
					Total :	**575.99**
118805	7/3/2018	10001 US BANK	PPE 06/27/18		PARS RETIREMENT	1,367.32
					Total :	**1,367.32**
118806	7/3/2018	10959 VANTAGE TRANSFER AGENT/457	PPE 06/27/18		ICMA - 457	28,150.36
					Total :	**28,150.36**
118807	7/3/2018	10782 VANTAGEPOINT TRNSFR AGT/801801	PPE 06/27/18		RETIREE HEALTH SAVINGS ACCOU	3,908.12
					Total :	**3,908.12**

10 Vouchers for bank code : ubgen

Bank total : **243,458.09**

10 Vouchers in this report

Total vouchers : **243,458.09**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

Prepared by: Nicole S
Date: 7-3-2018

Approved by: Heather Jennings
Date: 7/3/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118808	7/5/2018	10010 ALLIANT INSURANCE SERVICES INC	04/01/18-06/30/18		2ND QTR EVENT INS	1,252.00
					Total :	**1,252.00**
118809	7/5/2018	12764 ALLSTATE SECURITY SERVICES INC	2993	52077	FIDO FEST & SUMMER CONCERTS	357.00
					Total :	**357.00**
118810	7/5/2018	11885 ARROW INTERNATIONAL	9500271856	51761	EMS SUPPLIES	2,435.65
			CM-97199227	51761	CR-EMS SUPPLIES	-1,187.94
					Total :	**1,247.71**
118811	7/5/2018	10412 AT&T	000004807075		TELEPHONE	787.69
					Total :	**787.69**
118812	7/5/2018	10018 BENCHMARK LANDSCAPE SVCS INC	142490	51903	A3 LANDSCAPE SERVICES	9,019.41
			142491	51859	A2 LANDSCAPE SERVICES	12,575.00
			143216	51903	A3 LANDSCAPE SERVICES	9,019.41
			143217	51859	A2 LANDSCAPE SERVICES	12,575.00
			143559	51903	A3 LANDSCAPE SERVICES	912.00
			143560	51859	A2 LANDSCAPE SERVICES	2,508.00
			143561	51859	A2 LANDSCAPE SERVICES	3,320.00
					Total :	**49,928.82**
118813	7/5/2018	10019 BERT W SALAS INC	2018-734	52127	MAGNOLIA AVE BRIDGE REPAIRS	41,780.00
			2018-734R		RETENTION	-2,089.00
					Total :	**39,691.00**
118814	7/5/2018	13016 BOCA RIO UNLIMITED LLC	275798		CAMP/STAFF SHIRTS	1,904.10
					Total :	**1,904.10**
118815	7/5/2018	10021 BOUND TREE MEDICAL LLC	82887696	51860	EMS SUPPLIES	31.52
			82891727	51860	EMS SUPPLIES	2,421.61
			82891728	51860	EMS SUPPLIES	62.24
			82891729	51860	EMS SUPPLIES	3,601.69
			82893267	51860	EMS SUPPLIES	1.44
			CM-116843	51860	CREDIT ON ACCOUNT	-14.40
			CM70253472	51860	CR-EMS SUPPLIES	-103.28

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118815	7/5/2018	10021 BOUND TREE MEDICAL LLC	(Continued)			
			CM70253475	51860	CR - EMS SUPPLIES	-118.19
			CM70253478	51860	CR-EMS SUPPLIES	-81.29
			CM-CREDT000000013485	51860	CR-EMS SUPPLIES	-78.00
			CM-CREDT000000014989	51860	CR - EMS SUPPLIES	-96.00
			CM-CREDT000000016213	51860	CR - EMS SUPPLIES	-300.00
					Total :	**5,327.34**
118816	7/5/2018	10526 BPR INC	2018544	51825	CITYWIDE SIDEWALK REPAIRS	9,990.75
					Total :	**9,990.75**
118817	7/5/2018	10024 BUSINESS PRINTING COMPANY INC	139953		BUSINESS CARDS	312.48
					Total :	**312.48**
118818	7/5/2018	11055 CALIFORNIA SIGNS AND MARKETING	17327	51940	FACILITY SIGNAGE	161.63
			17569	51940	FACILITY SIGNAGE	21.55
					Total :	**183.18**
118819	7/5/2018	11356 CALIFORNIA STATE FIRE TRAINING	05022018		STATE FIRE MECHANIC CERT	65.00
					Total :	**65.00**
118820	7/5/2018	10876 CANON SOLUTIONS AMERICA INC	989041728	51837	PLOTTER MAINT & USAGE	29.13
					Total :	**29.13**
118821	7/5/2018	12349 CHOICE LOCKSMITHING	062618COS	51888	LOCKSMITH SERVICES	559.04
					Total :	**559.04**
118822	7/5/2018	10223 CHRISTIAN WHEELER ENGINEERING	45575	52102	GEOTECHNICAL REVIEW	1,640.00
					Total :	**1,640.00**
118823	7/5/2018	10032 CINTAS CORPORATION #694	694506962	51880	UNIFORM/PARTS CLEANER RNTL	57.18
			694507636	51880	STATION SUPPLIES	52.52
					Total :	**109.70**
118824	7/5/2018	10358 COUNTY OF SAN DIEGO	18CTOFSAN12	51967	RCS SHERIFF RADIO & MDT	4,503.00
					Total :	**4,503.00**
118825	7/5/2018	10040 COUNTYWIDE MECHANICAL SYSTEMS	516	51941	HVAC MAINTENANCE & REPAIRS	394.16

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118825	7/5/2018	10040	10040 COUNTYWIDE MECHANICAL SYSTEM (Continued)				
						Total :	394.16
118826	7/5/2018	10043	D & D SERVICES INC	71640	51942	DEAD ANIMAL REMOVAL SERVICE	1,325.00
						Total :	1,325.00
118827	7/5/2018	10046	D MAX ENGINEERING INC	4348	52107	WATER QUALITY MONITORING	18,800.00
						Total :	18,800.00
118828	7/5/2018	10195	DION INTERNATIONAL TRUCKS LLC	01SDI36309	51771	VEHICLE REPAIR PART	278.33
						Total :	278.33
118829	7/5/2018	12970	DUDEK	20183484	52074	WALKER PRESERVE - PROJ 10850	107,595.89
				20183484-R		RETENTION-WALKER PRESERVE	-5,379.79
						Total :	102,216.10
118830	7/5/2018	10053	EL CAJON PLUMBING & HEATING	309197	51943	PLUMBING SUPPLIES	876.82
						Total :	876.82
118831	7/5/2018	10251	FEDERAL EXPRESS	6-207-16503		SHIPPING CHARGES	11.20
						Total :	11.20
118832	7/5/2018	12978	FIELD DATA SERVICES	18-1229	52083	TRAFFIC COUNT	159.00
						Total :	159.00
118833	7/5/2018	12551	FUN WITH HORSES	6251		INSTRUCTOR PAYMENT	180.00
						Total :	180.00
118834	7/5/2018	10065	GLOBAL POWER GROUP INC	55413	51951	ELECTRICAL REPAIRS & MAINT	934.07
				55766	51951	ELECTRICAL REPAIRS & MAINT	1,950.91
				55944	51951	ELECTRICAL REPAIRS & MAINT	400.00
						Total :	3,284.98
118835	7/5/2018	10066	GLOBALSTAR USA LLC	1000000009425355		SATELLITE PHONE SERVICE	86.84
						Total :	86.84
118836	7/5/2018	11196	HD SUPPLY FACILITIES	9163726617	51778	SHOP SUPPLIES	93.37
						Total :	93.37

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118837	7/5/2018	11724 ICF JONES & STOKES INC	130893	50991	MSCP SUBAREA PLAN & EIR	27,720.00
					Total :	**27,720.00**
118838	7/5/2018	11233 JIMMIE JOHNSON'S KEARNY MESA	CTCS497217	51782	VEHICLE REPAIR	123.93
					Total :	**123.93**
118839	7/5/2018	10207 LOCKHART TRAINING	1718		CPR/FIRST AID TRAINING	525.00
			1719		INSTRUCTOR PAYMENT	1,062.50
					Total :	**1,587.50**
118840	7/5/2018	12718 LSA ASSOCIATES INC	159972	51879	SUSTAINABILITY PROJECT	4,305.00
					Total :	**4,305.00**
118841	7/5/2018	10558 MAERTZ, BILL	03/25/2018		CELL PHONE REIMBURSEMENT	109.54
			04/25/2018		CELL PHONE REIMBURSEMENT	109.86
			05/25/2018		CELL PHONE REIMBURSEMENT	109.86
			06/25/2018		CELL PHONE REIMBURSEMENT	109.86
					Total :	**439.12**
118842	7/5/2018	11947 MCCAIN INC	INV0231051	52104	PEDESTRIAN PUSH BUTTONS	16,198.05
					Total :	**16,198.05**
118843	7/5/2018	10538 MEALS ON WHEELS	4-18	52015	CDBG SUBRECIPIENT	1,700.00
					Total :	**1,700.00**
118844	7/5/2018	10079 MEDICO PROFESSIONAL	2205096	51876	MEDICAL LINEN SERVICE	20.02
			2205097	51876	MEDICAL LINEN SERVICE	8.16
					Total :	**28.18**
118845	7/5/2018	12904 PAT DAVIS DESIGN GROUP, INC	5729	52022	GRAPHIC DESIGN ARTWORK	4,656.25
					Total :	**4,656.25**
118846	7/5/2018	12945 PD GOLF	0004		INSTRUCTOR PAYMENT	956.25
					Total :	**956.25**
118847	7/5/2018	10241 JAN SHERAR	06-21-18		PETTY CASH REIMB - DDS	45.26
					Total :	**45.26**

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118848	7/5/2018	10093 PLAYPOWER LT FARMINGTON INC	FM00170462	51907	PLAYGROUND PARTS / EQUIP	1,196.81
			FM00170465	51907	PLAYGROUND PARTS / EQUIPMEN	862.18
					Total :	**2,058.99**
118849	7/5/2018	11891 PRINTER REPAIR DEPOT	42288		PRINTER REPAIR	249.55
					Total :	**249.55**
118850	7/5/2018	10161 PRIZM JANITORIAL SERVICES INC	15302	51893	CUSTODIAL SERVICES - PARKS	1,973.85
					Total :	**1,973.85**
118851	7/5/2018	12062 PURETEC INDUSTRIAL WATER	1644534	51867	DEIONIZED WATER SERVICE	90.00
					Total :	**90.00**
118852	7/5/2018	10228 QUESTYS SOLUTIONS	CT000149-B		QUESTYS TRAINING	320.00
					Total :	**320.00**
118853	7/5/2018	10407 SAN DIEGO GAS & ELECTRIC	7990 068 577 7		PARKS	13,516.70
			8509 742 169 4		CITY HALL GROUP BILL	7,285.86
					Total :	**20,802.56**
118854	7/5/2018	10212 SANTEE SCHOOL DISTRICT	2018-6	51855	TEEN CENTER TRANSPORTATION	1,020.00
			2018-7	51855	TEEN CENTER TRANSPORTATION	408.00
					Total :	**1,428.00**
118855	7/5/2018	10768 SANTEE SCHOOL DISTRICT	8063	51797	LIGHTS @ CHET HARRITT FIELDS	862.80
					Total :	**862.80**
118856	7/5/2018	13053 SANTEE STORAGE LLC	CUP1602A		REFUNDABLE DEPOSIT	8,686.70
					Total :	**8,686.70**
118857	7/5/2018	12223 SITEONE LANDSCAPE SUPPLY LLC	86688335	51831	IRRIGATION SUPPLIES	152.91
			86688876	51831	IRRIGATION SUPPLIES	318.22
			86689500	51831	IRRIGATION SUPPLIES	396.36
			86689880	51831	IRRIGATION SUPPLIES	20.95
					Total :	**888.44**
118858	7/5/2018	10314 SOUTH COAST EMERGENCY VEHICLE	489904	51799	VEHICLE REPAIR PART	95.05
			489925	51799	VEHICLE REPAIR PART	215.42

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account		Amount
118858	7/5/2018	10314	10314 SOUTH COAST EMERGENCY	VEHICL (Continued)			Total :	310.47
118859	7/5/2018	10217	STAPLES ADVANTAGE	3380997784	51823	OFFICE SUPPLIES - PSD		201.22
				3380997786		OFFICE SUPPLIES		65.30
							Total :	266.52
118860	7/5/2018	13050	STEPHENSON, COLLETTE	2003633.001		REC PROGRAM REFUND		99.00
							Total :	99.00
118861	7/5/2018	10119	STEVEN SMITH LANDSCAPE INC	38724	51869	A1 LANDSCAPE SERVICES		210.00
				38725	51869	A1 LANDSCAPE SERVICES		110.00
				38726	51869	A1 LANDSCAPE SERVICES		36,849.82
							Total :	37,169.82
118862	7/5/2018	10572	SUNBELT RENTALS INC	79865854-0001	51977	EQUIPMENT RENTAL		1,442.17
							Total :	1,442.17
118863	7/5/2018	10250	THE EAST COUNTY	00066270		PUBLIC HEARING NOTICE		385.00
				00066297/66312/66318	51833	PUBLIC HEARING NOTICE		616.00
							Total :	1,001.00
118864	7/5/2018	10158	THE SOCO GROUP INC	0545965-IN	52032	DELIVERED FUEL		1,270.22
				CL33384	52073	FLEET CARD FUELING		1,382.72
							Total :	2,652.94
118865	7/5/2018	10479	TIRE CENTERS LLC	8720188917	51804	TIRE REPAIR		144.39
							Total :	144.39
118866	7/5/2018	10165	TRAD AM ENTERPRISES INC	0618SRP		INSTRUCTOR PAYMENT		1,255.80
							Total :	1,255.80
118867	7/5/2018	10326	WESCO INC	350299	51979	LIGHTING SUPPLIES		622.45
							Total :	622.45
118868	7/5/2018	10148	WESTAIR GASES & EQUIPMENT INC	10700113	51899	WELDING SUPPLIES		985.90
							Total :	985.90
118869	7/5/2018	10318	ZOLL MEDICAL CORPORATION	2699960	51817	EMS SUPPLIES		1,672.82

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118869	7/5/2018	10318	10318 ZOLL MEDICAL CORPORATION	(Continued)			
						Total :	1,672.82

62 Vouchers for bank code : ubgen — Bank total : 388,337.45

62 Vouchers in this report — Total vouchers : 388,337.45

Prepared by: Nicole
Date: 7-05-18

Approved by: Heather Jennings
Date: 7/5/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
35561	7/9/2018	10955 DEPARTMENT OF THE TREASURY	July Retirees		FEDERAL WITHHOLDING TAX	75.00
			PPE 06/27/18		FED WITHHOLD & MEDICARE	73,192.50
					Total :	**73,267.50**
35577	7/9/2018	10956 FRANCHISE TAX BOARD	PPE 06/27/18		CA STATE TAX WITHHELD	24,916.95
					Total :	**24,916.95**

2 Vouchers for bank code : ubgen

Bank total : 98,184.45

2 Vouchers in this report

Total vouchers : 98,184.45

Prepared by: [signature]
Date: 7-9-18

Approved by: Heather Jennings
Date: 7/9/2018

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
6184	7/10/2018	10353 PERS	06 18 4		RETIREMENT PAYMENT	97,905.01
					Total :	97,905.01

1 Vouchers for bank code : ubgen — Bank total : 97,905.01

1 Vouchers in this report — Total vouchers : 97,905.01

Prepared by: Nicole
Date: 7-10-18

Approved by: Heather Jennings
Date: 7-10-18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118870	7/11/2018	10262 AUSTIN, ROY	JULY-SEPT 2018		RETIREE HEALTH INSURANCE	1,269.87
					Total :	**1,269.87**
118871	7/11/2018	10297 BILL MAGEE BLUES BAND	0025		SANTEE SUMMER CONCERTS	550.00
					Total :	**550.00**
118872	7/11/2018	10958 CATERPILLAR FINANCIAL SERVICES	823461		LEASE PYMNT #10-VACTOR 2110	16,305.91
					Total :	**16,305.91**
118873	7/11/2018	10333 COX COMMUNICATIONS	038997401		10601 N MAGNOLIA AVE	103.61
					Total :	**103.61**
118874	7/11/2018	10348 EAST COUNTY	04162018		EAST COUNTY EDC MEMBERSHIP	3,000.00
					Total :	**3,000.00**
118875	7/11/2018	10662 GOVERNMENT FINANCE OFFICERS	0146178S		GAAFR REVIEW NEWSLETTER	50.00
					Total :	**50.00**
118876	7/11/2018	10272 JENKINS, CARROLL	JULY -SEPT 2018		RETIREE HEALTH INSURANCE	2,664.30
					Total :	**2,664.30**
118877	7/11/2018	10303 MAMA SAID ENTERTAINMENT	3033		SANTEE SALUTES	3,300.00
					Total :	**3,300.00**
118878	7/11/2018	11579 MAUREEN KANE & ASSOCIATES INC	070118		TRAINING - S. REAL	1,550.00
					Total :	**1,550.00**
118879	7/11/2018	10507 MITEL LEASING	901431667		MONTHLY RENTAL 124690	312.66
			901431807		MONTHLY RENTAL 130737	276.33
			901431826		MONTHLY RENTAL 131413	266.16
					Total :	**855.15**
118880	7/11/2018	11033 MOORE, MERCEDES	6076		SANTEE SUMMER CONCERTS	400.00
					Total :	**400.00**
118881	7/11/2018	12683 MURDY, DANIEL W.	90606		SANTEE SUMMER CONCERTS	2,100.00

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118881	7/11/2018	12683	12683 MURDY, DANIEL W.	(Continued)		**Total :**	**2,100.00**
118882	7/11/2018	10228	QUESTYS SOLUTIONS	MN00000673		MAINTENANCE AND UPGRADES	3,211.93
						Total :	**3,211.93**
118883	7/11/2018	11583	RIVERSAGE ENTERTAINMENT	2279		SANTEE SUMMER CONCERTS	1,250.00
						Total :	**1,250.00**
118884	7/11/2018	13052	THE RAPTOR INSTITUTE	257		INTERGENERATIONAL DAY PRESE	150.00
						Total :	**150.00**
118885	7/11/2018	10515	THE SAN DIEGO UNION - TRIBUNE	3072864		SUBSCRIPTION RENEWAL	218.52
						Total :	**218.52**
118886	7/11/2018	13031	THE ULTIMATE STONES	10911		SANTEE SUMMER CONCERTS	1,380.00
						Total :	**1,380.00**
118887	7/11/2018	10211	VISION INTERNET PROVIDERS	37066	52144	WEBSITE SUBSCRIPTION SVCS	10,500.00
						Total :	**10,500.00**

18 Vouchers for bank code : ubgen — **Bank total : 48,859.29**

18 Vouchers in this report — **Total vouchers : 48,859.29**

Prepared by: Nicole S
Date: 7-10-18

Approved by: Heather Jennings
Date: 7/11/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
118888	7/11/2018	10023 BUILDERS FENCE COMPANY INC	1699474	51861	FENCING MATERIALS & SUPPLIES	908.00
					Total :	**908.00**
118889	7/11/2018	10668 CALIFORNIA BUILDING STANDARDS	APR - JUNE 2018		SB1473 APR - JUNE 2018	1,170.00
					Total :	**1,170.00**
118890	7/11/2018	10486 COUNTY OF SAN DIEGO	201800492		MAP COPIES	4.00
					Total :	**4.00**
118891	7/11/2018	12356 DAVIS FARR LLP	4012	51743	ANNUAL AUDIT PROF SVCS	6,000.00
					Total :	**6,000.00**
118892	7/11/2018	10433 DEPARTMENT OF CONSERVATION	APR - JUNE 2018		SMIP APRIL - JUNE 2018	7,155.59
					Total :	**7,155.59**
118893	7/11/2018	12438 DIESEL PRINT CO, LLC	1673	51991	CONCERTS/SANTEE SALUTES	999.34
					Total :	**999.34**
118894	7/11/2018	10054 ELDERHELP OF SAN DIEGO	06302018	52012	CDBG SUBRECIPIENT	625.00
					Total :	**625.00**
118895	7/11/2018	12120 GEOCON INCORPORATED	1805202	51960	GEOTECHNICAL REVIEW	1,360.00
					Total :	**1,360.00**
118896	7/11/2018	10490 HARRIS & ASSOCIATES INC	37968	51326	FANITA RANCH EIR	4,443.75
					Total :	**4,443.75**
118897	7/11/2018	11864 KIRKLAND OFFSET PRINTING	012195		BUILDING INSPECTION FORMS	95.90
					Total :	**95.90**
118898	7/11/2018	11986 MARION B BORG ENVIRONMENTAL	SANTEE01-74	51024	FANITA RCH CONSULTING SVCS	4,319.70
			SANTEE01-75	51024	FANITA RCH CONSULTING SVCS	2,641.80
			SECT. 6 GRANT-32	51024	PROF SVCS-SUBAREA PLAN COOF	4,284.00
					Total :	**11,245.50**
118899	7/11/2018	10451 NEOPOST USA INC	55678974	51820	POSTAGE METER RENTAL	161.63

Bank code : ubgen

Voucher	Date	Vendor		Invoice	PO #	Description/Account	Amount
118899	7/11/2018	10451	10451 NEOPOST USA INC	(Continued)			
						Total :	161.63
118900	7/11/2018	10093	PLAYPOWER LT FARMINGTON INC	1400221537	51907	PLAYGROUND PARTS/EQUIP	439.97
				1400221597	51907	PLAYGROUND PARTS/EQUIP	1,637.76
						Total :	2,077.73
118901	7/11/2018	12994	RINCON CONSULTANTS, INC	5405	52099	FANITA RANCH PHASE II	109,040.25
						Total :	109,040.25
118902	7/11/2018	10212	SANTEE SCHOOL DISTRICT	8074	51855	DAY CAMP TRANSPORTATION	795.00
						Total :	795.00
118903	7/11/2018	12223	SITEONE LANDSCAPE SUPPLY LLC	86033574	51831	IRRIGATION SUPPLIES	399.25
						Total :	399.25
118904	7/11/2018	12480	UNITED SITE SERVICES	114-7001985	51913	FIDO FEST / CONCERTS	384.12
						Total :	384.12
118905	7/11/2018	10136	WEST COAST ARBORISTS INC	135429	51844	URBAN FORESTRY MGMT SVCS	1,518.00
				135430	51844	URBAN FORESTRY MGMT SVCS	21,798.00
				136907	51844	URBAN FORESTRY MGMT SVCS	2,677.00
				137746	51844	URBAN FORESTRY MGMT SVCS	2,360.00
						Total :	28,353.00
118906	7/11/2018	10232	XEROX CORPORATION	093764595	51835	COPY CHARGES	12.49
				093764597	51813	COPY CHARGES	290.68
				093764610	51836	COPY CHARGES & LEASE	130.45
				093764611	51911	COPY CHARGES & LEASE	423.38
						Total :	857.00
118907	7/11/2018	10139	ZAP MANUFACTURING INC	1439	51900	SIGN RECYCLING & REPLACEMEN	997.74
						Total :	997.74

20 Vouchers for bank code : ubgen — Bank total : 177,072.80

20 Vouchers in this report — Total vouchers : 177,072.80

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

Prepared by: Michele S
Date: 7-11-18

Approved by: Heather Jennings
Date: 7/11/18

Voucher List
CITY OF SANTEE

ank code : ubgen

oucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
;19143	7/12/2018	12774 LIABILITY CLAIMS ACCOUNT	07032018		LIABILITY CLAIMS	18,608.17
					Total :	18,608.17

1 Vouchers for bank code : ubgen

Bank total : 18,608.17

1 Vouchers in this report

Total vouchers : 18,608.17

Prepared by: Nicole S
Date: 7-18-18

Approved by: T. Kmzeta
Date: 7/18/18

Voucher List
CITY OF SANTEE

Bank code : ubgen

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
635514	7/13/2018	10401 US BANK TRUST	180121167365		DEBT SERVICE LRB 2005	3,680.62
					Total :	**3,680.62**

1 Vouchers for bank code : ubgen — **Bank total : 3,680.62**

1 Vouchers in this report — **Total vouchers : 3,680.62**

Prepared by: Nicole S
Date: 7-12-18

Approved by: Heather Jennings
Date: 7-12-18

City of Santee

COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE APPROVAL OF THE EXPENDITURE OF $91,366.12 FOR JUNE 2018 LEGAL SERVICES AND RELATED COSTS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY

Legal service billings proposed for payment for the month of June 2018 total $91,366.12 as follows:

1)	General Retainer Services	$ 16,659.83
2)	Labor & Employment	3,757.50
3)	Litigation & Claims	5,473.14
4)	Special Projects (General Fund)	21,793.92
5)	Special Projects (Other Funds)	24,670.86
6)	Applicant Initiated Projects	19,010.87
	Total	$ 91,366.12

FINANCIAL STATEMENT

	AMOUNT	BALANCE
General Fund:		
Adopted Budget	$ 535,000.00	
Revised Budget	$ 533,000.00	
Prior Expenditures	(424,178.35)	
Current Request	(47,684.39)	$ 61,137.26
Other Funds (excluding applicant initiated items):		
Adopted Budget	$ 40,000.00	
Revised Budget	$ 84,023.47	
Prior Expenditures	(49,045.97)	
Current Request	(24,670.86)	$ 10,306.64

CITY ATTORNEY REVIEW ☒ N/A ☐ Completed

RECOMMENDATION Adj. for MBB

Approve the expenditure of $91,366.12 for June 2018 legal services and related costs.

ATTACHMENT (Listed Below)

Legal Services Billing Summary

LEGAL SERVICES BILLING SUMMARY
FY 2017-18

Category	Adopted Budget	Revised Budget	Spent Year to Date	Available Balance	Current Request Mo/Yr	Current Request Amount
General Fund:						
General / Retainer	$ 174,000.00	$ 174,000.00	$ 162,130.17	$ 11,869.83	Jun-18	$ 16,659.83
Labor & Employment	50,000.00	50,000.00	39,212.01	10,787.99	Jun-18	3,757.50
Litigation & Claims	70,000.00	68,000.00	61,383.89	6,616.11	Jun-18	5,473.14
Special Projects	241,000.00	241,000.00	161,452.28	79,547.72	Jun-18	21,793.92
Total	$ 535,000.00	$ 533,000.00	$ 424,178.35	$ 108,821.65		$ 47,684.39
Other City Funds:						
Special Projects	$ 35,000.00	$ 79,023.47	$ 49,023.47	$ 30,000.00	Jun-18	$ 24,670.86
MHFP Commission	5,000.00	5,000.00	22.50	4,977.50		-
Total	$ 40,000.00	$ 84,023.47	$ 49,045.97	$ 34,977.50		$ 24,670.86
Applicant-initiated (paid from developer/applicant deposits)						
Sky Ranch	n/a	n/a	$ 10,904.44	n/a	Jun-18	$ 28.05
Lantern Crest	n/a	n/a	2,218.70	n/a		
Weston	n/a	n/a	14,827.44	n/a	Jun-18	3,258.65
Weston CFDs	n/a	n/a	26,910.66	n/a	Jun-18	333.30
Home Fed/Subarea Plan	n/a	n/a	61,573.57	n/a	Jun-18	8,899.50
Village Run Homes	n/a	n/a	4,332.90	n/a		
Karl Strauss	n/a	n/a	2,636.10	n/a	Jun-18	303.00
Walker Trails	n/a	n/a	4,006.27	n/a	Jun-18	151.50
River Village	n/a	n/a	1,285.20	n/a		
Prospect Estates II	n/a	n/a	2,957.60	n/a	Jun-18	4,185.50
Costco Fuel Facility Relocation	n/a	n/a	5,498.31	n/a		
Panera Bread	n/a	n/a	2,376.00	n/a		
Sharp Medical Office Building	n/a	n/a	9,416.81	n/a		
AT&T Project	n/a	n/a	1,352.10	n/a		
Service Station on Cuyamaca	n/a	n/a	3,692.70	n/a	Jun-18	163.70
Cornerstone Communities	n/a	n/a	1,878.60	n/a	Jun-18	860.97
Various Other Projects	n/a	n/a	2,664.62	n/a	Jun-18	826.70
Total			$ 158,532.02			$ 19,010.87

LEGAL SERVICES BILLING SUMMARY
FY 2017-18

Total Previously Spent to Date FY 2017-18	
General Fund	$ 424,178.35
Other City Funds	49,045.97
Applicant Deposits	158,532.02
Total	$ 631,756.34

Total Proposed for Payment	
General Fund	$ 47,684.39
Other City Funds	24,670.86
Applicant Deposits	19,010.87
Total	$ 91,366.12

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE RESOLUTION AUTHORIZING THE INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY

The purpose of this agenda item and resolution is to provide an update required by the State of California Local Agency Investment Fund ("LAIF") of the City officers authorized to initiate transactions and update account information when necessary. LAIF requires at least two persons or positions and recommends three persons or positions be authorized by resolution in order to update account information as staffing changes occur over time. The resolution currently on file with LAIF was adopted on September 24, 2003 and reflects the City Manager and Director of Finance/Treasurer as the authorized officers. The attached resolution will update this to reflect the City Manager, Director of Finance/Treasurer and the Finance Manager as the authorized officers for the City of Santee.

LAIF was created in 1977 to provide a professionally managed, safe and liquid investment alternative for California's local governments and special districts. LAIF has grown from 293 participants and $468 million in assets in 1977 to over 2,400 participants and $22.5 billion in assets in 2018. All securities are purchased under the authority of Government Code Sections 16430 and 16480.4. California Government Code Section 16429.3 provides protection for the participants, stating that money on deposit in LAIF "shall not be subject to either transfer or loan, or impoundment or seizure by any State official or State agency". Further protection was added in 2002 with Government Code Section 16429.4, stating that an agency's right to withdraw its money from LAIF upon demand may not be "altered, impaired, or denied in any way by any State official or State agency based upon the State's failure to adopt a State budget by July 1 of each new fiscal year".

FINANCIAL STATEMENT

The City's typically has from $9 million to $16 million invested with LAIF. There is no fiscal impact as a result of this action.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION

Adopt the attached resolution authorizing the investment of monies in the Local Agency Investment Fund.

ATTACHMENTS (Listed Below)

Resolution

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AUTHORIZING THE INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND

WHEREAS, the Local Agency Investment Fund is established in the State Treasury under Government Code section 16429.1 et. seq. for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the City Council of the City of Santee, California ("City Council") hereby finds that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein is in the best interests of the City of Santee.

NOW, THEREFORE BE IT RESOLVED, that the City Council hereby authorizes the deposit and withdrawal of City of Santee monies in the Local Agency Investment Fund in the State Treasury in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein.

BE IT FURTHER RESOLVED, as follows:

SECTION 1. The following City of Santee officers holding the titles specified herein below or their successors in office are each hereby authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund and may execute and deliver any and all documents necessary or advisable in order to effectuate the purposes of this resolution and the transactions contemplated hereby:

Marlene D. Best	City Manager
Tim K. McDermott	Director of Finance/Treasurer
Heather Jennings	Finance Manager

SECTION 2. This resolution shall remain in full force and effect until rescinded by the City Council by resolution and a copy of the resolution rescinding this resolution is filed with the State Treasurer's Office.

PASSED AND ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY THE ANNUAL COST OF MUNICIPAL MAINTENANCE SERVICES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2015-1 (MUNICIPAL MAINTENANCE SERVICES) OF THE CITY OF SANTEE**

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance TM

SUMMARY

The City Council established Community Facilities District No. 2015-1 (Municipal Maintenance Services) of the City of Santee ("CFD No. 2015-1") and Tax Zone 1 ("Tax Zone 1") therein to provide a funding mechanism to meet ongoing maintenance requirements of storm water improvements for property within Tax Zone 1 of CFD No. 2015-1.

Ordinance No. 537, adopted on January 13, 2016, authorized the City Council, by resolution, to annually determine the special tax to be levied within CFD No. 2015-1 for the then current tax year or future tax years provided that the special tax to be levied shall not exceed the maximum special tax authorized in the Rates and Method of Apportionment of Special Tax (the "Rates and Method").

Staff requests City Council to adopt the Resolution and direct the Director of Finance to remit the certified resolution to the County of San Diego Auditor and Controller, with a request that the special taxes be collected on the tax bills for parcels within Tax Zone 1 of CFD No. 2015-1, along with the ordinary ad valorem property taxes to be levied on and collected from the owners of said parcels.

FINANCIAL STATEMENT TM

A special tax will be levied on parcels within Tax Zone 1 of CFD No. 2015-1, as set forth in Exhibit A of the Resolution, in the amount of $156.18 per residential unit in fiscal year 2018-19 to fund the cost of the authorized municipal maintenance services. Such special taxes to be levied do not exceed the maximum special tax authorized in the Rates and Method.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION RS FOR MB

Adopt the attached Resolution levying special taxes to be collected during FY 2018-19 to pay the annual cost of municipal maintenance services within CFD No. 2015-1.

ATTACHMENTS

Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY THE ANNUAL COST OF MUNICIPAL MAINTENANCE SERVICES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2015-1 (MUNICIPAL MAINTENANCE SERVICES) OF THE CITY OF SANTEE

WHEREAS, it is necessary that the City Council of the City of Santee (the "City") levy special taxes pursuant to Section 53340 of the California Government Code for the payment of the annual cost of the maintenance of municipal maintenance services, within Community Facilities District No. 2015-1 (Municipal Maintenance Services) of the City of Santee, County of San Diego, State of California (the "District") and in the surrounding area, and for the payment of administrative expenses incurred in connection with the levy and collection of said special taxes; and

WHEREAS, pursuant to Section 53340 of the Government Code, the City Council may, by Resolution, provide for the levy of special taxes on parcels of taxable property in the District at a rate provided by ordinance or at a lower rate; and

WHEREAS, the rates of the special taxes that will be levied on the taxable parcels for fiscal year 2018-19 will not exceed the maximum rates of the special taxes as provided by Ordinance No. 537.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1. The above recitals are all true and correct.

SECTION 2. Special taxes shall be and are hereby levied for the 2018-19 fiscal year on all taxable parcels of real property within the District which are subject to taxation, which are identified in Exhibit A attached hereto, and in the amount set forth for each such parcel in said Exhibit A. The total amount of the special taxes which shall be levied in fiscal year 2018-19 to pay the annual cost of the municipal maintenance services within the District is $1,561.80. Such total amount includes a portion of the amount of the special taxes which shall be levied to pay administrative expenses during that fiscal year. Pursuant to Section 53340 of the California Government Code, such special taxes shall be collected in the same manner as ordinary *ad valorem* property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for *ad valorem* taxes.

SECTION 3. The Director of Finance shall immediately, following adoption of this Resolution, transmit a copy hereof to the San Diego County Auditor and Controller together with a request that the special taxes as levied hereby be collected on the tax bills for the parcels identified in Exhibit A hereto, along with the ordinary *ad valorem* property taxes to be levied on and collected from the owners of said parcels. City staff and consultants are hereby authorized and directed to take all such necessary and further actions to carry out the directives and requirements of this Resolution.

RESOLUTION NO. _____

SECTION 4. This Resolution shall become effective upon its adoption.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A

EXHIBIT A

CITY OF SANTEE
COMMUNITY FACILITIES DISTRICT NO. 2015-1 (MUNICIPAL MAINTENANCE SERVICES)

APN	Levy Amount
381-750-01-00	$156.18
381-750-02-00	$156.18
381-750-03-00	$156.18
381-750-04-00	$156.18
381-750-05-00	$156.18
381-750-06-00	$156.18
381-750-07-00	$156.18
381-750-08-00	$156.18
381-750-09-00	$156.18
381-750-10-00	$156.18
Total	**$1,561.80**

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY COSTS RELATED TO THE AUTHORIZED PUBLIC IMPROVEMENTS WITHIN COMMUNITY FACILITIES DISTRICT NO. 2017-1 (WESTON INFRASTRUCTURE) OF THE CITY OF SANTEE

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY

The City Council established Community Facilities District No. 2017-1 (Weston Infrastructure) of the City of Santee ("CFD No. 2017-1") to provide a funding mechanism for various public improvements in connection with the Weston development project.

Ordinance No. 548, adopted on October 11, 2017, authorized the City Council, by resolution, to annually determine the special tax to be levied within CFD No. 2017-1 for the then current tax year or future tax years provided that the special tax to be levied shall not exceed the maximum special tax authorized in the Rate and Method of Apportionment of Special Tax (the "Rate and Method").

Staff requests City Council to adopt the Resolution and direct the Director of Finance to remit the certified resolution to the County of San Diego Auditor and Controller, with a request that the special taxes be collected on the tax bills for parcels within CFD No. 2017-1, along with the ordinary ad valorem property taxes to be levied on and collected from the owners of said parcels.

FINANCIAL STATEMENT

A special tax will be levied on developed parcels within CFD No. 2017-1, as set forth in Exhibit A of the Resolution, in an amount ranging from $1,420 to $1,895 per residential unit in fiscal year 2018-19 to fund costs related to the authorized public improvements, including District administration and establishing a reserve fund. Such special taxes to be levied do not exceed the maximum special tax authorized in the Rate and Method.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION

Adopt the attached Resolution levying special taxes to be collected during FY 2018-19 to pay costs related to the authorized public improvements within CFD No. 2017-1.

ATTACHMENTS

Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY COSTS RELATED TO THE AUTHORIZED PUBLIC IMPROVEMENTS WITHIN COMMUNITY FACILITIES DISTRICT NO. 2017-1 (WESTON INFRASTRUCTURE) OF THE CITY OF SANTEE

WHEREAS, it is necessary that the City Council of the City of Santee (the "City") levy special taxes pursuant to Section 53340 of the California Government Code for the payment of costs related to the authorized public improvements within Community Facilities District No. 2017-1 (Weston Infrastructure) of the City of Santee, County of San Diego, State of California (the "District") and in the surrounding area, and for the payment of administrative expenses incurred in connection with the levy and collection of said special taxes; and

WHEREAS, pursuant to Section 53340 of the Government Code, the City Council may by Resolution provide for the levy of special taxes on parcels of taxable property in the District at a rate provided by ordinance or at a lower rate; and

WHEREAS, the rates of the special taxes that will be levied on the taxable parcels for fiscal year 2018-19 will not exceed the maximum rates of the special taxes as provided by Ordinance No. 548.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1. The above recitals are all true and correct.

SECTION 2. Special taxes shall be and are hereby levied for the 2018-19 fiscal year on all taxable parcels of real property within the District which are subject to taxation, which are identified in Exhibit A attached hereto, and in the amount set forth for each such parcel in said Exhibit A. The total amount of the special taxes which shall be levied in fiscal year 2018-19 to pay the annual cost of the municipal maintenance services within the District is $160,140. Such total amount includes a portion of the amount of the special taxes which shall be levied to pay administrative expenses during that fiscal year. Pursuant to Section 53340 of the California Government Code, such special taxes shall be collected in the same manner as ordinary *ad valorem* property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for *ad valorem* taxes.

SECTION 3. The Director of Finance shall immediately, following adoption of this Resolution, transmit a copy hereof to the San Diego County Auditor and Controller together with a request that the special taxes as levied hereby be collected on the tax bills for the parcels identified in Exhibit A hereto, along with the ordinary *ad valorem* property taxes to be levied on and collected from the owners of said parcels. City staff and consultants are hereby authorized and directed to take all such necessary and further actions to carry out the directives and requirements of this Resolution.

RESOLUTION NO. _____

SECTION 4. This Resolution shall become effective upon its adoption.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A

EXHIBIT A

CITY OF SANTEE
COMMUNITY FACILITIES DISTRICT NO. 2017-1 (WESTON INFRASTRUCTURE)

APN	Levy Amount
366-091-02-00	$1,515.00
366-091-03-00	$1,420.00
366-091-04-00	$1,515.00
366-091-05-00	$1,515.00
366-091-06-00	$1,610.00
366-091-07-00	$1,515.00
366-091-08-00	$1,515.00
366-091-09-00	$1,705.00
366-091-10-00	$1,800.00
366-091-11-00	$1,895.00
366-091-13-00	$1,420.00
366-091-14-00	$1,800.00
366-091-15-00	$1,420.00
366-091-16-00	$1,800.00
366-091-17-00	$1,705.00
366-091-18-00	$1,705.00
366-091-19-00	$1,895.00
366-091-20-00	$1,420.00
366-091-21-00	$1,420.00
366-091-22-00	$1,895.00
366-091-23-00	$1,800.00
366-091-24-00	$1,420.00
366-091-25-00	$1,895.00
366-091-26-00	$1,420.00
366-091-27-00	$1,800.00
366-092-01-00	$1,800.00
366-092-02-00	$1,895.00
366-092-03-00	$1,800.00
366-092-04-00	$1,705.00
366-092-05-00	$1,800.00
366-092-06-00	$1,895.00
366-092-07-00	$1,515.00
366-092-08-00	$1,420.00
366-092-09-00	$1,705.00
366-092-10-00	$1,895.00
366-092-11-00	$1,420.00
366-092-12-00	$1,420.00
366-092-13-00	$1,420.00
366-092-14-00	$1,515.00
366-092-15-00	$1,515.00
366-092-16-00	$1,515.00
366-092-17-00	$1,515.00
366-092-18-00	$1,420.00
366-092-19-00	$1,515.00
366-092-20-00	$1,515.00
366-092-21-00	$1,515.00
366-092-22-00	$1,515.00
366-092-23-00	$1,515.00
366-092-24-00	$1,515.00
366-092-25-00	$1,420.00
366-092-26-00	$1,420.00
366-092-27-00	$1,515.00

CITY OF SANTEE
COMMUNITY FACILITIES DISTRICT NO. 2017-1 (WESTON INFRASTRUCTURE)

APN	Levy Amount
366-092-28-00	$1,515.00
366-092-29-00	$1,515.00
366-092-30-00	$1,515.00
366-092-31-00	$1,515.00
366-092-32-00	$1,515.00
366-092-33-00	$1,515.00
366-092-34-00	$1,420.00
366-092-35-00	$1,515.00
366-092-36-00	$1,515.00
366-092-37-00	$1,420.00
366-092-38-00	$1,515.00
366-092-39-00	$1,515.00
366-092-40-00	$1,515.00
366-092-41-00	$1,515.00
366-092-42-00	$1,420.00
366-092-43-00	$1,515.00
366-092-44-00	$1,515.00
366-092-45-00	$1,515.00
366-092-46-00	$1,610.00
366-092-47-00	$1,515.00
366-092-48-00	$1,610.00
366-092-49-00	$1,515.00
366-092-50-00	$1,515.00
366-092-51-00	$1,515.00
366-092-52-00	$1,610.00
366-092-53-00	$1,610.00
366-092-54-00	$1,515.00
366-092-55-00	$1,515.00
366-092-56-00	$1,515.00
366-092-57-00	$1,610.00
366-092-58-00	$1,515.00
366-092-59-00	$1,515.00
366-092-60-00	$1,515.00
366-092-61-00	$1,610.00
366-092-62-00	$1,515.00
366-092-63-00	$1,610.00
366-092-64-00	$1,515.00
366-092-65-00	$1,515.00
366-092-66-00	$1,515.00
366-092-67-00	$1,610.00
366-092-68-00	$1,515.00
366-092-69-00	$1,515.00
366-093-07-00	$1,895.00
366-093-08-00	$1,895.00
366-093-09-00	$1,800.00
366-093-10-00	$1,895.00
366-093-11-00	$1,515.00
366-093-12-00	$1,895.00
366-093-13-00	$1,705.00
Total	**$160,140.00**

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY THE ANNUAL COST OF MUNICIPAL SERVICES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2017-2 (WESTON MUNICIPAL SERVICES) OF THE CITY OF SANTEE**

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance TM

SUMMARY
The City Council established Community Facilities District No. 2017-2 (Weston Municipal Services) of the City of Santee ("CFD No. 2017-2") to provide a funding mechanism to meet the incremental cost of public services necessitated as a result of the Weston development project.

Ordinance No. 549, adopted on October 11, 2017, authorized the City Council, by resolution, to annually determine the special tax to be levied within CFD No. 2017-2 for the then current tax year or future tax years provided that the special tax to be levied shall not exceed the maximum special tax authorized in the Rates and Method of Apportionment of Special Tax (the "Rates and Method").

Staff requests City Council to adopt the Resolution and direct the Director of Finance to remit the certified resolution to the County of San Diego Auditor and Controller, with a request that the special taxes be collected on the tax bills for parcels within CFD No. 2017-2, along with the ordinary ad valorem property taxes to be levied on and collected from the owners of said parcels.

FINANCIAL STATEMENT TM
A special tax will be levied on parcels within CFD No. 2017-2, as set forth in Exhibit A of the Resolution, in the amount of $281.52 per developed residential unit in fiscal year 2018-19 to fund the incremental cost of municipal services. Such special taxes to be levied do not exceed the maximum special tax authorized in the Rates and Method.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION RS for MB
Adopt the attached Resolution levying special taxes to be collected during FY 2018-19 to pay the annual cost of municipal services for properties within CFD No. 2017-2.

ATTACHMENTS
Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, LEVYING SPECIAL TAXES TO BE COLLECTED DURING FISCAL YEAR 2018-19 TO PAY THE ANNUAL COST OF MUNICIPAL SERVICES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2017-2 (WESTON MUNICIPAL SERVICES) OF THE CITY OF SANTEE

WHEREAS, it is necessary that the City Council of the City of Santee (the "City") levy special taxes pursuant to Section 53340 of the California Government Code for the payment of the annual cost of municipal services, within Community Facilities District No. 2017-2 (Weston Municipal Services) of the City of Santee, County of San Diego, State of California (the "District") and in the surrounding area, and for the payment of administrative expenses incurred in connection with the levy and collection of said special taxes; and

WHEREAS, pursuant to Section 53340 of the Government Code, the City Council may by Resolution provide for the levy of special taxes on parcels of taxable property in the District at a rate provided by ordinance or at a lower rate; and

WHEREAS, the rates of the special taxes that will be levied on the taxable parcels for fiscal year 2018-19 will not exceed the maximum rates of the special taxes as provided by Ordinance No. 549.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1. The above recitals are all true and correct.

SECTION 2. Special taxes shall be and are hereby levied for the 2018-19 fiscal year on all taxable parcels of real property within the District which are subject to taxation, which are identified in Exhibit A attached hereto, and in the amount set forth for each such parcel in said Exhibit A. The total amount of the special taxes which shall be levied in fiscal year 2018-19 to pay the annual cost of the municipal services within the District is $28,433.52. Such total amount includes a portion of the amount of the special taxes which shall be levied to pay administrative expenses during that fiscal year. Pursuant to Section 53340 of the California Government Code, such special taxes shall be collected in the same manner as ordinary *ad valorem* property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for *ad valorem* taxes.

SECTION 3. The Director of Finance shall immediately, following adoption of this Resolution, transmit a copy hereof to the San Diego County Auditor and Controller together with a request that the special taxes as levied hereby be collected on the tax bills for the parcels identified in Exhibit A hereto, along with the ordinary *ad valorem* property taxes to be levied on and collected from the owners of said parcels. City staff and consultants are hereby authorized and directed to take all such necessary and further actions to carry out the directives and requirements of this Resolution.

RESOLUTION NO. _____

SECTION 4. This Resolution shall become effective upon its adoption.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A

EXHIBIT A

CITY OF SANTEE
COMMUNITY FACILITIES DISTRICT NO. 2017-2 (WESTON MUNICIPAL SERVICES)

APN	Levy Amount
366-091-02-00	$281.52
366-091-03-00	$281.52
366-091-04-00	$281.52
366-091-05-00	$281.52
366-091-06-00	$281.52
366-091-07-00	$281.52
366-091-08-00	$281.52
366-091-09-00	$281.52
366-091-10-00	$281.52
366-091-11-00	$281.52
366-091-13-00	$281.52
366-091-14-00	$281.52
366-091-15-00	$281.52
366-091-16-00	$281.52
366-091-17-00	$281.52
366-091-18-00	$281.52
366-091-19-00	$281.52
366-091-20-00	$281.52
366-091-21-00	$281.52
366-091-22-00	$281.52
366-091-23-00	$281.52
366-091-24-00	$281.52
366-091-25-00	$281.52
366-091-26-00	$281.52
366-091-27-00	$281.52
366-092-01-00	$281.52
366-092-02-00	$281.52
366-092-03-00	$281.52
366-092-04-00	$281.52
366-092-05-00	$281.52
366-092-06-00	$281.52
366-092-07-00	$281.52
366-092-08-00	$281.52
366-092-09-00	$281.52
366-092-10-00	$281.52
366-092-11-00	$281.52
366-092-12-00	$281.52
366-092-13-00	$281.52
366-092-14-00	$281.52
366-092-15-00	$281.52
366-092-16-00	$281.52
366-092-17-00	$281.52
366-092-18-00	$281.52
366-092-19-00	$281.52
366-092-20-00	$281.52
366-092-21-00	$281.52
366-092-22-00	$281.52
366-092-23-00	$281.52
366-092-24-00	$281.52
366-092-25-00	$281.52
366-092-26-00	$281.52
366-092-27-00	$281.52

CITY OF SANTEE
COMMUNITY FACILITIES DISTRICT NO. 2017-2 (WESTON MUNICIPAL SERVICES)

APN	Levy Amount
366-092-28-00	$281.52
366-092-29-00	$281.52
366-092-30-00	$281.52
366-092-31-00	$281.52
366-092-32-00	$281.52
366-092-33-00	$281.52
366-092-34-00	$281.52
366-092-35-00	$281.52
366-092-36-00	$281.52
366-092-37-00	$281.52
366-092-38-00	$281.52
366-092-39-00	$281.52
366-092-40-00	$281.52
366-092-41-00	$281.52
366-092-42-00	$281.52
366-092-43-00	$281.52
366-092-44-00	$281.52
366-092-45-00	$281.52
366-092-46-00	$281.52
366-092-47-00	$281.52
366-092-48-00	$281.52
366-092-49-00	$281.52
366-092-50-00	$281.52
366-092-51-00	$281.52
366-092-52-00	$281.52
366-092-53-00	$281.52
366-092-54-00	$281.52
366-092-55-00	$281.52
366-092-56-00	$281.52
366-092-57-00	$281.52
366-092-58-00	$281.52
366-092-59-00	$281.52
366-092-60-00	$281.52
366-092-61-00	$281.52
366-092-62-00	$281.52
366-092-63-00	$281.52
366-092-64-00	$281.52
366-092-65-00	$281.52
366-092-66-00	$281.52
366-092-67-00	$281.52
366-092-68-00	$281.52
366-092-69-00	$281.52
366-093-07-00	$281.52
366-093-08-00	$281.52
366-093-09-00	$281.52
366-093-10-00	$281.52
366-093-11-00	$281.52
366-093-12-00	$281.52
366-093-13-00	$281.52
Total	**$28,433.52**

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE LEVYING CHARGES FOR FIRE SUPPRESSION SERVICE ("FIRE BENEFIT FEE") FOR FISCAL YEAR 2018-19

DIRECTOR/DEPARTMENT Richard Smith, Fire Chief

SUMMARY

The Fire Benefit Fee was established in 1980 when it was approved by the voters of the Santee Fire Protection District. The maximum charge allowed under the measure was reached in 1993, resulting in an annual charge to residential properties of $41.00 per dwelling unit and an annual maximum charge to commercial/industrial properties of $492.00 per building.

The attached resolution is required to be adopted by the City Council in order to place the Fire Benefit Fee levy on the FY 2018-19 property tax roll.

CITY ATTORNEY REVIEW ☐ N/A ☑ Completed

FINANCIAL STATEMENT

Approximately $1,091,602 is expected to be received in FY 2018-19 as a result of the Fire Benefit Fee levy. This represents a $7,012 increase from the FY 2017-18 amount.

RECOMMENDATION FOR MB

Adopt Resolution levying charges for fire suppression service for FY 2018-19.

ATTACHMENTS

Resolution

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, LEVYING CHARGES FOR FIRE SUPPRESSION SERVICE FOR FISCAL YEAR 2018-19

WHEREAS, a proposition authorizing the levying of charges for fire suppression service pursuant to Government Code Sections 53972-77 was approved by the voters of the Santee Fire Protection District at an election held on April 9, 1980; and

WHEREAS, the Santee Fire Protection District merged with the City of Santee on April 8, 1985, with the City of Santee assuming full financial responsibility for the former Fire Protection District, to include the ability to levy the assessment for fire suppression service; and

WHEREAS, the City Council of the City of Santee desires to levy charges for fire suppression service for Fiscal Year 2018-19,

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Santee, California, approves the levying of annual fire suppression service charges for Fiscal Year 2018-19 in the amount of $4.10 per benefit unit, which equates to an annual charge of $41.00 per residential dwelling unit and a maximum charge of $492.00 per commercial/industrial building, and that all benefit receipts shall be used exclusively to provide fire suppression services.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July 2018, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **SECOND READING AND ADOPTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AMENDING TITLE 17 ("ZONING ORDINANCE") OF THE SANTEE MUNICIPAL CODE TO DEFINE "MICRO-BREWERY" AND ADD "MICRO-BREWERIES" AS A PERMITTED USE IN THE GENERAL COMMERCIAL ZONE, AND APPROVING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) IN ACCORDANCE WITH SECTION 15305 OF THE CEQA GUIDELINES (CASE FILE: ZOA 2018-2)**

DIRECTOR/DEPARTMENT Annette Ortiz, City Clerk

SUMMARY

The Introduction and First Reading of the above-entitled Ordinance was approved at a Regular Council Meeting on June 27, 2018. The Ordinance is now presented for Second Reading by title only, and adoption.

Vote at First Reading:	AYES:	HALL, HOULAHAN, JONES, MCNELIS
	NOES:	NONE
	ABSENT:	MINTO

FINANCIAL STATEMENT None

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION for MOB
Adopt Ordinance.

ATTACHMENTS
Ordinance

ORDINANCE NO. 553

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AMENDING TITLE 17 ("ZONING ORDINANCE") OF THE CITY OF SANTEE MUNICIPAL CODE TO DEFINE "MICRO-BREWERY" AND ADD "MICRO-BREWERIES" AS A PERMITTED USE IN THE GENERAL COMMERCIAL (GC) ZONE, AND APPROVING AN EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) IN ACCORDANCE WITH SECTION 15305 OF THE CEQA GUIDELINES (CASE FILE: ZOA 2018-2)

WHEREAS, the craft brewing industry is a major growth industry in California growing from 200 breweries in 2000 to more than 900 breweries currently in operation statewide; and

WHEREAS, current City of Santee ("City") regulations do not make accommodations for craft brewing within the City's established commercial districts; and

WHEREAS, craft brewing is an important industry in the City with four existing craft breweries located within the industrial districts of the City; and

WHEREAS, most small-scale craft breweries can be classified as micro-breweries; and

WHEREAS, existing State law allows for the establishment of micro-breweries in commercial districts contingent upon local enabling ordinances; and

WHEREAS, micro-breweries are licensed and regulated by the California Department of Alcoholic Beverage Control; and

WHEREAS, micro-breweries are similar in scale and intensity to currently permissible uses in the General Commercial (GC) Zoning District of the City; and

WHEREAS, the Zoning Ordinance currently does not have a definition for micro-brewery; and

WHEREAS, it is necessary to add a definition for "micro-brewery" in Section 17.04.140 ("Definitions") of the Zoning Ordinance; and

WHEREAS, the Zoning Ordinance currently does not expressly permit micro-breweries in a commercial zone; and

WHEREAS, it is necessary to amend Section 17.12.030 ("Commercial and office use regulations") of the Zoning Ordinance to allow "Micro-breweries" in the General Commercial (GC) Zone as a permitted use; and

WHEREAS, micro-breweries are a functional and viable use in the General Commercial (GC) Zone; and

ORDINANCE NO. 553

WHEREAS, the proposed changes to Title 17 of the Santee Municipal Code are consistent with Goal 6.0 of the Land Use Element of the General Plan to "promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses that will create and maintain a high quality environment".

NOW, THEREFORE, the City Council of the City of Santee, California, does ordain as follows:

.

SECTION 1. The City Council finds that this Ordinance is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15305.

State CEQA Guidelines Section 15305 exempts minor alterations in land use limitations. Here, the Ordinance adding a definition and land use category of similar intensity to currently listed permitted uses in the same zoning district constitutes a minor change in land use limitations and is consistent with Section 15305 of the CEQA Guidelines.

SECTION 2. The City Council hereby finds that all of the foregoing recitals and the staff report presented herewith are true and correct and are hereby incorporated and adopted as findings of the City Council as if fully set forth herein.

SECTION 3. Title 17 ("Zoning Ordinance") of the Santee Municipal Code is hereby amended with the following additions to Section 17.04.140 ("Definitions") and Section 17.12.030 ("Commercial and office use regulations") to read as follows:

Section 17.04.140 "Definitions"
Section 17.04.140(C) is hereby amended by adding the following definition:

> ""Micro-brewery" means a small-scale brewery operation that produces less than 15,000 barrels of beer per year, with on-site and/or off-site consumption, and with or without a pub or restaurant, as licensed by the California Department of Alcoholic Beverage Control."

Section 17.12.030 ("Commercial and office use regulations")
TABLE 17.12.030A USE REGULATIONS FOR COMMERCIAL/OFFICE DISTRICTS is hereby amended to read as follows:

Add subsection (B) (29) (j) to allow micro-breweries in the General Commercial (GC) District as a permitted use as follows:

USE	OP	NC	GC
(j) Micro-breweries, provided all equipment, supplies and materials are kept within an enclosed building	—	—	P

SECTION 4. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 5. Upon adoption of the Ordinance, the added text shown shall be incorporated into the Zoning Ordinance.

SECTION 6. This Ordinance shall become effective thirty (30) days after its passage.

SECTION 7. The City Clerk is hereby directed to certify the adoption of this ordinance, to file a Notice of Exemption, and cause the same to be published as required by law.

INTRODUCED AND FIRST READ at a Regular Meeting of the City Council of the City of Santee, California, on the 27th day of June, 2018, and thereafter **ADOPTED** at a Regular Meeting of said City Council held on the 25th day of July, 2018, by the following vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE MAGNOLIA AVENUE BRIDGE FOUNDATION REPAIRS (CIP 2018-16) AS COMPLETE**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY

This item requests City Council accept the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) as complete.

City Council awarded the construction contract for the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) to Bert W. Salas, Inc. on March 28, 2018 in the amount of $39,320.00 with change order authorization up to $3,932.00. A Notice to Proceed was issued on June 11, 2018 and the work was completed on June 20, 2018. One change order was approved in the amount of $2,460.00 for additional rip rap and grouting work, making the total contract price $41,780.00.

Staff requests City Council accept the project as complete and direct the City Clerk to file a Notice of Completion.

FINANCIAL STATEMENT

Funding was provided by the Zone 2 Flood Control District Fund FY 2017-18 operating budget in the amount of $56,652.00.

Design and Bidding	$ 10,011.45
Construction Contract	39,320.00
Construction Change Orders	2,460.00
Construction Management and Inspection	3,757.25
Total Estimated Project Cost	$ 55,548.70

CITY ATTORNEY REVIEW

☐ N/A ☒ Completed

RECOMMENDATION

Adopt the attached Resolution accepting the Magnolia Avenue Bridge Foundation Repairs project (CIP 2018-16) as complete.

ATTACHMENTS

Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE MAGNOLIA AVENUE BRIDGE FOUNDATION REPAIRS PROJECT (CIP 2018-16) AS COMPLETE

WHEREAS, the City Council of the City of Santee, California, awarded the construction contract for the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) to Bert W. Salas, Inc. on March 28, 2018, for $39,320.00; and

WHEREAS, the City Council authorized staff to approve construction change orders not to exceed $3,932.00; and

WHEREAS, staff approved one construction change order totaling $2,460.00; and

WHEREAS, the project was completed for a total contract amount of $41,780.00; and

WHEREAS, Bert W. Salas, Inc. has completed the project in accordance with the contract plans and specifications.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, that the work for the construction of the Magnolia Avenue Bridge Foundation Repairs Project (CIP 2018-16) is accepted as complete on this date and the City Clerk is directed to record a "Notice of Completion".

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE AWARD OF A STATE TRANSPORTATION PLANNING GRANT FOR THE CITY OF SANTEE COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY, AUTHORIZING THE CITY MANAGER TO EXECUTE AGREEMENTS WITH THE STATE, AND APPROPRIATING FUNDS**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services MK

SUMMARY

The City has been awarded a State Transportation Planning Grant for the development of the "City of Santee Comprehensive Active Transportation Strategy" in the amount of $240,802. The project will serve as an update to the City's existing Bicycle Master Plan and develop a Pedestrian Master Plan. It will determine existing conditions, goals and objectives, priority projects and implementation plan for the City's bicycle and pedestrian networks. The project is included in the City's current Capital Improvement Program approved by City Council on June 28, 2017 as an unfunded project for which grant funds would be sought.

As a condition of receiving the grant award the California Department of Transportation (Caltrans) requires that the City designate the person authorized to enter into agreements with Caltrans by a resolution. The attached Resolution designates the City Manager.

ENVIRONMENTAL REVIEW

Not applicable.

FINANCIAL STATEMENT

The estimated cost of the project is $272,000, of which $240,802 will be funded with the State Transportation Planning Grant. There is an 11.47% local match in the amount of $31,198 required for the grant which will require an appropriation of Traffic Mitigation Fees.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION

Adopt the attached Resolution authorizing the City Manager to enter into agreements with Caltrans to receive grant funding for the City of Santee Comprehensive Active Transportation Strategy project appropriating said grant funds in the amount of $240,802 and appropriating $31,198 in Traffic Mitigation Fees to meet the required local match.

ATTACHMENTS

Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE AWARD OF A STATE TRANSPORTATION PLANNING GRANT FOR THE CITY OF SANTEE COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY, AUTHORIZING THE CITY MANAGER TO EXECUTE AGREEMENTS WITH THE STATE, AND APPROPRIATING FUNDS

WHEREAS, the City Council of the City of Santee is eligible to receive Federal and/or State funding for certain transportation planning-related plans, through the California Department of Transportation; and

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, the City of Santee wishes to delegate authorization to execute these agreements and any amendments thereto; and

WHEREAS, the awarded grant amount is $240,802 which requires an 11.47% match in the amount of $31,198 for a total project cost of $272,000.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California as follows:

SECTION 1: Authorize the City Manager to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

SECTION 2: Appropriate grant funds in the amount of $240,802.

SECTION 3: Appropriate Traffic Mitigation Fees in the amount of $31,198 to meet the local match requirement.

ADOPTED by the City Council of the City of Santee, California, at a Regular meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA ACCEPTING THE CITYWIDE CRACK SEALING PROGRAM 2018 PROJECT (CIP 2018-14) AS COMPLETE**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY

This item requests City Council accept the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) as complete.

At its April 11, 2018 meeting, the City Council awarded the construction contract for the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) for a total contract amount of $63,000.00 to Hardy & Harper, Inc. and authorized the Director of Development Services to approve contract change orders in a total amount not to exceed $6,300.00 for unforeseen items and additional work.

A Notice to Proceed was issued on June 18, 2018 and the work was completed on June 27, 2018. No change orders were authorized for this contract.

Staff requests City Council accept the project as complete and direct the City Clerk to file a Notice of Completion.

FINANCIAL STATEMENT

Funding for this Project was included in the adopted Capital Improvement Program budget as part of the Citywide Pavement Roadway Maintenance program. Funding for this project was provided by FY 2017-18 and FY 2018-19 TransNet funds.

Design & Bidding	$ 5,399.48
Original Construction Contract	63,000.00
Construction Change Orders	0.00
Construction Engineering/Management	2,975.40
Estimated Project Closeout	500.00
Total Project Cost	$ 71,874.88

CITY ATTORNEY REVIEW

☐ N/A ☒ Completed

RECOMMENDATION

Adopt the attached Resolution accepting the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) as complete.

ATTACHMENT

Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, ACCEPTING THE CITYWIDE CRACK SEALING PROGRAM 2018 PROJECT (CIP 2018-14) AS COMPLETE

WHEREAS, the City Council of the City of Santee, California, awarded the construction contract for the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) to Hardy & Harper, Inc. on April 11, 2018, for $63,000.00; and

WHEREAS, the City Council authorized staff to approve construction change orders in a total amount not to exceed $6,300.00; and

WHEREAS, no change orders were approved for the project; and

WHEREAS, the project was completed for a total contract amount of $63,000.00; and

WHEREAS, Hardy & Harper, Inc. has completed the project in accordance with the contract plans and specifications.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California, that the work for the construction of the Citywide Crack Sealing Program 2018 Project (CIP 2018-14) is accepted as complete on this date and the City Clerk is directed to record a Notice of Completion.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA AWARDING THE DESIGN-BUILD CONSTRUCTION CONTRACT FOR THE TOWN CENTER COMMUNITY PARK HVAC UPGRADES (CIP 2018-46) TO JOHNSON CONTROLS, INC. AND DETERMINING A CATEGORICAL EXEMPTION PURSUANT TO SECTION 15301(d) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY This item requests City Council award the construction contract for the Town Center Community Park HVAC Upgrades (CIP 2018-46) project to Johnson Controls in the amount of $27,593.00. This project will upgrade the existing air conditioning system that services the sports complex restaurant building at the Town Center Community Park which is experiencing excessive temperatures in the kitchen service area.

On July 11, 2018, two (2) proposals were received at the City Clerk's Office and the proposal submitted by Johnson Controls, Inc. was the lowest received proposal in the amount of $27,593.00. Upon review by staff, the proposal submitted by Johnson Controls has been deemed a responsive and responsible proposal and is 10% higher than the Engineer's Estimate of $25,000.00. Staff recommends awarding the design-build construction contract to Johnson Controls, Inc. in the amount of $27,593.00. Staff also requests authorization for the Director of Development Services to approve change orders in a total amount not to exceed $2,759.30 (10%) for unforeseen items and additional work.

ENVIRONMENTAL REVIEW Pursuant to the California Environmental Quality Act (CEQA) guidelines, a Categorical Exemption is provided in Section 15301(d) of CEQA Guidelines.

FINANCIAL STATEMENT Funding for this project is included in the adopted FY 2017-18 and FY 2018-19 Capital Improvement Program budget as part of the General Park Improvements project and is provided by Park In-Lieu Fees.

Design, Bidding and Advertisement	$	8,923.90
Construction Contract		27,593.00
Construction Change Orders, Engineering / Management		3,483.10
Total Anticipated Project Cost	$	40,000.00

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION FOR MB

Adopt the attached Resolution:

1. Approving a categorical exemption pursuant to the California Environmental Quality Act Section 15301(d); and
2. Awarding the design-build construction contract to Johnson Controls, Inc. for a total amount of $27,593.00 and authorizing the City Manager to execute the contract; and
3. Authorizing the Director of Development Services to approve change orders in an amount not to exceed $2,759.30.

ATTACHMENTS Resolution Bid Summary

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA AWARDING THE DESIGN-BUILD CONSTRUCTION CONTRACT FOR THE TOWN CENTER COMMUNITY PARK HVAC UPGRADES (CIP 2018-46) TO JOHNSON CONTROLS, INC. AND DETERMINING A CATEGORICAL EXEMPTION PURSUANT TO SECTION 15301(d) OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the City Clerk, on the 11th day of July 2018, received sealed proposals for the Town Center Community Park HVAC Upgrades (CIP 2018-46) Design-Build project ("Project"); and

WHEREAS, the lowest received proposal was submitted by Johnson Controls, Inc. in the amount of $27,593.00; and

WHEREAS, Johnson Controls, Inc. was found to be the lowest responsive and responsible proposal in the amount of $27,593.00; and

WHEREAS, staff recommends awarding the design-build construction contract to Johnson Controls, Inc. in the amount of $27,593.00; and

WHEREAS, staff requests authorization for the Director of Development Services to expend a total amount not to exceed $2,759.30 for unforeseen change orders and additional work; and

WHEREAS, the project is categorically exempt from environmental review by section 15301(d) of the Guidelines to the California Environmental Quality Act.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1: The design-build construction contract for the Town Center Community Park HVAC Upgrades (CIP 2018-46) project is awarded to Johnson Controls as the lowest responsive and responsible proposal in the amount of $27,593.00 and the City Manager is authorized to execute the contract on behalf of the City.

SECTION 2: The Director of Development Services is authorized to approve change orders in an amount not to exceed $2,759.30 for unforeseen items and additional work.

SECTION 3: This project is exempt from the requirements of the California Environmental Quality Act pursuant to Section 15301(d) of the State CEQA Guidelines. Staff is directed to file a Notice of Exemption as provided by law.

SECTION 4: The Clerk is directed to certify the adoption of this Resolution.

RESOLUTION NO.

ADOPTED by the City Council of the City of Santee, California, at a Regular meeting thereof held this 25th day of July, 2018 by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____

JOHN W. MINTO, MAYOR

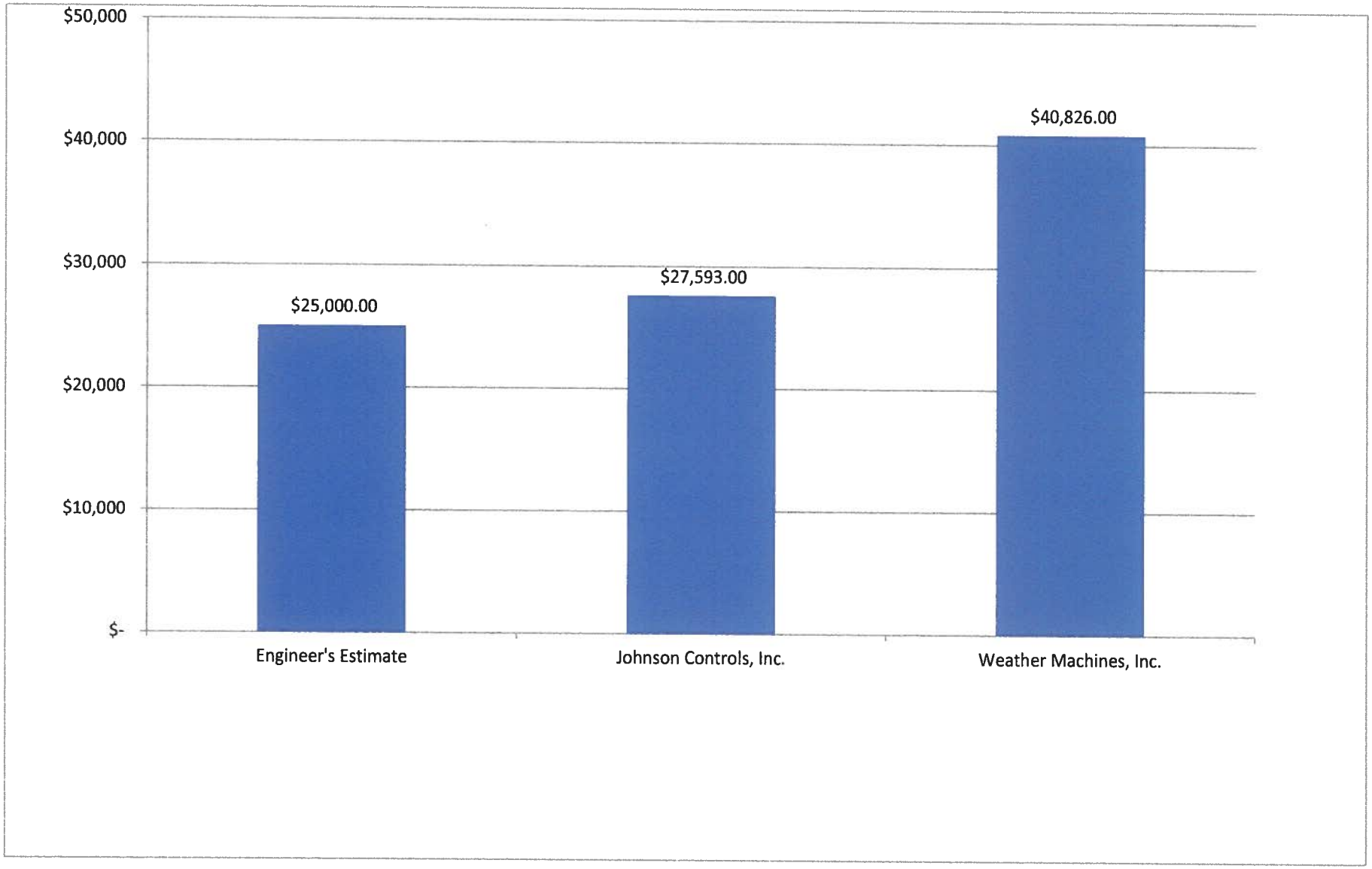
ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK

BID SUMMARY

TOWN CENTER COMMUNITY PARK HVAC UPGRADES (CIP 2018-46)



City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **PUBLIC HEARING FOR THE FY 2018-19 TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT ANNUAL LEVY OF ASSESSMENTS**

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY

Town Center Landscape Maintenance District ("TCLMD") was originally formed in 1987. It now comprises eight distinct zones, four of which are assessed: "Zone A – "Town Center Parkway," Zone B – "The Lakes," Zone C – "San Remo," and Zone D – the mixed use project known as "Mission Creek." Contractors provide landscape, fountain, and lighting maintenance services to these four assessed zones. Maps depicting each zone and the areas of maintenance are attached.

Tonight's public hearing for the TCLMD FY 2018-19 annual levy of assessments is the final step in the annual assessment process. On April 25, 2018, Council initiated proceedings and ordered the preparation of an Engineer's Report. On June 13, 2018, Council approved the Engineer's Report and set tonight's meeting as the time and place for the required public hearing for the FY 2018-19 TCLMD's annual levy of assessments. The Engineer's Report describes the legal and physical nature of the TCLMD, its improvements, budget and the proposed spread of assessments.

The attached Assessment Summary reflects TCLMD assessments, costs and available balances for FY 2018-19. There will be no change in the assessment for Zone A, B, C and Zone D, as they are at the maximum assessment.

FINANCIAL STATEMENT

A total of $321,773 is proposed to be assessed on property owners within Zones A through D of the TCLMD in FY 2018-19 for the cost of maintenance and administration.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATIONS

1) Conduct and close the public hearing
2) Adopt resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 TCLMD annual levy of assessments

ATTACHMENTS (Listed Below)

1) Assessment Summary
2) Resolution
3) Engineer's Report

ASSESSMENT SUMMARY FOR
TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT

FY 2018-19 ASSESSMENTS VS. FY 2017-18 ASSESSMENTS AND APPROVED MAXIMUM ASSESSMENT

Zone	Title	Benefit Unit Used	FY 2018-19 Maintenance & Administration	Reserves 7/1/2018	FY 17-18 Levy Per Benefit Unit	**FY 18-19 Levy Per Benefit Unit**	**FY 18-19 Total Levy**	Maximum Total Levy
A	Town Center Parkway	Acre	$175,890.00	$146,119.00	$1,627.00/ $2,973.00 (1)	**$1,627.00/ $2,973.00** (1)	**$141,816.82**	$141,816.82
B	The Lakes	SFH (2)	$9,130.00	$22,368.00	$84.48	**$84.48**	**$7,518.72**	$7,518.72
C	San Remo	SFH (2)	$6,980.00	$21,686.00	$218.22	**$218.22**	**$7,855.92**	$7,855.92
D	Mission Creek - Commercial	Acre	N/A	N/A	$5,481.35	**$5,481.35**	**$46,749.08**	$46,749.08
	Mission Creek - Residential	SFH (2)	N/A	N/A	$286.00	**$286.00**	**$117,832.00**	$117,832.00
	Mission Creek - All Uses	N/A	$183,540.00	$86,253.00	N/A	**N/A**	**$164,581.08**	$164,581.08

Notes:

(1) Based on a 1987 agreement with the RDA and The Price Company, the Costco parcel is levied a lower overall assessment. All other parcels are charged the second-shown rate.

(2) "SFH" means Single Family Home.

Attachment 1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE CONFIRMING AN ASSESSMENT DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE FY 2018-19 TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT ANNUAL LEVY OF ASSESSMENTS

WHEREAS, on April 25, 2018, pursuant to Resolution No. 032-2018, the City Council of the City of Santee initiated proceedings for the annual levy of the assessments for a street lighting and landscaping district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2 of the Streets and Highways Code of the State of California, Article XIII D of the California Constitution, and the Proposition 218 Omnibus Implementation Act (commencing with California Government Code Section 53750) (collectively the "Law"), in a district known and designated as **TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT** ("District"); and

WHEREAS, on April 25, 2018, also pursuant to Resolution No. 032-2018, the City Council ordered the preparation of an Engineer's Report ("Report") and the Director of Finance filed with this City Council said Report pursuant to the Law for its consideration and subsequently thereto, on June 13, 2018, pursuant to Resolution No. 053-2018, this City Council did adopt its Resolution of Intention to levy and collect assessments for Fiscal Year 2018-19 relating to the District, and further did proceed to give notice of the time and place for a public hearing on all matters relating to said annual levy of the proposed assessment in accordance with the Law; and

WHEREAS, at this time this City Council has heard all testimony and evidence, and is desirous of proceeding with said annual levy of assessments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That this City Council hereby confirms the assessment diagram and assessment as submitted and orders the annual levy of the assessment for maintenance of improvements for the Fiscal Year 2018-19 in the amounts as set forth in the Report and as referred to in the Resolution of Intention as previously adopted relating to said annual assessment levy.

SECTION 3. That the assessment diagram and assessment for maintenance of improvements as set forth and contained in said Report are hereby confirmed and adopted by this City Council as originally proposed.

SECTION 4. That the adoption of this Resolution constitutes the levy of the assessment for the Fiscal Year 2018-19.

SECTION 5. That the estimates of costs, the assessment diagram, the assessments and all other matters as set forth in the Report, pursuant to the Law, as submitted, are hereby approved, adopted and confirmed by this City Council, all as originally proposed.

RESOLUTION NO. _____

SECTION 6. That the maintenance of improvements contemplated by the Resolution of Intention shall be performed pursuant to law and the County of San Diego Auditor shall enter on the County of San Diego Assessment Roll the amount of the assessment and said assessment shall then be collected at the same time and in the same manner as the County taxes are collected. After collection by the County of San Diego, the net amount of the assessment shall be paid to the Director of Finance of the City for the benefit of the District.

SECTION 7. That the Director of Finance has established a special fund known as the **TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT** into which the Director of Finance shall place all monies collected by the County of San Diego Tax Collector pursuant to the provisions of this Resolution and law and said transfer shall be made and accomplished as soon as said monies have been made available to said Director of Finance.

SECTION 8. That the City Clerk is hereby ordered and directed to file a certified copy of the assessment diagram and assessment roll with the County of San Diego Auditor, together with a certified copy of this Resolution immediately upon its adoption, but in no event later than August 1, 2018.

SECTION 9. That a certified copy of the assessment diagram and assessment roll shall be filed in the office of the Director of Finance, with a duplicate copy on file in the office of the City Clerk and open for public inspection.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

ALBERT A. WEBB ASSOCIATES

Fiscal Year 2018-19 Final Engineer's Report

City of Santee

Santee Town Center Landscape Maintenance District

Prepared for:

CITY OF SANTEE, CALIFORNIA
INCORPORATED 1980

July 2018

www.webbassociates.com

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i. Engineer's Statement

AGENCY: CITY OF SANTEE

PROJECT: SANTEE TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT

TO: CITY COUNCIL
CITY OF SANTEE
STATE OF CALIFORNIA

REPORT PURSUANT TO "LANDSCAPING AND LIGHTING ACT OF 1972"

Pursuant to direction from the City Council, submitted herewith is the Engineer's Report (the "Report"), consisting of the following parts, pursuant to the provisions of Division 15, Part 2 of the Streets and Highways Code of the State of California, being the "Landscape and Lighting Act of 1972," as amended, commencing with Section 22500, and which is in accordance with Resolution No. 032-2018 adopted by the City of Santee, City Council, San Diego County, California ordering preparation of the Engineer's Report for Santee Town Center Landscape Maintenance District (the "District"). This Report is applicable for the ensuing 12-month period, being the Fiscal Year commencing July 1, 2018, to June 30, 2019. Please note that Albert A. Webb Associates provides engineering advice and related consulting engineering services. Albert A. Webb Associates is not a registered municipal advisor and does not participate in municipal advisory activities, and nothing in this Engineer's Report for the District is, or should be interpreted to be, municipal advisory services or advice.

SECTION 1 **PLANS AND SPECIFICATIONS** of the improvements to be maintained and-or improved for the Fiscal Year. The plans and specifications show and describe the existing improvements, and are sufficient in showing and describing the general nature, location and extent of the improvements.

SECTION 2 A **COST ESTIMATE** of the improvements to be maintained and-or improved for the mentioned Fiscal Year.

SECTION 3 **ASSESSMENT DIAGRAMS** showing the boundaries of the Assessment District as shown in Appendix B.

SECTION 4 A **METHOD OF ASSESSMENT** showing the proportionate amount of the assessment to be charged in proportion to the benefits to be received by each lot or parcel within the exterior boundaries.

SECTION 5 The **PROPOSED ASSESSMENTS** for each Zone within Santee Town Center Landscape Maintenance District.

i. Engineer's Statement

Executed this _____ day of _____ 2018.

ALBERT A. WEBB ASSOCIATES

_____

MATTHEW E. WEBB
PROFESSIONAL CIVIL ENGINEER NO. 37385
ENGINEER OF WORK
CITY OF SANTEE
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessment and all matters in the Engineer's Report were made on the _____ day of _____ 2018, by adoption of Resolution No. _____ By City Council.

_____

CITY CLERK
CITY OF SANTEE
STATE OF CALIFORNIA

A copy of the Assessment Roll and Engineer's Report were filed in the City Clerk's Office on the _____ day of _____ , 2018.

_____

CITY CLERK
CITY OF SANTEE
STATE OF CALIFORNIA

1. Plans and Specifications

WHEREAS, on April 25, 2018, a Resolution of the City Council of the City of Santee, California, Initiating Proceedings and Ordering the Preparation of an Engineer's Report for the FY 2018-19 Town Center Landscape Maintenance District Annual Levy of Assessments was ordered;

WHEREAS, the Resolution Initiating Proceedings for the Annual Levy of Assessments and Ordering the Preparation of an Engineer's Report directed Albert A. Webb Associates, to prepare and file a report presenting plans and specifications describing the general nature, location and extent of the improvements to be maintained, an estimate of the costs of the maintenance, operations and servicing of the improvements for the Santee Town Center Landscape Maintenance District for the referenced fiscal year, a diagram for the District showing the area and properties to be assessed, and an assessment of the estimated costs of the maintenance, operations and servicing the improvements, assessing the net amount upon all assessable lots and-or parcels within the District in proportion to the special benefit received;

WHEREAS, on June 13, 2018, the City Council of the City of Santee, State of California, under the Landscaping and Lighting Act of 1972, having adopted its Resolution of Intention for the Annual Levy of Assessments declaring its intention to levy assessments for the Santee Town Center Landscape Maintenance District and provide notice of the public hearing;

NOW THEREFORE, the following assessment is made to cover the portion of the estimated costs of maintenance, operation and servicing of said improvements to be paid by the assessable real property within the District in proportion to the special benefit received;

Summary of Assessments

Description	Budgeted for Fiscal Year 2018-19[1]
Zone A-Town Center	
Total Assessments for Fiscal Year 2018-19	$141,820
Interest	$1,500
City of Santee Contribution	$26,400
Reserve Fund Contribution	$6,170
Total Expenditures/Proposed Budget	**$175,890**
Zone B-The Lakes	
Total Assessments for Fiscal Year 2018-19	$7,520
Interest	$280
Reserve Fund Contribution	$1,330
Total Expenditures/Proposed Budget	**$9,130**
Zone C-San Remo	
Total Assessments for Fiscal Year 2018-19	$7,860
Interest	$300
Reserve Fund Contribution	($1,180)
Total Expenditures/Proposed Budget	**$6,980**

1. Plans and Specifications

Description	Budgeted for Fiscal Year 2018-19[1]
Zone D-Mission Creek	
Total Assessments for Fiscal Year 2018-19	$164,580
Interest	$650
Reserve Fund Contribution	$18,310
Total Expenditures/Proposed Budget	**$183,540**
Total Proposed Budget for Fiscal Year 2018-19	**$375,540**

[1] No Assessment for Zones E-H will be levied for Fiscal Year 2018-19 as the property owners' association is maintaining the improvements to a satisfactory level in the City but may be levied in future years.

Landscaping facilities or improvements are defined as landscaping within public streets and public rights-of-way and easements, their appurtenances and the costs of installing, operating and maintaining them.

Improvements to be performed generally consist of maintenance of median and right-of-way landscaping, including but not limited to personnel costs, electrical energy, water, materials, contracting services and other items necessary for the satisfactory delivery of these services.

Description of the Boundaries of Santee Town Center Landscape Maintenance District

ZONE A commonly referred to as Town Center, is located north of Mission Gorge Road and west of Cuyamaca Street, and all parcels along Town Center Parkway between Mission Gorge Road and Cuyamaca Street within the incorporated territory of the City of Santee. The zone consists of 30 commercial units with 54.04 acres of land.

ZONE B commonly referred to as The Lakes, is located north of Palm Glen Drive and west of Magnolia Avenue within the incorporated territory of the City of Santee. The zone consists of 89 residential units.

ZONE C commonly referred to as San Remo, is located south of Mast Boulevard with parcels along both sides of San Remo Court and Bilteer Court within the incorporated territory of the City of Santee. The zone consists of 36 residential units.

ZONE D commonly referred to as Mission Creek, is located west of Cuyamaca Street and all parcels on cul-de-sacs off of Mission Creek Drive and River Park Drive west of Cuyamaca Street within the incorporated territory of the City of Santee. The zone consists of 181 single family residential units, 231 multi-family residential units, 18 commercial units, 1 vacant commercial unit, and one exempt parcel.

ZONE E commonly referred to as Trolley Square is located north of Mission Gorge Road and south of Town Center Parkway, east of Cuyamaca Street and west of Civic Center Drive within the incorporated territory of the City of Santee. The zone consists of 12 commercial units with 44.43 acres of land.

ZONE F commonly referred to as Hartford Property, is located east of Cuyamaca Street and Civic Center Drive and west of Cottonwood Avenue, south of River Park Drive and northeast of Town Center Parkway, and Street B Drive within the incorporated territory of the City of Santee. The zone consists of 1 commercial unit with 7.97 acres of land.

ZONE G commonly referred to as Riverwalk, is located east of Cuyamaca Street and east of Park Center Drive, south of Mast Boulevard and along the north side of Riverwalk Drive within the incorporated territory of the City of Santee. The zone consists of 218 residential units.

1. Plans and Specifications

ZONE H commonly referred to as Riverview, is located east of Cuyamaca Street and west of Magnolia Avenue, southeast of Riverwalk Drive and north of Mission Gorge Road within the incorporated territory of the City of Santee. The zone has 6 units of commercial/residential property with 78.30 acres of land.

1. Plans and Specifications

Description of Improvements and Services

Landscaping facilities or improvements are defined as landscaping within public streets and public rights-of-way and easements, their appurtenances and the costs of installing, operating and maintaining them. Improvements to be performed generally consist of maintenance of median and right-of-way landscaping, including but not limited to personnel costs, electrical energy, water, materials, contracting services and other items necessary for the satisfactory delivery of these services.

ZONE A – TOWN CENTER

The primary improvements provided within Zone A may include but are not limited to: medians within Town Center Parkway, open space and landscape easements, public alleyways within the boundaries of the District, and public walkways and pathways within the District.

ZONE B – THE LAKES

The primary improvements provided within Zone B may include but are not limited to: public walkways and landscape easements, and walkways and parkway landscaping within the public right-of-way on Palm Glen Drive and Magnolia Avenue.

ZONE C – SAN REMO

The primary improvements provided within Zone C may include but are not limited to: public walkways and sound walls on Mast Boulevard, open space, landscape and drainage easements.

ZONE D – MISSION CREEK

The primary improvements provided within Zone D may include but are not limited to: landscape easements, public access, walkways and parkways throughout the Mission Creek development, Western bike path, entrance monuments on the corners of Cuyamaca Street and River Park Drive, San Diego River Channel improvements (i.e., Linear Park, Pedestrian Bridge, Riparian Habitat, etc.), landscape easements, public access, walkways and parkways at Commercial Unit No. 3, landscape easements, public access, walkways and parkways at Residential Units 1 and 2, landscape easements, public access, walkways and parkways at the Mission Creek Townhomes, and landscape easements, public access, walkways and parkways at the Mission Creek Cluster Homes.

ZONE E – TROLLEY SQUARE

The primary improvements provided within Zone E may include but are not limited to: landscape, maintenance and access easements, parkway landscaping and appurtenances within the public right-of-way on the north side of Mission Gorge Road between Cuyamaca Street and Civic Center Drive, parkway landscaping and appurtenances within the public right-of-way on the west side of Civic Center Drive between Mission Gorge Road and Street B, parkway landscaping and appurtenances within the public right-of-way on the south side of Street B between Civic Center Drive and Town Center Parkway, parkway landscaping and appurtenances within the public right-of-way on the south side of Town Center Parkway between Street B and Cuyamaca Street, parkway landscaping and appurtenances within the public right-of-way on the east side of Cuyamaca Street between Town Center Parkway and Mission Gorge Road, water feature at corner of Cuyamaca Street and Mission Gorge Road, water feature at corner of Mission Gorge Road and Civic Center Drive, and water feature at the north end of the trolley station.

ZONE F – HARTFORD PROPERTY

The primary improvements provided within Zone F may include but are not limited to: landscape, maintenance and access easements, parkway landscaping and appurtenances within the public right-of-way on the north side of Mission Gorge Road between Willow Avenue and Civic Center Drive, parkway landscaping and appurtenances within the public right-of-way on the east side of Civic Center Drive between Mission Gorge Road and Street B.

ZONE G – RIVERWALK

The primary improvements provided within Zone G may include but are not limited to: landscaping along Riverwalk Drive and Park Center Drive adjacent to the site and the entrance to the Riverwalk project (approximately 22,259 SF).

ZONE H – RIVERVIEW

The primary improvements provided within Zone H may include but are not limited to: landscaping along the east side of Cuyamaca Street, landscaping along the north side of Town Center Parkway, landscaping along the north side of Transit Way, landscaping along the west and north sides of Riverview Parkway, and landscaping along the north side of Mission Gorge Road, landscaping along the east and south sides of Riverview Parkway, landscaping along the north side of Riverview Parkway, landscaping along the west side of Magnolia Avenue, and pedestrian easement.

2. Cost Estimate

The 1972 Act provides that the total cost of installation, construction, maintenance and servicing of the public landscaping and park facilities can be recovered by the District. Maintenance can include the repair and/or replacement of existing facilities. Servicing can include electrical and associated costs from a public utility. Incidental expenses, including administration of the District, engineering fees, legal fees, printing, posting, and mailing of notices, and all other costs associated with the formation and maintenance of the District can also be included. The estimated expenditures for maintenance and the assessments to be levied for Fiscal Year 2018-19 under consideration for this report have been provided by the City and are as follows for each zone.

Zone A – Town Center Budget

Description	Fiscal Year 2018-19 Estimated Through June 30, 2019
Revenues:	
Assessments	$141,820
Interest	$1,500
City of Santee Contribution	$26,400
Reserve Fund Contribution	$6,170
Total Revenues	**$175,890**
Expenditures	
Administration	$2,940
Advertising	$300
Electricity & Gas	$36,400
Water & Sewer - Grounds	$48,500
Repair/Maintenance - Grounds	$76,750
Irrigation Materials	$1,000
Internal Service Charges	$10,000
Total Expenditures/Proposed Budget	**$175,890**

Zone B – The Lakes Budget

Description	Fiscal Year 2018-19 Estimated Through June 30, 2019
Revenues:	
Assessments	$7,520
Interest	$280
Reserve Fund Contribution	$1,330
Total Revenues	**$9,130**
Expenditures	
Administration	$160
Advertising	$20
Water & Sewer - Grounds	$4,000
Repair/Maintenance - Grounds	$4,150
Internal Service Charges	$800
Total Expenditures/Proposed Budget	**$9,130**

2. Cost Estimate

Zone C – San Remo Budget

Description	Fiscal Year 2018-19 Estimated Through June 30, 2019
Revenues:	
Assessments	$7,860
Interest	$300
Reserve Fund Contribution	($1,180)
Total Revenues	**$6,980**
Expenditures	
Administration	$160
Advertising	$20
Water & Sewer - Grounds	$2,900
Repair/Maintenance - Grounds	$3,300
Internal Service Charges	$600
Total Expenditures/Proposed Budget	**$6,980**

Zone D – Mission Creek Budget

Description	Fiscal Year 2018-19 Estimated Through June 30, 2019
Revenues:	
Assessments	$164,580
Interest	$650
Reserve Fund Contribution	$18,310
Total Revenues	**$183,540**
Expenditures	
Administration	$3,410
Advertising	$330
Electricity & Gas	$23,300
Water & Sewer - Grounds	$60,000
Repair/Maintenance - Grounds	$87,000
Irrigation Materials	$400
Internal Service Charges	$9,100
Total Expenditures/Proposed Budget	**$183,540**

The maximum assessment rate per acre for Zones E, F and G may be increased by 2% by City Council approval each year. The maximum assessment rate per acre for Zone H may be increased by City Council approval each year by (i) the Consumer Price Index - all Urban Consumers for the San Diego Area or (ii) two percent (2%), whichever is greater.

No assessment will be levied for Zones E through H for the Fiscal Year 2018-19 as the property owners' association has maintained the improvements to a level satisfactory to the City.

Assessment Diagrams

Assessment Diagrams for the Santee Town Center Landscape Maintenance District, Zones A-H have been submitted to the City of Santee in the format required under the provision of the Act. The lines and dimensions shown on maps of the County of San Diego Assessor's Office for the current year are incorporated by reference in Appendix B herein and made part of this Report.

Proposition 218 Compliance

On November 5, 1996, California voters approved Proposition 218 entitled "Right to Vote on Taxes Act" which added Article XIIID to the California Constitution. While its title refers only to taxes, Proposition 218 establishes new procedural requirements for the formation and administration of assessment districts. Proposition 218 also requires that with certain specified exception, which are described below, all existing assessment districts must be ratified by the property owners within the District using the new procedures.

Some of these exceptions include:

1) Any assessment imposed exclusively to finance the capital cost or maintenance and operation expenses for streets.

2) Any assessments levied pursuant to a petition signed by the persons owning all of the parcels subject to the assessment at the time the assessment was initially imposed.

However, even if assessments are initially exempt from Proposition 218, if the assessments are increased in the future, the City will need to comply with the provisions of Proposition 218 for that portion of the increased assessment formula (e.g., CPI increase).

Proposition 218 does not define this term "streets", however, based on the opinions of the public agency officials, attorneys, assessment engineers and Senate Bill 919, it has been determined that streets include all public improvements located within the street right-of-way. This would include median and parkway landscaping, traffic signals, safety lighting and street lighting.

Proposition 218 defines "assessment" as "any levy or charge upon real property by an agency for a special benefit conferred upon the real property." Cal. Const., art. XIIID, §2(b). A special assessment, sometimes called a "benefit assessment," is a charge generally levied upon parcels of real property to pay for benefits the parcels receive from local improvements. Special assessments are levied according to statutory authority granted by the Legislature or, in some instances, local charters. Distinguishing among taxes, fees and assessments can be difficult and often depends on the context in which the distinction is made. For example, taxes, assessments and property-related fees all may be imposed on property. The key feature that distinguishes an assessment from a tax, fee or charge is the existence of a special benefit to real property. Without identifying a special benefit, there can be no assessment.

Method of Apportionment

Pursuant to the Landscaping and Lighting Act of 1972 and Article XIII D of the Constitution of the State of California, all parcels that have special benefit conferred upon them as a result of the maintenance and operation of improvements shall be identified and the proportionate special benefit derived by each identified parcel shall be determined in relationship to the entire cost of the maintenance and operation of the improvements. Only parcels that receive direct special benefit are assessed, and each parcel is assessed in proportion to the estimated benefit received.

The Act also permits the designation of zones of benefit within any individual assessment district if "by reasons or variations in the nature, location, and extent of the improvements, the various areas will receive different degrees of benefit from the improvement" (S&H S22574). Thus, the 1972 Act requires the levy of a true "assessment" rather than a "special tax." Excepted from the assessment would be the area of all public streets and right-of-way; all public parks, greenbelts and parkways.

Special Benefit Determination

The City of Santee considers the maintenance and upkeep of parkways and adjacent slopes to be the responsibility of the adjacent development due to the added beautification of the local community which extends to the perimeter of the development.

Improvements that provide a special benefit to an isolated group of parcels of land located within the District are considered to be a localized benefit, and the costs associated with these improvements are assessed to all parcels receiving the localized benefit. Localized benefits include the construction, operation, servicing and maintenance of the improvements that only benefit the parcels located within the localized areas.

Localized Landscaping – Parcels that have localized landscaping such as entryway landscaping, parkway landscaping, etc. adjacent to or near their parcels directly benefit from the landscaping improvements and are assessed for the costs of the localized landscaping.

General Benefit

The landscape improvements maintained by each zone provide no general public benefit in that the improvements were installed for the sole benefit of the properties within each benefit zone. The landscape improvements do not extend beyond the perimeter of the boundary of each of those benefit zones. It is therefore determined that all properties within each zone benefit equally from the financed improvements and the costs and expenses for the landscaping maintenance and services are apportioned on a per parcel basis.

The actual assessment and the amount of the assessment for the Fiscal Year 2018-19 apportioned to each parcel as shown on the latest equalized roll at the County Assessor's office are listed in Appendix A of this Report. The description of each lot or parcel is part of the records of the County of San Diego Assessor's Office and such records are, by reference, made part of this Report.

Special Benefit Zones

The Santee Town Center Landscape Maintenance District has eight (8) special benefit zones.

ZONES "A THROUGH H" were established to accurately track and assess the costs associated with the localized landscaping improvements such as entryway landscaping and parkway landscaping, etc. for specific development sites. These improvements are only assessed to the parcels within the development sites that directly benefit from the improvements.

ZONE A – TOWN CENTER

The method of apportionment for Zone A is based upon the percentage of square footage of landscaping, maintained in the right-of-way, adjacent to an individual property owner's property. The actual adjacent values have been calculated and percentages have been determined to be as indicated in the following figure for the District. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping. In the case of the Santee Town Center Landscape Maintenance District, Zone A, all parcels are zoned for commercial usage. Assessor Parcel 381-041-18 is designated as a public street and is exempt from assessment.

ZONE B – THE LAKES

The method of apportionment for Zone B is based upon the finding that each residential unit within the zone shares an equal benefit from landscaped areas to be maintained. The assessment for each unit will be determined by dividing the total assessment costs by the total number of units in Zone B. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping. In the case of the Santee Town Center Landscape Maintenance District, Zone B, all parcels are zoned for residential usage. All parcels share an equal benefit in landscape areas that are adjacent to Palm Glen Drive and Magnolia Avenue.

ZONE C – SAN REMO

The method of apportionment for Zone C is based upon the finding that each residential unit within the zone shares an equal benefit from landscaped areas to be maintained. The assessment for each unit will be determined by dividing the total assessment costs by the total number of units in Zone C. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping. In the case of the Santee Town Center Landscape Maintenance District, Zone C, all parcels are zoned for residential usage. All parcels share an equal benefit in landscaped areas and are accessible from Mast Boulevard.

ZONE D – MISSION CREEK

The methodology to be used to apportion the assessments to those parcels in Zone D, Mission Creek, will be based upon the special benefit received. Based upon a review of the proposed land uses for Tentative Map No. 87-01 (November 8, 1989) and Revised Illustrative Site Plan C (September 22, 1989), provided by City staff, it is recommended that the single family parcel be used as the basic unit of calculation for the assessments. Single family residential parcels account for approximately 60% of the proposed residential development within the project. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping. In the case of the Santee Town Center Landscape Maintenance District, Zone D, the property has been designated for single family residential, multi-family residential and commercial usage. All parcels will be assessed a fair and equitable portion of the landscape improvements benefiting the properties.

The following methodology has been developed to calculate the EDUs to be assigned to each lot or parcel within the Zone based on land use and parcel size:

Single Family Residential- The single family parcel was selected as the basic unit of calculation for the assessments, and is defined as one Equivalent Dwelling Unit (EDU). A methodology has been developed to

calculate the EDUs for other residential land uses and for commercial/industrial parcels as described below based on land use and parcel size.

Multi-Family Residential- The EDUs for land zones for multi-family uses would be assessed 1 EDU per dwelling unit, e.g., a parcel with 100 condominium units would be assigned 100 EDUs.

Vacant Residential- The EDUs for parcels defined as residential but having no dwelling unit on them are calculated based on 1.8 EDUs per acre or any portion thereof, with a minimum of 0.20 EDU. This allocation was developed by dividing the average residential lot size in this project of 4,700 sq.ft. into 43,560 sq.ft. (1 acre) and then assigning twenty (20) percent of the calculated EDUs to the parcel (twenty percent estimates the ratio of land value to land value plus improvement).

Commercial- The EDUs for land zoned for commercial uses would be assigned at the rate of nine (9) EDUs per acre. This allocation has been developed by dividing the average residential lot size in this project of 4,700 sq.ft. into 43,560 sq.ft. (1 acre).

Vacant Commercial- Parcels defined as vacant commercial parcels would be assigned EDUs at the allocated rate of 20% of the Commercial rate, which have structures or improvements on them.

The assessment per equivalent dwelling unit (cost per EDU) will be determined by dividing the total assessment to be levied by the total number of EDUs. The assessment for each parcel would be calculated by multiplying the parcel's number of EDUs by the cost per EDU.

ZONE D – BENEFIT ZONES

In order to determine charges or rates based on the benefit(s) received by each lot or parcel, it is recommended that two subzones be established within Zone D, Mission Creek. Based on review of the proposed improvements and facilities to be maintained and operated by Zone D, a Residential Subzone (including single family and multi-family residential parcels) and a Commercial Subzone should be established.

The Zone-wide improvements include the San Diego River Channel improvements, consisting of the Linear Park, Pedestrian Bridge and Riparian Habitat. The San Diego River Channel improvements provide a special benefit to all parcels in the zone since the improvements border the entire project and were required by the conditions of development for the entire project. Therefore, the maintenance costs for these improvements are spread to all parcels in the zone.

The improvements at Commercial Unit No. 3, consisting of the maintenance of monuments on Cuyamaca Street and River Park Drive, landscape easements, public access, walkways and parkways provide a special benefit to the parcels in the Commercial Subzone since the improvements front the Commercial Subzone and were required by the conditions of development for the project.

The parcels in the Residential Subzone receive a special benefit from the maintenance of the western bike path and the improvements for Residential Units 1 and 2, the Mission Creek Townhomes and the Cluster Homes, which consist of entrance monuments, landscape easements, public access, walkways and parkways, since the improvements front the Residential Subzone and were required by the conditions of development for the project.

ZONE E – TROLLEY SQUARE

The methodology to be used to apportion the assessments to those parcels in Zone E, Trolley Square, will be based upon the special benefit received. The following methodology has been developed to calculate the benefit to be assigned to each lot or parcel within the Zone based on land use and parcel size. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping improvements to be installed, operated or maintained. In the case of the Santee Town Center Landscape

Maintenance District, Zone E, all parcels are zoned for commercial usage. There are no public properties in Zone E that benefit from the improvements.

Commercial- The benefit for land zoned for commercial uses would be assigned on a per acre basis, where one acre of commercial land equals one adjusted acre of commercial land.

Vacant Commercial- Parcels defined as vacant commercial parcels would be assigned benefit at the allocated rate of 20% of the Commercial rate, which have structures or improvements on them. Therefore, one acre of vacant commercial land equals 0.20 adjusted acre of vacant commercial land.

The assessment per parcel will be determined by dividing the total assessment to be levied by the sum of the adjusted acreage. The assessment for each parcel would be calculated by multiplying the parcel's adjusted acreage by the cost per adjusted acre.

ZONE F – HARTFORD PROPERTY

The methodology to be used to apportion the assessments to those parcels in Zone F, Hartford Property, will be based upon the special benefit received. The following methodology has been developed to calculate the benefit to be assigned to each lot or parcel within the Zone based on land use and parcel size.

Commercial- The benefit for land used for developed commercial/public uses would be assigned on a per acre basis.

Vacant Commercial- Parcels defined as vacant commercial parcels would be assigned benefit at the allocated rate of 20% of the Commercial rate, which have structures or improvements on them, i.e. developed.

The assessment per parcel will be determined by dividing the total assessment to be levied by the sum of the acreage. The assessment for each parcel would be calculated by multiplying the parcel's acreage by the cost per acre.

ZONE G – RIVERWALK

The method of apportionment for Zone G is based upon the finding that each residential unit within the zone shares an equal benefit from landscaped areas to be maintained. The assessment for each unit will be determined by dividing the total assessment costs by the total number of units in Zone G.

ZONE H – RIVERVIEW

The methodology to be used to apportion the assessments to those parcels in Zone H (Riverview) will be based upon the special benefit received. The following methodology has been developed to calculate the benefit to be assigned to each lot or parcel within the Zone based on land use and parcel size.

Residential- The benefit for land used for developed residential uses would be assigned on a per acre basis and then converted to per unit cost based on the number of residential units.

Commercial- The benefit for land used for developed commercial/public uses would be assigned on a per acre basis.

Vacant Commercial- Parcels defined as vacant commercial parcels would be assigned benefit at the allocated rate of 20% of the Commercial rate, which have structures or improvements on them, i.e. developed.

The assessment per parcel will be determined by dividing the total assessment to be levied by the sum of the acreage. The assessment for each parcel would be calculated by multiplying the parcel's acreage by the cost per acre.

Annual Assessment Rate Increases

Based on an analysis of the projected operations and maintenance costs associated with existing and future public improvements within Zone A – Town Center, a maximum assessment of $2,973 per acre has been

established for the 71.1% portion and $1,627 per acre for the Costco portion. Zones B and C were not established with a CPI escalator and cannot increase without a majority approval Proposition 218 Ballot process. Based on an analysis of the projected operations and maintenance costs associated with existing and future public improvements within Zone D – Mission Creek, a maximum cap of $286 per EDU has been established for the Residential Subzone and $5,480 per acre for the Commercial Subzone.

The maximum assessment rate per acre for Zones E, F and G may be increased by 2% by City Council approval each year. The maximum assessment rate per acre for Zone H may be increased by City Council approval each year by (i) the Consumer Price Index - all Urban Consumers for the San Diego Area or (ii) two percent (2%), whichever is greater. Annually, the City Council will determine the operations and maintenance budgeting needs for each zone and determine the annual assessment. The annual assessment amount will not exceed these maximum rates unless a balloting process in compliance with Proposition 218 is completed. Based on an analysis of the projected operations and maintenance costs associated with the public improvements within Zone E (Trolley Square), the maximum assessment rate for FY 2018-19 will be $5,299.48 per adjusted acre. Based on an analysis of the projected operations and maintenance costs associated with the public improvements within Zone F (Hartford Property), the maximum assessment rate for FY 2018-19 will be $3,769.11 per acre. Based on an analysis of the projected operations and maintenance costs associated with the public improvements within Zone G (Riverwalk), the maximum assessment rate for FY 2018-19 will be $148.50 per EDU. Based on an analysis of the projected operations and maintenance costs associated with existing and future public improvements within Zone H (Riverview), the maximum assessment rate for FY 2018-19 will be $8,695.11 per acre for Commercial property and $468.44 per unit for Residential property.

Annual Assessment Rates

ZONE A – TOWN CENTER

Cost x Percentage of Square Footage/ Parcel	
Costco Portion	$1,627 per Acre
Remaining Portion	$2,973 per Acre
Proposed Levy Amount	**$141,816.82**

ZONE B – THE LAKES

Calculated Fiscal Year 2018-19 Assessment per Parcel	$84.48
Total Assessable Parcels	89
Proposed Levy Amount	**$7,518.72**

ZONE C – SAN REMO

Calculated Fiscal Year 2018-19 Assessment per Parcel	$218.22
Total Assessable Parcels	36
Proposed Levy Amount	**$7,855.92**

ZONE D – MISSION CREEK

Improvements which benefit the entire zone include the San Diego River improvements, and have been allocated to all parcels.

Total Assessment Cost/Total No. of EDUs
$80,743/488.76 EDUs = $165.20/EDU

The Improvements for Commercial Unit No. 3 benefit the parcels in the Commercial Subzone, and have been spread to all parcels.

Total Assessment Cost/No. of EDUs
$34,069/76.76 EDUs = $443.84/EDU

The total assessment rate for parcels in the Commercial Subzone will be $609.04 per EDU (including the improvements for Commercial Unit No. 3 and the improvements that benefit the entire zone).

The improvements for the Western Bike Path, Residential Units 1 and 2, the Townhouses and the Cluster Homes benefit the parcels in the Residential Subzone and have been spread to all parcels in the subzone.

Total Assessment Cost/No. of EDUs
$49,770/412 EDUs = $120.80/EDU

The total assessment rate for parcels in the Residential Subzone will be $286.00 per EDU (including the improvements for the Western Bike Path, Residential Units 1 and 2, the Townhomes, the Cluster Homes and the improvements that benefit the entire zone).

ZONE E – TROLLEY SQUARE

The maximum assessment rate for FY 2018-19 will be increased by 2% to $5,299.48/adjusted acre. No assessment will be levied for the Fiscal Year 2018-19 as the property owners' association has maintained the improvements to a level satisfactory to the City. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping improvements to be installed, operated or maintained. In the case of the Santee Town Center Landscape Maintenance District, Zone E, all parcels are zoned for commercial usage. There are no public properties in Zone E that benefit from the improvements.

ZONE F – HARTFORD PROPERTY

The maximum assessment rate for FY 2018-19 will be increased by 2% to $3,769.11/acre. No assessment will be levied for the Fiscal Year 2018-19 as the property owners' association has maintained the improvements to a level satisfactory to the City. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping improvements to be installed, operated or maintained. In the case of the Santee Town Center Landscape Maintenance District, Zone F, all parcels, with the exception of one, are zoned for commercial usage. There is one (1) public property in Zone F that benefits from the improvements.

ZONE G – RIVERWALK

The maximum assessment rate for FY 2018-19 will be increased by 2% to $148.50 per EDU. No assessment will be levied for the Fiscal Year 2018-19 as the property owners' association has maintained the improvements to a level satisfactory to the City. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping improvements to be installed, operated or maintained. In the case of Zone G of the Santee Town Center Landscape Maintenance District, all parcels are zoned for residential usage for the current year. We have investigated the properties in Zone G and have determined that there are no public

properties that benefit from the improvements. There are public streets, public rights-of-way, and easements within Zone G, but they do not benefit from the improvements.

ZONE H – RIVERVIEW

The maximum assessment rate for FY 2018-19 will be increased by 2% to $8,695.11 per acre for Commercial property and $468.44 per unit for Residential property. No assessment will be levied for the Fiscal Year 2018-19 as the management association has maintained the improvements to a level satisfactory to the City. Individual parcels within a landscape district will receive benefits based on land use, size and location of landscaping improvements to be installed, operated or maintained. In the case of the Santee Town Center Landscape Maintenance District, Zone H, all assessable parcels are zoned for commercial usage. We have investigated the properties in Zone H and have determined that there are currently five (5) public properties that benefit from the improvements.

5. Proposed Assessments

The actual assessment and the amount of the assessment for the Fiscal Year 2018-19 apportioned to each parcel as shown on the latest equalized roll at the County Assessor's office are listed in Appendix A of this Report. The description of each lot or parcel is part of the records of the County of San Diego Assessor's Office and such records are, by reference, made part of this Report.

APPENDIX A

Final Assessment Roll

ALBERT A. WEBB ASSOCIATES

City of Santee

609114 - LMD Zone A (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3810410100	$2,051.36	3810410200	$3,329.76	3810410300	$2,824.34	3810410400	$2,854.08
3810410500	$2,170.28	3810410700	$624.32	3810410900	$1,010.82	3810411200	$1,486.50
3810411300	$1,159.46	3810411400	$25,924.56	3810411500	$7,016.28	3810411900	$22,778.00
3810412000	$1,010.82	3810412300	$19,740.72	3810412400	$6,005.46	3810412500	$1,724.34
3810412600	$921.62	3810412700	$3,508.14	3810412800	$6,183.84	3810412900	$1,783.80
3810413000	$1,902.72	3810413100	$2,556.78	3810413200	$5,321.66	3810413300	$4,221.66
3810413400	$743.24	3810413500	$1,843.26	3810413600	$2,051.36	3810413700	$4,102.74
3810413800	$1,278.38	3810413900	$3,686.52				
Total					30		$141,816.82

City of Santee

609115 - LMD Zone B (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3810321301	$84.48	3810321302	$84.48	3810321303	$84.48	3810321304	$84.48
3810321305	$84.48	3810321306	$84.48	3810321307	$84.48	3810321308	$84.48
3810321309	$84.48	3810321310	$84.48	3810321311	$84.48	3810321312	$84.48
3810321313	$84.48	3810321314	$84.48	3810321315	$84.48	3810321316	$84.48
3810321317	$84.48	3810321318	$84.48	3810321319	$84.48	3810321320	$84.48
3810321321	$84.48	3810321322	$84.48	3810321323	$84.48	3810321324	$84.48
3810321325	$84.48	3810321326	$84.48	3810321327	$84.48	3810321328	$84.48
3810321329	$84.48	3810321330	$84.48	3810321331	$84.48	3810321332	$84.48
3810321333	$84.48	3810321334	$84.48	3810321335	$84.48	3810321336	$84.48
3810321337	$84.48	3810321338	$84.48	3810321339	$84.48	3810321340	$84.48
3810321341	$84.48	3810321342	$84.48	3810321343	$84.48	3810321344	$84.48
3810321345	$84.48	3810321346	$84.48	3810321347	$84.48	3810321348	$84.48
3810321349	$84.48	3810321350	$84.48	3810321351	$84.48	3810321352	$84.48
3810321353	$84.48	3810321354	$84.48	3810321355	$84.48	3810321356	$84.48
3810321357	$84.48	3810321358	$84.48	3810321359	$84.48	3810321360	$84.48
3810321361	$84.48	3810321362	$84.48	3810321363	$84.48	3810321364	$84.48
3810321365	$84.48	3810321366	$84.48	3810321367	$84.48	3810321368	$84.48
3810321369	$84.48	3810321370	$84.48	3810321371	$84.48	3810321372	$84.48
3810321373	$84.48	3810321374	$84.48	3810321375	$84.48	3810321376	$84.48
3810321377	$84.48	3810321378	$84.48	3810321379	$84.48	3810321380	$84.48
3810321381	$84.48	3810321382	$84.48	3810321383	$84.48	3810321384	$84.48
3810321385	$84.48	3810321386	$84.48	3810321387	$84.48	3810321388	$84.48
3810321389	$84.48						
Total					89		$7,518.72

City of Santee

609122 - LMD Zone C (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3813110400	$218.22	3813110600	$218.22	3813110800	$218.22	3813110900	$218.22
3813111000	$218.22	3813111100	$218.22	3813111200	$218.22	3813111300	$218.22
3813111400	$218.22	3813111500	$218.22	3813111600	$218.22	3813111700	$218.22
3813111800	$218.22	3813111900	$218.22	3813112000	$218.22	3813112100	$218.22
3813112200	$218.22	3813112300	$218.22	3813112400	$218.22	3813112500	$218.22
3813112600	$218.22	3813112700	$218.22	3813112800	$218.22	3813112900	$218.22
3813113000	$218.22	3813113100	$218.22	3813113200	$218.22	3813113300	$218.22
3813113400	$218.22	3813113500	$218.22	3813113600	$218.22	3813113800	$218.22
3813114000	$218.22	3813114200	$218.22	3813114400	$218.22	3813114600	$218.22
Total					36		$7,855.92

City of Santee

609123 - LMD Zone D (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3816811301	$286.00	3816811302	$286.00	3816811303	$286.00	3816811304	$286.00
3816811305	$286.00	3816811306	$286.00	3816811307	$286.00	3816811308	$286.00
3816811309	$286.00	3816811310	$286.00	3816811311	$286.00	3816811312	$286.00
3816811313	$286.00	3816811314	$286.00	3816811315	$286.00	3816811316	$286.00
3816811317	$286.00	3816811318	$286.00	3816811319	$286.00	3816811320	$286.00
3816811321	$286.00	3816811322	$286.00	3816811323	$286.00	3816811324	$286.00
3816811325	$286.00	3816811326	$286.00	3816811327	$286.00	3816811328	$286.00
3816811329	$286.00	3816811330	$286.00	3816811331	$286.00	3816811332	$286.00
3816811333	$286.00	3816811334	$286.00	3816811335	$286.00	3816811336	$286.00
3816811337	$286.00	3816811338	$286.00	3816811339	$286.00	3816811340	$286.00
3816811341	$286.00	3816811342	$286.00	3816811343	$286.00	3816811344	$286.00
3816811345	$286.00	3816811346	$286.00	3816811347	$286.00	3816811348	$286.00
3816811349	$286.00	3816811350	$286.00	3816811351	$286.00	3816811352	$286.00
3816811353	$286.00	3816811354	$286.00	3816811355	$286.00	3816811356	$286.00
3816811357	$286.00	3816811358	$286.00	3816811359	$286.00	3816811360	$286.00
3816811361	$286.00	3816811362	$286.00	3816811363	$286.00	3816811364	$286.00
3816811365	$286.00	3816811366	$286.00	3816811367	$286.00	3816811368	$286.00
3816811369	$286.00	3816811370	$286.00	3816811371	$286.00	3816811372	$286.00
3816811373	$286.00	3816811374	$286.00	3816811375	$286.00	3816811376	$286.00
3816811377	$286.00	3816811378	$286.00	3816811379	$286.00	3816811380	$286.00
3816811381	$286.00	3816811382	$286.00	3816811383	$286.00	3816811384	$286.00
3816811385	$286.00	3816811386	$286.00	3816811387	$286.00	3816811388	$286.00
3816811389	$286.00	3816811390	$286.00	3816811701	$286.00	3816811702	$286.00
3816811703	$286.00	3816811704	$286.00	3816811705	$286.00	3816811706	$286.00
3816811707	$286.00	3816811708	$286.00	3816811709	$286.00	3816811710	$286.00
3816811711	$286.00	3816811712	$286.00	3816811713	$286.00	3816811714	$286.00
3816811715	$286.00	3816811716	$286.00	3816811717	$286.00	3816811718	$286.00
3816811719	$286.00	3816811720	$286.00	3816811721	$286.00	3816811722	$286.00
3816811723	$286.00	3816811724	$286.00	3816811725	$286.00	3816811726	$286.00
3816811727	$286.00	3816811728	$286.00	3816811729	$286.00	3816811730	$286.00
3816811731	$286.00	3816811732	$286.00	3816811733	$286.00	3816811734	$286.00
3816811735	$286.00	3816811736	$286.00	3816811737	$286.00	3816811738	$286.00
3816811739	$286.00	3816811740	$286.00	3816811741	$286.00	3816811742	$286.00
3816811743	$286.00	3816811744	$286.00	3816811745	$286.00	3816811746	$286.00
3816811747	$286.00	3816811748	$286.00	3816811749	$286.00	3816811750	$286.00

City of Santee

609123 - LMD Zone D (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3816811751	$286.00	3816811752	$286.00	3816811753	$286.00	3816811754	$286.00
3816811755	$286.00	3816811901	$286.00	3816811902	$286.00	3816811903	$286.00
3816811904	$286.00	3816811905	$286.00	3816811906	$286.00	3816811907	$286.00
3816811908	$286.00	3816811909	$286.00	3816811910	$286.00	3816811911	$286.00
3816811912	$286.00	3816811913	$286.00	3816811914	$286.00	3816811915	$286.00
3816811916	$286.00	3816811917	$286.00	3816811918	$286.00	3816811919	$286.00
3816811920	$286.00	3816811921	$286.00	3816811922	$286.00	3816811923	$286.00
3816811924	$286.00	3816811925	$286.00	3816811926	$286.00	3816811927	$286.00
3816811928	$286.00	3816811929	$286.00	3816811930	$286.00	3816811931	$286.00
3816811932	$286.00	3816811933	$286.00	3816811934	$286.00	3816811935	$286.00
3816811936	$286.00	3816811937	$286.00	3816811938	$286.00	3816811939	$286.00
3816811940	$286.00	3816811941	$286.00	3816811942	$286.00	3816811943	$286.00
3816811944	$286.00	3816811945	$286.00	3816811946	$286.00	3816811947	$286.00
3816811948	$286.00	3816811949	$286.00	3816811950	$286.00	3816811951	$286.00
3816811952	$286.00	3816811953	$286.00	3816812001	$286.00	3816812002	$286.00
3816812003	$286.00	3816812004	$286.00	3816812005	$286.00	3816812006	$286.00
3816812007	$286.00	3816812008	$286.00	3816812009	$286.00	3816812010	$286.00
3816812011	$286.00	3816812012	$286.00	3816812013	$286.00	3816812014	$286.00
3816812015	$286.00	3816812016	$286.00	3816812017	$286.00	3816812018	$286.00
3816812019	$286.00	3816812020	$286.00	3816812021	$286.00	3816812022	$286.00
3816812023	$286.00	3816812024	$286.00	3816812025	$286.00	3816812026	$286.00
3816812027	$286.00	3816812028	$286.00	3816812029	$286.00	3816812030	$286.00
3816812031	$286.00	3816812032	$286.00	3816812033	$286.00	3816822100	$30,688.00
3816822201	$573.16	3816822202	$573.16	3816822203	$573.16	3816822204	$573.16
3816822205	$573.16	3816822206	$573.16	3816822207	$573.16	3816822208	$573.16
3816822209	$573.16	3816822210	$573.16	3816822211	$573.16	3816822212	$573.16
3816822213	$573.16	3816822214	$573.16	3816822215	$573.16	3816822300	$4,383.98
3816822400	$394.52	3816822500	$2,685.18	3817000100	$286.00	3817000200	$286.00
3817000300	$286.00	3817000400	$286.00	3817000500	$286.00	3817000600	$286.00
3817000700	$286.00	3817000800	$286.00	3817000900	$286.00	3817001000	$286.00
3817001100	$286.00	3817001200	$286.00	3817001300	$286.00	3817001400	$286.00
3817001500	$286.00	3817001600	$286.00	3817001700	$286.00	3817001800	$286.00
3817001900	$286.00	3817002000	$286.00	3817002100	$286.00	3817002200	$286.00
3817002300	$286.00	3817002400	$286.00	3817002500	$286.00	3817002600	$286.00
3817002700	$286.00	3817002800	$286.00	3817002900	$286.00	3817003000	$286.00

City of Santee

609123 - LMD Zone D (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3817003100	$286.00	3817003200	$286.00	3817003300	$286.00	3817003400	$286.00
3817003500	$286.00	3817003600	$286.00	3817003700	$286.00	3817003800	$286.00
3817003900	$286.00	3817004000	$286.00	3817004100	$286.00	3817004200	$286.00
3817004300	$286.00	3817004400	$286.00	3817004500	$286.00	3817004600	$286.00
3817004700	$286.00	3817010100	$286.00	3817010200	$286.00	3817010300	$286.00
3817010400	$286.00	3817010500	$286.00	3817010600	$286.00	3817010700	$286.00
3817010800	$286.00	3817010900	$286.00	3817011000	$286.00	3817011100	$286.00
3817011200	$286.00	3817011300	$286.00	3817011400	$286.00	3817011500	$286.00
3817011600	$286.00	3817011700	$286.00	3817011800	$286.00	3817011900	$286.00
3817012000	$286.00	3817012100	$286.00	3817012200	$286.00	3817012300	$286.00
3817012400	$286.00	3817012500	$286.00	3817012600	$286.00	3817012700	$286.00
3817012800	$286.00	3817012900	$286.00	3817013000	$286.00	3817013100	$286.00
3817013200	$286.00	3817013300	$286.00	3817013400	$286.00	3817013500	$286.00
3817013600	$286.00	3817013700	$286.00	3817013800	$286.00	3817013900	$286.00
3817014000	$286.00	3817014100	$286.00	3817014200	$286.00	3817014300	$286.00
3817014400	$286.00	3817014500	$286.00	3817014600	$286.00	3817014700	$286.00
3817014800	$286.00	3817014900	$286.00	3817015000	$286.00	3817015100	$286.00
3817015200	$286.00	3817015300	$286.00	3817015400	$286.00	3817015500	$286.00
3817015600	$286.00	3817015700	$286.00	3817015800	$286.00	3817015900	$286.00
3817020100	$286.00	3817020200	$286.00	3817020300	$286.00	3817020400	$286.00
3817020500	$286.00	3817020600	$286.00	3817020700	$286.00	3817020800	$286.00
3817020900	$286.00	3817021000	$286.00	3817021100	$286.00	3817021200	$286.00
3817021300	$286.00	3817021400	$286.00	3817021500	$286.00	3817021600	$286.00
3817021700	$286.00	3817021800	$286.00	3817021900	$286.00	3817022000	$286.00
3817022100	$286.00	3817022200	$286.00	3817022300	$286.00	3817022400	$286.00
3817022500	$286.00	3817022600	$286.00	3817022700	$286.00	3817022800	$286.00
3817022900	$286.00	3817023000	$286.00	3817023100	$286.00	3817023200	$286.00
3817023300	$286.00	3817023400	$286.00	3817023500	$286.00	3817023600	$286.00
3817023700	$286.00	3817023800	$286.00	3817023900	$286.00	3817024000	$286.00
3817024100	$286.00	3817024200	$286.00	3817024300	$286.00	3817024400	$286.00
3817024500	$286.00	3817024600	$286.00	3817024700	$286.00	3817024800	$286.00
3817024900	$286.00	3817025000	$286.00	3817025100	$286.00	3817025200	$286.00
3817025300	$286.00	3817025400	$286.00	3817025500	$286.00	3817025600	$286.00
3817025700	$286.00	3817025800	$286.00	3817025900	$286.00	3817026000	$286.00
3817026100	$286.00	3817026200	$286.00	3817026300	$286.00	3817026400	$286.00

City of Santee

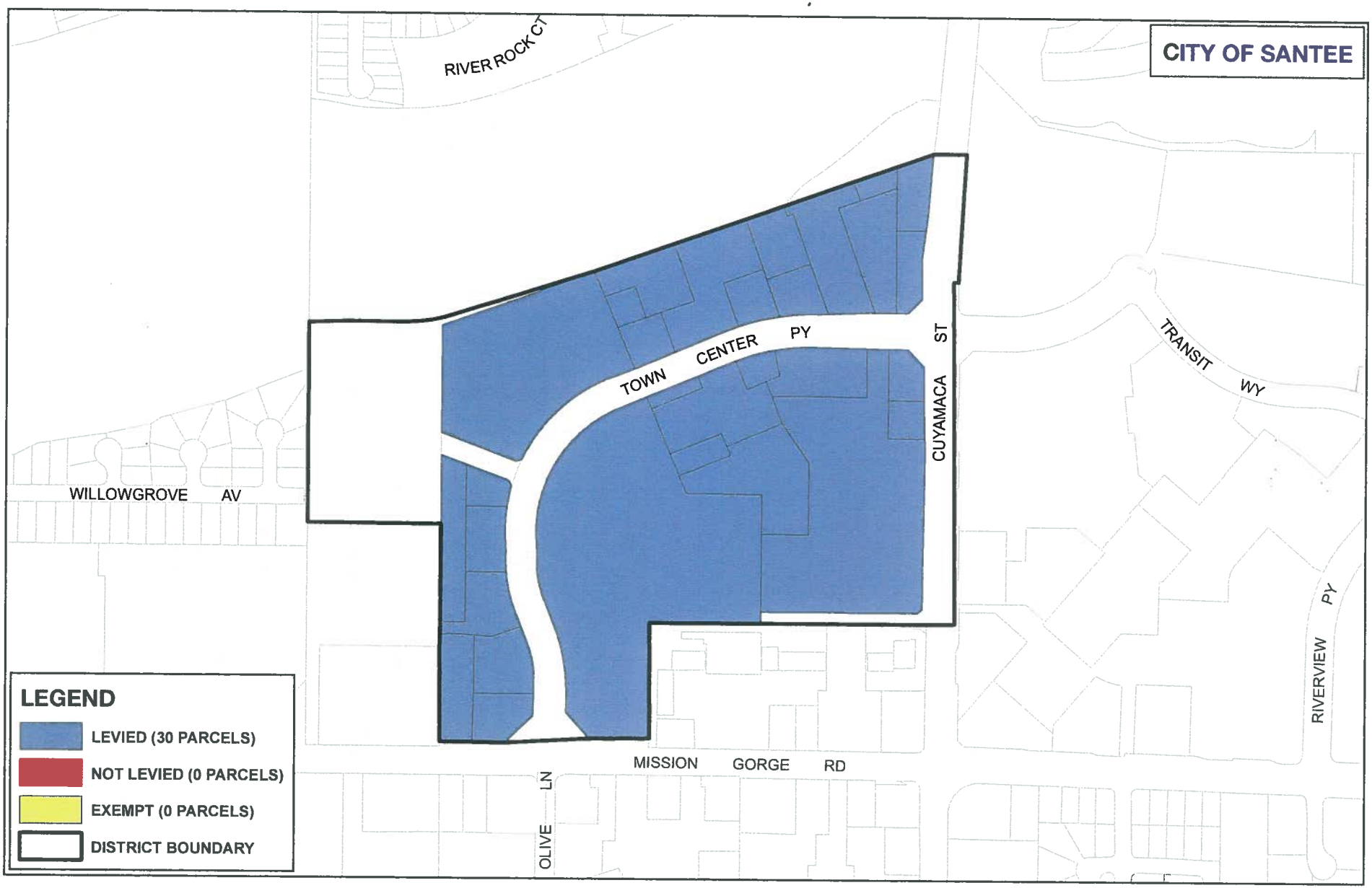
609123 - LMD Zone D (Town Center)

APN	Levy	APN	Levy	APN	Levy	APN	Levy
3817026500	$286.00	3817026600	$286.00	3817026700	$286.00	3817027300	$286.00
3817027400	$286.00	3817027500	$286.00	3817027600	$286.00	3817027700	$286.00
3817027800	$286.00	3817027900	$286.00	3817028000	$286.00		
Total					431		$164,581.08

APPENDIX B

Assessment Diagrams

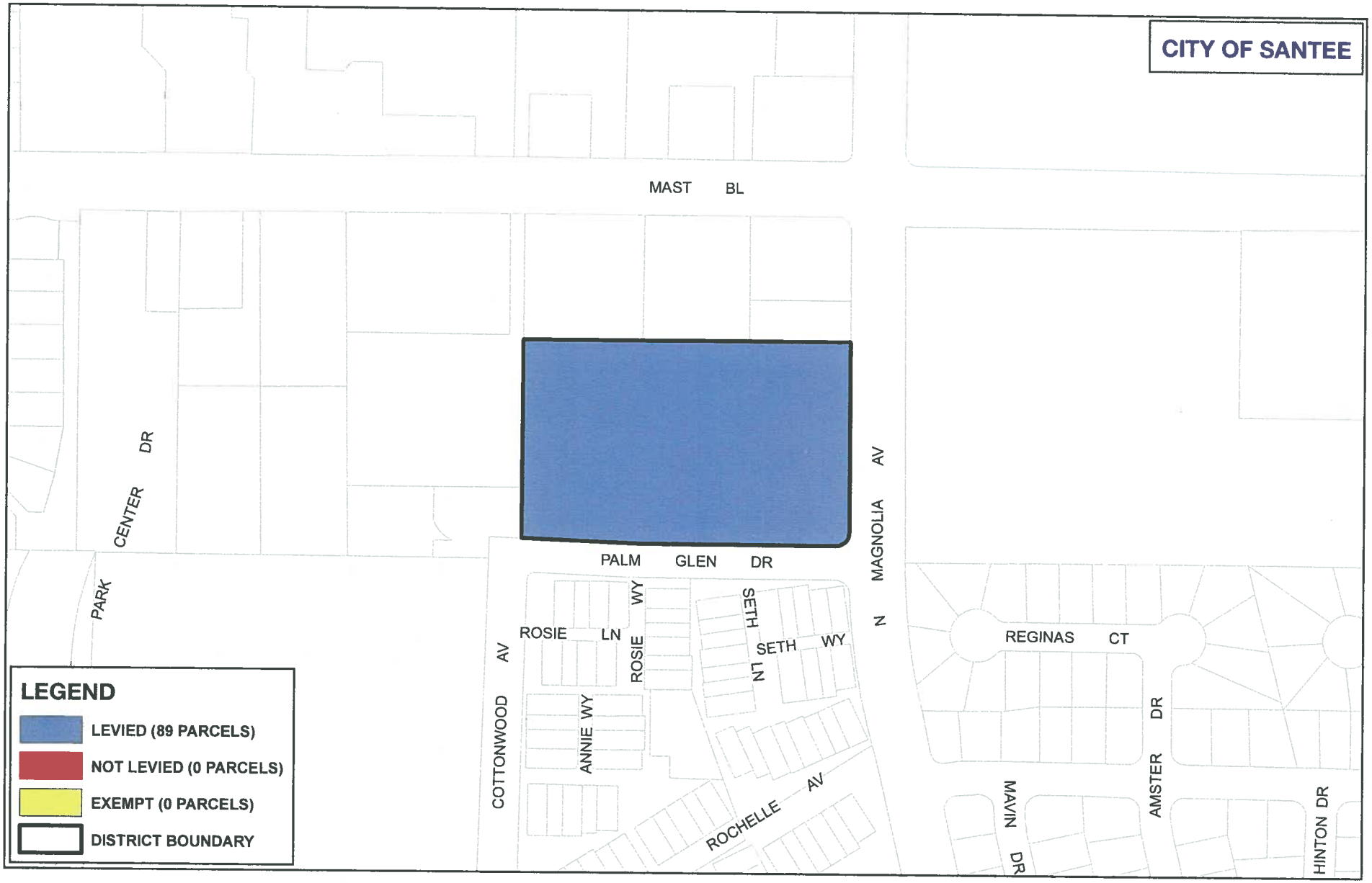
ALBERT A. WEBB ASSOCIATES



TOWN CENTER A

0 500 1,000 Feet

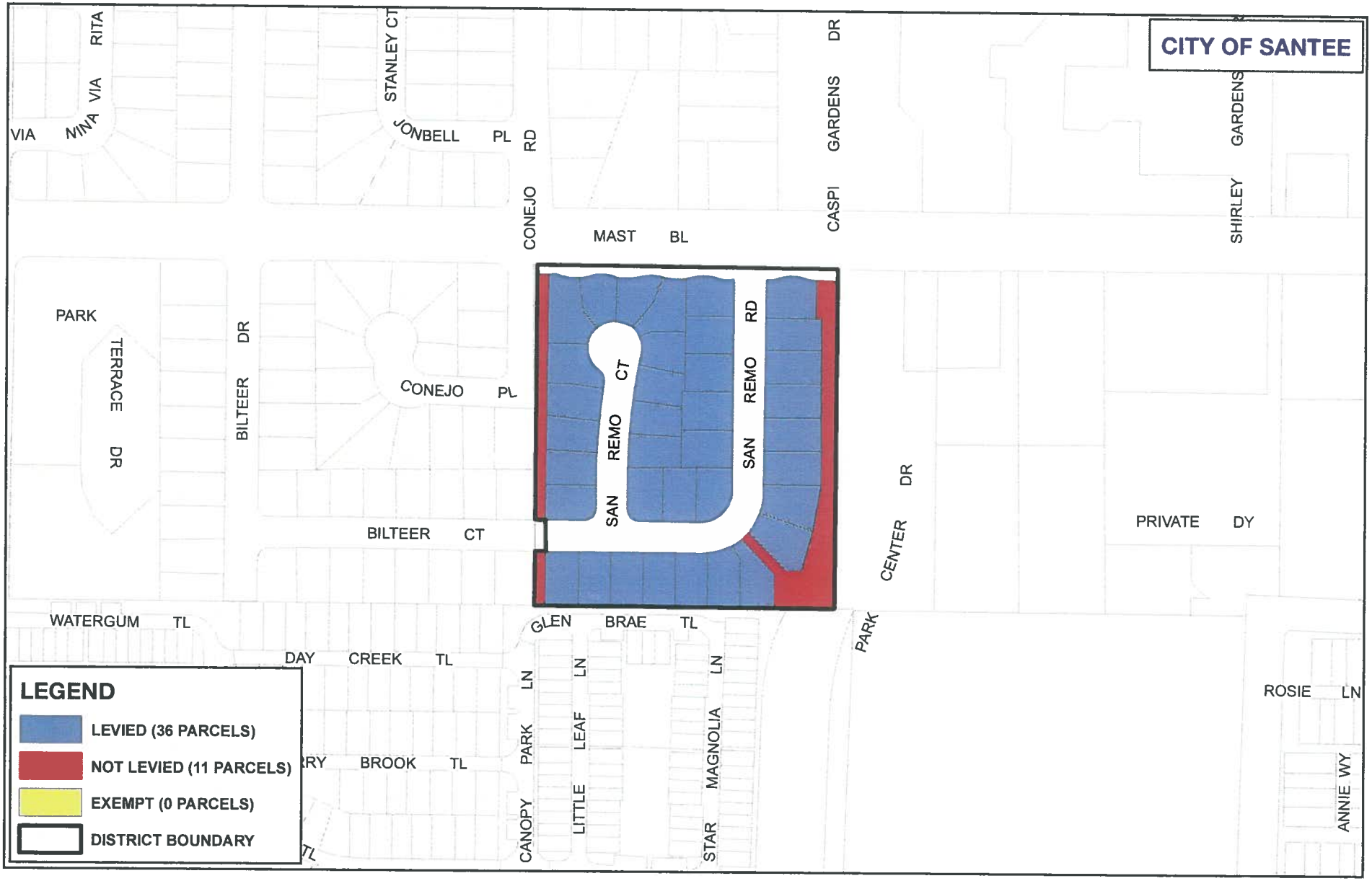
ALBERT A. WEBB ASSOCIATES



TOWN CENTER B

0 250 500 Feet

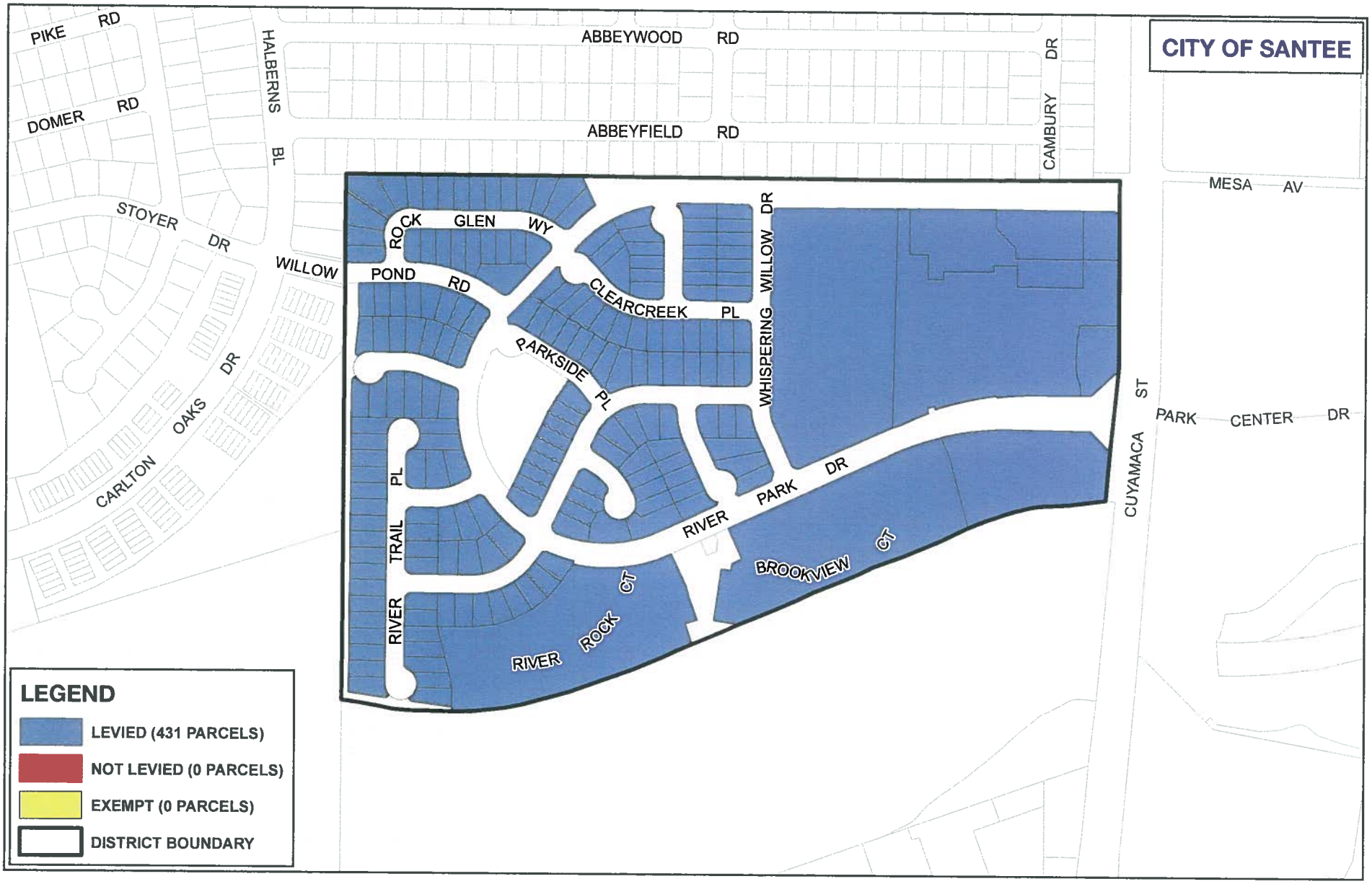
ALBERT A. WEBB ASSOCIATES



TOWN CENTER C

0 250 500 Feet

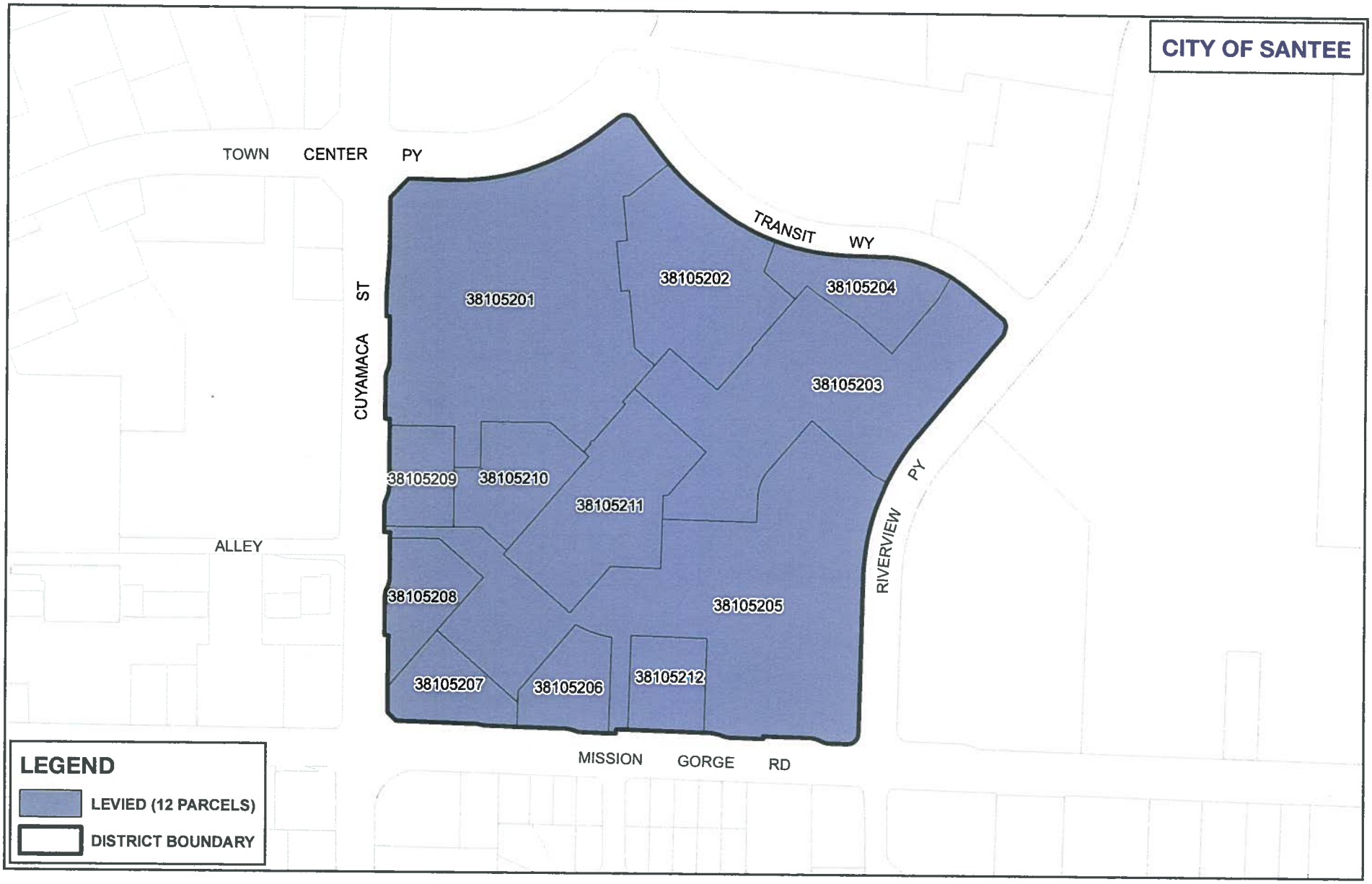
ALBERT A. WEBB ASSOCIATES



TOWN CENTER D

0 500 1,000 Feet

ALBERT A. WEBB ASSOCIATES



TOWN CENTER E

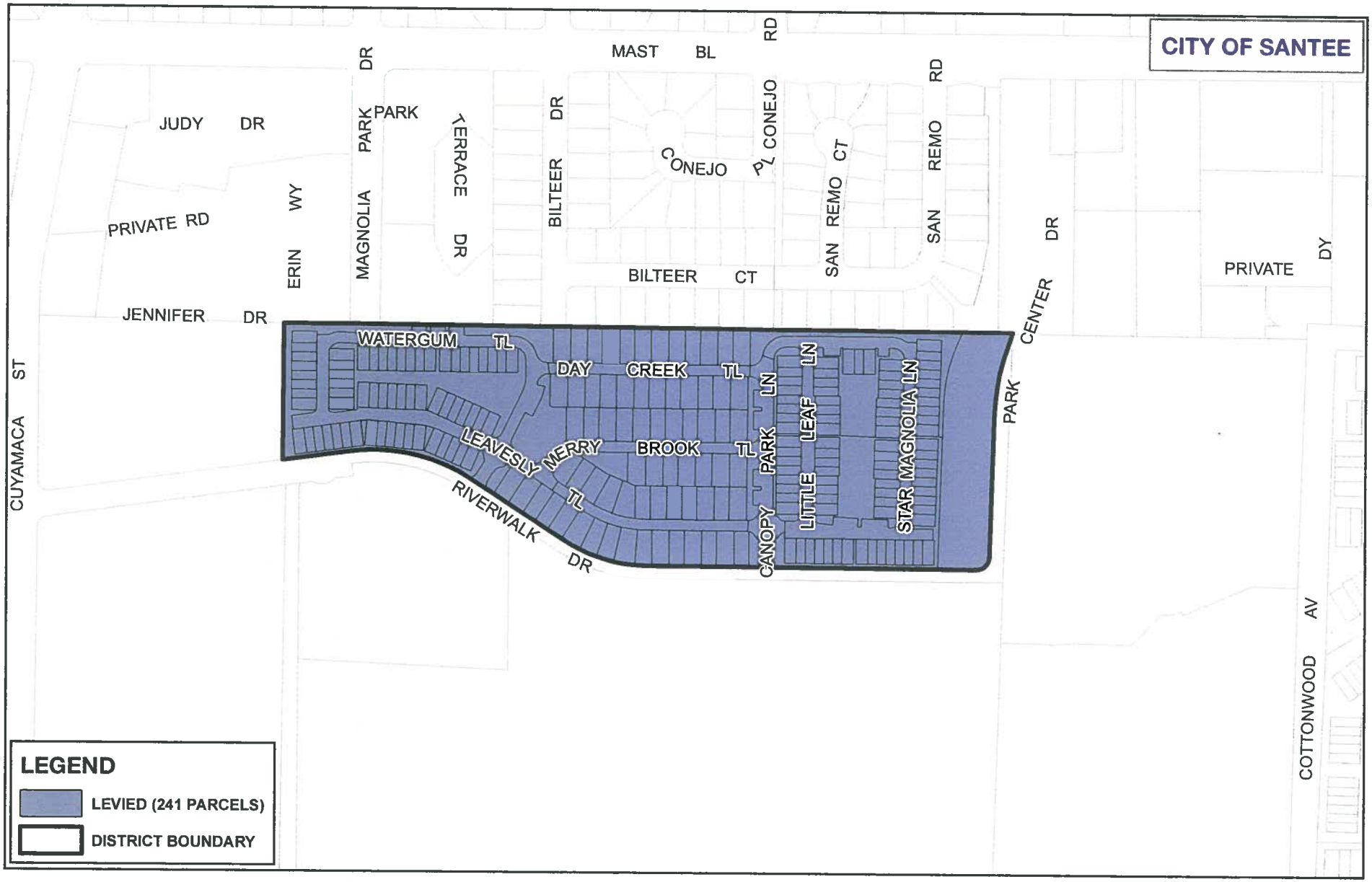
0 500 1,000 Feet

ALBERT A. WEBB ASSOCIATES

TOWN CENTER F

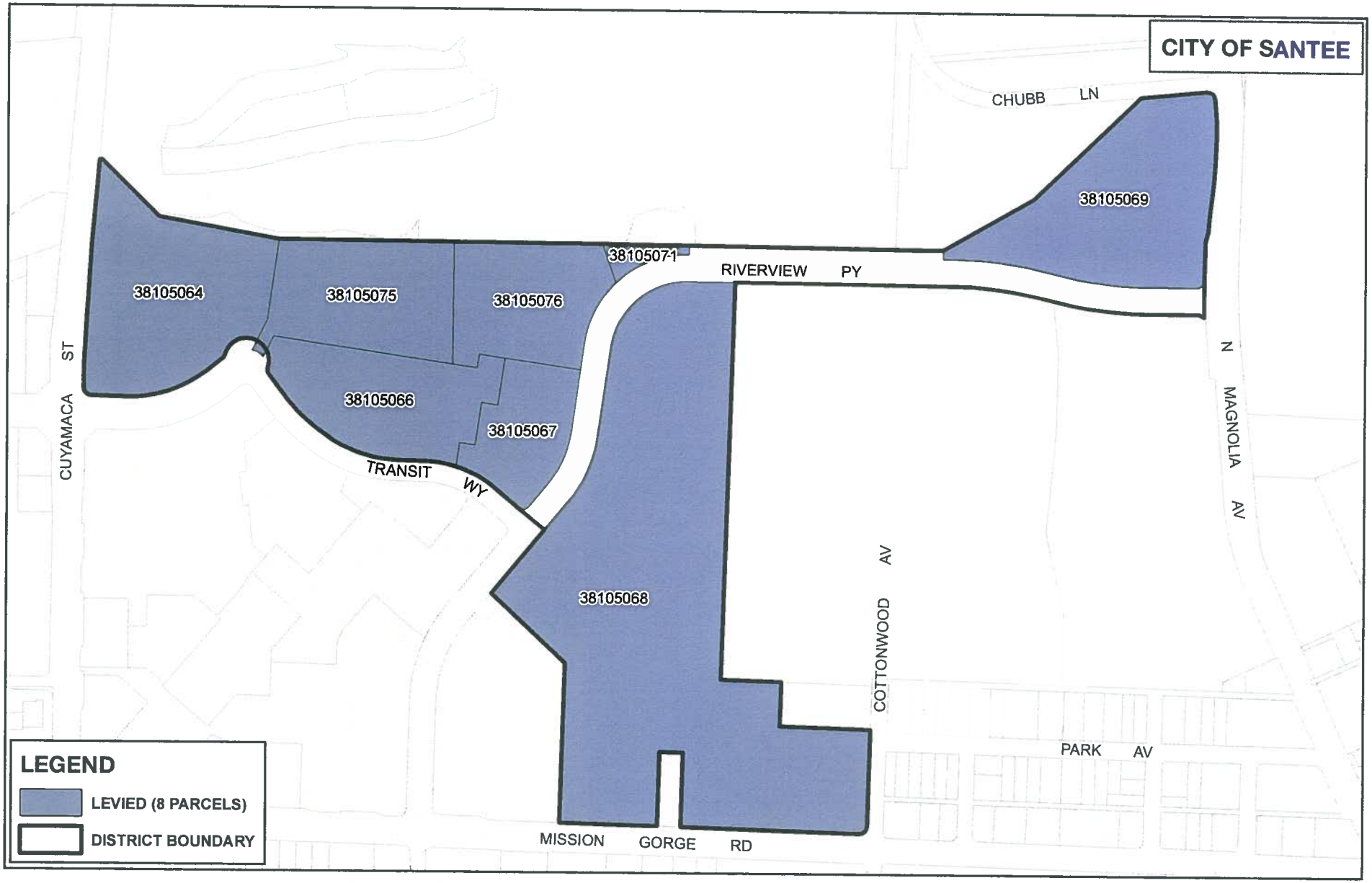
0 500 1,000 Feet

ALBERT A. WEBB ASSOCIATES



TOWN CENTER G

ALBERT A. WEBB ASSOCIATES



TOWN CENTER H

0 500 1,000 1,500 Feet

ALBERT A. WEBB ASSOCIATES

APPENDIX C

Resolution of Initiation

ALBERT A. WEBB ASSOCIATES

RESOLUTION NO. 032-2018

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, INITIATING PROCEEDINGS AND ORDERING THE PREPARATION OF AN ENGINEER'S REPORT FOR THE FY 2018-19 TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT ANNUAL LEVY OF ASSESSMENTS

WHEREAS, the City Council of the City of Santee desires to initiate proceedings for the annual levy of assessments for a landscape district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972", being Division 15, Part 2 of the Streets and Highways Code of the State of California, Article XIII D of the California Constitution, and the Proposition 218 Omnibus Implementation Act (commencing with California Government Code Section 53750) (collectively the "Law"), in what is known and designated as: **TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT** ("District"); and

WHEREAS, these proceedings for the annual levy of assessments shall relate to the fiscal year commencing July 1, 2018; and

WHEREAS, there has been submitted to this City Council for its consideration at this time, diagrams, copies of which are attached hereto and by this reference incorporated herein, showing the boundaries of the areas of assessment for the above referenced fiscal year, said diagrams showing and further describing in general the improvements proposed to be maintained in said District, said description being sufficient to identify the areas proposed to be assessed for said maintenance thereof; and

WHEREAS, there are no proposed new improvements or any substantial changes in existing improvements; and

WHEREAS, the Law requires a written report, consisting of: plans and specifications of the area of the improvements to be maintained; an estimate of the costs for maintaining the improvements, including incidental expenses in connection therewith; a diagram of the areas proposed to be assessed; and a parcel-by-parcel listing of the assessments of the estimated costs for maintaining the improvements in proportion to the special benefits to be conferred on such parcels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California,

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That diagrams, entitled **TOWN CENTER LANDSCAPE MAINTENANCE DISTRICT** as submitted to this City Council, showing the boundaries of the proposed areas to be assessed and showing the improvements to be maintained, are hereby approved, and copies thereof shall be on file in the City Clerk's Office and open to public inspection. The proposed parcels and properties within said areas are those to be assessed to pay certain costs and expenses for said maintenance.

RESOLUTION NO. 032-2018

SECTION 3. That the maintenance work within the area proposed to be assessed shall be the maintenance or servicing, or both, of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof in accordance with the Law.

SECTION 4. There are no proposed new improvements or any substantial changes to existing improvements.

SECTION 5. That the Director of Finance is hereby ordered to cause to be prepared and to file with this City Council, the Report relating to said annual assessment and levy in accordance with the provisions of the Law.

SECTION 6. That upon completion, said Report shall be filed with the City Clerk, who shall then provide all notices required by law regarding the intent to approve assessments and hold a public hearing and submit the report to this city council for its consideration pursuant to sections 22623 and 22624 of the streets and highways code.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of April, 2018, by the following roll call vote to wit:

AYES: **HALL, HOULAHAN, JONES, MCNELIS, MINTO**

NOES: **NONE**

ABSENT: **NONE**

APPROVED:

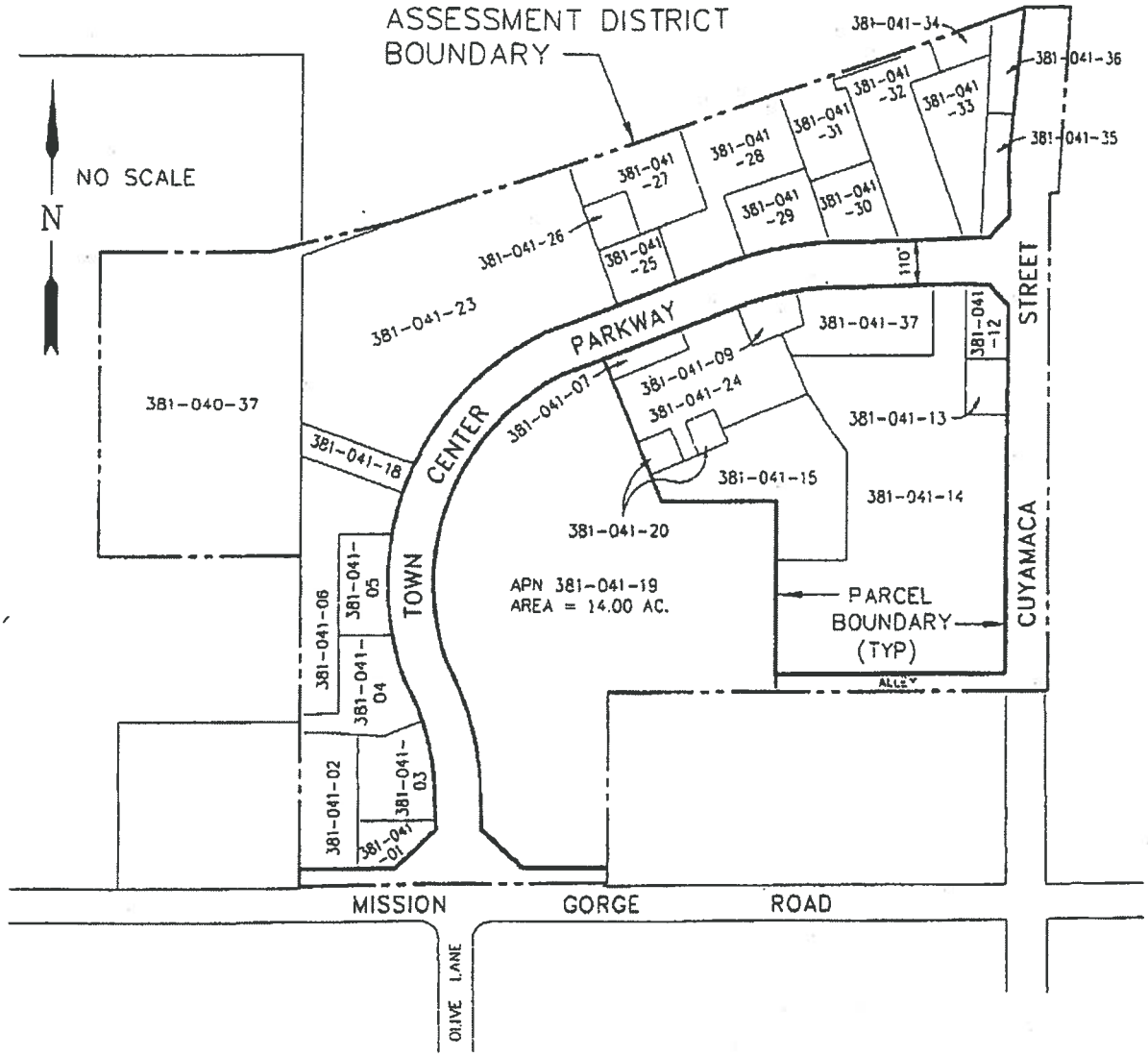
JOHN W. MINTO, MAYOR

ATTEST:

ANNETTE ORTIZ, CITY CLERK

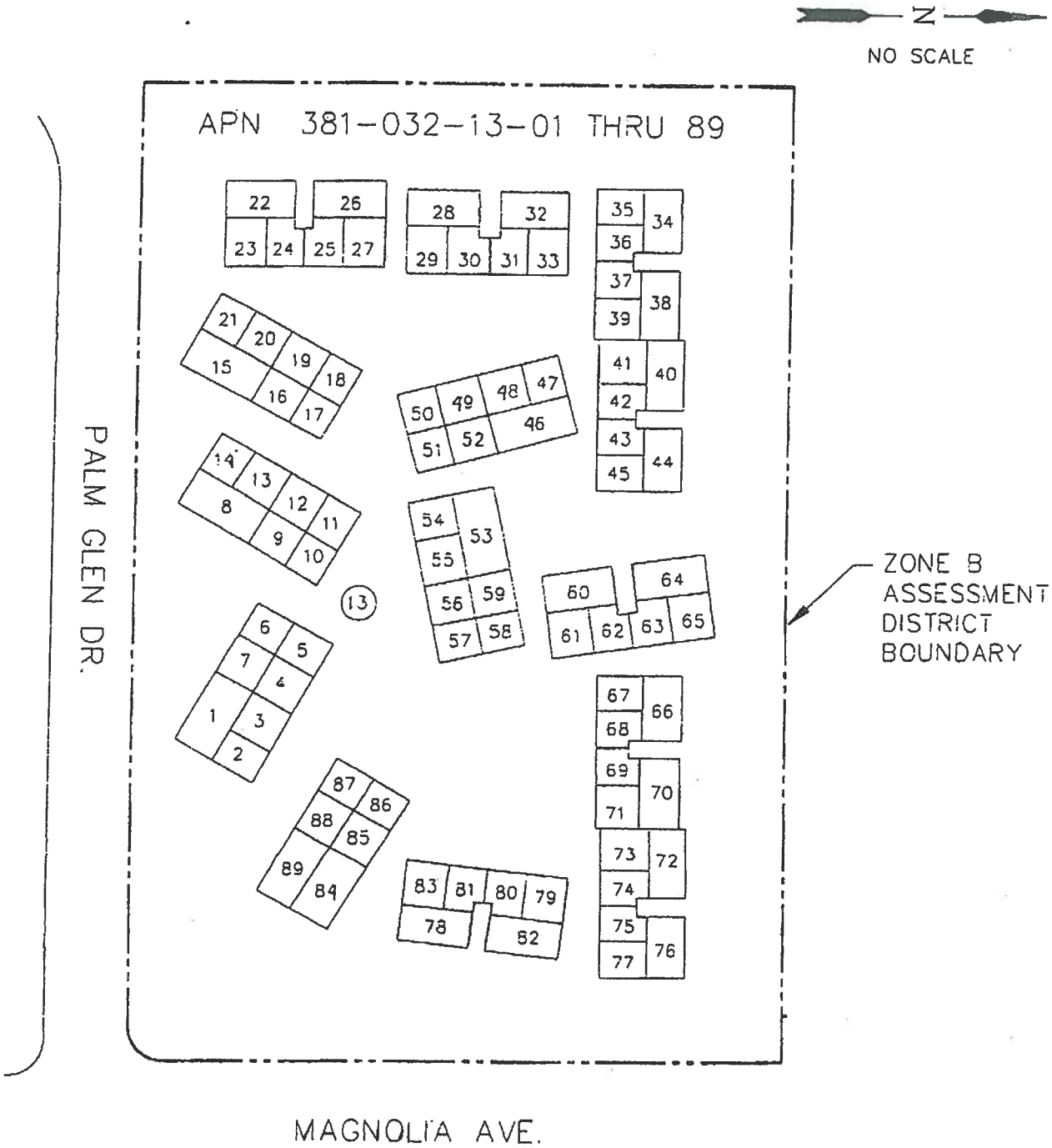
Attachments: EXHIBITS A-D: Vicinity Maps (Diagrams)

SANTEE TOWN CENTER
LANDSCAPE MAINTENANCE DISTRICT
ZONE A – TOWN CENTER



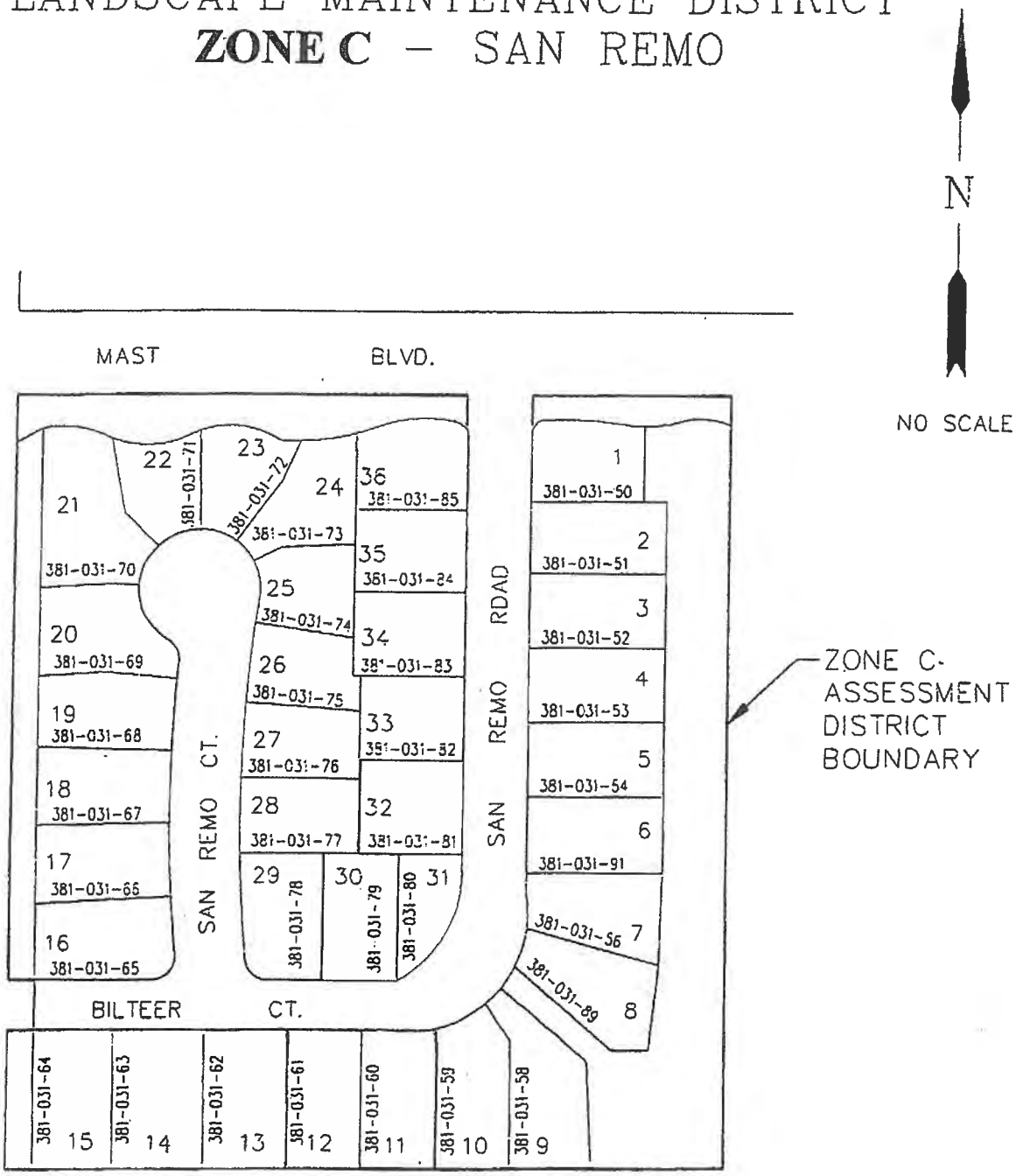
TCLMD - EXHIBIT A

SANTEE TOWN CENTER
LANDSCAPE MAINTENANCE DISTRICT
ZONE B – THE LAKES



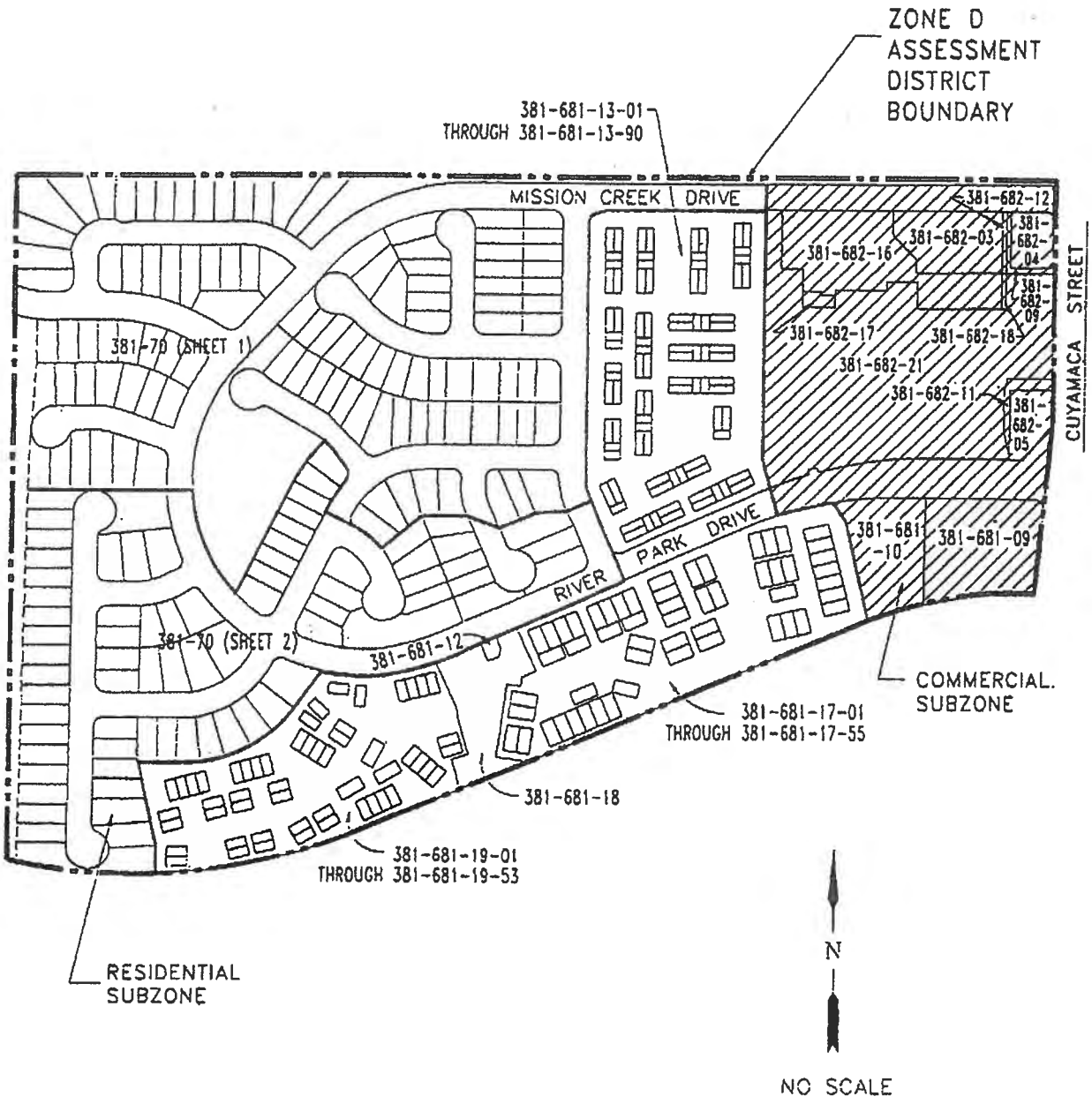
TCLMD - EXHIBIT B

SANTEE TOWN CENTER
LANDSCAPE MAINTENANCE DISTRICT
ZONE C – SAN REMO



TCLMD - EXHIBIT C

SANTEE TOWN CENTER
LANDSCAPE MAINTENANCE DISTRICT
ZONE D – MISSION CREEK



TCLMD - EXHIBIT D

ALBERT A.
WEBB
ASSOCIATES

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
41-990 Cook St., Bldg. I - #801B
Palm Desert, CA 92211
951.686.1070

Murrieta Office
41870 Kalmia Street #160
Murrieta, CA 92562
951.686.1070

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE PUBLIC HEARING FOR THE FY 2018-19 SANTEE LANDSCAPE MAINTENANCE DISTRICT ANNUAL LEVY OF ASSESSMENTS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY Santee Landscape Maintenance District ("SLMD") is a City-wide district and is comprised of 18 zones, ten of which are assessed and maintained by the City. A combination of contract maintenance and City forces maintain the zones. Maps depicting each zone and the areas of maintenance are included at the end of the attached Engineer's Report.

Tonight's public hearing for the SLMD FY 2018-19 annual levy of assessments is the final step in the annual assessment process. On April 25, 2018, Council initiated proceedings and ordered the preparation of an Engineer's Report. On June 13, 2018 the City Council approved the Engineer's Report and set tonight's meeting as the time and place for the required public hearing for the FY 2018-19 SLMD levy of assessments. The Engineer's Report describes the legal and physical nature of the SLMD, its improvements, budget and the proposed spread of assessments.

The attached Assessment Summary reflects SLMD assessments and costs for FY 2018-19. All zones will have the same assessments in FY 2018-19 as they had last fiscal year (seven of which are at the maximum amount allowed).

FINANCIAL STATEMENT A total of $106,392 would be assessed on property owners within ten existing zones of SLMD in FY 2018-19 for the cost of maintenance and administration

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATIONS RB FOR MB

1) Conduct and Close the Public Hearing; and
2) Adopt Resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 SLMD annual levy of assessments

ATTACHMENTS (Listed Below)

1) Assessment Summary
2) Resolution
3) Engineer's Report

FY 2018-19 SANTEE LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT SUMMARY FOR ZONES PROPOSED TO BE ASSESSED

ZONE	ZONE NAME	NUMBER OF UNITS	FY 2018-19 MAINTENANCE & ADMINISTRATION	RESERVES 7/1/18	FY 2018-19 TOTAL ASSESSMENT	**FY 2018-19 ASSESSMENT RATE/UNIT**	**FY 2017-18 ASSESSMENT RATE/UNIT**	MAXIMUM APPROVED ASSESSMENT
1	EL NOPAL ESTATES	45	$ 3,000.00	$ 1,427.00	$ 2,258.00	**$ 50.18**	**$ 50.18**	$ 50.18
3	COUNTRY SCENES	14	$ 2,110.00	$ 3,108.00	$ 2,067.00	**$ 147.64**	**$ 147.64**	$ 147.64
4	CAMELOT HEIGHTS	10	$ 1,600.00	$ 1,657.00	$ 1,385.00	**$ 138.50**	**$ 138.50**	$ 138.50
8	SILVER COUNTRY ESTATES	153	$ 71,320.00	$ 62,621.00	$ 75,735.00	**$ 495.00**	**$ 495.00**	$ 495.00
9	MATTAZARO/ TIMBERLANE	34	$ 1,540.00	$ 979.00	$ 1,529.00	**$ 44.98**	**$ 44.98**	$ 44.98
12	THE HEIGHTS	60	$ 6,790.00	$ 23,762.00	$ 8,757.00	**$ 145.95**	**$ 145.95**	$ 375.00
13	PROSPECT HILLS	43	$ 3,600.00	$ 5,450.00	$ 3,225.00	**$ 75.00**	**$ 75.00**	$ 75.00
14	MITCHELL RANCH	16	$ 2,740.00	$ 7,144.00	$ 2,690.00	**$ 168.14**	**$ 168.14**	$ 168.14
17	DAKOTA RANCH	20	$ 4,810.00	$ 21,614.00	$ 4,826.00	**$ 241.30**	**$ 241.30**	$ 371.78
18	ALLOS	6	$ 3,420.00	$ 5,584.00	$ 3,920.00	**$ 653.34**	**$ 653.34**	$ 714.94

Note: Zone 17 and Zone 18 reflect an allowable 2% increase in the maximum approved assessment for FY 2018-19

Attachment 1

TABLE 1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, CONFIRMING AN ASSESSMENT DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE FY 2018-19 SANTEE LANDSCAPE MAINTENANCE DISTRICT ANNUAL LEVY OF ASSESSMENTS

WHEREAS, on April 25, 2018, pursuant to Resolution No. 031-2018, the City Council of the City of Santee initiated proceedings for the annual levy of the assessments for a street lighting and landscaping district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2 of the Streets and Highways Code of the State of California, Article XIII D of the California Constitution, and the Proposition 218 Omnibus Implementation Act (commencing with California Government Code Section 53750) (collectively the "Law"), in what is known and designated as **SANTEE LANDSCAPE MAINTENANCE DISTRICT** ("District"); and

WHEREAS, on April 25, 2018 also pursuant to Resolution No. 031-2018, the City Council ordered the preparation of an Engineer's Report ("Report") and the Director of Finance filed with this City Council said Report pursuant to the Law for its consideration and subsequently thereto, on June 13, 2018, pursuant to Resolution No. 055-2018, this City Council did adopt its Resolution of Intention to levy and collect assessments for Fiscal Year 2018-19 relating to the District, and further did proceed to give notice of the time and place for a public hearing on all matters relating to said annual levy of the proposed assessment in accordance with the law; and

WHEREAS, at this time this City Council has heard all testimony and evidence, and is desirous of proceeding with said annual levy of assessments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That this City Council hereby confirms the assessment diagram and assessment as submitted and orders the annual levy of the assessment for maintenance of improvements for Fiscal Year 2018-19 and in the amounts as set forth in the Report and as referred to in the Resolution of Intention as previously adopted relating to said annual assessment levy.

SECTION 3. That the assessment diagram and assessment for maintenance of improvements as set forth and contained in said Report are hereby confirmed and adopted by this City Council as originally proposed.

SECTION 4. That the adoption of this Resolution constitutes the levy of the assessment for the Fiscal Year 2018-19.

SECTION 5. That the estimates of costs, the assessment diagram, the assessments and all other matters as set forth in the Report, pursuant to the Law, as submitted, are hereby approved, adopted and confirmed by this City Council, all as originally proposed.

SECTION 6. That the maintenance of improvements contemplated by the Resolution of Intention shall be performed pursuant to law and the County of San Diego Auditor shall enter on the County of San Diego Assessment Roll the amount of the assessment and said assessment shall then be collected at the same time and in the same manner as the County taxes are collected. After collection by the County of San Diego, the net amount of the assessment shall be paid to the Director of Finance of the City for the benefit of the District.

SECTION 7. That the Director of Finance has established a special fund known as the **SANTEE LANDSCAPE MAINTENANCE DISTRICT** into which the Director of Finance shall place all monies collected by the County of San Diego Tax Collector pursuant to the provisions of this Resolution and Law, and said transfer shall be accomplished as soon as said monies have been made available to said Director of Finance.

SECTION 8. That the City Clerk is hereby ordered and directed to file a certified copy of the assessment diagram and assessment roll with the County of San Diego Auditor, together with a certified copy of this Resolution immediately upon its adoption, but in no event later than August 1, 2018.

SECTION 9. That a certified copy of the assessment diagram and assessment roll shall be filed in the office of the Director of Finance, with a duplicate copy on file in the office of the City Clerk and open for public inspection.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

Exhibit A
(SLMD Attachment 2)

FY 2018-19 ENGINEER'S REPORT
FOR THE
SANTEE LANDSCAPE MAINTENANCE DISTRICT

CITY OF SANTEE

July 25, 2018

EXECUTIVE SUMMARY:
SANTEE LANDSCAPE MAINTENANCE DISTRICT
FISCAL YEAR 2018-19

This Engineer's Report summarizes staff's findings regarding the District, including: a description of the included facilities; a proposed budget for the Fiscal Year July 1, 2018 through June 30, 2019; a description of the parcels in the District; an explanation of the assessment methodology and assessment determination; and maps of each zone, called assessment diagrams.

The District is comprised of 18 separate zones of maintenance. For FY 2018-19 the District will have the following zones and assessments:

Zone	Zone Name	Tract/Map #	Units	Total Annual Assessment	Per Unit Assessment
1	El Nopal Estates	88-04	45	$2,258.00	$50.18
3	Country Scenes	89-01	14	$2,067.00	$147.64
4	Camelot Heights	89-02	10	$1,385.00	$138.50
5	Mesa Heights	88-08	44	$0[1]	$0[1]
6	Prospect Point	89-05	9	$0[1]	$0[1]
7	Treviso	03-01	186	$0[1]	$0[1]
8	Silver Country Estates	93-02	153	$75,735.00	$495.00
9	Mattazaro / Timberlane	88-07 / 92-03	34	$1,529.00	$44.98
10	Lakes West Condos	90-02	78	$0[1]	$0[1]
11	Padre Hills	89-04	35	$0[2]	$0[2]
12	The Heights	96-01	60	$8,757.00	$145.95
13	Prospect Hills	96-02	43	$3,225.00	$75.00
14	Mitchell Ranch	92-04	16	$2,690.00	$168.14
15	Vista Este	00-03	33	$0[1]	$0[1]
16	Prospect Glen	01-01	48	$0[1]	$0[1]
17	Dakota Ranch	01-02	20	$4,826.00	$241.30
18	Allos	98-02	6	$3,920.00	$653.34
19	Sky Ranch	04-08	371	$0[1]	$0[1]

Notes

1. Maintenance responsibilities assumed by homeowners' association or property owners.
2. Assessment not approved by property owners.

Ten of these existing zones - Zones 1, 3, 4, 8, 9, 12, 13, 14, 17 and 18 – will be active, and will be assessed and their improvements maintained by City or contract forces. Zones 5, 6, 7, 10, 11, 15, 16 and 19 have been annexed to the District, but have no assessment because they are responsible for their own maintenance; if not maintained to City standards, the City will assume maintenance and levy assessments. Further details are provided in the body of this Engineer's Report.

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Assessment Determination	9
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ENGINEER'S REPORT
CITY OF SANTEE LANDSCAPE MAINTENANCE DISTRICT
ZONES 1 THROUGH 19 FOR FISCAL YEAR 2018-2019

INTRODUCTION

This is the Engineer's Report for Zones 1 through 19 of the City of Santee Landscape Maintenance District ("District"). It has been prepared in accordance with the Landscaping and Lighting Act of 1972 ("'72 Act"), State Streets and Highways Code 22500 et seq. This Engineer's Report summarizes the City's findings regarding the subject District, and includes:

1) an introduction describing the District, its zones, and relevant legislation;
2) a description of the facilities to be maintained by the District;
3) a proposed budget for the Fiscal Year July 1, 2018 through June 30, 2019;
4) a description of the parcels included in the District;
5) an explanation of the assessment methodology and assessment determination made in conformance with the '72 Act, its amendments and related legislation (see page 7); and
6) an assessment diagram, or map, of each active zone.

ACTIVE ZONES In FY 2018-19, the Santee Landscape Maintenance District will be divided into 18 separate zones of benefit. The 18 zones are comprised of both active and inactive zones. "Active" means the zones will have maintenance activities during FY 2018-19. Maintenance activities are comprised of both contract and City forces. The ten active zones are:

Zone 1 - El Nopal Estates: Established in FY 1989-90, this was the first subdivision in the District and was originally comprised of two zones. Zone 2 was eliminated in FY 1997-98 because its maintenance was subsumed under Zone 1 to be consistent with current assessment district laws.

Zone 3 – Country Scenes: This 14-unit single family subdivision located near Conejo and Mast Blvd. was annexed in FY 1992-93.

Zone 4 – Camelot Heights: Annexed in FY 1993-94, this subdivision's ten single-family homes located off Princess Joanne Rd. share maintenance costs.

Zone 8 – Silver Country Estates: 153 single-family homes make up this subdivision at the north end of Cuyamaca St. The first unit was annexed in FY 1995-96, but the improvements were not accepted so there was no assessment. Once the project was completed, property owners cast ballots regarding assessments in FY 1998-99, and the affirmative vote set an initial assessment and maximum rate.

Zone 9 – Timberlane / Mattazaro: Due to their physical proximity, improvements for the 25-unit single-family home development called "Timberlane" and the nine-unit "Mattazaro" single-family home project were combined into one zone. Zone 9 had no assessment in its first year because the improvements were not accepted before the start of FY 1996-97. In FY 1997-98, improvements were accepted and an affirmative majority vote was made for the initial and maximum assessment rates.

Zone 12 - The Heights: Annexed in FY 1998-99, this 60-unit single-family project is at the northwest end of Magnolia Ave. Maintenance was assumed by the City in FY 2002-03. The project had affirmative assessment ballot proceedings establishing initial and maximum assessment rates.

Zone 13 - Prospect Hills: Also annexed in FY 1998-99, the 43 single-family homes off Prospect Ave. east of Holden Rd. share in the cost of landscaping fronting the project on Prospect Ave. The zone also had affirmative assessment ballot proceedings to establish initial and maximum assessment rates.

Zone 14 – Mitchell Ranch: This 16-unit single-family subdivision is at the southwest corner of Magnolia Ave. and El Nopal. An affirmative assessment ballot proceeding setting initial and maximum assessment rates was undertaken prior to its FY 2000-01 annexation.

Zone 17 – Dakota Ranch: This 20 single-family home development located on Dakota Ranch Rd. off Princess Joann was annexed in FY 2004-05. This zone also had affirmative assessment ballot proceedings to establish initial and maximum assessment rates.

Zone 18 – Allos: Also annexed in FY 2004-05, the six single family homes are on Prospect Ct. adjacent to Prospect Ave. near Mesa Rd. Improvements were reduced from the originally approved plans to provide a reasonable assessment. The project had affirmative assessment ballot proceedings establishing initial and maximum assessment rates.

INACTIVE ZONES Eight of the 18 zones are "inactive," i.e., there is no assessment and they are responsible for their own maintenance. These zones are:

Zone 5 - Mesa Heights: This zone was originally annexed in FY 1993-94. Due to rising costs, in FY 1997-98, the Mesa Heights HOA assumed maintenance responsibilities for their 44-unit single-family subdivision's landscaped improvements.

Zone 6 – Prospect Point: Nine single-family homes comprise this zone located off Prospect Ave. This zone has had no assessments since FY 1996-97.

Zone 7 – Treviso: Formerly commercially-zoned, the 186-unit multifamily Treviso property carries out its own maintenance, so there is no assessment.

Zone 10 – Lakes West: The Navy-owned 78-unit condominium project is located on Mission Gorge Rd. at Simeon Dr. and Bushy Hill Dr. It is responsible for its own maintenance and has not been assessed since its FY 1996-97 annexation.

Zone 11 – Padre Hills: A 35 single-family home subdivision located off Prospect Ave., Padre Hills underwent an unsuccessful assessment ballot proceeding upon its FY 1997-98 annexation. Consequently, the subdivision is responsible for maintaining its landscaping and is not assessed.

Zone 15 – Vista Este: The 33 attached homes included in this zone are responsible for their own maintenance through a homeowners' association, and was annexed in FY 2004-05. The subdivision is located off Fanita Dr. at Watson Pl.

Zone 16 – Prospect Glen: The development's homeowners' association takes care of the maintenance for the 48 single-family homes in this project, which was annexed in FY 2004-05. The project is located on the northwest corner of Prospect Ave. and Fanita Dr.

Zone 19 – Sky Ranch: The development's homeowners' association takes care of the maintenance for the 223 single-family and 148 multi-family homes ultimately to be in this project, which was annexed in FY 2007-08. The project is located off Graves Ave. and Sevilla St.

In FY 2018-19, the District will be comprised of the following zones with the following assessments:

Zone	Zone Name	Tract/Map #	Units	Total Annual Assessment	Per Unit Assessment
1	El Nopal Estates	88-04	45	$2,258.00	$50.18
3	Country Scenes	89-01	14	$2,067.00	$147.64
4	Camelot Heights	89-02	10	$1,385.00	$138.50
5	Mesa Heights	88-08	44	$0	$0
6	Prospect Point	89-05	9	$0	$0
7	Treviso	03-01	186	$0	$0
8	Silver Country Estates	93-02	153	$75,735.00	$495.00
9	Mattazaro / Timberlane	88-07 / 92-03	34	$1,529.00	$44.98
10	Lakes West Condos	90-02	78	$0	$0
11	Padre Hills	89-04	35	$0	$0
12	The Heights	96-01	60	$8,757.00	$145.95
13	Prospect Hills	96-02	43	$3,225.00	$75.00
14	Mitchell Ranch	92-04	16	$2,690.00	$168.14
15	Vista Este	00-03	33	$0	$0
16	Prospect Glen	01-01	48	$0	$0
17	Dakota Ranch	01-02	20	$4,826.00	$241.30
18	Allos	98-02	6	$3,920.00	$653.34
19	Sky Ranch	04-08	371	$0	$0

EFFECTS OF PROPOSITION 218 LEGISLATION In November, 1996 Prop 218 - the "Right to Vote on Taxes Act" – added Article XIII D to the State Constitution. The amendment created new substantive and procedural requirements for '72 Act districts. Now, when a new or increased levy is proposed for a district or a zone therein the local agency must mail a notice and "ballot" to each property owner of record affected by the new or increased assessment. The ballot procedure enables property owners to approve or disapprove the proposed new or increased assessment. The vote is determined by the weighted proportional financial obligation of the ballots returned. A "majority protest" exists if ballots submitted in opposition exceed ballots in favor of the new or increased levy. If a majority protest exists for a new assessment, the local agency cannot levy the assessment. If a majority protest exists for an increase in an existing assessment, the increase cannot be collected but, the base amount (the amount levied last fiscal year) can continue to be levied.

The '72 Act enables the governing body to adjust assessment rates as it directs at the approval stage or the public hearings. Therefore, the rates shown herein are proposed but are not confirmed until approved by the City Council. Once the Engineer's Report has been approved by the City Council, the ballots tabulated (if applicable), and the public hearing(s) completed, final assessment information will be provided to the County of San Diego for inclusion on the appropriate property tax bills.

DESCRIPTION OF DISTRICT AND LANDSCAPED FACILITIES

NAME The District is entitled "City of Santee Landscape Maintenance District."

BOUNDARIES The District will be divided into 18 separate zones of benefit, as described below. Dimensions of each parcel are shown on Assessor's maps located in the County of San Diego Administration Building, 1600 Pacific Highway, San Diego, CA 92101. As provided in the '72 Act, the boundaries may be adjusted in the future by annexations to this District. Zones subject to assessments in FY 2018-19 are depicted on the Assessment Diagrams attached herein as Exhibits A through J.

Zone 1 – El Nopal Estates (TM88-04): Assessor's Parcel Numbers (APNs) 381-221-10 through 381-221-42, inclusive, and 381-221-44, -45, -46, and -47, and 381-221-58 through -65, inclusive.

Zone 3 – Country Scenes (TM89-01): APNs 381-260-49 through 381-260-62, inclusive.

Zone 4 – Camelot Heights (TM89-02): APNs 378-420-46 through 378-420-55, inclusive.

Zone 5 – Mesa Heights (TM88-08): APNs 386-670-01 through 386-670-44, inclusive.

Zone 6 – Prospect Point (TM89-05): APNs 386-250-07, -11, -12, -13, -14, -17, -19, -22, and -24.

Zone 7- Treviso (TM03-01): APNs 383-061-07-01 through -28, inclusive, 383-061-08-01 through -36, inclusive, 383-061-09-01 through -32, inclusive, 383-061-10-01 through -32, inclusive, 383-061-11-01 through -30, inclusive, and 383-061-12-01 through -28, inclusive.

Zone 8 – Silver Country Estates (TM93-02): APNs 378-440-01 through -29, inclusive, 378-441-01 through -26, inclusive, 378-441-29 through -41, inclusive, 378-441-44 and -45, 378-450-01 through -20, inclusive, 378-450-22 through -53, inclusive, 378-450-55, and 381-710-01 through -30, inclusive.

Zone 9 – Mattazaro/Timberlane (TM88-07/TM92-03) is APNs 381-690-02 through -12, inclusive, 381-690-15 through -26, inclusive, 381-690-34 through -40, inclusive, 381-690-47 through -49, inclusive, and 381-690-51.

Zone 10 – Lakes West (TM90-02): APN 386-300-58.

Zone 11 – Padre Hills (TM89-04): APNs 386-270-53 through -63, inclusive, and 386-270-70 through -93, inclusive.

Zone 12 – The Heights (TM96-01): APNs 378-460-01 through -06, inclusive, 378-460-09 through -40, inclusive, 378-460-43 and -44, and 378-461-01 through -06, inclusive, 378-461-09 through -20, inclusive, and 378-460-021 and -22.

Zone 13 – Prospect Hills (TM96-02): APNs 386-680-01 through -20, inclusive.

Zone 14 – Mitchell Ranch (TM92-04): APNs 381-720-01 through -16, inclusive.

Zone 15 – Vista Este (TM00-03): APNs 386-690-01 through -33, inclusive.

Zone 16 – Prospect Glen (TM01-01): APNs 383-490-01 through -48, inclusive.

Zone 17 – Dakota Ranch (TM01-02): APNs 378-420-56 through -75, inclusive.

Zone 18 – Allos (TM98-02): APNs 386-280-50 through -55, inclusive.

Zone 19 – Sky Ranch (TM04-08): APNs 385-430-01 through -22, inclusive, 385-431-01 through -08, inclusive, and 385-432-01 through 03, inclusive.

FACILITIES AND/OR IMPROVEMENTS TO BE MAINTAINED Facilities or improvements include landscaping within public streets, rights-of-way and easements, their appurtenances and the costs of installing, operating and maintaining them. Improvements to be maintained generally comprise frontage landscaping and hardscaping. Maintenance includes, but is not limited to, weeding, fertilizing, trimming, cleaning, energy, water, materials, personnel/equipment costs, contract services and other items needed to deliver these services. Zones responsible for their own maintenance are not included in the following section. The following describes zones that will be assessed and/or maintained by the District in FY 2018-19:

Zone 1 Landscaping, walks and retaining wall faces on El Nopal St. and Julio Pl.

Zone 3 Landscaping, walks and entry monument faces on Conejo Rd and Country Scenes Ct.

Zone 4 Landscaping and retaining wall face on Princess Joann Rd. adjacent to the subdivision.

Zone 8 Landscaping and faces of retaining walls along Cuyamaca St., El Nopal, Woodglen Vista Dr. and Cardoza Dr. adjacent to the site.

Zone 9 Landscaping and faces of block retaining walls along Bilteer Dr. and Theresa Ln adjacent to the subdivision.

Zone 12 Landscaping along Magnolia Avenue and along the pedestrian trail adjacent to the site.

Zone 13 Landscaping and faces of privacy wall along Prospect Ave. and on Holden Rd. adjacent to the subdivision.

Zone 14 Landscaping and faces of block retaining walls on El Nopal and Magnolia Ave. adjacent to the site.

Zone 17 Landscaping on Princess Joann Rd. and Dakota Ranch Rd. adjacent to the site and entrance to the Dakota Ranch project.

Zone 18 Parkway and slope landscaping between Prospect Ave. and Lot #1 of Allos; ten foot wide landscaped strip along the west side of Prospect Ct..

PROPOSED DISTRICT BUDGET

GENERAL The '72 Act provides that the total cost of installation, construction, maintenance and servicing of the public landscaping and hardscaping facilities can be recovered by the District. Maintenance may include the repair and/or replacement of existing facilities. Servicing may include electrical, water, and public utility costs. Incidental expenses, including administration of the District, data processing fees, annual Engineer's Report, engineering fees, legal fees, printing, posting, mailing of notices, and all other costs associated with the maintenance of the District may also be included.

BUDGET Estimated FY 2018-19 expenditures are shown in Table 1. Budgets for Zones 1, 3, 4, 8, 9, 12, 13, 14, 17 and 18 are covered. There are no budgets for Zones 5, 6, 7, 10, 11, 15, 16 and 19 because the respective property owners are directly responsible for maintenance.

BASIC DATA AND FINDINGS

BASIC DATA Data has been compiled from the County Assessor's maps, Development Services Department records, and a field review by Community Services Department staff.

FINDINGS Individual parcels within a district receive benefits based on land use, size and location of landscaping improvements to be installed or maintained. In the Santee Landscape Maintenance District, all parcels are zoned for residential uses.

Zone	Zone Name	Tract/Map #	Total Assessable Parcels	Zoning
1	El Nopal Estates	88-04	45	Residential
3	Country Scenes	89-01	14	Residential
4	Camelot Heights	89-02	10	Residential
5	Mesa Heights	88-08	44	Residential
6	Prospect Point	89-05	9	Residential
7	Treviso	03-01	186	Residential
8	Silver Country Estates	93-02	153	Residential
9	Mattazaro / Timberlane	88-07 / 92-03	34	Residential
10	Lakes West Condos	90-02	1 (78 condo parcels)	Residential
11	Padre Hills	89-04	35	Residential
12	The Heights	96-01	60	Residential
13	Prospect Hills	96-02	43	Residential
14	Mitchell Ranch	92-04	16	Residential
15	Vista Este	00-03	33	Residential
16	Prospect Glen	01-01	48	Residential
17	Dakota Ranch	01-02	20	Residential
18	Allos	98-02	6	Residential
19	Sky Ranch	04-08	371	Residential

ASSESSMENT METHODOLOGY

GENERAL The '72 Act permits the establishment of assessment districts by cities for the purpose of providing and maintaining certain public improvements. The '72 Act requires that assessments be levied according to the benefit received rather than assessed value. Section 22573 states:

> "The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots of parcels in proportion to the estimated benefit to be received by each such lot or parcel from the improvements."

The '72 Act also permits the designation of zones of benefit within any individual assessment district if "by reasons or variations in the nature, location, and extent of the improvements, the various areas will receive different degrees of benefit from the improvement." (Section 22574) Thus, the '72 Act requires the levy of a true "assessment" rather than a "special tax." Excepted from the assessment are the areas of all public streets, avenues, lanes, roads, drives, courts, and alleys; public parks, greenbelts and parkways; and public school property, other public property and zoned agricultural open space.

Article XIII D of the State Constitution also requires that the Engineer's Report identify all parcels receiving a special benefit, and identify the extent of the special benefit conferred. It defines "special benefit" as: ". . . a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute 'special benefit.' " Article XIII D then states:

> "An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of . . . the maintenance and operation expenses of a public improvement. No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel. Only special benefits are assessable, and an agency shall separate the general benefits from the special benefits conferred on a parcel."

Article XIII D requirements for assessments are similar to those of traditional assessment district law, including the '72 Act. The purpose of the above cited section is to allow assessments to be used, again, as a legitimate financing mechanism and not as a means to impose a "flat rate parcel tax." Thus, while a benefit determination is still made, the Engineer's Report is now required to draw a stronger relationship, or nexus, between the property, the benefit received and the subsequent assessment.

METHODOLOGY One of Article XIII D's most significant changes is the "calculation requirement." Local agencies must now determine whether or not property owners would receive a "special benefit" from services financed by the assessment. An Engineer's Report is required to estimate the special benefit and general benefit property owners would receive. This step is needed because Article XIII D allows only the recoupment of the proportionate share of costs of the special benefit. Individual levies must be set so that no property owner pays over the proportional share of the total cost. The Jarvis-Gann Group, in Prop 218's "Statement of Drafter's Intent," notes that:

> "What constitutes a special benefit will depend on the nature of the . . . service being provided. It must be more than a mere increase in the value of the property because, arguably, the availability of any public service could provide additional value. It must be a direct and special benefit conferred on the property that exceeds the benefit conferred on the public at large or even to other similar properties."

Clearly an additional level of analysis is required; however, this additional analysis parallels the analyses presented in prior Engineer's Reports which were prepared in compliance with the '72 Act. It differs only in the determination of special vs. general benefit. This requires establishing the facts surrounding each subdivision included or proposed to be included in a district, and requires that these facts support the conferral of the special benefit.

All residential subdivisions included in the Santee Landscape Maintenance District have improvements directly associated with the exterior entrances and internal circulation elements of each particular subdivision. These improvements are features of each subdivision's overall design, are consistent with the City of Santee General Plan Development Standards and Subdivision Ordinance, and were included as a component of each project's Tentative Map approval.

No improvements included within each zone's maintenance responsibility are located outside the boundaries of each subdivision's Tentative Map, or outside the limits of the improvements that fulfill the requirements of project approval. Improvements were installed as part of subdivision construction. If each subdivision had not been built, the improvements associated with each subdivision would not have been installed nor provided later. Thus, the existence of the improvements is a direct function of the construction of each subdivision, and the special benefit of the associated improvements therefore inures to each subdivision. No general benefit is assigned because the improvements would not have been installed without the subdivision.

The approval of each subdivision's landscaping plan is part of the approval of each subdivision's Tentative Map. Thus, construction could not have proceeded without an approved Tentative Map, of which the landscaping plan is an integral part. Similarly, occupancy would not have occurred without fulfilling the conditions of development approval, which includes the installation of the improvements. Therefore, the special benefits of the improvements accrue directly to each home in each subdivision.

The method of assessment spread remains unchanged from prior fiscal years. Assessment spreads are based upon a single-family home being equal to one benefit unit. Total assessment costs are divided by the total benefit units to determine a per benefit unit cost. The portion of the District addressed by this Engineer's Report is split into zones representing different levels of benefit. Developments with no assessment determination are not described in the "Assessment Determination" section.

ANNUAL ASSESSMENT RATE INCREASES Per Article XIII D, the levy of maximum rates is contingent on obtaining a majority approval of property owners. The maximum assessment rates per unit in Zones 17 and 18 may be increased by up to 2% annually by City Council action. Based on an analysis of the projected maintenance costs associated with existing public improvements, the maximum cap per unit have been established as $371.78 in Zone 17, $714.94 in Zone 18. Please note that all proposed assessments for FY 2018-19 are at or below the approved maximum, fulfilling Article XIII D requirements.

ASSESSMENT DETERMINATION

ASSESSMENT Proposed FY 2018-19 assessments are based on the previous methodology and use data available from subdivisions' plans and Assessor's information. Maintenance costs are developed by the Community Services Department. The Finance Department believes the data to be accurate. Final assessments will be based upon these preliminary assessments and any changes made due to Council action and/or input received during the public hearings.

ZONE 1 - EL NOPAL ESTATES
Operations, Maintenance, Administration and Engineering, net of total available: $2,258.00
Assessment Formula: [45 parcels (1 unit/parcel)]; $2,258.00/45 Units = $50.18 per Unit
Zone 1 - El Nopal Estates Single-Family Parcel Cost Per Year: $50.18

ZONE 3 - COUNTRY SCENES
Operations, Maintenance, Administration and Engineering, net of total available: $2,067.00
Assessment Formula: [14 parcels (1 unit/parcel)]; $2,067.00/14 Units= $147.64 Per Unit
Zone 3 – Country Scenes Single-Family Parcel Cost Per Year: $147.64

ZONE 4 - CAMELOT HEIGHTS
Operations, Maintenance, Administration and Engineering, net of total available: $1,385.00
Assessment Formula: [10 parcels (1 unit/parcel)]; $1,385.00/10 Units = $138.50 Per Unit
Zone 4 – Camelot Heights Single-Family Parcel Cost Per Year: $138.50

ZONE 8 - SILVER COUNTRY ESTATES
Operations, Maintenance, Administration and Engineering, net of total available: $75,735.00
Assessment Formula: [153 parcels (1 unit/parcel)]; $75,735.00/153 Units = $495.00 Per Unit
Zone 8 – Silver Country Estates Single-Family Parcel Cost Per Year: $495.00

ZONE 9 - MATTAZARO/TIMBERLANE
Operations, Maintenance, Administration and Engineering, net of total available: $1,529.00
Assessment Formula: [34 parcels (1 unit/parcel)], $1,529.00/34 Units = $44.98 Per Unit
Zone 9 – Mattazaro/Timberlane Single-Family Parcel Cost Per Year: $44.98

ZONE 12 – THE HEIGHTS
Operations, Maintenance, Administration and Engineering, net of total available: $8,757.00
Assessment Formula: [60 parcels (1 unit/parcel)]; $8,757.00/60 Units = $145.95 Per Unit
Zone 12 – The Heights Single-Family Parcel Cost Per Year: $145.95

ZONE 13 – PROSPECT HILLS
Operations, Maintenance, Administration and Engineering, net of total available: $3,225.00
Assessment Formula: [43 parcels (1 unit/parcel)]; $3,225.00/43 Units = $75.00 Per Unit
Zone 13 – Prospect Hills Single-Family Parcel Cost Per Year: $75.00

ZONE 14 – MITCHELL RANCH
Operations, Maintenance, Administration and Engineering, net of total available: $2,690.00
Assessment Formula: [16 parcels (1 unit/parcel)]; $2,690.00/16 Units = $168.14 Per Unit
Zone 14 – Mitchell Ranch Single-Family Parcel Cost Per Year: $168.14

ZONE 17 – DAKOTA RANCH

Operations, Maintenance, Administration and Engineering, net of total available: $4,826.00

Assessment Formula: [20 parcels (1 unit/parcel)]; $4,826.00/20 Units = $241.30 Per Unit

Zone 17 – Dakota Ranch Single-Family Parcel Cost Per Year: $241.30

ZONE 18 – ALLOS

Operations, Maintenance, Administration and Engineering, net of total available: $3,920.00

Assessment Formula: [6 parcels (1 unit/parcel)]; $3,920.00/6 Units = $653.34 Per Unit

Zone 18 – Allos Single-Family Parcel Cost Per Year: $653.34

ASSESSMENT DIAGRAM STATEMENT

The assessment diagrams showing the boundaries of the District and the active zones addressed by this Engineer's Report and which will be assessed in FY 2018-19 are on file in the offices of the City Clerk and the Director of Finance. Copies of each diagram are included in this report as Exhibit A through Exhibit J (Zones 1, 3, 4, 8, 9, 12, 13, 14, 17 and 18). For exact details of parcels and dimensions, please refer to the Assessor's maps located in the office of the San Diego County Recorder.

Submitted by:

Scott A Johnson

Scott A. Johnson, P.E.
License No.: C53347
License Expiration Date: June 30, 2019
Principle Civil Engineer, City of Santee

REGISTERED PROFESSIONAL ENGINEER
SCOTT A. JOHNSON
No. 53347
Exp. 6-30-19
CIVIL
STATE OF CALIFORNIA

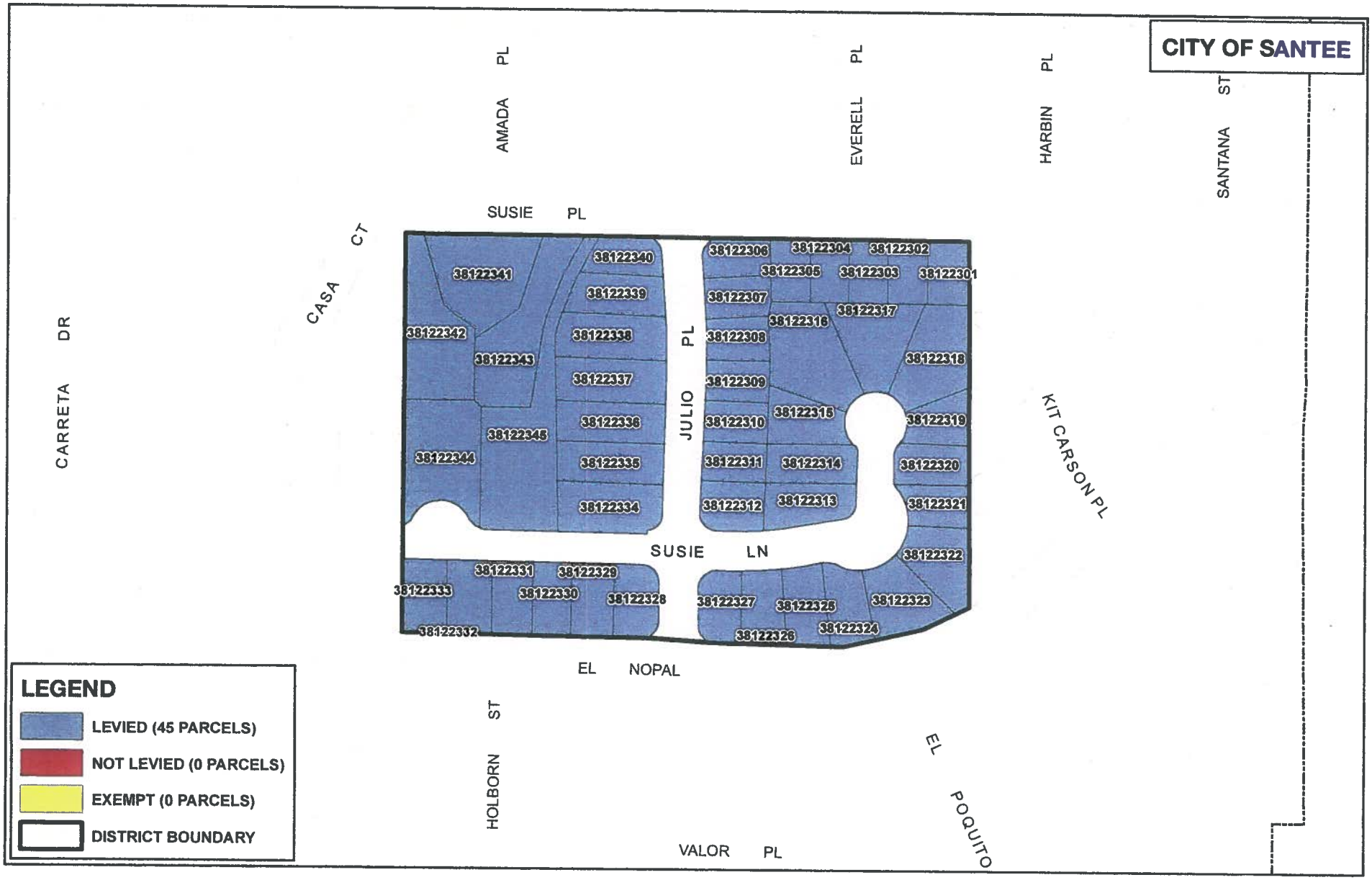
FY 2018-19 SANTEE LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT SUMMARY FOR ZONES PROPOSED TO BE ASSESSED

ZONE	ZONE NAME	NUMBER OF UNITS	FY 2018-19 MAINTENANCE & ADMINISTRATION	RESERVES 7/1/18	FY 2018-19 TOTAL ASSESSMENT	**FY 2018-19 ASSESSMENT RATE/UNIT**	**FY 2017-18 ASSESSMENT RATE/UNIT**	MAXIMUM APPROVED ASSESSMENT
1	EL NOPAL ESTATES	45	$ 3,000.00	$ 1,427.00	$ 2,258.00	**$ 50.18**	**$ 50.18**	$ 50.18
3	COUNTRY SCENES	14	$ 2,110.00	$ 3,108.00	$ 2,067.00	**$ 147.64**	**$ 147.64**	$ 147.64
4	CAMELOT HEIGHTS	10	$ 1,600.00	$ 1,657.00	$ 1,385.00	**$ 138.50**	**$ 138.50**	$ 138.50
8	SILVER COUNTRY ESTATES	153	$ 71,320.00	$ 62,621.00	$ 75,735.00	**$ 495.00**	**$ 495.00**	$ 495.00
9	MATTAZARO/ TIMBERLANE	34	$ 1,540.00	$ 979.00	$ 1,529.00	**$ 44.98**	**$ 44.98**	$ 44.98
12	THE HEIGHTS	60	$ 6,790.00	$ 23,762.00	$ 8,757.00	**$ 145.95**	**$ 145.95**	$ 375.00
13	PROSPECT HILLS	43	$ 3,600.00	$ 5,450.00	$ 3,225.00	**$ 75.00**	**$ 75.00**	$ 75.00
14	MITCHELL RANCH	16	$ 2,740.00	$ 7,144.00	$ 2,690.00	**$ 168.14**	**$ 168.14**	$ 168.14
17	DAKOTA RANCH	20	$ 4,810.00	$ 21,614.00	$ 4,826.00	**$ 241.30**	**$ 241.30**	$ 371.78
18	ALLOS	6	$ 3,420.00	$ 5,584.00	$ 3,920.00	**$ 653.34**	**$ 653.34**	$ 714.94

Note: Zone 17 and Zone 18 reflect an allowable 2% increase in the maximum approved assessment for FY 2018-19

Attachment 1

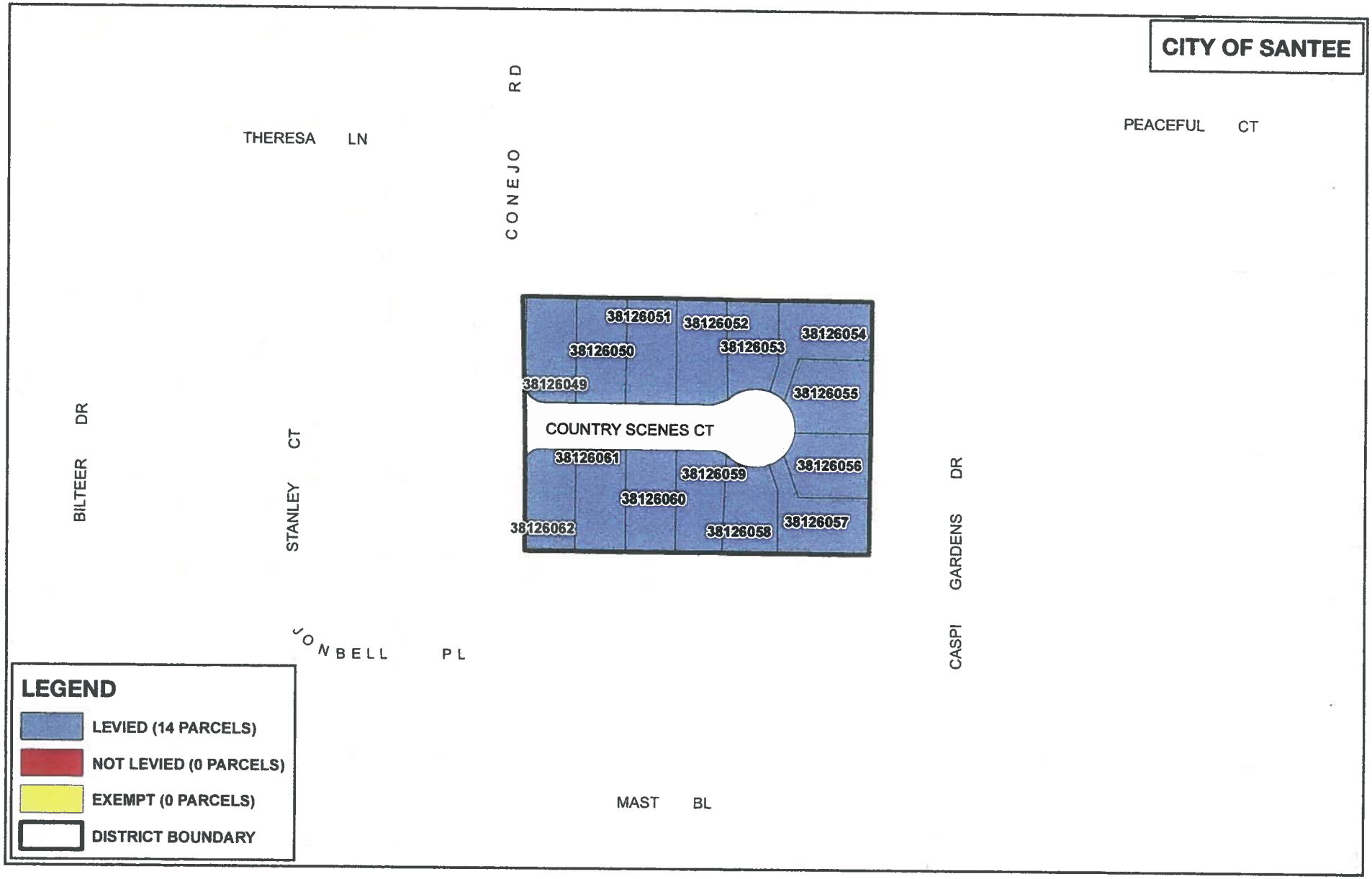
TABLE 1



LANDSCAPE MAINTENANCE DISTRICT - ZONE 1

EXHIBIT A

ALBERT A. WEBB ASSOCIATES

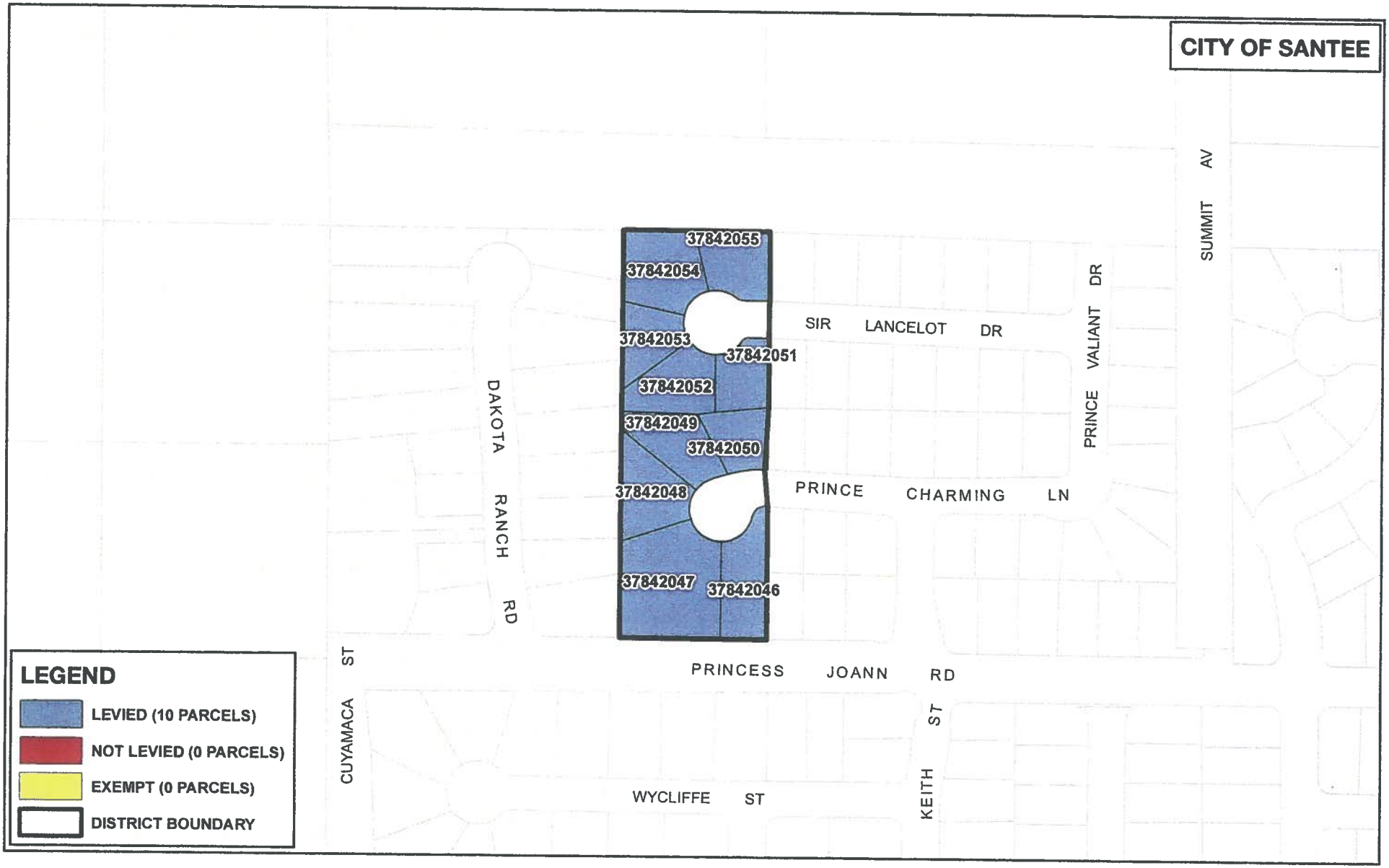


LANDSCAPE MAINTENANCE DISTRICT - ZONE 3

0 250 500 Feet

EXHIBIT B

ALBERT A. WEBB ASSOCIATES

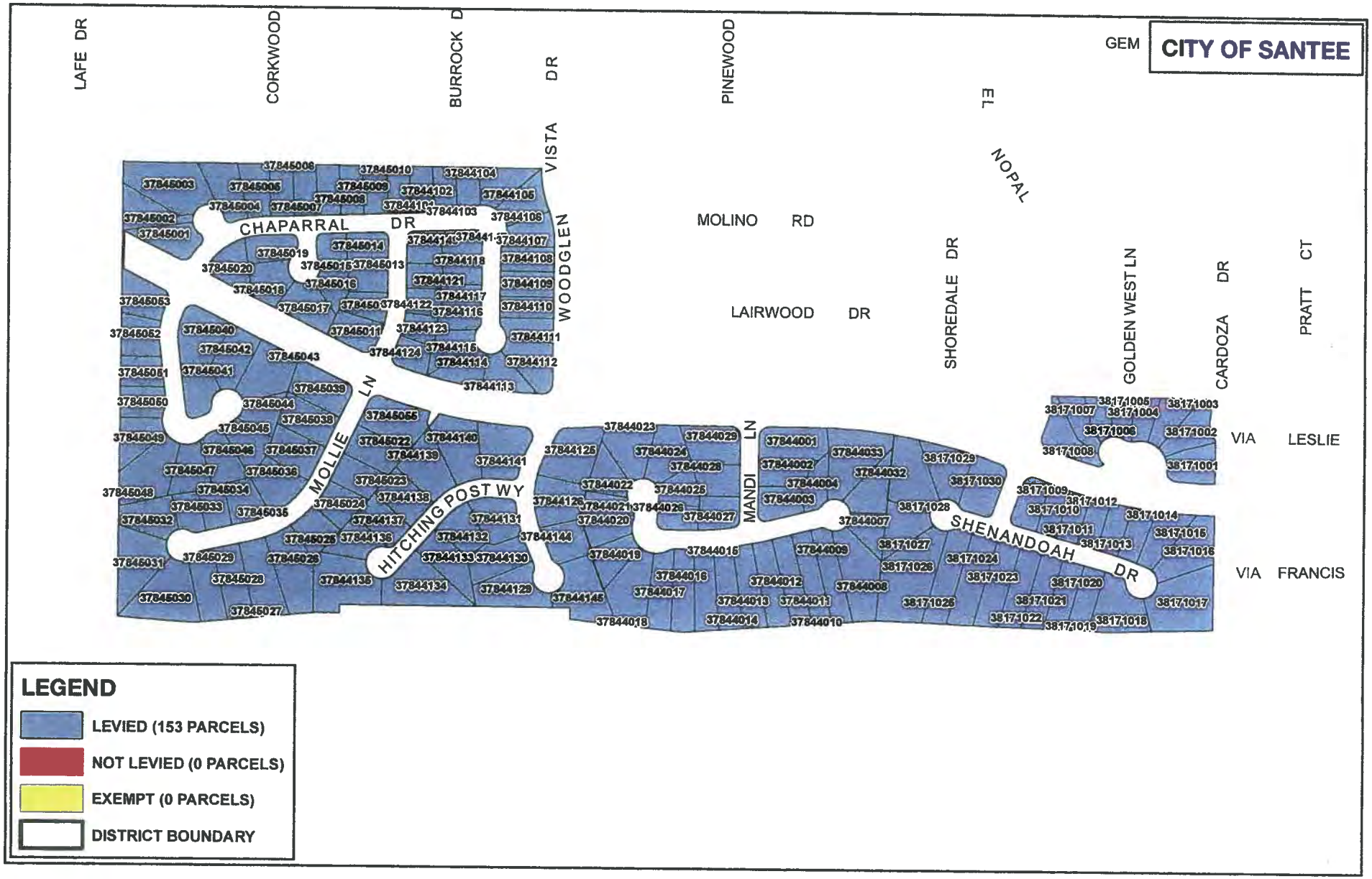


LANDSCAPE MAINTENANCE DISTRICT - ZONE 4

0 250 500 Feet

EXHIBIT C

ALBERT A. WEBB ASSOCIATES

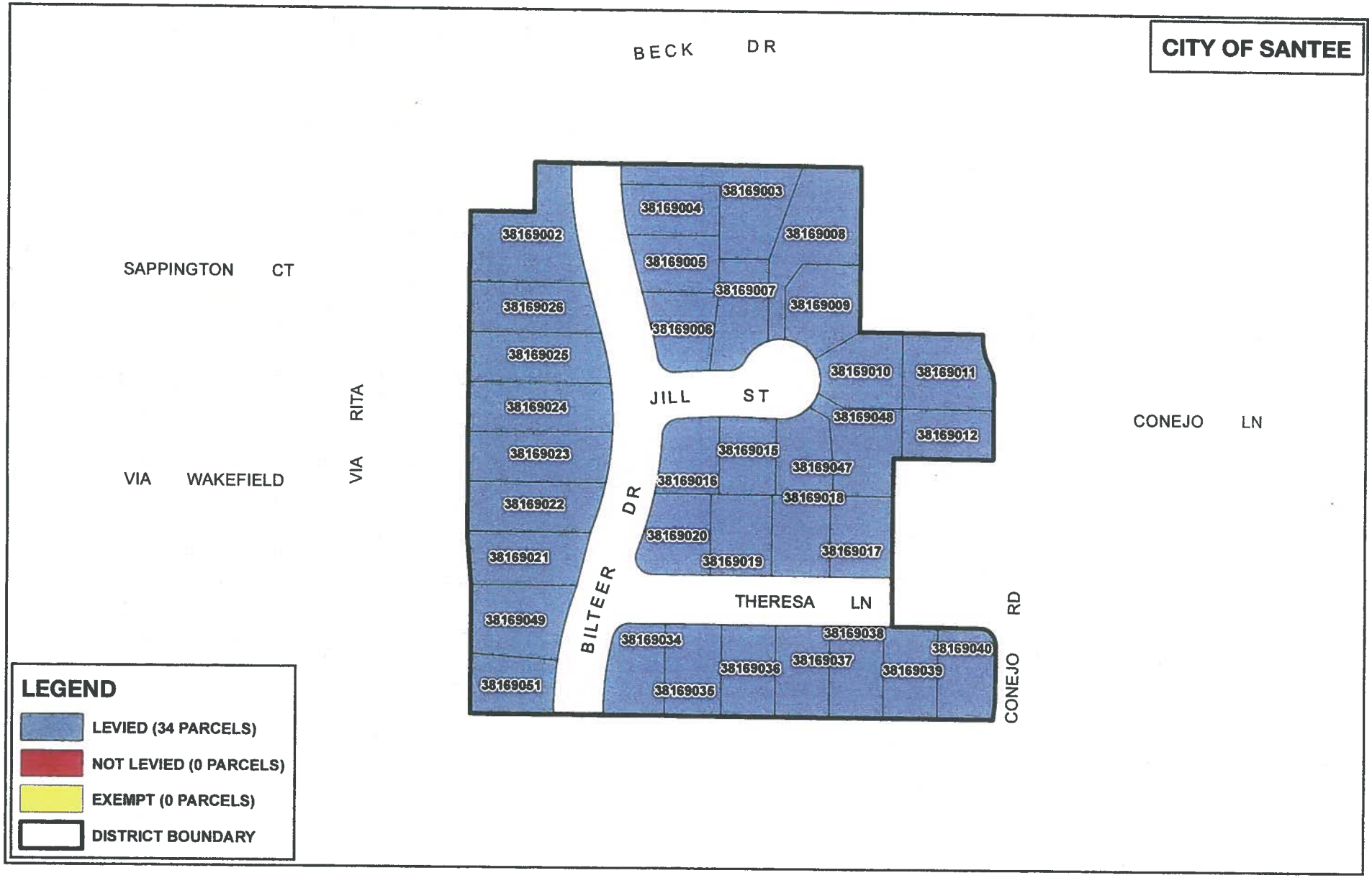


LANDSCAPE MAINTENANCE DISTRICT - ZONE 8

0 500 1,000 Feet

EXHIBIT D

ALBERT A. WEBB ASSOCIATES

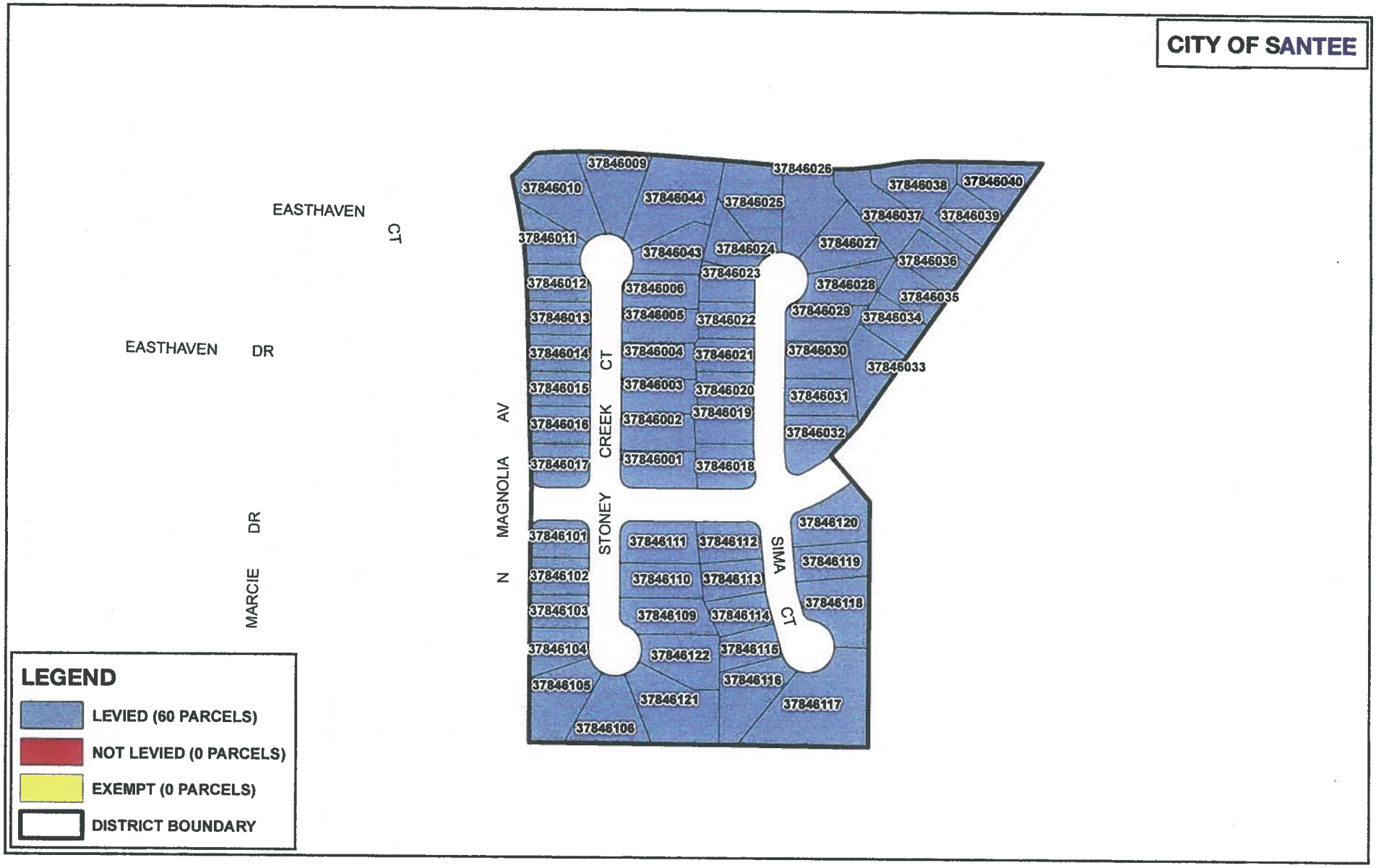


LANDSCAPE MAINTENANCE DISTRICT - ZONE 9

EXHIBIT E

ALBERT A. WEBB ASSOCIATES

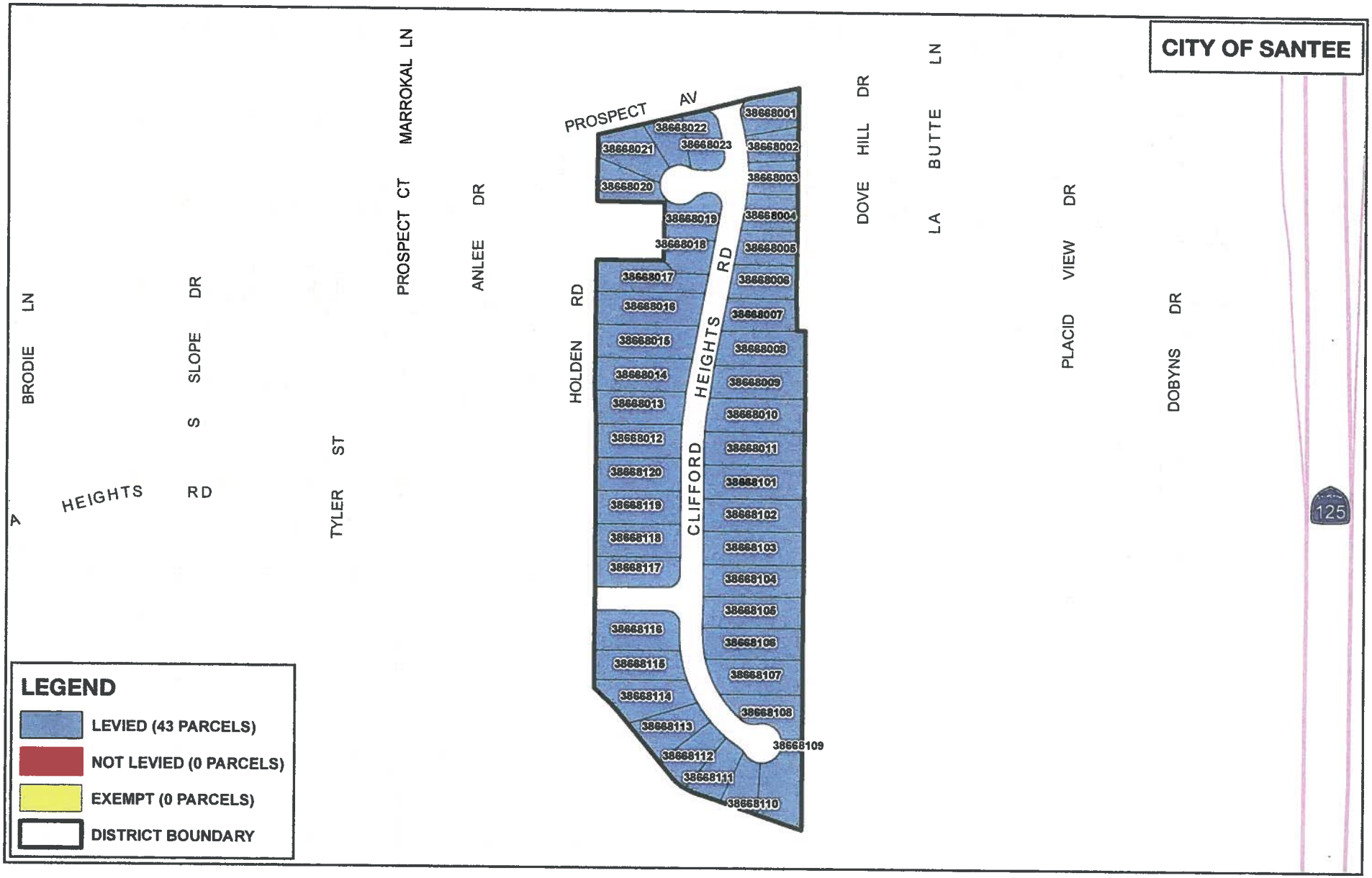
CITY OF SANTEE



LANDSCAPE MAINTENANCE DISTRICT - ZONE 12

EXHIBIT F

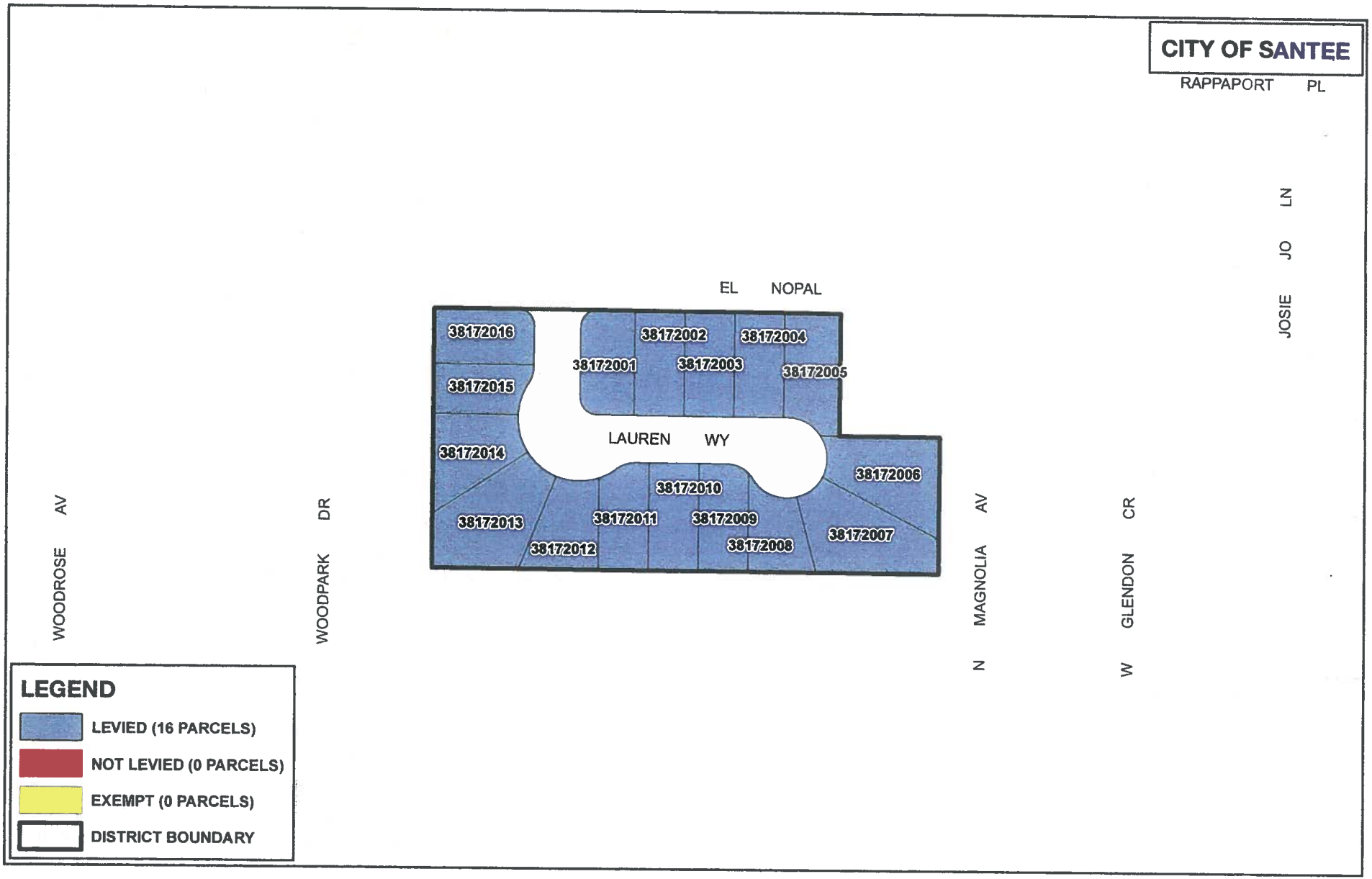
ALBERT A. WEBB ASSOCIATES



LANDSCAPE MAINTENANCE DISTRICT - ZONE 13

EXHIBIT G

ALBERT A. WEBB ASSOCIATES



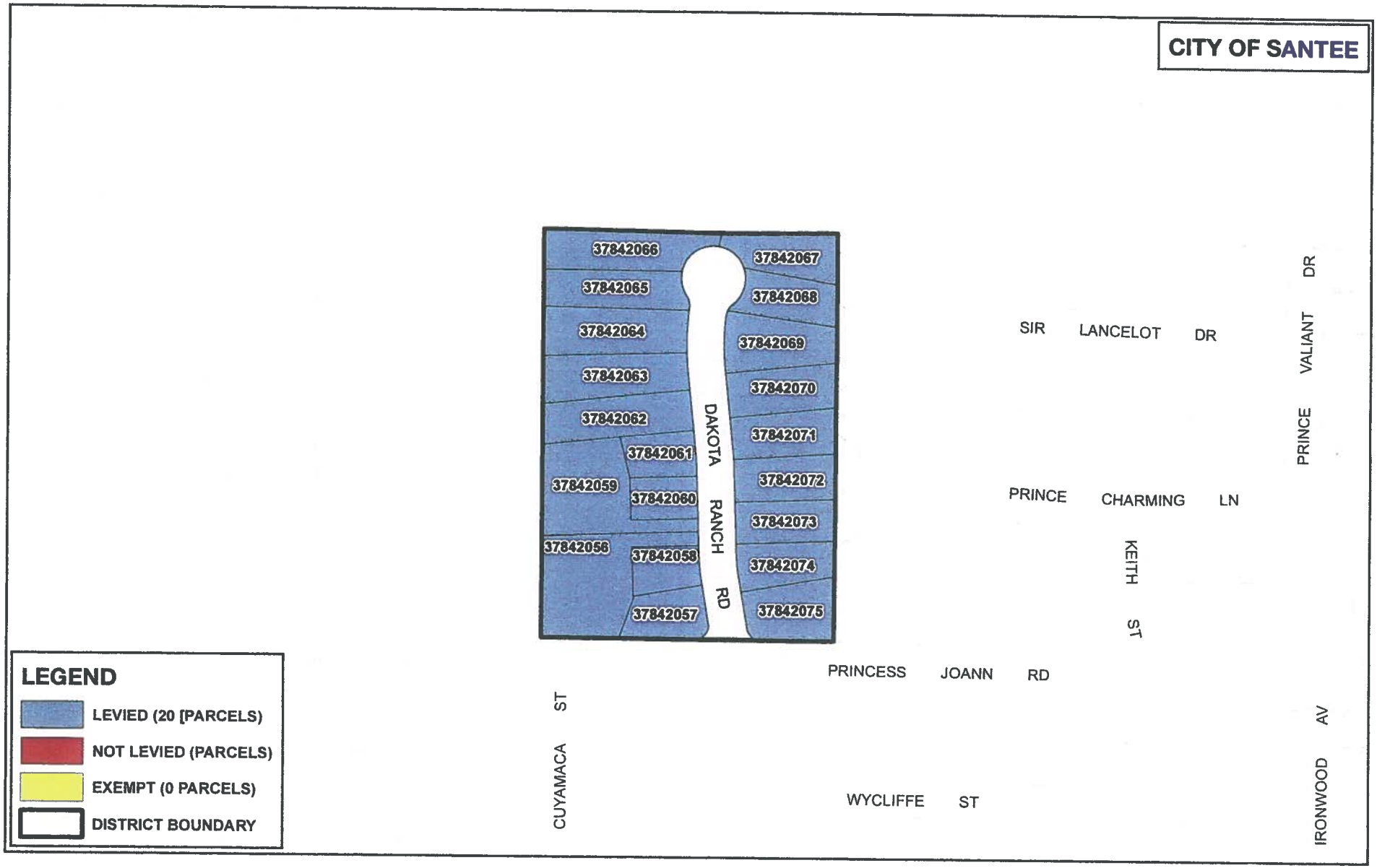
LANDSCAPE MAINTENANCE DISTRICT - ZONE 14

N

0 200 400 Feet

EXHIBIT H

ALBERT A. WEBB ASSOCIATES



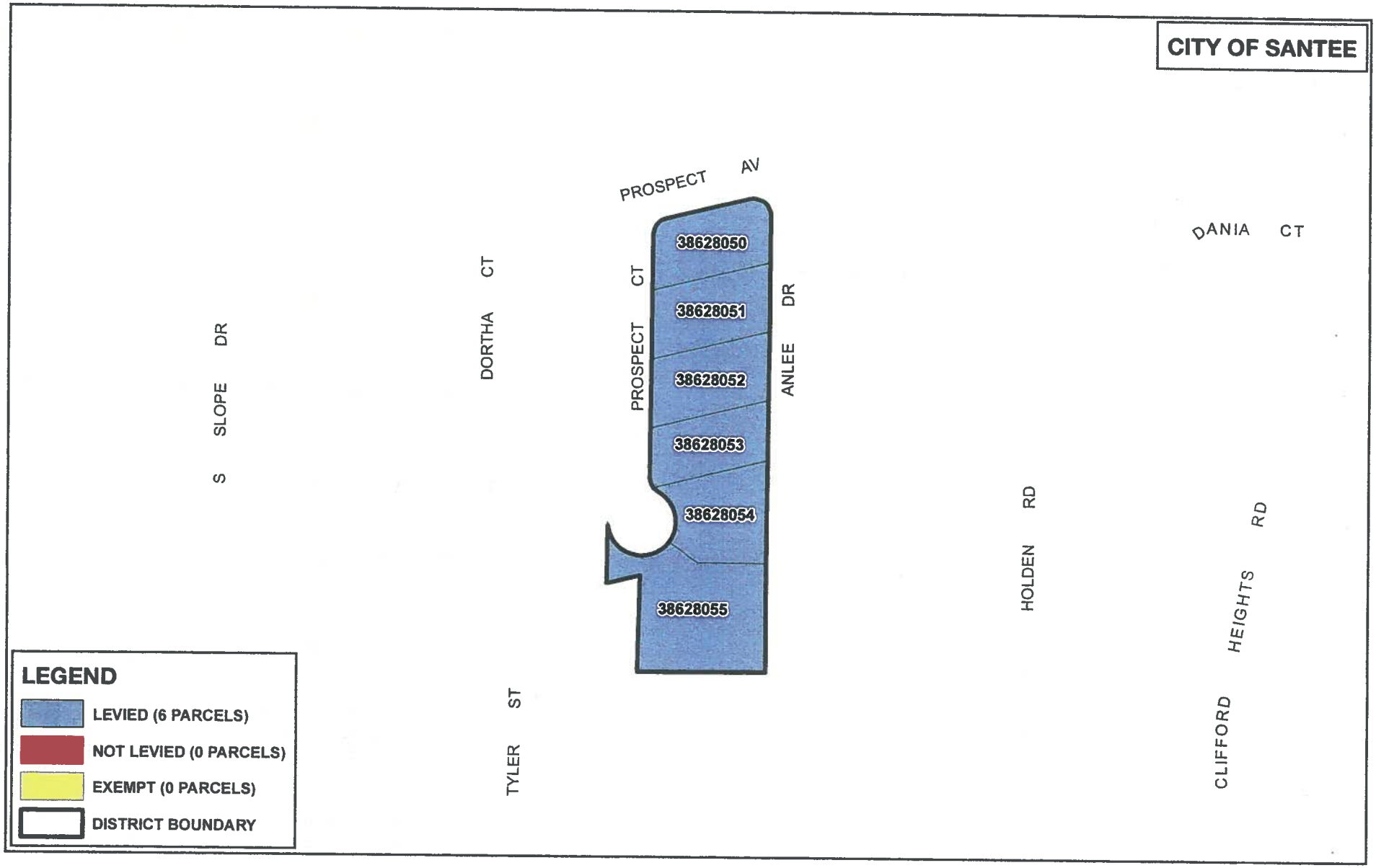
LANDSCAPE MAINTENANCE DISTRICT - ZONE 17

N

0 250 500 Feet

EXHIBIT I

ALBERT A. WEBB ASSOCIATES



LANDSCAPE MAINTENANCE DISTRICT - ZONE 18

0 200 400 Feet

EXHIBIT J

ALBERT A. WEBB ASSOCIATES

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE PUBLIC HEARING FOR THE FY 2018-19 SANTEE ROADWAY LIGHTING DISTRICT ANNUAL LEVY OF ASSESSMENTS

DIRECTOR/DEPARTMENT Tim K. McDermott, Finance

SUMMARY The Santee Roadway Lighting District ("SRLD") has two zones, each with separate funding sources. Zone A is contiguous with the City's boundaries; i.e., all properties in the City are also within Zone A. Zone B comprises numerous areas throughout the City, and contains street lights defined as primarily having special benefit.

The funding of street light energy, maintenance and administrative costs for both Zone A and Zone B has been obtained from two sources: an ad valorem property tax designated for street lighting purposes (Zone A), and a special benefit assessment (Zone B). It is estimated that 22 new lights will be added within SRLD in FY 2018-19.

Tonight's public hearing for the SRLD FY 2018-19 annual levy of assessments is the final step in the annual assessment process. On April 25, 2018, the Council initiated proceedings and ordered the preparation of an Engineer's Report. On June 13, 2018 the Council approved the Engineer's Report and set tonight's meeting as the time and place for the required public hearing for the FY 2018-19 SRLD levy of assessments. The Engineer's Report describes the legal and physical nature of the SRLD, its improvements, budget and the proposed spread of assessments.

The proposed assessment in Zone B will remain $14.06 per household/benefit unit for FY 2018-19. There will continue to be no assessment in Zone A.

Council action is needed following the closure of tonight's Public Hearing. This action is comprised of adopting the attached Resolution confirming the assessment diagram and levy for FY 2018-19.

FINANCIAL STATEMENT SRLD's FY 2018-19 operating budget totals $518,410. The budget will be funded primarily by Zone A ad valorem property tax revenues of $314,570 and Zone B assessments of $333,912. The anticipated increase in reserves during FY 2018-19 will be used to fund a Capital Improvement reserve for future City-wide luminaire replacement and the installation of new lights.

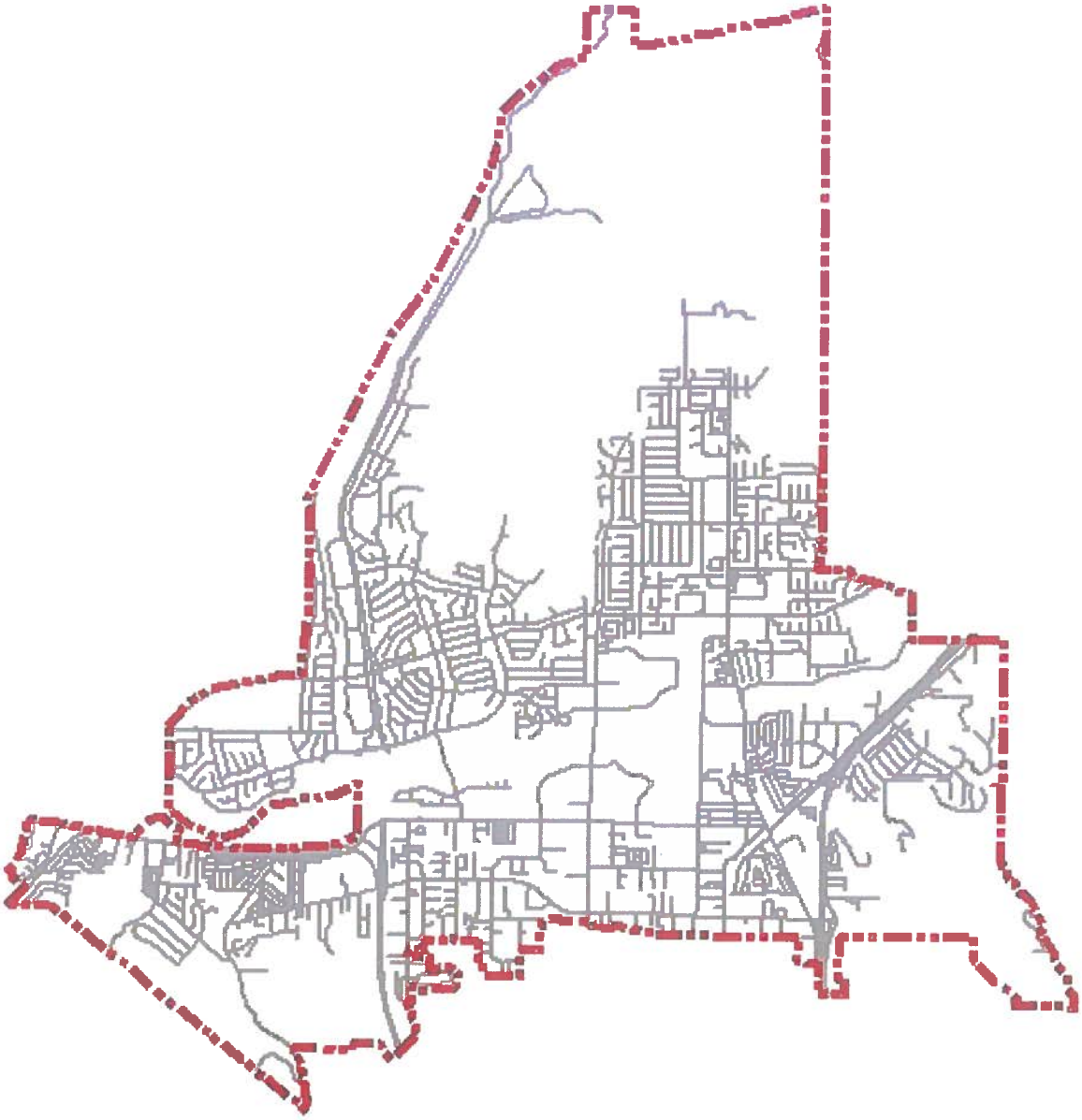
CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATIONS BS for MB

1) Conduct and close the public hearing
2) Adopt Resolution confirming an assessment diagram and assessment and providing for the FY 2018-19 SRLD annual levy of assessments

ATTACHMENTS (Listed Below)

1) Map
2) Resolution
3) Engineer's Report



City of Santee
Vicinity Map

No Scale

Santee Roadway Lighting District

Zone A – Boundary is contiguous with that of the City

Zone B – Includes approximately 79% of all parcels throughout the City

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA CONFIRMING AN ASSESSMENT DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE FY 2018-19 SANTEE ROADWAY LIGHTING DISTRICT ANNUAL LEVY OF ASSESSMENTS

WHEREAS, on April 25, 2018, pursuant to Resolution No. 033-2018, the City Council of the City of Santee initiated proceedings for the annual levy of the assessments for a street lighting and landscaping district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972," being Division 15, Part 2 of the Streets and Highways Code of the State of California, Article XIII D of the California Constitution, and the Proposition 218 Omnibus Implementation Act (commencing with California Government Code Section 53750) (collectively the "Law"), in what is known and designated as **SANTEE ROADWAY LIGHTING DISTRICT** ("District"); and

WHEREAS, on April 25, 2018, also pursuant to Resolution No. 033-2018, the City Council ordered the preparation of an Engineer's Report ("Report") and the Director of Finance filed with this City Council said Report pursuant to the Law for its consideration and subsequently thereto, on June 13, 2018, pursuant to Resolution No. 057-2018, this City Council did adopt its Resolution of Intention to levy and collect assessments for Fiscal Year 2018-19 relating to the District, and further did proceed to give notice of the time and place for a public hearing on all matters relating to said annual levy of the proposed assessment in accordance with the Law; and

WHEREAS, at this time this City Council has heard all testimony and evidence, and is desirous of proceeding with said annual levy of assessments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That this City Council hereby confirms the assessment diagram and assessment as submitted and orders the annual levy of the assessment for street lighting purposes for Fiscal Year 2018-19 and in the amounts as set forth in the Report and as referred to in the Resolution of Intention as previously adopted relating to said annual assessment levy.

SECTION 3. That the assessment diagram and assessment for street lighting purposes as set forth and contained in said Report are hereby confirmed and adopted by this City Council as originally proposed.

SECTION 4. That the adoption of this Resolution constitutes the levy of the assessment for the Fiscal Year 2018-19.

SECTION 5. That the estimates of costs, assessment diagram, the assessments and all other matters as set forth in said Report, pursuant to the Law, as submitted, are hereby approved, adopted and confirmed by this City Council, all as originally proposed.

SECTION 6. That the maintenance of improvements contemplated by the Resolution of Intention shall be performed pursuant to law and the County of San Diego Auditor shall enter on the County of San Diego Assessment Roll the amount of the assessment and

said assessment shall then be collected at the same time and in the same manner as the County taxes are collected. After collection by the County of San Diego, the net amount of the assessment shall be paid to the Director of Finance of the City, for the benefit of the District.

SECTION 7. That the Director of Finance has established a special fund known as the **SANTEE ROADWAY LIGHTING DISTRICT** into which the Director of Finance shall place all monies collected by the County of San Diego Tax Collector pursuant to the provisions of this Resolution and Law, and said transfer shall be accomplished as soon as said monies have been made available to said Director of Finance.

SECTION 8. That the City Clerk is hereby ordered and directed to file a certified copy of the assessment diagram and assessment roll with the County of San Diego Auditor, together with a certified copy of this Resolution immediately upon its adoption, but in no event later than August 1, 2018.

SECTION 9. That a certified copy of the assessment diagram and assessment roll shall be filed in the office of the Director of Finance, with a duplicate copy on file in the office of the City Clerk and open for public inspection.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of July, 2018, by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

_____
JOHN W. MINTO, MAYOR

ATTEST:

_____
ANNETTE ORTIZ, CITY CLERK

ALBERT A. WEBB ASSOCIATES

Fiscal Year 2018-19 Final Engineer's Report

City of Santee

Santee Roadway Lighting District

Prepared for:

CITY OF SANTEE, CALIFORNIA · INCORPORATED 1980 ·

July 2018

www.webbassociates.com

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Appendix A. Final Assessment Roll

Appendix B. Land Use Factors

Appendix C. Resolution of Initiation

i. Engineer's Statement

AGENCY: CITY OF SANTEE

PROJECT: SANTEE ROADWAY LIGHTING DISTRICT

TO: CITY COUNCIL
CITY OF SANTEE
STATE OF CALIFORNIA

REPORT PURSUANT TO "LANDSCAPING AND LIGHTING ACT OF 1972"

Pursuant to direction from the City Council, submitted herewith is the Engineer's Report (the "Report"), consisting of the following parts, pursuant to the provisions of Division 15, Part 2 of the Streets and Highways Code of the State of California, being the "Landscape and Lighting Act of 1972," as amended, commencing with Section 22500, and which is in accordance with Resolution No. 033-2018 adopted by the City of Santee City Council, San Diego County, California ordering preparation of the Engineer's Report for Santee Roadway Lighting District (the "District"). This "Report" is applicable for the ensuing 12-month period, being the Fiscal Year commencing July 1, 2018 to June 30, 2019. Please note that Albert A. Webb Associates provides engineering advice and related consulting engineering services. Albert A. Webb Associates is not a registered municipal advisor and does not participate in municipal advisory activities, and nothing in this Engineer's Report for the District is, or should be interpreted to be, municipal advisory services or advice.

SECTION 1 **PLANS AND SPECIFICATIONS** of the improvements to be maintained and/or improved for the Fiscal Year. The plans and specifications show and describe the existing improvements, and are sufficient in showing and describing the general nature, location and extent of the improvements.

SECTION 2 A **COST ESTIMATE** of the improvements to be maintained and/or improved for the mentioned Fiscal Year.

SECTION 3 **ASSESSMENT DIAGRAM** showing the boundaries of the assessment District on file with the City Clerk in the format required under the provision of the Act.

SECTION 4 A **METHOD OF ASSESSMENT APPORTIONMENT** showing the proportionate amount of the assessment to be charged in proportion to the benefits to be received by each lot or parcel within the exterior boundaries as shown in Appendix C.

SECTION 5 **PROPOSED ASSESSMENTS** contains the total costs and expense of the proposed improvements for Fiscal Year 2018-19 upon each parcel of land within said District, in proportion to the estimated benefits to be received by such parcels from said improvements, is set forth upon the assessment roll filed herewith and made a part hereof.

i. Engineer's Statement

Executed this _____ day of _____ 2018.

ALBERT A. WEBB ASSOCIATES

_____

MATTHEW E. WEBB
PROFESSIONAL CIVIL ENGINEER NO. 37385
ENGINEER OF WORK
CITY OF SANTEE
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessment and all matters in the Engineer's Report were made on the _____ day of _____ 2018, by adoption of Resolution No. _____ By City Council.

_____

CITY CLERK
CITY OF SANTEE
STATE OF CALIFORNIA

A copy of the Assessment Roll and Engineer's Report were filed in the City Clerk's Office on the _____ day of _____ , 2018.

_____

CITY CLERK
CITY OF SANTEE
STATE OF CALIFORNIA

i. Engineer's Statement

WHEREAS, on April 25, 2018, a Resolution of the City Council of the City of Santee, California, Initiating Proceedings and Ordering the Preparation of an Engineer's Report for the FY 2018-19 Santee Roadway Lighting District Annual Levy of Assessments was adopted;

WHEREAS, the Resolution Initiating Proceedings for the Annual Levy of Assessments and Ordering the Preparation of an Engineer's Report directed Albert A. Webb Associates, to prepare and file a report presenting plans and specifications describing the general nature, location and extent of the improvements to be maintained, an estimate of the costs of the maintenance, operations and servicing of the improvements for the City of Santee Roadway Lighting District for the referenced Fiscal Year, a diagram for the District showing the area and properties to be assessed, and an assessment of the estimated costs of the maintenance, operations and servicing the improvements, assessing the net amount upon all assessable lots and-or parcels within the District in proportion to the special benefit received;

WHEREAS, on June 13, 2018, the City Council of the City of Santee, State of California, under the Landscaping and Lighting Act of 1972, having adopted its Resolution of Intention for the Annual Levy of Assessments declaring its intention to levy assessments for the Santee Roadway Lighting District and provide notice of the public hearing;

NOW THEREFORE, the following assessment is made to cover the portion of the estimated costs of maintenance, operation and servicing of said improvements to be paid by the assessable real property within the District in proportion to the special benefit received:

SUMMARY OF ASSESSMENT BY ZONE

Zone	Fiscal Year 2018-19
Zone A	$0
Zone B	$333,912
Total	**$333,912**

1. Plans and Specifications

The City of Santee (the "City") formed the Santee Roadway Lighting District (the "District") on May 24, 1982. The District is an Assessment District formed for the purpose of installing, operating, and maintaining public lighting facilities within the City. The boundaries of the District are coterminous with the boundaries of the City.

Description of the Boundaries of Santee Roadway Lighting District

As originally formed, the District contains two zones of benefit with the following designations: one zone containing the major streets with streetlights of both general benefit and special benefit ("Zone A"); and one zone of benefit containing all the street lights of special benefit ("Zone B").

ZONE A: Properties located within Zone A are located in those areas of the City in which the major roadways (e.g. arterial roads) are located. Within Zone A, there are five major roadway classifications (listed in Section 4 of this report) with street lights of both general benefit and special benefit. No assessment is proposed for Zone A for the general benefit portion of the costs of street light operation and maintenance as this benefit is financed by ad valorem taxes. The special benefit attributable from Zone A streetlights have been included with the Zone B costs and include all streetlights along streets classified by the City of Santee General Plan as prime arterial, major arterials, parkways, collectors, and industrials. A description of the Zone A streets is shown on the following page.

ZONE B: Properties located within Zone B are presently served by street lights of special benefit. There is a portion of Zone B benefit attributable to Zone A streetlights. Zone B consists of all parcels that have street lighting on the block (including intersections) of the street to which the parcel has frontage. These streets include not only local streets, but also include collectors, parkways, prime arterials, major arterials, residential collectors and industrial streets. This local lighting is of benefit as it increases property protection, personal safety, visibility, traffic safety, and specifically enhances those areas fronting upon the illuminated streets. Prior to the passage of Proposition 218, citizens voted to establish the maximum assessment at $16.00 per benefit unit.

The areas in Zones A and B that contain the existing street lighting system consists of lights owned by both San Diego Gas and Electric Company and the District. There are a total of 3,334 lights in the Santee Roadway Lighting District with 1,172 owned by San Diego Gas and Electric Company and 2,162 owned by the City.

Description of Improvements and Services for Santee Roadway Lighting District

The improvements include the construction, operation, maintenance and servicing of all Street Lighting within the District.

District Financing

The City has two sources of revenue to pay for the costs associated with streetlights within the City boundaries. The streetlights of special benefit are funded through the Assessment District; the streetlights of general benefit are funded through the ad valorem property tax collected on all properties throughout the City. Prior to the passage of Proposition 13, an ad valorem tax was established designating property tax revenues for the installation, operation, and maintenance of streetlights including funding the expenses of public streetlights within the City of Santee.

The general benefit portion of the lights in Zone A is financed from ad valorem tax revenues estimated at $314,570. The special benefit portion of lights in Zone B is financed from a benefit assessment of $333,912. As in prior years, for Fiscal Year 2018-19 no benefit assessment will be levied for the general benefit portion of Zone A

street lighting. The ad valorem taxes for Zone A are estimated to increase by 5.0% from the prior Fiscal Year based on a corresponding anticipated increase in assessed valuation.

It is recommended that the Zone B street lighting benefit assessment for a single family home be $14.06 per year; i.e., one (1) Benefit Unit equals $14.06 for Fiscal Year 2018-19. The benefit assessment is the same as assessed for the prior Fiscal Year and is in accordance with the original assessment methodology. A detail listing of these costs is included in Section 2 of this report.

2. Cost Estimate

The cost of servicing, maintaining, repairing and replacing the actual improvements as described in the Plans and Specifications are summarized as follows:

Zone A and Zone B Budget

Description	Zone A	Zone B[1]	Fiscal Year 2018-19 Total
Estimated Revenue			
Property Tax	$314,570	$0	$314,570
Assessment	$0	$333,912	$333,912
Interest	$12,000	$6,400	$18,400
Total Estimated Revenue	**$326,570**	**$340,312**	**$666,882**
Estimated Expenditures			
Gas and Electricity	$108,300	$306,100	$414,400
Repairs and Maintenance	$35,000	$35,000	$70,000
Administration	$0	$6,420	$6,420
Advertising	$0	$480	$480
Debt Service Principal	$0	$7,110	$7,110
Internal Services Charges	$15,000	$5,000	$20,000
Total Estimated Expenditures	**$158,300**	**$360,110**	**$518,410**
Increase (decrease) in Reserves	$168,270	($19,798)	$148,472
Beginning of Year Reserves	$957,070	$577,109	$1,534,179
Total End of Year Reserves	**$1,125,340**	**$557,311**	**$1,682,651**
End of Year Operation Reserves[2]	$158,300	$360,110	$518,410
End of Year Capital Improvements Reserves[3]	$967,040	$197,201	$1,164,241
Total End of Year Reserve Allocation	**$1,125,340**	**$557,311**	**$1,682,651**

[1] Zone B Costs/Benefit includes a portion of the Zone A costs attributable to special benefit derived from Zone A lights.

[2] The City maintains Operating Reserves for the replacement of failing street lights and as a contingency for regular maintenance and operations. Reserves are available in case of emergencies and would only be used when normal funds are depleted.

[3] The City additionally maintains Capital Improvements reserves that are to be used for a future City-wide luminaire replacement program as well as for the installation of new lights.

3. Assessment Diagram

Boundary Map

An Assessment Diagram for Santee Roadway Lighting District has been submitted to and is on file with the City Clerk in the format required under the provision of the Act.

Proposition 218 Compliance

On November 5, 1996, California voters approved Proposition 218, the so-called "Right to Vote on Taxes Act." Proposition 218 amended the California Constitution by adding Articles XIII C and XIII D ("Article XIII D"), which affect the ability of local governments to levy and collect existing and future taxes, assessments, and property-related fees and charges. Article XIII D, Section 4 established new majority ballot protest procedural requirements for levying any new or increasing any existing assessments and placed substantive limitations on the use of the revenues collected from assessments. Pursuant to Article XIII D, section 5, however, any assessment existing on November 6, 1996 that falls within one of four exceptions is exempt from these majority ballot protest procedures. The four exceptions are as follows:

1) Any assessment imposed exclusively to finance the capital costs or maintenance and operation expenses for sidewalks, streets, sewers, water, flood control, drainage systems, or vector control. Subsequent increases in such assessments shall be subject to the procedures and approval process set forth in Section 4.

2) Any assessment imposed pursuant to a petition signed by the persons owning all of the parcels subject to the assessment at the time the assessment is initially imposed. Subsequent increases in such assessments shall be subject to the procedures and approval process set forth in Section 4.

3) Any assessment the proceeds of which are exclusively used to repay bonded indebtedness of which the failure to pay would violate the Contract Impairment Clause of the Constitution of the United States.

4) Any assessment that previously received majority voter approval from the voters voting in an election on the issue of the assessment. Subsequent increases in those assessments shall be subject to the procedures and approval process set forth in Section 4.

In Howard Jarvis Taxpayers Association v. City of Riverside, 73 Cal. App. 4th 679, 685-86 (1999), the court of appeal concluded that streetlights fall within the definition of "streets" for purposes of Article XIII D, Section 5(a), which exempts an assessment imposed solely for "street purposes."

As previously noted, the District was formed in 1982, prior to the adoption of Proposition 218, and assessments are imposed for the purpose of operating and maintaining streetlights. Pursuant Government Code Section 53753.5, because the assessments levied within the District fall within the first exception identified above, the assessments imposed within the District are not subject to the procedural and substantive requirements of Article XIII D, Section 4 in subsequent fiscal years unless: (1) the assessment methodology is changed to increase the assessment; or (2) the amount of the assessments are proposed to exceed an assessment formula or range of assessments adopted by the City in accordance with Article XIII D, Section 4 or Government Code Section 53753.

Here, the City is not proposing to change the assessment methodology and the assessments are not proposed to exceed the assessment formula or range of assessment as adopted by the City prior to November 6, 1996. Based on the forgoing, the assessments to be imposed in Fiscal Year 2018-19 are not subject to Article XIII D, Section 4.

Method of Apportionment and Special Benefit

As previously, stated the District was formed in 1982 for the purpose of installing, operating, and maintaining public lighting facilities within the City of Santee. The benefit charge formula established the amount of the estimated assessment on each lot or parcel of land in the District in proportion to the estimated benefit to be received by each such lot or parcel of land from the use of the streets and their appurtenances, such as street lights. An evaluation of the major roadways consistent with the method of apportionment of the District was conducted to determine the portion of general and special benefit conferred on real property within the City. Each lot or parcel of land in the District has been determined to have a specific land use by the City of Santee Department of Development Services. The use or benefit of a public street is best determined by the use of the land adjacent to the public street. Each type of actual land use was assigned a land use factor derived from trip generation rates, developed by the Transportation Planning Division of the City of San Diego's Planning Department. These factors are based on a compilation of trip generation studies done in San Diego and other Western U.S. locations. Please refer to Appendix B for the assigned land use factors.

Previously, the streetlights were split into Zones with streetlights being designated as either general benefit or special benefit. However, the majority of streetlights provide both general and special benefit. Therefore, based on the results of a recently completed traffic study on file with the City of Santee Department of Development Services, the percent of special benefit is estimated by taking the percent of "local ADT" of the measured ADT. All properties within the District are being assessed the estimated benefit received from the public lighting facilities within the City of Santee.

The streetlights along major roadways provide both general and special benefit. Based on the City's General Plan Circulation Element, the streets below have been classified as prime arterials, collectors, major arterials, parkways, or industrial.

Prime Arterials
1. Mission Gorge Road
2. Magnolia Avenue

Major Arterials
1. Mission Gorge Road
2. Woodside Avenue
3. Mast Boulevard
4. Prospect Avenue
5. Carlton Hills Boulevard
6. Cuyamaca Street
7. Magnolia Avenue

Parkways
1. Woodside Avenue
2. Town Center Parkway
3. Riverview Parkway
4. Cottonwood Avenue
5. Fanita Parkway

Industrial
1. Railroad Avenue
2. Buena Vista Avenue
3. Pathway Street
4. Hartley Road
5. Isaac Street
6. Abraham Way
7. Wheatlands Avenue
8. Wheatlands Court
9. Wheatlands Road

Collectors
1. Fanita Parkway
2. Fanita Drive
3. W. Hills Parkway
4. Carlton Oaks Drive
5. Halberns Boulevard
6. El Nopal
7. Mesa Road
8. Prospect Avenue
9. Olive Lane
10. Buena Vista Avenue
11. Cottonwood Avenue
12. Graves Avenue
13. Carlton Hills Boulevard

Special and General Benefit for Each Roadway Classification

Road Classification	% Special benefit	% General Benefit
Prime	23%	77%
Major	25%	75%
Parkway	55%	45%
Collector	29%	71%
Industrial	92%	8%

Each property subject to the District assessment is assigned a land use factor. The land use factor is multiplied by the number of dwelling units for parcels classified as residential, or the number of acres for other land use classifications. The product of this multiplication is the number of benefit units for each lot or parcel of land to be assessed. The sum of all the benefit units for each of the lots or parcels of land in each zone is divided into the total amounts to be generated by assessments ($0 proposed for Zone A and $333,912 proposed for Zone B) to arrive at the amount assessed to each benefit unit. The amount per benefit unit is then multiplied by the number of benefit units for each of the lots or parcels of land to establish the benefit charge for that lot or parcel of land.

This local lighting is of benefit to abutting parcels as it provides increased property protection, personal safety, visibility, traffic safety, and specifically enhances those areas fronting upon the illuminated street, in addition to providing the appearance of a progressive and illuminated city.

The recommended assessment this year is $14.06 per Benefit Unit for parcels in Zone B. The benefit assessment is the same as assessed for the prior Fiscal Year and is in accordance with the original assessment methodology. The latest Assessor's information related to parcel size and parcel number (available in mid-July 2018) will be used to determine the final assessment.

Land Use Factors

1. Each parcel of land in the lighting district was determined to have a specific land use by the City of Santee Department of Development Services.

2. Each type of land use was assigned a land use factor determined by trip generation rates by land use as they relate to a single family residential land use. The trip generation rates by land use were prepared by the City of San Diego Transportation, Planning Division and are a compilation of trip generation studies done in San Diego and other western U.S. locations.

3. If a land use was not included in the study, the City of Santee Department of Development Services made a determination as to its probable trip generation compared to single family residential and assigned a land use factor on that basis.

4. Single family residential land use was assigned a land use factor of 1.0, notwithstanding its size. The theory is that all single family residences, notwithstanding parcel size, generate approximately the same number of trips, and therefore, receive the same benefit from the use of the streets, and their appurtenances such as street lights.

5. Determination of the land use factors other than single family residential are based upon the average number of trips generated per acre or per dwelling unit for a specific land use divided by the average number of trips generated per acre or per dwelling unit for a single family residential dwelling.

A complete listing of these land use factors can be found in Appendix B.

5. Proposed Assessments

The actual assessment and the amount of the assessment for the Fiscal Year 2018-19 apportioned to each parcel as shown on the latest equalized roll at the County Assessor's office are listed in Appendix A of this Report. The description of each lot or parcel is part of the records of the County of San Diego Assessor's Office and such records are, by reference, made part of this Report.

APPENDIX A

Final Assessment Roll

ALBERT A. WEBB ASSOCIATES

APPENDIX A

Fiscal Year 2018-19 Final Assessment Roll
Roadway Lighting District
(Under Separate Cover)

APPENDIX B

Land Use Factors

ALBERT A. WEBB ASSOCIATES

CITY OF SANTEE

BENEFIT UNITS / LAND USE CODES

BENEFIT UNITS	LAND USE CODE	DESCRIPTION
0.0	00	Unzoned
0.1	07	Timeshare
0.0	09	Mobilehome (Force)
0.0	10	Vacant Residential
1.0	11	Single Family Residence
1.0	12	Duplex or Double
1.0	13	Residential 2-4 Units/2 Houses
1.0	14	Residential 5-15 Units
1.0	15	Residential 16-60 Units
1.0	16	Residential 61 units and up
1.0	17	Condominium
1.0	18	Co-op
1.0	19	Miscellaneous residential
0.0	20	Vacant commercial
10.0	21	1-3 story misc. store buildings
10.0	22	4 story & up office/store buildings
14.0	23	Regional shopping center
22.0	24	Community shopping center
33.0	25	Neighborhood shopping center
22.0	26	Hotel, motel
33.0	27	Service station
25.0	28	Medical, dental, animal hospital
6.0	29	Conv. Hospital, rest home
10.0	30	Office condominiums
22.0	31	Parking lot, garage, used car lot
0.5	32	Trailer park (Force # spaces)
22.0	33	Theater
22.0	34	Bowling alley
22.0	35	Restaurant
22.0	36	Car wash
22.0	37	Large chain grocery/drug store
11.0	38	Auto sales & service agency
11.0	39	Misc. commercial, radio station, bank, et al
0.0	40	Vacant industrial
1.0	41	Factory - light manufacturing
3.0	42	Factory - heavy manufacturing
2.0	43	Warehouse - process or storage
2.0	44	Bulk Storage (tanks, etc.)
3.0	45	Extractive & Mining
1.0	46	Small automotive garages
2.0	47	Industrial condominiums
2.0	49	Special/misc. industrial
0.0	50	Vacant irrigated
0.1	51	Citrus
0.1	52	Avocados
0.2	53	Vines
0.1	54	Miscellaneous trees
0.1	55	Livestock
0.1	56	Poultry
0.1	57	Misc. irrigated crops
0.1	58	Growing houses
0.1	59	Special/misc. irrigated
0.1	61	Non-irrigated 1-10 Ac.
0.1	62	Non-irrigated 11-40 Ac.
0.1	63	Non-irrigated 41-160 Ac.
0.1	64	Non-irrigated 161-360 Ac.
0.1	65	Non-irrigated 361 Ac. & up
0.0	70	Vacant Institutional
2.0	71	Church
1.0	72	Church parking/related
0.1	73	Cemetery
0.1	74	Mausoleum
0.1	75	Mortuary
1.0	76	Public building (fire, school, library)
6.0	77	Hospital
1.0	79	Special/misc. institutional
0.0	80	Vacant recreational
2.0	81	Meeting hall, gym
0.2	82	Golf course
0.4	83	Marina, dock
1.0	84	Recreational camps
0.0	85	Non-tax recreational
0.0	86	Open space easements
0.1	87	Agr. preserve (no contract)
0.1	88	Agr. preserve (contract)
1.0	89	Special/misc. recreational
0.0	90	Vacant taxable government property
1.0	91	Improved taxable government property

APPENDIX C

Resolution of Initiation

ALBERT A. WEBB ASSOCIATES

RESOLUTION NO. 033-2018

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, INITIATING PROCEEDINGS AND ORDERING THE PREPARATION OF AN ENGINEER'S REPORT FOR THE FY 2018-19 SANTEE ROADWAY LIGHTING DISTRICT ANNUAL LEVY OF ASSESSMENTS

WHEREAS, the City Council of the City of Santee desires to initiate proceedings for the annual levy of assessments for a lighting district pursuant to the terms and provisions of the "Landscaping and Lighting Act of 1972", being Division 15, Part 2 of the Streets and Highways Code of the State of California, Article XIII D of the California Constitution, and the Proposition 218 Omnibus Implementation Act (commencing with California Government Code Section 53750) (collectively the "Law"), in what is known and designated as: **SANTEE ROADWAY LIGHTING DISTRICT** ("District"); and

WHEREAS, these proceedings for the annual levy of assessments shall relate to the fiscal year commencing July 1, 2018; and

WHEREAS, there has been submitted to this City Council for its consideration at this time, a map showing the boundaries of the areas of assessment for the above referenced fiscal year, said map showing and further describing in general the areas of the improvements proposed to be maintained in said District, said description being sufficient to identify the areas proposed to be assessed for said maintenance thereof; and

WHEREAS, it is estimated that 25 new lights will be added within the District in FY 2018-19; and

WHEREAS, the Law requires a written report, consisting of: plans and specifications of the area of the improvements to be maintained; an estimate of the costs for maintaining the improvements, including incidental expenses in connection therewith; a diagram of the areas proposed to be assessed; and a parcel-by-parcel listing of the assessments of the estimated costs for maintaining the improvements in proportion to the special benefits to be conferred on such parcels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That the map, entitled **SANTEE ROADWAY LIGHTING DISTRICT**, as submitted to this City Council, showing the boundaries of the proposed area to be assessed and the areas of the improvements to be maintained, is hereby approved, and a copy thereof shall be on file in the Office of the City Clerk and open to public inspection. The proposed parcels and properties within said areas are those to be assessed to pay certain costs and expenses for said maintenance.

RESOLUTION NO. 033-2018

SECTION 3. That the maintenance work within the areas proposed to be assessed shall be the maintenance or servicing, or both, of any facilities that are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof in accordance with the Law.

SECTION 4. That the Director of Finance is hereby ordered to cause to be prepared and to file with this City Council, the Report relating to said annual assessment and levy in accordance with the provisions of the Law.

SECTION 5. That upon completion, said Report shall be filed with the City Clerk, who shall then provide all notices required by law regarding the intent to approve assessments and hold a public hearing and submit the report to this city council for its consideration pursuant to sections 22623 and 22624 of the streets and highways code.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 25th day of April, 2018, by the following roll call vote to wit:

AYES: **HALL, HOULAHAN, JONES, MCNELIS, MINTO**

NOES: **NONE**

ABSENT: **NONE**

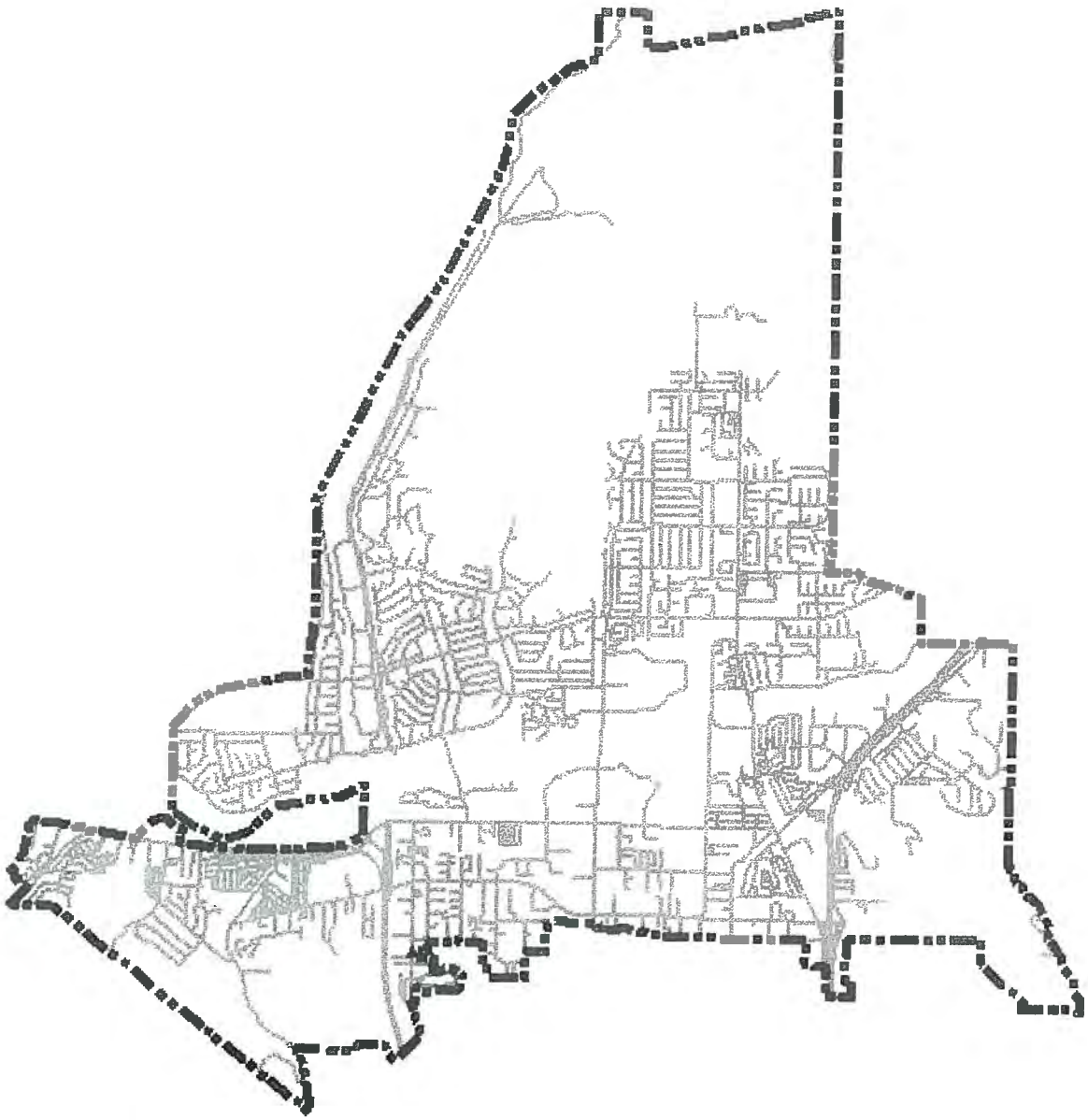
APPROVED:

JOHN W. MINTO, MAYOR

ATTEST:

ANNETTE ORTIZ, CITY CLERK

Attachment: Exhibit A: Vicinity Map



City of Santee
Vicinity Map

No Scale

Santee Roadway Lighting District

Zone A – Boundary is contiguous with that of the City

Zone B – Includes approximately 79% of all parcels throughout the City

ALBERT A.
WEBB
ASSOCIATES

Corporate Headquarters
3788 McCray Street
Riverside, CA 92506
951.686.1070

Palm Desert Office
41-990 Cook St., Bldg. I - #801B
Palm Desert, CA 92211
951.686.1070

Murrieta Office
41870 Kalmia Street #160
Murrieta, CA 92562
951.686.1070

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA, AWARDING THE CONSTRUCTION CONTRACT FOR THE MISSION GORGE ROAD MEDIAN INSTALLATION (CIP 2015-13) PROJECT AND APPROPRIATING ADDITIONAL TRAFFIC MITIGATION FEES**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY This item requests City Council award the construction contract for the Mission Gorge Road Median Installation (CIP 2015-13) project to Tri-Group Construction and Development, Inc. in the amount of $1,393,660.00. This project will install landscaped medians with landscaped tree lighting along Mission Gorge Road from Riverview Parkway to the existing median at First Street. On July 17, 2018, six (6) bids were received and opened, with a low bid of $1,393,660.00 submitted by Tri-Group Construction and Development, Inc. Upon review by staff, the bid submitted by Tri-Group Construction and Development, Inc. has been deemed a responsive and responsible bid and is 9% lower than the engineer's estimate. Staff also requests authorization for the Director of Development Services to approve change orders in an amount not to exceed $139,366.00 for unforeseen items and additional work.

ENVIRONMENTAL REVIEW The project is categorically exempt from environmental review by Section 15301(c) of the Guidelines to the California Environmental Quality Act (CEQA). A Notice of Exemption was filed with the San Diego County Recorder on March 24, 2016.

FINANCIAL STATEMENT This project would be funded by a Caltrans Highway Safety Improvement Program (HSIP) Grant in the amount of $711,700.00, Developer Contributions in the amount of $48,475.00 and Traffic Mitigation fees in the total amount of $1,091,212.00 for a total project budget of $1,851,387.00. An appropriation in the amount of $449,930.00 is necessary and available from the Traffic Mitigation Fund balance which will provide enhanced landscaping and lighting for the project.

The proposed budget for this project is as follows:

Design and Bidding	$ 104,361.00
Utility Fee	30,000.00
Construction Contract	1,393,660.00
Construction Change Orders	139,366.00
Material Testing	60,000.00
Construction Administration	120,000.00
Project Closeout/ Grant Reporting	4,000.00
Total Revised Project Budget	$ 1,851,387.00

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION FOR MB

Adopt the Resolution:

1. Awarding the construction contract for the Mission Gorge Road Median Installation Project (CIP2015-13) to Tri-Group Construction and Development, Inc. for a total amount of $1,393,660.00; and
2. Authorizing the City Manager to execute the contract and the Director of Development Services to approve change orders in an amount not to exceed $139,366.00; and
3. Appropriating additional Traffic Mitigation fees in the amount of $449,930.00

ATTACHMENTS

Resolution Bid Summary Chart Copy of filed Notice of Exemption

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE, CALIFORNIA AWARDING THE CONSTRUCTION CONTRACT FOR THE MISSION GORGE ROAD MEDIAN INSTALLATION (CIP 2015-13) PROJECT AND APPROPRIATING ADDITIONAL TRAFFIC MITIGATION FEES

WHEREAS, the project is categorically exempt from environmental review by Section 15301 (c) of the Guidelines to the California Environmental Quality Act (CEQA); and

WHEREAS, a Notice of Exemption was filed with the San Diego County Recorder on March 24, 2016; and

WHEREAS, the City Clerk, on the 17th day of July 2018, publicly opened and examined sealed bids for the Mission Gorge Road Median Installation (CIP 2015-13) Project ("Project"); and

WHEREAS, the lowest received bid was submitted by Tri-Group Construction and Development, Inc. in the amount of $1,393,660.00; and

WHEREAS, Tri-Group Construction and Development, Inc. was found to be the lowest responsive and responsible bidder with their total bid amount of $1,393,660.00; and

WHEREAS, staff recommends awarding the construction contract to Tri-Group Construction and Development, Inc. in the amount of $1,393,660.00; and

WHEREAS, staff requests authorization for the Director of Development Services to expend a total amount not to exceed $139,366.00 for unforeseen change orders and additional work; and

WHEREAS, additional funding in the amount of $ 449,930.00 is needed to provide enhanced landscaping and lighting for the project.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Santee, California, as follows:

SECTION 1: The construction contract for the Mission Gorge Road Median Installation (CIP 2015-13) Project is awarded to Tri-Group Construction and Development, Inc. as the lowest responsive and responsible bidder in the amount of $1,393,660.00 and the City Manager is authorized to execute the contract on behalf of the City.

SECTION 2: The Director of Development Services is authorized to approve change orders in an amount not to exceed $139,366.00 for unforeseen items and additional work.

SECTION 3: An additional $ 449,930.00 in Traffic Mitigation fees is appropriated for the Mission Gorge Road Median Installation project, CIP 2015-13.

RESOLUTION NO.

SECTION 4: The City Clerk is directed to certify the adoption of this Resolution.

ADOPTED by the City Council of the City of Santee, California, at a Regular meeting thereof held this 25th day of July, 2018 by the following roll call vote to wit:

AYES:

NOES:

ABSENT:

APPROVED:

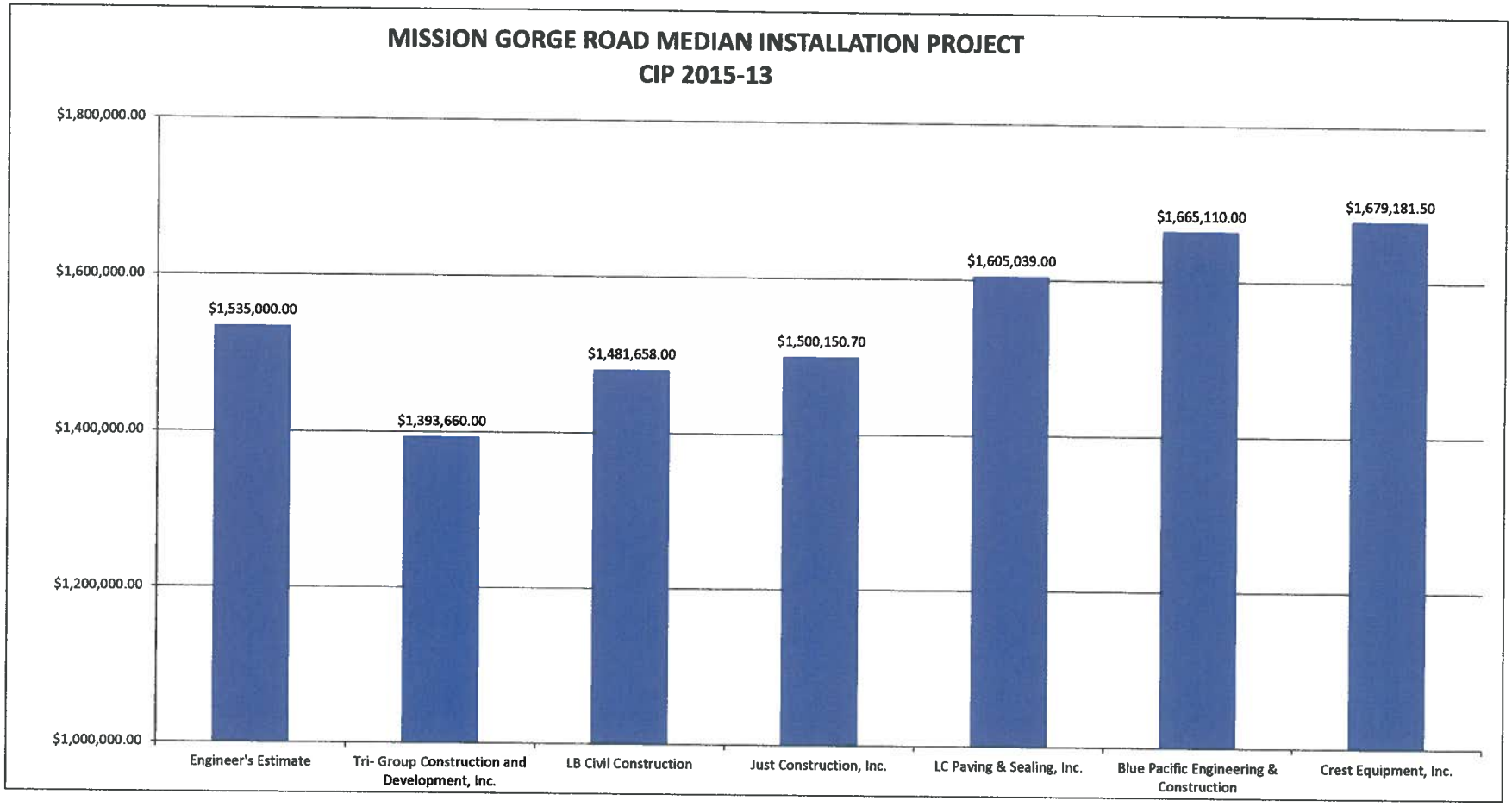
_____

JOHN W. MINTO, MAYOR

ATTEST:

_____

ANNETTE ORTIZ, CITY CLERK


MISSION GORGE ROAD MEDIAN INSTALLATION PROJECT
CIP 2015-13
$1,800,000.00
$1,600,000.00
$1,400,000.00
$1,200,000.00
$1,000,000.00
$1,535,000.00
$1,393,660.00
$1,481,658.00
$1,500,150.70
$1,605,039.00
$1,665,110.00
$1,679,181.50
Engineer's Estimate
Tri- Group Construction and Development, Inc.
LB Civil Construction
Just Construction, Inc.
LC Paving & Sealing, Inc.
Blue Pacific Engineering & Construction
Crest Equipment, Inc.

CITY OF SANTEE

RECEIVED
MAY 02 2016
Dept. of Development Services
City of Santee

FILED
Ernest J. Dronenburg, Jr., Recorder/County Clerk
MAR 24 2016
BY JISIP
DEPUTY

MAYOR
Randy Voepel

CITY COUNCIL
Jack E. Dale
Ronn Hall
Rob McNelis
John W. Minto

NOTICE OF EXEMPTION

TO: ☐	Office of Planning and Research P. O. Box 3044, Room 113 Sacramento, CA 95812-3044	FROM: (Public Agency)	City of Santee, Department of Development Services
☒	County Recorder County of San Diego P.O. Box 121750 San Diego, CA 92112-1750	Address	10601 Magnolia Avenue Building 4 Santee, CA 92071

1.	Project Title:	Mission Gorge Road Median Project
2.	Project Applicant:	City of Santee
3.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	Mission Gorge Road 1. The median of Mission Gorge Road westward from First Street to the east of Riverview Parkway. See attached aerial map.
4.	(a) Project Location – City: Santee	(b) Project Location – County: San Diego
5.	Description of nature, purpose, and beneficiaries of Project:	The project involves the installation of newly raised medians along a portion of Mission Gorge Road where the median is currently demarked by painted lines. The raised medians will separate opposing traffic lanes and connect to existing medians.
6.	Name of Public Agency approving project:	City of Santee

7.	Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the activity:	City of Santee Traffic Engineer: Taylor Carrico, Assistant Engineer City of Santee Planning Department: John O'Donnell, Senior Planner
8.	Exempt status: (check one)	
(a) ☐	Ministerial project.	(Pub. Res. Code § 21080(b)(1); State CEQA Guidelines § 15268)
(b) ☐	Not a project.	
(c) ☐	Emergency Project.	(Pub. Res. Code § 21080(b)(4); State CEQA Guidelines § 15269(b),(c))
(d) ☒	Categorical Exemption.	Section 15301(c), Existing Facilities

	State type and section number:	
(e) ☐	Declared Emergency.	(Pub. Res. Code § 21080(b)(3); State CEQA Guidelines § 15269(a))
(f) ☐	Statutory Exemption. State Code section number:	
(g) ☐	Other. Explanation:	
9.	Reason why project was exempt:	The project involves the minor alterations of an existing roadway by installing a raised median where none currently exists, and will connect to existing medians. Under The Class 1 Categorical Exemption of CEQA Guidelines Section 15301 (c), repairs, maintenance, or minor alterations of existing public facilities, which include highways and streets, are categorically exempt. Furthermore, there will be no expansion in the number of travel lanes or the width of the right-of-way.
10.	Lead Agency Contact Person:	John O'Donnell, Senior Planner
	Telephone:	619-258-4100, extension 182
11.	If filed by applicant: Attach Preliminary Exemption Assessment (Form "A") before filing.	
12.	Has a Notice of Exemption been filed by the public agency approving the project? Yes ☒ No ☐	
13.	Was a public hearing held by the lead agency to consider the exemption? Yes ☒ No ☐ If yes, the date of the public hearing was:	

Signature: _____ Date March 24 2016 Title: Senior Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Date Received for Filing: _____

(Clerk Stamp Here)

FILED IN THE OFFICE OF THE COUNTY CLERK
San Diego County on MAR 2 4 2016
Posted MAR 2 4 2016 Removed APR 2 7 2016
Returned to agency on APR 2 7 2016
Deputy JISIP

Authority cited: Sections 21083 and 21100, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

City of Santee
COUNCIL AGENDA STATEMENT

MEETING DATE July 25, 2018 **AGENDA ITEM NO.**

ITEM TITLE **ESTABLISHMENT OF A STATE ROUTE 52 COALITION**

DIRECTOR/DEPARTMENT Marlene Best, City Manager

SUMMARY

The City of Santee (City) has been a leader in pushing for the construction and improvement of State Route 52 (SR 52). SR 52 is critical to both the region's transportation system and the City's circulation system. When SR 52 operates well, the region benefits and the City's system improves. When SR 52 experiences congestion, the region suffers, and City streets, such as Mast Boulevard and Mission Gorge Road, are impacted. This degrades the quality of life in Santee and has regional economic and social costs. Future SR 52 improvements are included in SANDAG's Regional Transportation Plan but more immediate actions are required. Among other early efforts to address this issue, the City in 2016 prepared a State Route 52 Corridor Study to establish a process for more immediate traffic improvements to SR 52.

As a next important step in this effort, this item seeks the Council's authorization to facilitate the establishment of the State Route 52 Coalition (Coalition). The Coalition would consist of local and regional entities who have an interest in causing more immediate improvements to SR 52. The City would serve as the Coalition's clearinghouse, including accepting donations from Coalition members and holding those funds in a designated account for expenditures to support the mission. Specific expenditures would include funding the retention of a federal lobbyist to obtain support and funding, as well as retaining other legal, transportation, and design professionals who may be needed. The City's standard procurement procedures would be followed for any costs to be incurred or contracts to be awarded using Coalition monies. Two preliminary meetings with stakeholders have been held and the idea of the Coalition has been favorably received. If approved, this item would provide direction and authority to the City Manager to work to facilitate the establishment of the Coalition.

FINANCIAL STATEMENT

The Coalition would be funded by donations or in-kind services of the Coalition members, with no financial impact to the General Fund, unless otherwise authorized by the City Council.

CITY ATTORNEY REVIEW ☐ N/A ☒ Completed

RECOMMENDATION

1. Authorize the City Manager to take steps to establish the Coalition; and
2. Authorize the Finance Director to create a designated account to accept monetary donations from Coalition members; and
3. Authorize the City Manager to retain a federal lobbyist and other professionals to support the Coalition's effort; and
4. Direct the City Manager to report back on a regular basis to the City Council on the Coalition's efforts and progress.

ATTACHMENTS

Staff report 9/14/16 Agenda Documents regarding SR 52 Corridor Study

STAFF REPORT

STATE ROUTE 52 COALITION

SANTEE CITY COUNCIL MEETING
JULY 25, 2018

A. INTRODUCTION

State Route 52 (SR 52) is an approximately 17 mile east-west freeway located in San Diego County that traverses various communities in the Cities of San Diego and Santee. It is generally comprised of four to six general purpose lanes, with auxiliary lanes at certain locations to facilitate traffic entering and exiting the freeway. SR 52 connects to multiple north-south freeways, including I-5, I-805, SR 163, I-15, SR 125 and SR 67. It is therefore a key element of the regional transportation system, serving residents in most cities and the County of San Diego. When SR 52 functions well, residents of both Santee and the region benefit.

The City of Santee has, since its incorporation, been a leader in the region in pushing for the development and improvement of SR 52. The City's General Plan has long identified SR 52 as a critical component of both the regional and local transportation network. For example, Circulation Element Policy 1.1 of the City's first General Plan (1984) expressed the City's early engagement in the alignment and completion of SR 52; this was further represented in Resolution 34-85, in which the City urged CALTRANS to finalize alignment studies through Santee and complete the connection to SR 67. Known as the SR 52 East Extension, the eventual connection to SR 67 occurred in two phases, with the interchange connection to SR 125 completed in 1998 and the second and final interchange connection to SR 67 completed in 2011.

Through a variety of actions, including significant local fiscal investment, the City has worked with its regional partners to cause the construction of SR 52 and its various connections to important regional systems. In addition to the early efforts identified above, the City, in collaboration with regional partners, has taken the following steps to develop and improve SR 52:

- Entering into a Cooperative Agreement with the State of California (CALTRANS) for joint right-of-way acquisition for SR 52 and Forester Creek improvements.

- Coordinating with additional state and federal agencies to complete the Forester Creek 100-year floodway improvements in conjunction with the extension of SR 52, in excess of $29 million.

- Providing City staff support to CALTRANS in the relocation of displaced businesses and residents associated with right-of-way acquisitions.

- Preparing a SR 52 Corridor Study that identifies actions to alleviate congestion on SR 52 sooner than is scheduled in the latest Regional Transportation Plan.

- Ensuring that development proposals mitigate impacts to SR 52, and include physical improvements to City streets, such as Mast Boulevard and West Hills Parkway, as well as the interchanges at Mast Boulevard. This is reflected in a City/Landfill Settlement Agreement associated with the 2012 landfill expansion project. Among the terms of the Agreement is a requirement that the landfill owner work with affected parties, including CALTRANS to address significant and unmitigated traffic impacts. The landfill owner will contribute funds toward the design and construction of interchange improvements and widen Mast Boulevard at the intersection with West Hills Parkway. The improvements will add: a through lane and right turn lane for westbound, a southbound through lane, a westbound through lane between the intersection and SR 52 westbound on-ramp, an eastbound left turn lane, a northbound left turn lane, and an eastbound through lane east of the intersection. Additionally, the Weston development is required to add an eastbound right turn lane at the intersection of Mast Boulevard and West Hills Parkway and a raised median west of the intersection.

SR 52 currently operates at Level of Services (LOS) C to E, with heavy congestion between I-15 and Mast Boulevard during the PM eastbound commute, and between Cuyamaca Street and the summit during the AM westbound commute. If additional improvements are not made, conditions on SR 52 are forecast to worsen to LOS F in the future. This congestion has both regional and local impacts. It directly impacts local Santee streets such as Mast Boulevard and Mission Gorge Road. It also creates regional bottlenecks that affect the regional system. Improvements to SR 52 to address these impacts are included in SANDAG's Regional Transportation Plan but are not contemplated until after 2035 and beyond.

As part of Santee's continuing effort to improve conditions on SR 52 more immediately, in 2016, the City prepared the State Route 52 Corridor Study. The goal of the Corridor Study was to identify alternatives for SR 52 that could be implemented more quickly. The Corridor Study provides a potential framework for the City and its regional partners to work together to improve the conditions on SR 52 and local streets, as well as promote economic growth in the region. The City has also taken other steps to address or mitigate conditions on SR 52 and Santee streets, including taking legal actions to make sure that the Sycamore Landfill and the Weston Project mitigated impacts and helped with longer term solutions.

Through this agenda item, the City Council will have the opportunity to consider taking another step to address SR 52. Specifically, the approval of this agenda item would authorize the City Manager to take steps to establish the State Route 52 Coalition (Coalition), a group of local and regional stakeholders interested in helping to address conditions on SR 52. Through the Coalition, members would help fund needed efforts to highlight the need for immediate action on SR 52, to work with decision-makers to influence the process and to seek funding for improvements. Santee would serve as the clearinghouse for the Coalition, including retaining a federal lobbyist to assist the Coalition and managing donations to the effort in a special purpose fund. Santee would

perform this function using donated funds but in accordance with City procurement processes. It is believed that such a regional approach involving multiple stakeholders would best facilitate the needed improvements to SR 52.

B. FRAMEWORK AND PURPOSE

The purpose of the Coalition would broadly be to build support and to seek funding for improvements to SR 52 in advance of the 2035 to 2050 schedule in SANDAG's current Regional Transportation Plan. Santee alone cannot solve the current and projected congestion on SR 52. However, in collaboration with local and regional stakeholders, Santee can seek to build support for addressing the problem. Among other things, it is anticipated that the Coalition would help develop consensus talking points to explain the problem, the need for a solution, the funding needs and why it is in the region's paramount interest to address the problem.

As currently contemplated, membership in the Coalition would be through a voluntary process by which stakeholders or interested entities agree to participate in the effort. Details of the exact structure would need further refinement, but likely Coalition members would submit letters to the City confirming participation in the Coalition. It is hoped that the Coalition would broadly represent all stakeholders interested in solving this important issue, including cities throughout San Diego County (such as the Cities of San Diego, El Cajon, La Mesa, Lemon Grove, Chula Vista and others), the County, regional entities such as SANDAG, the local and regional business community, environmental groups and other stakeholders.

It is not currently contemplated that the Coalition would be formed as a separate legal entity, such as a non-profit or Joint Powers Agency (JPA). Rather, donations from Coalition members would be deposited in a separate, restricted account with the City and expended only for Coalition purposes.

C. NEXT STEPS

If the City Council approves this item, the City Manager will be authorized to take next steps to establish the Coalition. Next steps in this effort likely would include additional stakeholder meetings, and outreach and education efforts to broaden the support. An immediate key next step would be obtaining sufficient funding for the retention of a federal lobbyist to assist in the process. Likely, over time, a more detailed expenditure plan would be created by the Coalition.

D. CONCLUSION

The City Council has identified addressing current and future conditions on SR 52 as a key priority for the City. Although the City of Santee cannot solve this issue alone, this agenda item presents the Council with an opportunity to take another step in addressing this critical need.

City of Santee
COUNCIL AGENDA STATEMENT

6B

MEETING DATE September 14, 2016 **AGENDA ITEM NO.**

ITEM TITLE: **STATE ROUTE 52 CORRIDOR STUDY**

DIRECTOR/DEPARTMENT Melanie Kush, Development Services

SUMMARY

This item provides City Council with the State Route 52 Corridor Study. On June 3, 2015 City Council authorized the Professional Services Agreement with Parsons Brinckerhoff, Inc. to conduct a corridor study for State Route 52 (SR-52). The City of Santee with financial support from HomeFed Corporation, initiated the study because worsening congestion on SR-52 is adversely affecting our local streets. Since the primary purpose of SR-52 is to provide mobility to and from East County, a regional perspective is essential in identifying systematic ways to improve travel conditions. Therefore the "Study Corridor" is that portion of SR-52 from I-805 to SR-67, and includes segments of I-805 and I-15 where "managed lanes" connectors are planned. Staff has worked with the consultant and completed the study.

The cost of constructing the ultimate improvements to the corridor that are identified in SANDAG's Regional Transportation Plan is estimated at $763 million. Therefore the Study focused on lower-cost solutions of corridor transportation improvements that can be implemented relatively quickly, and assessed their viability. Three alternatives were studied and analyzed. It also studied a tolling option for the feasibility of funding the ultimate improvement as proposed in SANDAG's Regional Transportation Plan. The City will seek funding opportunities and work with SANDAG and Caltrans to implement one or more of the alternatives as funding becomes available to help improve the commute for east county residents and promote economic growth in East County.

Additional background information is provided in the attached staff report and State Route 52 Corridor Study.

ENVIRONMENTAL REVIEW

Not applicable

FINANCIAL STATEMENT

Not applicable

CITY ATTORNEY REVIEW

☐ N/A ☒ Completed

RECOMMENDATION

Receive and accept the State Route 52 Corridor Study.

ATTACHMENT

Staff Report
SR-52 Corridor Study
Exhibit A, B, C, D
Acronym Sheet

STAFF REPORT
FINAL STATE ROUTE 52 CORRIDOR STUDY REPORT
CITY COUNCIL MEETING
SEPTEMBER 14, 2016

Introduction

On June 3, 2015 City Council authorized the Professional Services Agreement with Parsons Brinckerhoff, Inc. to conduct a corridor study for State Route 52 (SR-52). Staff worked with the consultant to complete the study. The final report prepared by Parsons Brinckerhoff, Inc. is attached for review.

Since State Route 52 (SR-52) was connected through Santee in 2011, traffic volumes on SR-52 have increased by up to 24%. As a result SR-52 experiences congestion during both a.m. and p.m. peak hours. The congestion on SR-52 impacts city streets such as Mast Boulevard and Mission Gorge Road. Improvements for SR-52 are included in SANDAG's Regional Transportation Plan and phased after 2035. However future development in the region will likely worsen the congestion on SR-52 before 2035. The City recognized that something needs to be done to alleviate congestion on SR-52 prior to the scheduled improvements in SANDAG's Regional Transportation Plan.

The SR-52 Corridor Study assesses the viability of a range of near and mid-term (5-15 year) corridor transportation improvements, including feasible freeway improvements, identification of opportunities to enhance transit facilities and services, and improvement for the overall efficiencies of travel through the corridor. The focus is on solutions of lower cost that could be implemented relatively quickly to reduce freeway congestion and travel time, and alleviate impacts to city streets. It also identifies funding strategies that would implement proposed improvements and/or advance programmed improvements.

Goal

The goal of the project is to develop alternatives that are relatively inexpensive and can be implemented in the near term, i.e. in the next 5 to 15 years. The Study will provide opportunities for the City and the Region to work with SANDAG and Caltrans to implement one or more of the alternatives as funding becomes available to help improve the commute for east county residents and promote economic growth in East County.

Project Alternatives

Four alternatives were developed and analyzed as follows:

Alternative #1: Operations improvements (Exhibit A)
This alternative was developed for and has been included in the SANDAG's Quality of Life Funding Initiative and includes:

- Add one travel lane each direction from Mast Boulevard to SR-125
- Add one westbound truck climbing lane from Mast Boulevard to crest of hill
- Add one eastbound auxiliary lane from Spring Canyon bridge to Mast Boulevard
- Add one westbound auxiliary lane from Convoy Street to I-805
- Add one northbound auxiliary lane on I-805 from SR-52 to north of Governor Drive.
  Cost: $149 million.

Alternative #2: The Ultimate improvements (Exhibit B)
These are improvements as in SANDAG's Regional Transportation Plan which is not a short term solution. It was studied to see if revenue from the managed lane users is sufficient to bond against to advance the construction. It includes:

- Add two lanes from Mast Boulevard to SR-125
- Add two reversible managed lanes from SR-125 to I-805.
- Add auxiliary lanes and freeway connectors
  Cost: $763 million.

Alternative #3: Minimal improvement (Exhibit C)
This is the least costly project which will add one westbound truck climbing lane from Mast Boulevard to crest of hill.

- Cost: $34 million with bridge widening, $30 million without bridge widening.

Alternative #4: Shoulder running (Exhibit D)
This alternative was studied for its potential significant improvement at low cost by utilizing existing shoulders as travel lanes during peak hours. However implementation would require Caltrans Headquarter's approval since such operation is not currently allowed by Caltrans.

- Cost: $69 million.

Alternative Evaluations

All the alternatives were evaluated using ten evaluation metrics as follows:

- Consistency with the Regional Transportation Plan
- Near Term Implementation
- Environmental Impacts
- Capital Costs
- Vehicle Miles Traveled
- Person Throughput (number of people going through the corridor daily)

- Reliability
- Mode Share (share of commuters using other modes of transportation)
- Improvements to Transit and HOV (high occupancy vehicle) Mobility
- Congestion Relief

The focus was to identify alternatives that improve operation and provide congestion relief. The results showed that all alternatives provide congestion relief and improve travel time on SR-52 and Mast Boulevard in both the a.m. and p.m. peak hours compared to No Project. Therefore the implementation of any of the alternatives would benefit the City and East County.

Funding Strategies

SANDAG Quality of Life Funding Strategy:
This ballot measure would provide the funding for much of the ultimate improvements as in SANDAG's Regional Transportation Plan.

Grants:
There are Federal and State grants that can potentially be used to fund such improvements.

Developer Contributions:
Developer contributions could provide a portion of the cost. Caltrans is willing to work with local agencies who can contribute to a portion of the cost of freeway improvements. An example is the SR-78 widening near Nordahl Road which was completed through a partnership between SANDAG, Caltrans, and the City of San Marcos which provided partial funding through developer contributions. Developers such as HomeFed (Fanita Ranch) are interested in working with the City to help address congestion on SR-52 and HomeFed has contributed to pay for this study.

Tolling:
A tolling analysis was conducted to see the potential revenue that could be generated from user fees as the I-15 Managed Lanes to fund the ultimate improvements. The analysis showed that the potential revenue generated is not sufficient to construct the ultimate improvements. However it could potentially advance the project to start sooner than anticipated in SANDAG's Reginal Transportation Plan.

Next Steps

Staff will work with SANDAG and Caltrans as funding becomes available to select an appropriate project alternative and start the process for a Project Study Report. Since the Corridor Study has identified all viable alternatives and cost estimates for each, the Project Study Report would incorporate the information and expedite an important phase in the implementation of improvements. Caltrans and involved

regional and local agencies would achieve consensus more quickly on the purpose and need, scope, and schedule of the project. After the Project Study Report is completed Caltrans would be able to start the design process for a proposed project.

August 2016

State Route 52 Corridor Study

prepared by

WSP | PARSONS BRINCKERHOFF

prepared for

City of Santee

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State Route 52 Corridor Study
August 24, 2016

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EXECUTIVE SUMMARY

The SR 52 Corridor Study identifies and evaluates short-term (5 to 15 years) and low-cost improvements for SR 52, between Interstate (I-) 805 and SR 67, that would improve safety, efficiency, reliability, and accessibility, while reducing congestion and providing flexibility. The City of Santee initiated the study, as existing traffic conditions on SR 52 directly affect the city, with input and support provided by the TWG—comprised of the Cities of El Cajon, La Mesa, Santee, and San Diego, Caltrans, HomeFed Corporation (Fanita Ranch), SANDAG, and MTS.

SR 52 is an east-west freeway located in San Diego County that traverses various City of San Diego communities and the City of Santee, connecting East County to employment centers in west and north San Diego County, similar to I-8. It also connects to I-5, I-805, SR 163, I-15, and SR 67. The current SANDAG regional transportation plan, *San Diego Forward: The Regional Plan* (the Regional Plan) (SANDAG, 2015), includes improvements on SR 52, specifically the addition of two managed lanes (MLs) and freeway-to-freeway ML connectors by the year 2050. This study is an attempt to find interim solutions before the implementation of improvements by Caltrans and SANDAG.

The study developed multi-modal (MM) improvement alternatives, including roadway, transit, active transportation (AT), and transportation demand management (TDM). The study developed and evaluated four build alternatives, which included a mix of general purpose (GP) lanes, auxiliary (AUX) lanes, and truck climbing (TC) lanes, as well as the ML improvements listed in the Regional Plan. The study provided a traffic analysis, assessed engineering feasibility, and examined potential environmental constraints for the build alternatives. A preliminary capital cost estimate was developed for the four build alternatives, shown in the table below. The study also identified potential anticipated environmental approvals, technical studies, and permits for the project.

Planning Level Capital Cost Estimate (2016$)

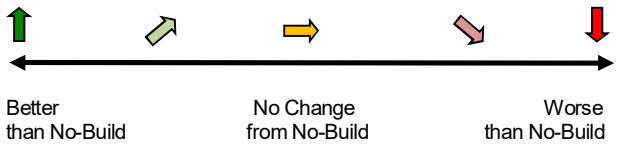
Build Alternatives***	Description	Capital Cost 2016$ (Millions)
Build Alternative 1	Construct AUX lanes (three areas), a TC lane, and GP lanes	$149/$47
Build Alternative 2*	Construct AUX lanes (three areas), a TC lane, GP lanes, MLs, and freeway-to-freeway ML connectors	$763**
Build Alternative 3	Construct a TC lane (two options-with hanging bike lane/bridge widening)	$30/$34 (two options)
Build Alternative 4	Construct a TC lane and shoulder running lanes	$69

* This alternative was included to assess the use of tolling to advance the ML improvements in the Regional Plan.
** Partial funding (for the ML improvements) has been identified in the Regional Plan.
*** Excludes the $20 million (2016$) for non-roadway MM improvements.

Screening criteria were developed based on the purpose of and issues identified for the study corridor, and in consideration of criteria developed by SANDAG to support the visions and goals of the Regional Plan. Screening criteria included: Consistency with the Regional Plan, Near Term Implementation, Environmental Impacts, Capital Costs, Vehicle Miles Traveled, Person Throughput, Reliability, Mode Share, Improvements to Transit and High-Occupancy Vehicle (HOV) Mobility, and Congestion Relief. The build alternatives were evaluated against the No-Build Alternative using the screening criteria.

Screening Results: Build Alternatives Compared to No-Build Alternative

	Criterion	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
1	Consistency with the Regional Plan	↑	↑	↑	↑
2	Near Term Implementation	↑	↗	↑	↗
3	Environmental Impacts	↓	↓	↘	↘
4	Capital Costs	↘	↓	↘	↘
5	VMT	↘	↘	→	↘
6	Person Throughput	↗	↑	→	↗
7	Reliability	↗	↑	↗	↗
8	Mode Share	↗	↑	→	↗
9	Improvements to Transit and HOV Mobility	↗	↑	↗	↗
10	Congestion Relief	↑	↑	↗	↑



The study provided a tolling analysis to assess toll revenue that could be generated through the implementation of MLs or a toll only option for the two added travel lanes. Based on the analysis, the ML option could generate revenues of up to $187 million and the toll only option could generate up to $254 million. These amounts would be bonded against and based on typical bond rates and terms this could result in $132 million and $179 million respectively. They could be part of a capital funding strategy to advance implementation of Build Alternative 2 prior to 2050.

As part of the study, public outreach was conducted to provide and gather information about the corridor and the alternatives. This included two open house style public

meetings, a presentation, and a public comment period that included an online comment tool. A range of comments were received, most concerning freeway capacity.

The study is an initial step in implementing the SR 52 Corridor Project and demonstrates that any of the improvements/alternatives would improve existing and future conditions prior to 2050. The study was conducted with the understanding that implementation of the improvements depends upon available funding. For the next study or project report, the build alternatives for the SR 52 Corridor Project could be broadened or narrowed, by revising, repackaging, or phasing the MM improvements.

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TECHNICAL WORKING GROUP

For the SR 52 Corridor Study, a TWG was formed. The TWG met monthly to discuss, guide, and ultimately provide support for the study. The steps and milestones of the study were reviewed and commented on by the TWG. The TWG played a key role in the development of the proposed improvements.

The key stakeholders of the TWG included:

City of Santee
City of El Cajon
City of La Mesa
City of San Diego
Caltrans
HomeFed Corporation
SANDAG
MTS

The effort and contributions of the TWG are greatly appreciated and hereby acknowledged.

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1.0 INTRODUCTION

This chapter presents the purpose of the study and provides background on SR 52.

1.1 Purpose

The purpose of this study is to identify short-term and low-cost improvements for SR 52, to improve safety, efficiency, reliability, and accessibility, while reducing congestion and providing flexibility.

The City of Santee initiated the study, as existing traffic conditions on SR 52 directly affect the city, with input and support provided by the TWG — comprised of the Cities of El Cajon, La Mesa, Santee, and San Diego, Caltrans, HomeFed Corporation, SANDAG, and MTS. However, these traffic impacts affect more than the City of Santee; therefore, a comprehensive study is needed to identify feasible solutions for SR 52.

Additionally, the City of Santee recognizes opportunities to enhance the city by developing undeveloped parcels and redeveloping underutilized parcels. To attract investment in the city, enhance property values, and improve the overall quality of life, the traffic problem on SR 52 must be relieved. Moreover, SANDAG's growth forecasts show substantial growth in East County, with increasing traffic demand for the SR 52 Corridor. To this end, HomeFed is partnering with the City of Santee and others to identify and fund potential improvements for the public good.

1.2 Background

SR 52, an east-west freeway, is located in the Mid-City and East County areas of San Diego County, traversing the City of San Diego in the west and the City of Santee in the east. SR 52 connects to the following north-south freeways: I-5, I-805, SR 163, I-15, SR 125, and SR 67.

SR 52 is approximately 17 miles in length, and generally is comprised of four to six general purpose lanes, with AUX lanes at certain locations to facilitate traffic entering and exiting the freeway. Between Mast Boulevard and Santo Road, the westbound SR 52 shoulder includes a two-way bike path.

The primary purpose of SR 52 is to provide mobility to/from East County. I-8, which is located south of SR 52, serves East County and is heavily traveled as well.

1.2.1 Existing and Future Traffic Volumes

SR 52 currently operates at Level of Service (LOS) C to E, with heavy congestion between I-15 and Mast Boulevard during the PM eastbound commute, and between Cuyamaca Street and the summit during the AM westbound commute. If additional improvements are not made, the condition is forecast to worsen to LOS F in the future.

Under existing conditions, SR 52 experiences a directional split during the AM and PM peak hours (i.e., 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). The directional split in the AM peak is generally consistent throughout the corridor, with between 65 and 74% of the

total traffic moving in the westbound direction. The directional split in the PM peak is more evident in the central and eastern portions of the corridor, with 68% of all traffic heading eastbound between I-15 and SR-67. The PM directional split is less distinct on the western end of the corridor, where between 41 and 51% of all traffic is in the eastbound direction between I-805 and I-15.

The bottlenecks for eastbound are: west of I-15 (1.4-mile queue), Santo Road (1.6-mile queue), and Mast Boulevard (2-mile queue). A westbound SR 52 bottleneck exists east of Mast Boulevard, where five lanes merge to 2 lanes with a 2.5 mile queue in the AM.

Existing (2010) and forecast (2040) traffic along SR 52 is shown in Table 1-1. As shown in the table, future growth forecasts show an increase in traffic along SR 52 by 74% between Mast Boulevard and SR125 and by 30% between I-5 and I-805. Additionally, since 2010, traffic between I-805 and I-15 as well as between Mast Boulevard and I-15 has increased by 10 and 24%, respectively.

Table 1-1. Traffic Volumes along SR 52

	I-5 to I-805	I-805 to I-15	I-15 to Mast Blvd	Mast Blvd to SR 125	SR 125 to SR 67
AADT					
2010: Total	92,500	114,100	96,500	85,300	72,600
2040: GP Lanes	120,600	167,900	123,300	118,400	126,300
2040: MLs	N/A	13,500	19,000	13,900	N/A
2040: Total	120,600	181,500	142,200	132,200	126,300
AADTT					
2010: Total	3,000	3,800	3,000	2,200	1,900
2040: Total	4,000	6,000	4,400	3,400	3,300

Source: *State Route 52 Transportation Concept Report* (Caltrans, 2015)
Note: AADT = annual average daily traffic, AADTT = annual average daily truck traffic

1.2.2 Existing Land Use

SR 52 traverses diverse communities (i.e., various City of San Diego communities and the City of Santee), shown in **Figure 1-1**, which contain various land uses. These land uses are significant, as they determine travel patterns.

SR 52 begins just west of I-5, south of the University City community and north of the Clairemont Mesa community, in San Clemente Canyon. The University City community, also known as the Golden Triangle, is a dense population and employment center that

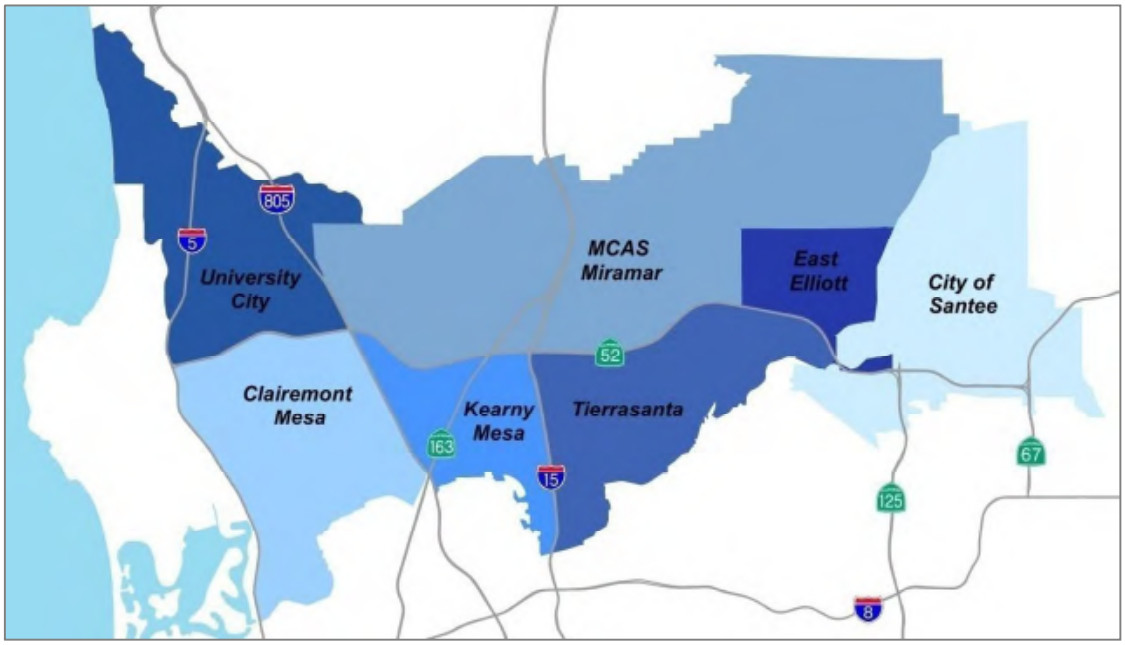
includes the University of California San Diego, regional shopping centers, regional hospitals, research centers, and corporate headquarters. In the Clairemont Mesa community, the predominant land use is residential and commercial.

At I-805, SR 52 exits San Clemente Canyon and travels past both SR 163 and I-15, along the southern edge of Marine Corps Air Station (MCAS) Miramar and north of the Kearny Mesa and Tierrasanta communities. MCAS Miramar is an approximate 23,000-acre military base and airfield where people work and live. The Kearny Mesa community functions as an industrially based employment center, with office and industrial uses, but also includes Montgomery Field (an airfield) and limited residential uses. The Tierrasanta community is comprised of residential uses and Mission Trails Regional Park (an open space park that covers approximately one-half of the community), with some commercial and light industrial uses.

East of I-15, SR 52 ascends the Mission Trails Summit (1,194 feet) north of the summit of Fortuna Mountain in Mission Trails Regional Park, and then descends past the East Elliott community towards the City of Santee. The East Elliott community, which includes the SR 52 crossing of the San Diego River, mostly is designated for long-term open space use. The City of Santee features residential and commercial uses, is bi-sected by the San Diego River, and contains a large percentage of undeveloped land.

Additionally, SR 52 serves two landfills. The Miramar Landfill is located north of SR 52 between I-805 and SR 163. The Sycamore Landfill is located north of SR 52 at Mast Boulevard.

Figure 1-1. Communities along SR 52



1.2.3 Planned Projects

The Regional Plan, adopted by the SANDAG Board on October 9, 2015, lists the capital projects and improvements planned for the San Diego region for the next 35 years. The Regional Plan includes the following improvements (i.e., Phased Revenue Constrained Projects):

- Addition of two MLs on SR 52 from I-805 to I-15
- Addition of two reversible MLs on SR 52 from I-15 to SR 125
- Addition of two GP lanes on SR 52 from Mast Boulevard to SR 125
- Addition of ML connectors at I-15/SR 52 (west to north and south to east)
- Addition of ML connectors at I-805/SR 52 (west to north and south to east)

These improvements would ease forecast traffic conditions. Between SR 163 and I-15, eastbound SR 52 would greatly benefit from the MLs, which could alleviate merging bottleneck traffic at Santo Road and Mast Boulevard. Additionally, future transit service (i.e., bus rapid transit [BRT]) on SR 52 is planned for 2050, using the MLs.

1.3 Problem Statement

Based on existing and future conditions, the following problem statement has been developed.

- SR 52 is a major east-west freeway serving the City of San Diego and cities and communities in East County.
- Current levels of congestion, particularly during the AM and PM peak periods, have affected the reliability of service on this freeway, with implications for automobile, bus, and freight trips.
- Congestion on SR 52 has a ripple effect on surrounding roadways, including I-805, SR 125, and local arterials, degrading conditions and adding to overall congestion in the region.
- These conditions are expected to worsen in the future as population and employment grow and the reliability of SR 52 will continue to deteriorate unless improvements are implemented.
- Most improvements for SR 52 are not planned until 2050; however, short-term improvements are needed to address current and continually worsening congestion issues.

2.0 ALTERNATIVES DEVELOPMENT

This chapter describes the alternatives developed for this study. The alternatives include a variety of multi-modal (MM) improvements, which cover a range of transportation modes, facilities, technologies, and programs.

2.1 Study Corridor

The "study corridor" is defined as SR 52 from I-805 to SR 67, but also includes segments of I-805 and I-15 (i.e., where ML connectors are planned), as shown in **Figure 2-1**.

2.2 Multi-Modal Improvements

The MM improvements include the following: roadway, transit, AT, and TDM improvements. Some of these MM improvements extend beyond the study corridor and into the City of Santee, providing greater land use-transportation connectivity. For example, while roadway improvements would expand capacity, TDM improvements, like new park-and-ride lots, could alter commuter travel patterns (e.g., shift "drive alone" modes to "carpool" modes).

Collectively, MM improvements provide the greatest improvements for SR 52. The MM improvements are discussed in detail below.

2.2.1 Roadway Improvements

Roadway improvements are limited to freeways. For additional details, see Section 2.3.2.

2.2.2 Transit Improvements

Transit improvements are intended to improve transit efficiency and access.

Bus-on-Shoulder Transit Operations

On SR 52, from I-805 to Mission Gorge Road, bus-on-shoulder transit operations could be implemented during AM and PM peak periods. This would allow transit buses to use the shoulder when speeds in the main lanes drop to a certain level (e.g., 35 miles per hour). To accomplish this, the shoulders would be improved, where required, and signage indicating the legal use of the shoulder by transit buses only would be installed.

Use of the shoulder as a low-speed bypass of congested freeways offers a low-cost, safe, innovative, and easily implementable strategy for improved transit service. SANDAG implemented the Freeway Transit Lane Demonstration Project in 2005, a 1-year pilot project featuring bus-on-shoulder transit operations along I-805 and SR 52, and plans to implement another bus-on-shoulder transit project along I-805 in the near future. The Freeway Transit Lane Demonstration Project received high marks for efficiency, safety, and innovation; helped buses maintain on-time performance during rush hours; and provided commuters with a viable travel option (up to 70% of riders estimated travel time savings of 5 minutes or more).

Figure 2-1. Study Corridor

Transit Signal Priority

On Mission Gorge Road, from Cuyamaca Street to the eastbound SR 52 off-ramp, transit signal priority (TSP) could be implemented at eight signalized intersections, reducing the dwell time for transit buses at these intersections.

Current Bus Service

Currently, Route 870 provides bus service between the El Cajon Transit Center, Santee Trolley Square, and Kearny Mesa in a peak hour, bi-directional loop, using SR 52 between the City of Santee and Kearny Mesa. In conjunction with bus-on-shoulder transit operations and the completion of the I-805 MLs North Project, this route could be modified to include stops in University City (i.e., at University Town Center), a major employment center. Coordination with MTS would be required.

Future Rapid BRT Service

The Regional Plan includes Rapid Route 890, which would provide rapid BRT service from El Cajon to Sorrento Mesa via SR 52. With the implementation of MLs on SR 52 prior to 2050, this route could commence operation prior to 2050 as well. Coordination with SANDAG and MTS would be required.

Improved Access to Transit ("First-/Last-Mile" Connections)

Currently, Santee Trolley Square includes a transit hub that serves the Trolley Orange Line and several bus routes, including Route 870. First- and last-mile bicycle facilities could be implemented to connect the surrounding neighborhoods to Santee Trolley Square. Additionally, along Mission Gorge Road (to Santee Town Center), existing bus stops could be enhanced with shelters.

2.2.3 Active Transportation Improvements

AT improvements are intended to support human-powered transportation (i.e., biking) by expanding the regional bike network.

Bike Connections to Santee Trolley Square

Bike connections could be provided along two corridors:

- Cuyamaca Street from Mission Gorge Road to north of Mast Boulevard
- San Diego River from Father Junipero Serra Trail to Lakeside baseball park

These bike facilities would be classified consistent with regional and local plans. Safety enhancements for cyclists, such as bike boxes and bicycle signals, could be examined at key intersections along arterial roads.

2.2.4 Transportation Demand Management Improvements

TDM improvements are intended to encourage transportation alternatives (e.g., carpool, vanpool, transit, and telework) for commuters who drive alone each day.

Local Targeted TDM Programming

The SANDAG iCommute Program could be used to reach employers in top destinations (i.e., the City of El Cajon, Sorrento Valley, Kearny Mesa, Mira Mesa, Downtown San Diego, and Mission Valley) and employees in the City of Santee. The program provides resources, incentives, and subsidies for employers and employees, including carpool and vanpool matching/formation and guaranteed ride home.

Local policies or ordinances requiring developers to incorporate TDM into large-scale residential developments—developing residential TDM programs (i.e., land use decisions that support alternative/high-occupancy vehicle modes)—could be adopted. These residential developments could provide community-based transportation services, such as shuttles, first-mile/last mile solutions, and park-and-ride lots.

Park-and-Ride Lots

Strategically located and appropriately sized park-and-ride lots could be provided. Potential opportunities include:

- City of Santee undeveloped parcels: south side of Mission Gorge Road (east of the Mission Gorge Road/Fanita Drive intersection and immediately west of Forester Creek).

- Caltrans right-of-way: south side of Mast Boulevard (immediately west of W. Hills Parkway), south side of Buena Vista Avenue (immediately east of Cuyamaca Street), west side of Cottonwood Avenue (immediately north of SR 52), south side of Mission Gorge Road (immediately east of SR 125 off-ramp), and underneath the SR 52/SR 67 junction.

Additionally, at existing businesses and/or shopping centers, including Santee Town Center, opportunities to lease parking spaces could be explored.

In the City of Santee, existing park-and-ride lots are located at Mission Gorge Road/Big Rock Road (36 spaces) and 8805 North Magnolia Avenue (22 spaces). A robust network of park-and-ride lots in and around the City of Santee is crucial to supporting carpool and vanpool formation.

Vanpools

Vanpools bring five or more people together to share the cost of getting to and from work in a van or other large vehicle. The SANDAG Vanpool Program, which provides vanpool matching and a vanpool subsidy for vehicle leases, could be publicized on the City of Santee website.

2.2.5 Future Considerations

Transportation System Management (TSM) improvements is a new concept intended to reduce travel time, improve reliability, and enhance safety by providing comprehensive system management of the study corridor. This technology was considered a potential viable option but not analyzed in this study or included in the cost estimate. The City of Melbourne in Australia deployed such a system but no city in this country has done so at this point.

Potential Benefits of Managed Freeway/Enhanced Technology

The concept of a managed freeway uses intelligent transportation system (ITS) management tools and dynamic demand management tools for managing the freeway. It provides a comprehensive package of strategies to manage freeway access and demand. Integrated data collection sensors and advanced system management tools monitor and control real time traffic conditions. In theory, the overall system management control would synchronize the flow of vehicles entering the freeway to those already on the freeway, thereby providing real time demand management that would maximize overall efficiency.

Some components of the managed freeway are deployed in the San Diego region and some of the dynamic capabilities are utilized on the I-15 MLs. Components could include the following:

- Extensive vehicle detection and data collection
- New ramp meters and coordinated dynamic ramp metering
- Lane-use management, including variable speed limits and variable lane control
- Incident detection and closed circuit television surveillance

- Traveler information
- Dedicated communications infrastructure to be a connection from the corridor field elements to the Caltrans Transportation Management Center

Additional study and analyses beyond the scope of this project are necessary to determine the validity and benefit of TSM and whether it is feasible for SR 52.

2.3 Alternatives

The alternatives developed for this study include one No-Build Alternative and four build alternatives. The alternatives were developed based on 2035 traffic volume forecast, prior to 2050 when the ML improvements listed in the Regional Plan would be implemented.

2.3.1 No-Build Alternative

The No-Build Alternative was developed to analyze the effect of each build alternative against a no build approach. The No-Build Alternative assumes the Revenue Constrained Projects listed in the Regional Plan for 2035, including:

- MLs on I-5
- Four toll lanes (SR 11) and the Otay Mesa East Port of Entry from SR 125 to Mexico
- MLs on I-15/SR 15
- Two MLs on SR 78 from I-5 to I-15
- Two MLs on SR 94 from I-5 to I-805
- Six toll lanes (SR 241) from Orange County to I-5
- MLs on I-805
- Two lanes on SR 76
- Two lanes on SR 67
- ML connectors at: I-5/SR 78, I-5/I-805, I-15/SR 78, SR 15/SR 94, SR 15/I-805, and I-805/SR 94
- Freeway connectors at: SR 11/SR 905/SR 125, I-5/SR 56, I-5/SR 78, and SR 94/SR 125
- Various transit facilities, AT projects, and arterial projects

However, one Revenue Constrained Project listed in the current Regional Plan for 2035 was not included: two GP lanes on SR 52 from Mast Boulevard to SR 125. At the start of this study, the currently approved Regional Plan was not adopted and these GP lanes in the study corridor were not included in the previous Regional Transportation Plan. They are identified in the *2050 Regional Transportation Plan: Our Region, Our Future* (SANDAG, 2011a) as part of a larger improvement for 2040.

Under the No-Build Alternative, none of the projects listed in the Regional Plan for 2035 (see above) would be implemented in the study corridor.

2.3.2 Build Alternatives

The four build alternatives were developed using the No-Build Alternative as a base, with additional MM improvements. The build alternatives would include the same set of transit, AT, and TDM improvements (see Section 2.2 for more details), but a different set of roadway improvements, as shown in **Table 2-1** and described below.

Table 2-1. Multi-modal Improvements/Alternatives for State Route 52

Multi-modal Improvements	Build Alternatives			
	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
Roadway Improvements				
SR 52: 2 GP lanes from Mast Blvd to SR 125 *	X	X		
SR 52: EB AUX lane from Spring Canyon bridge to Mast Blvd	X	X		
SR 52: WB AUX lane from Convoy St to I-805	X	X		
I-805: NB AUX lane from SR 52 to north of Governor Dr	X	X		
SR 52: WB TC lane from Mast Blvd to crest of hill	X	X	X	X
SR 52: 2 (reversible) MLs from I-805 to SR 125 *		X		
I-805/SR 52 ML Connector *		X		
I-15/SR 52 ML Connector *		X		
SR 52: 2 shoulder running lanes from I-805 to SR 125				X
Transit Improvements				
Bus-on-shoulder Transit Operations	X	X	X	X
Transit Signal Priority	X	X	X	X
Bus/Bus Rapid Transit Service	X	X	X	X
Improved Access to Transit (“First-/Last-Mile” Connections)	X	X	X	X
Active Transportation Improvements				
Bike Connections to Santee Trolley Square	X	X	X	X
Transportation Demand Management (TDM) Improvements				
Local Targeted TDM Programming	X	X	X	X
Park-and-ride Lots	X	X	X	X
Vanpools	X	X	X	X

Note: * This improvement is included in the Regional Plan

2.3.2.1 Build Alternative 1 (Operational)

Build Alternative 1 (Operational) includes the following roadway improvements (shown in **Figure 2-2**):

- GP Lanes
  - 2 GP lanes on SR 52 from Mast Boulevard to SR 125 (6 GP lanes total)
- AUX Lanes
  - Eastbound (EB) AUX lane on SR 52 from Spring Canyon bridge to Mast Boulevard
  - Westbound (WB) AUX lane on SR 52 from Convoy Street to I-805
  - Northbound (NB) AUX lane on I-805 from SR 52 to north of Governor Drive
- TC Lanes
  - WB TC lane on SR 52 from Mast Boulevard to crest of hill

2.3.2.2 Build Alternative 2 (Ultimate)

Build Alternative 2 (Ultimate) includes the following roadway improvements (shown in **Figure 2-3**):

- GP Lanes
  - 2 GP lanes on SR 52 from Mast Boulevard to SR 125 (6 GP lanes total)
- AUX Lanes
  - Eastbound (EB) AUX lane on SR 52 from Spring Canyon bridge to Mast Boulevard
  - Westbound (WB) AUX lane on SR 52 from Convoy Street to I-805
  - Northbound (NB) AUX lane on I-805 from SR 52 to north of Governor Drive
- TC Lanes
  - WB TC lane on SR 52 from Mast Boulevard to crest of hill
- MLs
  - 2 (reversible) MLs on SR 52 from I-805 to SR 125
- ML Connectors
  - I-805/SR 52 ML connector: west to north, south to east
  - I-15/SR 52 ML connector: west to north, south to east

2.3.2.3 Build Alternative 3 (Minimal)

Build Alternative 3 (Minimal) includes the following roadway improvements (shown in **Figure 2-4**):

- TC Lanes
  - WB TC lane on SR 52 from Mast Boulevard to crest of hill

2.3.2.4 Build Alternative 4 (Shoulder Running)

Build Alternative 4 (Shoulder Running) includes the following roadway improvements (shown in **Figure 2-5**):

- TC Lanes
  - WB TC lane on SR 52 from Mast Boulevard to crest of hill
- Shoulder Running Lanes
  - 2 shoulder running lanes (for all vehicles during peak periods) on SR 52 from I-805 to SR 125

Figure 2-2. Build Alternative 1 (Operational)

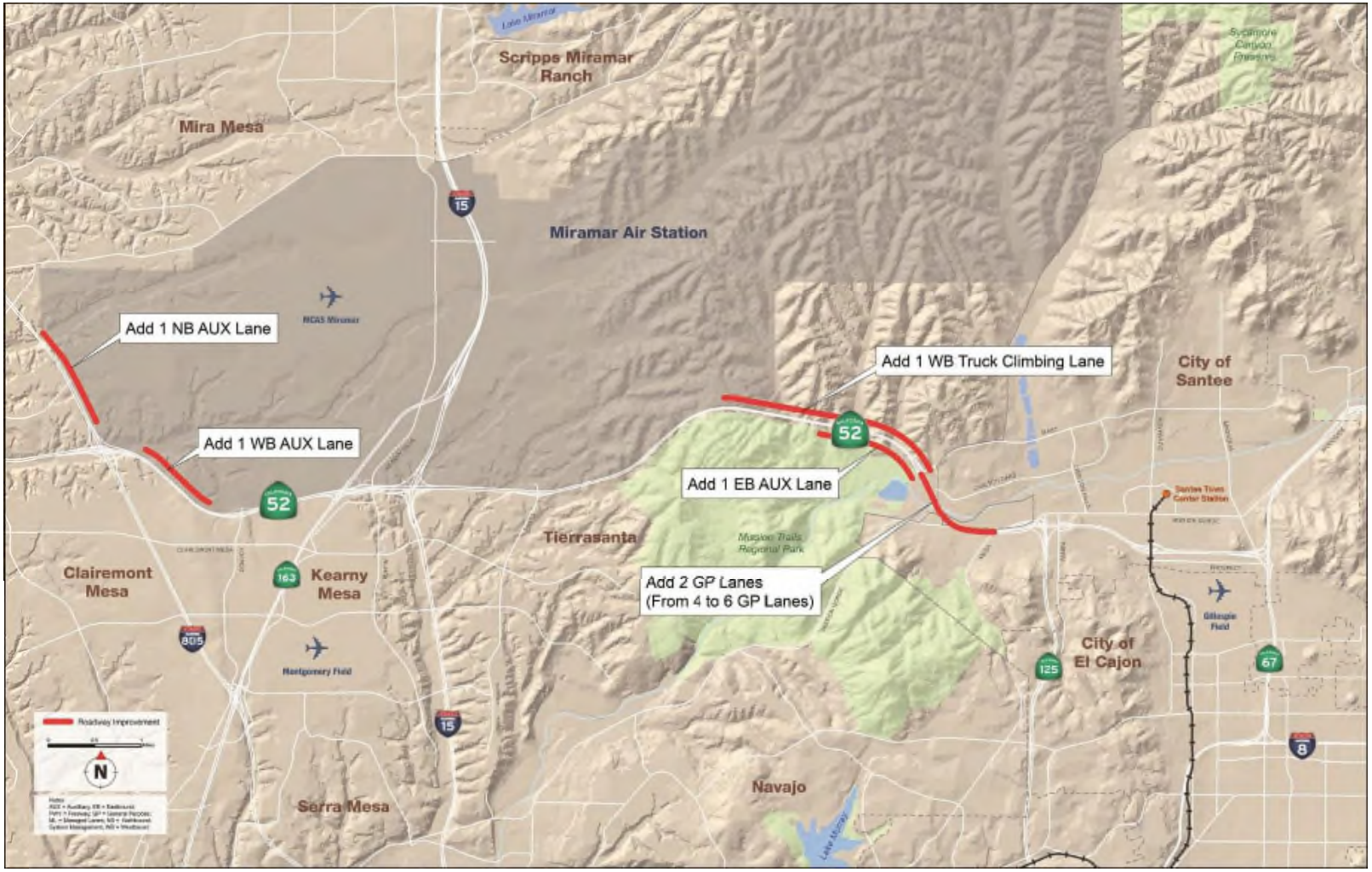


Figure 2-3. Build Alternative 2 (Ultimate)

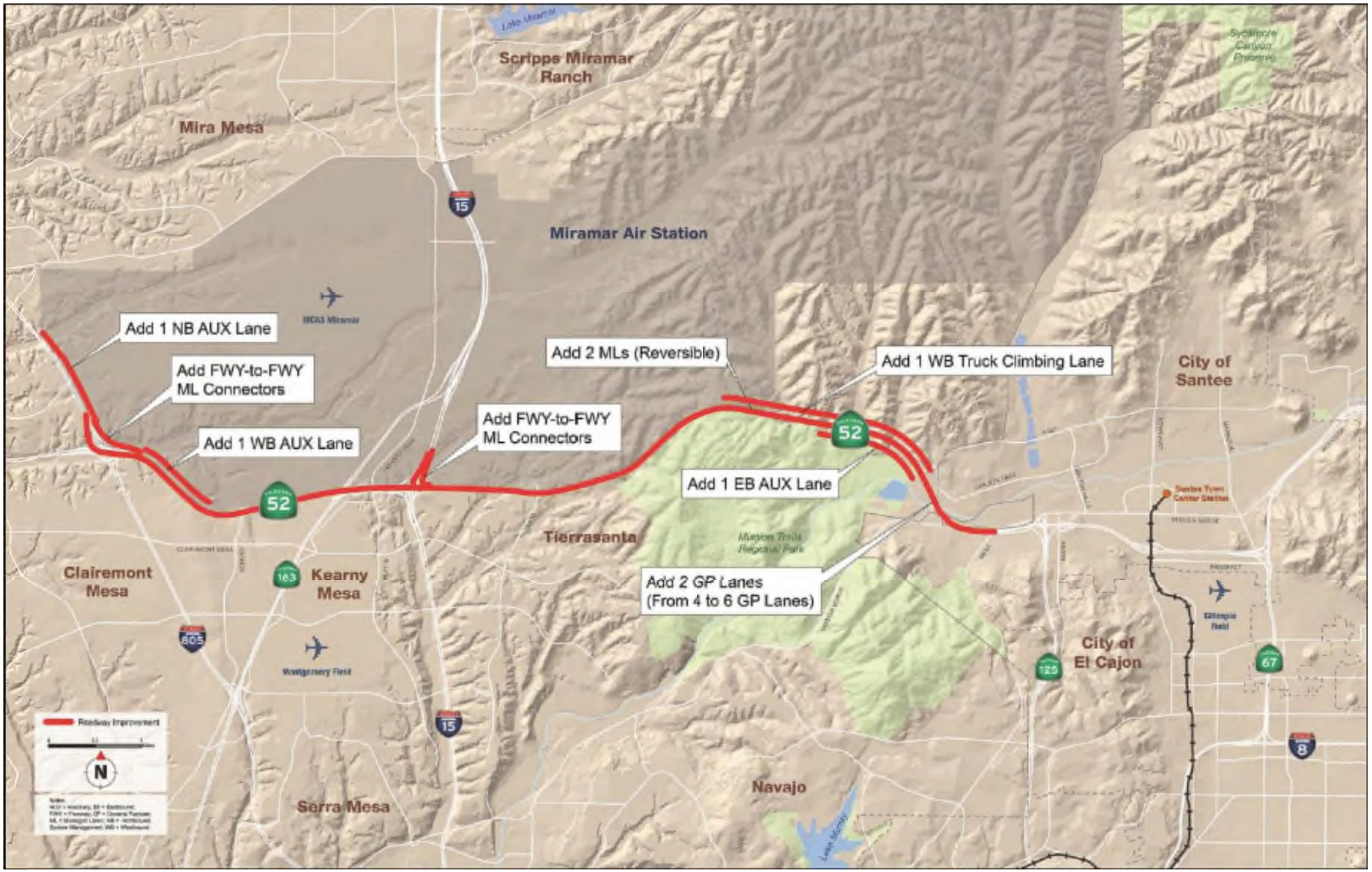


Figure 2-4. Build Alternative 3 (Minimal)

Figure 2-5. Build Alternative 4 (Shoulder Running)

3.0 TECHNICAL STUDIES

This chapter presents the traffic analysis, engineering feasibility, planning level cost estimates, and environmental constraints developed for this study. It also includes a description of the method of future forecasting of traffic volumes.

3.1 Traffic Analysis

This section discusses the methods used for traffic analysis and presents existing and future traffic conditions. For future traffic conditions, the SANDAG Series 12 Regional Travel Demand Forecast Model with updates included from the City of Santee as part of their General Plan Update was used as the basis. It was used since it had the most complete and current information from the City. The model was then used to develop future volumes for 2035. An Aimsun microsimulation model was used to analyze travel time for the future scenarios.

3.1.1 Traffic Volume Development

3.1.1.1 Existing Traffic Volumes

Peak Hour Intersection Volumes

Existing peak hour turn movement volume data was collected between 7/21/2015 and 8/5/2015 at each of the intersections within the study area. The traffic counts were collected during the summer, which may result in lower traffic volumes because schools are not in session. Existing counts were compared to other available counts obtained during the school year and adjusted, where necessary to reflect higher school related volumes. See the appendix for more information. Peak hour count volumes were then balanced between interchange ramps to within 15 vehicles.

Roadway Segment Volumes

Roadway segment volumes were taken directly from the SANDAG Series 12 model for both existing and future No Build and Build analysis scenarios.

Freeway Volumes

Freeway volume data was obtained from Caltrans. The freeway volume data is available from 9/23/2015 to 10/2/2015.

3.1.1.2 Future Volumes (Traffic Forecasting)

Regional Travel Demand Forecast Model

The SANDAG Series 12 Regional Travel Demand Forecast Model is used to forecast future conditions. As part of their General Plan update, the City of Santee developed a more detailed regional forecast model with updated land use and transportation network information for the year 2035 for the City of Santee. This model was used as a basis for future volume development.

Using this model as a starting point, our staff coordinated with the City of Santee, El Cajon and the City of San Diego to determine any cumulative development projects and transportation network improvements. Our staff then coordinated with SANDAG

modeling staff to ensure these projects were represented in the 2035 regional forecast model.

Future Turning Movement Volume Development

Future turn movement volumes were developed by applying a two-step process to existing peak hour volumes. The process is as follows:

1. Determining Model Growth: By comparing the peak hour volumes in the 2013 and 2035 No Build models, we determined the volume growth at each interchange. For example, if the 2035 No Build model shows 1,200 AM peak hour volumes on a freeway ramp and the 2013 model shows 800 on the same ramp, then the model AM peak hour volume growth on that ramp is 400 vehicles.
2. Applying Model Growth to Existing Count Volumes: The resulting volume growth from 2013 to 2035 was then added to existing balanced peak hour turn movement volumes to produce the final 2035 No Build volumes. In the same example, if an existing peak hour ramp volume is 1,000, then future volume would be approximately 1,400 vehicles, which is then carried back through the intersections to ensure volumes balance within +/- 10%.

3.1.2 Traffic Analysis Methodology

3.1.2.1 Intersection Analysis

Intersection delay and level of service (LOS) analysis was performed using the Synchro 8.0 software suite. Synchro is a macrosimulation traffic software based on procedures outlined in the *Highway Capacity Manual* (HCM). At each intersection the number of lanes (turn and through), length of the turn pockets, the traffic signal timing and phasing information is input into Synchro based on field review and signal timing sheets obtained from Caltrans.

The study area for the intersection analysis includes the following SR 52 on- and off-ramp intersections:

- Convoy Street
- Kearny Villa Road
- Santo Road
- Mast Boulevard
- Mission Gorge Road
- Fanita Drive
- Cuyamaca Street
- Magnolia Avenue

These intersections are shown in **Figure 3-1**.

Figure 3-1. Aimsun Study Area Intersections

3.1.2.2 Roadway Analysis

Arterial roadway capacity analysis was performed using SANTEC/ITE guidelines based on a volume-to-capacity (V/C) ratio. Daily arterial roadway volumes were taken directly from the SANDAG Series 12 model and compared to the capacity of each respective arterial roadway.

3.1.2.3 Freeway Operations Analyses (Using Microsimulation)

Freeway operations within the study area were evaluated using a microsimulation model (Aimsun) of the study corridor. For this study, the following alternatives were included:

- 2012 Existing (Weekday AM and Weekday PM – Baseline used to compare to existing observed field conditions)
- 2035 Build Alternative 1 (Weekday AM and Weekday PM)
- 2035 Build Alternative 3 (Weekday AM and Weekday PM)
- 2035 Build Alternative 4 (Weekday AM and Weekday PM)

The freeway travel time was simulated for peak hour conditions: 7:00 to 8:00 a.m. during the weekday AM and 5:00 to 6:00 p.m. during the weekday PM. The peak hours were selected based on existing conditions. In addition, to estimate existing congested conditions better in the simulation, the network was “seeded” for one-hour prior to the peak hour, thus more accurately reflecting peak hour conditions.

Microsimulation Study Area

The study area for the freeway analysis includes the following:

- SR 52 mainline from I-805 to SR 67
- SR 52 on-/off-ramps in the study corridor
- Freeway-to-freeway connectors in/adjacent to the study corridor
- Mast Boulevard from SR 52 on-/off ramps to Carlton Hills Boulevard

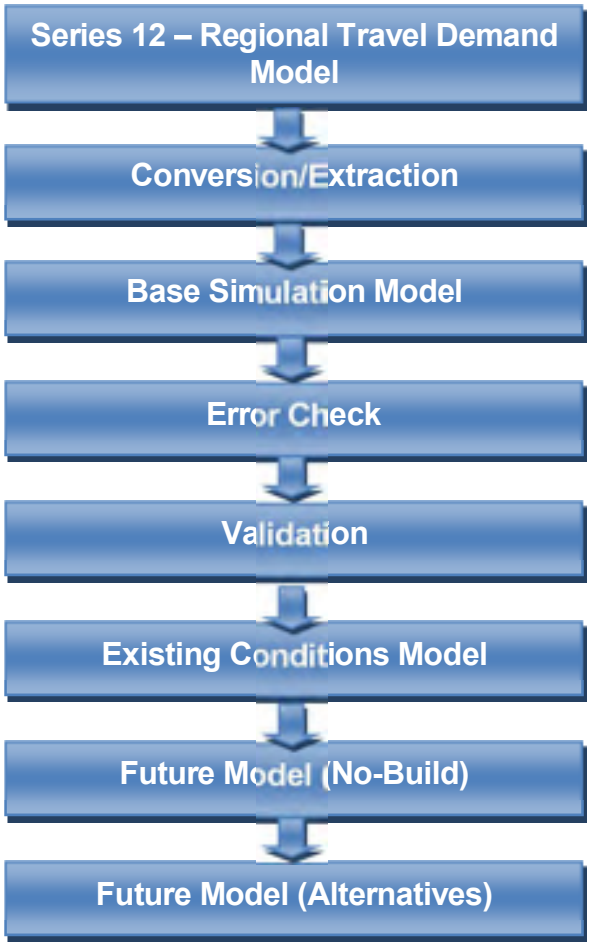
- Mast Boulevard/West Hills Parkway signalized intersection

Simulation Model Development

There are a number of traffic-specific microsimulation software packages that are available to prepare analysis. Aimsun, a robust microsimulation software, was chosen as the preferred package due to its regional use with SANDAG. SANDAG uses it along I-15 for the ICM project and is also being used to develop a region wide mesoscopic simulation model including all of the signalized intersections in the region. Aimsun also works with data imported directly from GIS and specifically the SANDAG Traffic Demand Model network files. Aimsun can be used for microsimulation as well as mesoscopic simulations.

The Aimsun modeling process is shown in **Figure 3-2**. Additionally, the steps used to develop the network are described below.

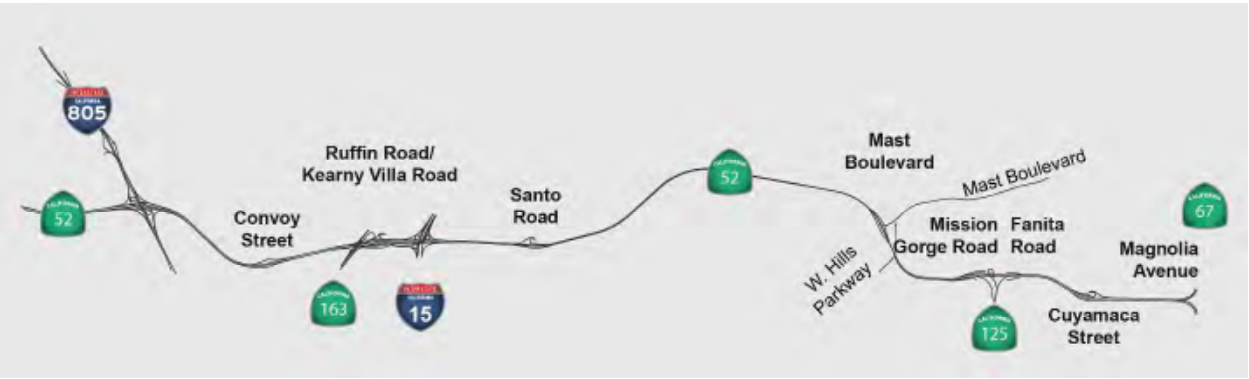
Figure 3-2. Simulation Modeling Process



Base Simulation Model

The network is composed of a set of one-way links connected to each other through nodes. To build the existing conditions model/network, data from the SANDAG Series 12 Model (Year 2012), provided in .SHP format, was entered. Then, the data (i.e., 206 links) was reviewed. Adjustments or corrections were made after the .SHP model network was imported into the Aimsun model, to ensure model runs without errors. These included adjusting all of the connections of travel lanes from link to link and at all merge and diverge points on the freeway and all turning movements at the study intersection. **Figure 3-3** shows the Base Model network in Aimsun.

Figure 3-3. Microsimulation Study Area Network



The following was reviewed and/or adjusted within the model:

- Geometry, Speed, and Control
  - Basic network connectivity to ensure that all links and connectors necessary are present
  - Link geometry, such as link lengths, lane geometries, and link types
  - Free-flow speed coding, such as desired speed decisions and reduced speed areas
  - Coding and placement of traffic control devices (i.e., one signalized intersection at the Mast Boulevard/West Hills Parkway intersection)
- Vehicular Demand
  - Base year traffic volumes from the SANDAG Series 12 Model, at all network entry points as well as the volume splits at each decision points along the study corridor, were entered into the model. Origin-Destination matrix was not used for this study. The simulation is 3 hours to allow the network to load sufficiently. The distribution of the 3-hour peak period volumes were built by applying a percentage of the peak hour volumes for each of the 3 hours within the peak period. The distribution of peak

period volumes were based on review of distribution patterns from existing freeway counts.

Error Check

Inputs into the existing conditions model/network were double-checked. Additionally, initial model runs were performed to review vehicle movements through the corridor. Minor adjustments were made, as necessary.

Validation

The base model/network was reviewed along the freeway and Mast Boulevard and compared to existing field conditions. Travel time and queuing were compared to existing conditions. To compare travel time with existing conditions, typical travel times from Google maps were used.

Key hot spots for travel time were:

- AM Peak: WB SR 52
  - SR 67 to Mast Boulevard (on-ramp merge point)
  - I-15 to I-805
- PM Peak: EB SR 52
  - I-15 to Mast Boulevard

Adjustments were made in the model to better match existing conditions. Adjustment examples include:

- Driver reactions at freeway merge points (e.g., sensitivity of drivers/vehicles on the freeway to merging traffic from ramps, driver awareness of up-coming ramps, etc.)
- Freeway grades which would affect vehicle acceleration and speed (i.e., a 4% grade was coded for westbound SR 52 between Mast Boulevard and the top of the hill)
- Trucks were not allowed on the fast lanes on the freeway

This was an iterative process until satisfactory travel time was observed in the model runs. Multiple model runs were done to check average travel times and queues.

Existing Conditions Model Simulation

After the simulation was validated, the existing conditions model/network was considered complete. Five model runs were completed and average travel times for the peak hour were reported for the following segments:

- AM Peak: WB SR 52
  - SR 67 to Mast Boulevard
  - Mast Boulevard to I-15

  - I-15 to I-805
- AM Peak: WB Mast Boulevard
  - Carlton Hills Boulevard to SR 52
- AM Peak: NB I-805
  - SR 52 to Nobel Drive
- PM Peak: EB SR 52
  - I-805 to I-15
  - I-15 to Mast Boulevard
  - Mast Boulevard to SR 67

Future Simulation Model (No-Build)
To build this model, the existing conditions model was used as a base. The 2035 No-Build volumes from the SANDAG model were then input into the model. Five model runs were completed and average travel times were reported for the same study area segments listed previously for the existing conditions model.

Future Simulation Model (Alternatives except Build Alternative 2)
The Future No-Build model was used as a base for each of the proposed alternatives except Build Alternative 2. Then each model was updated to reflect the proposed improvements for its respective alternative. The 2035 volumes for each alternative derived from the specific SANDAG model runs were input accordingly. Five model runs of each alternative were completed and average travel times were reported for the same study area segments listed previously for the existing conditions model.

Ramp metering at Mast Boulevard/SR 52 westbound on-ramp was assumed with improvements proposed on the freeway and on-ramp at Mast Boulevard during the AM peak period. The assumed ramp metering discharge rate was based on the typical ramp metering discharge rates of 1,950 vehicles per hour, utilized by Caltrans for a 2-lane ramp with two cars per green operation.

3.1.3 Existing Conditions

3.1.3.1 Freeway

In the AM peak, SR 52 is congested in the westbound direction between SR 67 and the hill past Mast Boulevard, as well as between I-15 and I-805. Due to SR 52 conditions in the AM peak, Mast Boulevard also experiences a long delay in the westbound direction from Carlton Hills Boulevard to SR 52. In the PM peak, eastbound SR 52 traffic backs up from Convoy Street to the San Diego River bridge due to the bottleneck at the two-lane San Diego River bridge.

Average travel times for the AM and PM peaks are summarized in **Table 3-1** and **Table 3-2**, respectively.

Table 3-1. Existing Conditions: AM Peak Average Travel Times

	WB SR 52				WB Mast Blvd	NB I-805
	SR 67 to Mast Blvd	Mast Blvd to I-15	I-15 to I-805	Total	Carlton Hills Blvd to SR 52	SR 52 to Nobel Dr
Average (min)	20	10	10	40	22	7
Free Flow (min)	4	6	4	14	4	2

Note: Average travel times based on average results from five Aimsun model runs. Free Flow travel times are from Google Maps, 2016

Table 3-2. Existing Conditions: PM Peak Average Travel Times

	EB SR 52			
	I-805 to I-15	I-15 to Mast Blvd	Mast Blvd to SR 67	Total
Average (min)	15	22	4	41
Free Flow (min)	4	5	4	13

Note: Average travel times based on average results from five Aimsun model runs. Free Flow travel times are from Google Maps, 2016

3.1.3.2 Intersections

A summary of existing intersection conditions is provided in **Table 3-3**. As shown in this table, all study area intersections operate at LOS D or better, except for Mast Boulevard at Sycamore Canyon Landfill that operates at LOS E during the AM peak hour.

Table 3-3. Existing Intersection Conditions

#	Intersection Name	Control Type	Existing AM		Existing PM	
			Average Delay	HCM LOS	Average Delay	HCM LOS
1	Convoy St & SR 52 EB Ramps	Signalized	28.8	C	47.1	D
2	Convoy St & SR 52 WB Ramps	Signalized	31.2	C	44.2	D
3	Kearny Villa Rd & SR 52 WB Ramps	Signalized	17.2	B	17.9	B
4	Kearny Villa Rd & SR 52 EB Ramps	Signalized	7.3	A	29.2	C
5	Santo Rd & SR 52 EB Ramps	Two-way Stop	11.5	B	10.7	B
6	Santo Rd & SR 52 WB Ramps	One-way Stop	9.0	A	9.1	A
7	Mast Blvd & SR 52 EB Ramps	Signalized	14.1	B	16.5	B
8	Mast Blvd & SR 52 WB Ramps	Signalized	24.3	C	9.9	A

9	Mast Blvd & Sycamore Canyon Landfill	Signalized	56.0	E	42.7	D
10	Mission Gorge Rd & SR 52 EB Off Ramp	Signalized	6.5	A	8.1	A
11	Mission Gorge Rd & SR 52 WB On Ramp	Signalized	2.8	A	1.1	A
12	Fanita Dr & SR 52 EB On Ramp	Uncontrolled	0.0	A	0.0	A
13	Fanita Dr & SR 52 WB Off Ramp	One-way Stop	23.0	C	13.8	B
14	Cuyamaca St & SR 52 EB Ramps	Signalized	16.3	B	30.4	C
15	Cuyamaca St & SR 52 WB Ramp	Signalized	6.7	A	8.8	A
16	Magnolia Ave & SR 52 EB Off Ramp	Signalized	10.1	B	17.1	B
17	Magnolia Ave & SR 52 EB On Ramp/SR 67 On Ramp	Signalized	11.2	B	8.7	A

Note: The HCM calculations for level of service has limitations when it comes to representing operations accurately when there are downstream constrained conditions. At the noted locations, there exists conditions that do not allow the intersections operations to be fully represented (i.e. the level of service may be worse than is reported.)

3.1.3.3 Roadways

Arterial roadway segments connecting to SR 52 were analyzed under existing conditions where the daily traffic volume is compared to the roadway capacity volume thresholds.

A summary of existing roadway conditions is provided in **Table 3-4**. As shown in this table, all arterial roadway segments operate under capacity (80% or less) under existing conditions.

Table 3-4. Existing Roadway Conditions

Segment			Length (Miles)	Capacity [1,2]	Existing Conditions		
Street	From	To			ADT	V/C Ratio	LOS
Magnolia Ave	EB SR 52 Off-Ramp	WB SR 52 On-Ramp	0.08	40,000	24,276	61%	C
Kearny Villa Rd	EB SR 52 Ramps	WB SR 52 Ramps	0.16	40,000	25,894	65%	C
Santo Rd	EB SR 52 Ramps	WB SR 52 Ramps	0.12	30,000	5,275	18%	A
Fanita Dr	Mission Gorge Rd	EB SR 52 On-Ramp	0.18	40,000	9,169	23%	A
Convoy St	EB SR 52 Ramps	WB SR 52 Ramps	0.09	40,000	15,978	40%	B
Cuyamaca St	EB SR 52 Ramps	WB SR 52 Ramps	0.09	50,000	24,622	49%	B
Mast Blvd	EB SR 52 Ramps	WB SR 52 Ramps	0.09	40,000	13,423	34%	A
	WB SR 52 Ramps	West Hills Pkwy	0.12	40,000	26,154	65%	C
Mission Gorge Rd	EB SR 52 Off-Ramp	WB SR 52 On-Ramp	0.16	40,000	18,423	46%	A
	WB SR 52 On-Ramp	SR 125	0.14	50,000	20,982	42%	B

	SR 125	Fanita Dr	0.15	50,000	37,600	75%	C

Notes:

LOS E capacities taken from Table 2 in the *SANTEC / ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region*. SANTEC/ITE, 2000.

[2] Roadway classifications obtained from the City of Santee General Plan 2020 (City of Santee, 2003) for roadways within the City of Santee. Classifications for roadways within the City of San Diego were obtained from the mobility element of each respective community plan.

3.2 Engineering Feasibility

For the engineering review, high-level project footprints were developed for and Caltrans freeway design standards were applied to each alternative. As this study is a high-level planning effort, the project footprints are very conservative and do not assume design exceptions besides those that would be critical to each alternative. Based on the high-level project footprint, potential right-of-way and environmental impacts were identified. During the process to review the engineering feasibility of the alternatives, options for the existing bike lane over the Spring Canyon and Oak Canyon Bridges were investigated.

3.2.1 Basis for the Analysis/Methodology

In order to review the engineering feasibility of the alternatives, high-level concepts were used to determine the footprint and subsequent engineering concerns along the corridor. The limits of the alternatives were reviewed with the TWG and formed the basis for the review of potential right-of-way impacts as well as engineering challenges for each of the alternatives. No engineering drawings were developed, but the high-level concepts provided the limits to sufficiently determine future improvements necessary to implement the alternatives.

This study utilized the existing information described below:

- Centerline data, topo, existing/proposed bridge locations in digital format from Caltrans
- As-built bridge plans from Caltrans
- Commercially available digital aerial imagery
- Proposed auxiliary lane locations from SANDAG/Caltrans
- Previously developed studies from Caltrans

3.2.2 Alternatives

The alternatives reviewed are described in this section, in order of increasing magnitude of work. All of the alternatives would include MM improvements related to first and last mile connectivity, bicycle amenities, and TDM. Additionally there is emerging technology that provides for more coordinated and efficient transportation corridors. Some of this technology exists along the I-15 Integrated Corridor Management (ICM) system, while other technology is being utilized in other transportation corridors around the world. The following alternatives do not specifically detail the type of technology that may be available during the time of the alternative's implementation, but is seen as a typical improvement that can be included to enhance the alternative's performance.

Build Alternative 3 (Minimal):

This alternative includes the addition of a 12-foot westbound truck-climbing lane on SR 52 from Mast Boulevard to just west of the crest of the hill (approximately 2.5 miles). In the existing condition, this alternative would add a westbound TC lane from Mast Boulevard to the summit. In order to minimize retaining walls and the grading required

for this option, the majority of the freeway widening required is assumed to occur in the median. The two bridges over Spring Canyon and Oak Canyon would be widened to add one lane only in the westbound direction in the median side. Through the use of geometry and striping transitions, the new pavement in the median would be aligned to the existing pavement on either side of the improvements.

Critical to the addition of a TC lane is the widening of the Spring Canyon and Oak Canyon bridges. In an effort to provide solutions that would be low-cost and feasible alternatives, an evaluation was done to look at multiple options to provide the additional lane on the freeway by modifying the existing westbound bike lane. The options evaluated included, cantilever the bike lane from the existing bridges using traditional concrete, cantilever the bike lane from the existing bridges using lightweight materials, and hanging the bike lane under the existing bridge's overhangs. Alternative potential bike routes were also explored if the bike lane was removed completely. The study's structural analysis identified a number of challenges with each option. Based on our structural analysis it was determined that the existing bridges were constructed to near their loading capacity and does not allow for additional loading to the structure without significant retrofit of the superstructure, columns and footings.

One of the remaining options for the bike lane is to hang a bi-directional bike lane under the bridges and allow for one-way bike traffic controlled by a signal. This would be the lowest cost option and may require the minimal retrofit to the existing structures. This would allow for the existing bike lane to be relocated to the hanging bike lane and the added width currently used for the bike lane on the bridge could be used for the fourth westbound travel lane (i.e., TC lane). The potential costs associated with this option as part of this Build Alternative 3 are included in the cost section below.

Breaking this Build Alternative into smaller phases provides an opportunity to implement portions of the improvements when funds are available. Phase 1 could include the construction of a TC lane from Mast Boulevard to Spring Canyon Bridge and could cost $6 million, and Phase 2 could entail the construction of the bridges and completion of the TC lane to the crest of the hill, with a cost of $28 million.

Build Alternative 4 (Shoulder Running):

This alternative allows for the use of shoulders for all vehicles during the peak period. It is assumed that the inside shoulder in each direction would be removed, replaced and widened to 12-feet, where required (approximately 10 miles, east and westbound), with a pavement structural section corresponding to the freeway lanes. This shoulder replacement would extend the entire length of SR 52, i.e. from I-805 to SR 125. The outside shoulders would remain available for emergencies. The San Diego River bridges would be re-striped to utilize the existing shoulder and minor drainage modification would be required.

In addition to the shoulder removal/replacement, the TC lane described in Build Alternative 3 would be included.

Build Alternative 1 (Operational Improvements):

The major improvements proposed in the alternative include;

- Addition of a 12-foot lane in each direction between SR 125 and Mast Boulevard
- Widening of the San Diego River Bridge in the median to the ultimate condition
- Addition of a 12-foot eastbound auxiliary lane from just west of the Spring Canyon Bridge to Mast Boulevard
- Addition of a 12-foot westbound auxiliary lane from Convoy Street to just east of the I-805 which would merge into the existing lane that begins just east of the I-805
- Addition of a 12-foot northbound auxiliary lane on I-805 from SR 52 to north of Governor Drive
- Widening of the I-805 northbound bridge over Governor Drive by 12-feet
- Widening of the I-805 northbound bridge over railroad tracks by 12-feet

This alternative builds on the improvements described in both Build Alternatives 3 and 4. The westbound TC lane and widening of Spring Canyon and Oak Canyon bridges would be included in this alternative as well. However, under Build Alternative 1, the shoulders would be used only for bus-on-shoulder transit operations. One option under this alternative would be to re-stripe the San Diego River bridges to utilize the existing shoulder as travel lanes and minor drainage modification would be required.

Build Alternative 2 (Ultimate Improvements):

This alternative includes all of the future planned ultimate improvements to the corridor that are included in the Regional Plan as well as the improvements outlined in the Build Alternative 3 and Build Alternative 1. The major improvements proposed in the alternative include;

- MLs (2 lanes) along SR 52 from I-805 to I-15
- MLs (2 lanes, reversible) along SR 52 from I-15 to SR 125
- Addition of 2 freeway lanes along SR 52 from Mast Boulevard to SR 125
- ML connectors at SR 52 and I-15 (West to North and South to East)
- ML connectors at SR 52 and I-805 (West to North and South to East)
- Addition of a 12-foot eastbound AUX lane from just west of the Spring Canyon Bridge to Mast Boulevard
- Addition of a 12-foot westbound AUX lane from Convoy Street to just east of the I-805, which would merge into the existing lane that begins just east of the I-805
- Addition of a 12-foot northbound AUX lane on I-805 from SR 52 to north of Governor Drive

- Widening of the I-805 northbound bridge over Governor Drive by 12 feet
- Widening of the I-805 northbound bridge over railroad tracks by 12 feet

3.3 Planning Level Cost Estimates

A preliminary Rough Order of Magnitude cost estimate was developed for the project based on the engineering assumptions and evaluation, in accordance with the *Caltrans Project Development Procedures Manual* (PDPM). **Table 3-5** through **Table 3-11** show the costs associated with each alternative.

Earthwork

Based on observations noted during field visits and commercially available software (Google Maps - Street view), a rough estimate of cuts and fills was developed to calculate the earthwork quantities.

Pavement Structural Section

For each alternative the extent and width of any additional lanes and shoulder replacement are per the description established based on the limits of the improvements. A structural section of 0.90' Jointed Plain Concrete Pavement, 0.25' Hot Mix Asphalt over 0.65' of Class 2 Aggregate Base was assumed for construction or replacement of freeway lanes and shoulders. For ramp pavement, a structural section of 0.50' of Hot Mix Asphalt over 0.65' of Class 2 Aggregate Base was assumed.

Retaining Walls and Barriers

The same assumptions made for the earthwork quantities were extended to identify the locations and heights of retaining walls. At several locations, the widening of the freeway on the outside would be impacted by presence of steep existing cuts on either side of the freeway, requiring the construction of retaining walls. Therefore, at most locations, in order to minimize earthwork and retaining wall costs, the pavement construction was assumed to be located within the existing median.

Environmental Mitigation

Environmental impacts are not identified in this early stage of the project. However, some costs for environmental mitigation are included due to the project impacts within the San Diego River area and potential for biological and wetland impacts.

Percentage Costs

Due to the preliminary stage of the project, for items such as Traffic and Lighting, Utilities, Drainage and Water Quality, Stage Construction and Minor Items, percentages of the calculated costs were applied, based on prior experience and projects.

Structure - Bridges

This item includes the widening of the following bridges

- Spring Canyon Bridge: For Build Alternatives 3 and 4, this bridge would be widened for the addition of the westbound TC lane. It is assumed that the bridge would be widened by 12 feet in the median in the westbound direction. A cost of $350 per square foot is assumed.

- Oak Canyon Bridge: For Build Alternatives 3 and 4, this bridge would be widened for the addition of the westbound TC lane. It is assumed that the bridge would be widened by 12 feet in the median in the westbound direction. A cost of $350 per square foot is assumed.
- San Diego River Bridge: Under Build Alternative 1, this bridge would be widened in the median to the ultimate condition, 54 feet wide. A cost of $350 per square foot is assumed.
- I-805 Bridges over Governor Drive and railroad tracks: Under Build Alternative 1, these bridges are widened by 12-feet in the northbound direction. Due to the difficult construction conditions over live traffic, a cost of $400 per square foot is assumed.

Right-of-Way

Most of the improvements within the SR 52 corridor are within the existing median area and within existing right-of-way when on the outside. Therefore, no right-of-way costs are assumed at this time. Additionally, there are radio (KFMB) transmission towers that are on the north and south side of the freeway, east of the Mast Boulevard interchange. Although no widening of the freeway outside of the right of way is anticipated, the transmission wires that connect between the towers may be affected by the improvements in the area.

Contingency

Based on the Caltrans PDPM, a 30 to 50% range is recommended for projects at this stage in the design process. A contingency of 40% is used for this project.

Unit Costs

The unit costs and bridge costs used for the individual line items are the unit costs identified from the Caltrans Costs database and further refined based on recent unit costs from the Mid-Coast Corridor Transit Project which includes many freeway and bridge sections.

Table 3-5. Planning Level Capital Cost Estimate (2016$) for Build Alternative 1

	Summary of Items	Cost
1	Earthwork	$5,982,000
2	Pavement Structural Section	$14,271,000
3	Retaining Walls	$5,121,000
	Subtotal (for items 6-10)	$25,374,000
4	Environmental Mitigation	$1,350,000
5	Traffic and Lighting (including Electrical, Signing and Striping); 3%	$761,000
6	Drainage and Water Quality; 5%	$1,269,000
7	Stage Construction; 5%	$1,269,000
8	Minor Items - 10%	$2,537,000
9	Mobilization - 10%	$2,537,000
	Mainline Roadway Subtotal	**$35,097,000**
10	Contingencies -40%	$14,039,000
11	Structures - Bridges	$61,800,000
	Total Capital Construction Cost	**$110,936,000**
12	Preliminary Design - 5%	$5,547,000
13	Final Design - 10%	$11,094,000
14	Project Management - 5%	$5,547,000
15	Construction Management - 12%	$13,312,000
16	Professional liability - 2.5%	$2,773,000
	Total Project Cost	**$149,209,000**

Table 3-6. Planning Level Capital Cost Estimate (2016$) for Build Alternative 1 with Re-stripe and Hanging Bike Bridge Option

	Summary of Items	Cost
1	Earthwork	$2,680,000
2	Pavement Structural Section	$10,650,000
3	Retaining Walls	$2,560,000
	Subtotal (for items 6-10)	$15,890,000
4	Environmental Mitigation	$1,350,000
5	Traffic and Lighting (including Electrical, Signing and Striping); 3%	$790,000
6	Drainage and Water Quality; 5%	$790,000
7	Stage Construction; 5%	$790,000
8	Minor Items - 10%	$1,590,000
9	Mobilization - 10%	$1,590,000
	Mainline Roadway Subtotal	**$22,790,000**
10	Contingencies -40%	$9,120,000
11	Structures - Bridges	$3,150,000
	Total Capital Construction Cost	**$35,060,000**
12	Preliminary Design - 5%	$1,750,000
13	Final Design - 10%	$3,510,000
14	Project Management - 5%	$1,750,000
15	Construction Management - 12%	$4,210,000
16	Professional liability - 2.5%	$880,000
	Total Project Cost	**$47,160,000**

Table 3-7. Planning Level Capital Cost Estimate (2016$) for Build Alternative 2

Item	Limits	Capital Cost 2014$[1] (Millions)	Capital Cost 2016$[2] (Millions)
2 ML	I-805 to I-15	$91	$93
2 ML (Reversible)	I-15 to SR 125	$298	$304
2 GP Lanes	Mast Boulevard to SR 125	$76	$78
ML Connector	SR 52 and I-15 (West to North and South to East)	$130	$133
ML Connector	SR 52 and I-805 (West to North and South to East)	$91	$93
		Sub-Total Ultimate Regional Plan	**$700**
Build Alternative 1 (Operational) Improvements	I-805 (AUX Lane SR 52 to Nobel Drive)	n/a	$63
	SR 52 (AUX Lane Convoy St to I-805)		
	SR 52 (TC Lane Mast Blvd to crest of hill)		
	SR 52 (AUX Lane Spring Canyon Bridge to Mast Blvd)		
		TOTAL	**$763**

Notes:
[1] Capital Costs 2014$, the Regional Plan
[2] Capital Costs 2016$, escalated from 2014$ the Regional Plan

Table 3-8. Planning Level Capital Cost Estimate (2016$) for Build Alternative 3

	Summary of Items	Cost
1	Earthwork	$1,460,000
2	Pavement Structural Section	$5,963,000
3	Retaining Walls	$2,556,000
	Subtotal (for items 5-9)	$9,979,000
4	Environmental Mitigation	$350,000
5	Traffic and Lighting (including Electrical, Signing and Striping); 3%	$299,000
6	Drainage and Water Quality; 5%	$499,000
7	Stage Construction; 5%	$499,000
8	Minor Items - 10%	$998,000
9	Mobilization - 10%	$998,000
	Mainline Roadway Subtotal	**$13,622,000**
10	Contingencies -40%	$5,449,000
11	Structures - Bridges	$6,300,000
	Total Capital Construction Cost	**$25,371,000**
12	Preliminary Design - 5%	$1,269,000
13	Final Design - 10%	$2,537,000
14	Project Management - 5%	$1,269,000
15	Construction Management - 12%	$3,045,000
16	Professional liability - 2.5%	$634,000
	Total Project Cost	**$34,125,000**

Table 3-9. Planning Level Capital Cost Estimate (2016$) for Build Alternative 3 with Hanging Bike Bridge Option

	Summary of Items	Cost
1	Earthwork	$1,460,000
2	Pavement Structural Section	$5,963,000
3	Retaining Walls	$2,556,000
	Subtotal (for items 5-9)	$9,979,000
4	Environmental Mitigation	$350,000
5	Traffic and Lighting (including Electrical, Signing and Striping); 3%	$299,000
6	Drainage and Water Quality; 5%	$499,000
7	Stage Construction; 5%	$499,000
8	Minor Items - 10%	$998,000
9	Mobilization - 10%	$998,000
	Mainline Roadway Subtotal	$13,622,000
10	Contingencies -40%	$5,449,000
11	Structures - Bridges	$3,157,000
	Total Capital Construction Cost	**$22,228,000**
12	Preliminary Design - 5%	$1,111,000
13	Final Design - 10%	$2,223,000
14	Project Management - 5%	$1,111,000
15	Construction Management - 12%	$2,667,000
16	Professional liability - 2.5%	$556,000
	Total Project Cost	**$29,896,000**

Table 3-10. Planning Level Capital Cost Estimate (2016$) for Build Alternative 4

	Summary of Items	Cost
1	Earthwork	$2,860,000
2	Pavement Structural Section	$14,124,000
3	Retaining Walls	$2,556,000
	Subtotal (for items 5-9)	$19,540,000
4	Environmental Mitigation	$350,000
5	Traffic and Lighting (including Electrical, Signing and Striping); 10%	$1,954,000
6	Drainage and Water Quality; 5%	$977,000
7	Stage Construction; 5%	$977,000
8	Minor Items - 10%	$1,954,000
9	Mobilization - 10%	$1,954,000
	Mainline Roadway Subtotal	**$27,706,000**
10	Contingencies -40%	$11,082,000
11	Structures - Bridges	$12,630,000
	Total Capital Construction Cost	**$51,418,000**
12	Preliminary Design - 5%	$2,571,000
13	Final Design - 10%	$5,142,000
14	Project Management - 5%	$2,571,000
15	Construction Management - 12%	$6,170,000
16	Professional liability - 2.5%	$1,285,000
	Total Project Cost	**$69,157,000**

Table 3-11. Planning Level Capital Cost Estimate (2016$) for MM Improvements

	Summary of Items	Cost
1	Bicycle facilities/First and Last Mile Improvements	$5,000,000
2	Ramp metering	$1,000,000
3	Transit improvements	$1,000,000
	Total Project Cost	**$7,000,000**

3.4 Environmental Constraints

This review of environmental constraints considers available information about resources to examine the potential effects of implementing the build alternatives described in Chapter 2.0. Currently, there is no preferred alternative. As such, this review considers the range of build alternatives, which are collectively referred to as "the project" in this section.

This review identifies the anticipated environmental approvals (e.g., the required environmental document type), identifies the environmental technical studies that likely will be required to support the project, and provides a preliminary list of permits that could be required. Following the Caltrans Mini-Preliminary Environmental Analysis Report (Mini-PEAR), this review provides preliminary environmental scoping, focusing on those environmental issues most likely to affect project scope, schedule, and costs. Further environmental review will be conducted as the project progresses (e.g., during the Project Approval and Environmental Document phase). For this study, the Mini-PEAR is provided in Appendix B.

This review is not an environmental document, does not contain substantial environmental analysis, and does not meet state or federal requirements for any form of environmental review process or approval.

3.4.1 Anticipated Environmental Approvals

The project is within the existing Caltrans right-of-way. For the California Environmental Quality Act, an Initial Study/Mitigated Negative Declaration is anticipated. For the National Environmental Policy Act, a "Routine" Environmental Assessment/Finding of No Significant Impacts (EA/FONSI) is anticipated. Because the size and location of the project would likely result in substantial public interest, Caltrans may elect to prepare an Environmental Impact Statement rather than an EA. During future phases, Caltrans will determine the appropriate environmental document type.

3.4.2 Environmental Technical Studies

The project would require the completion of several technical studies. For key environmental issues, this section provides a brief summary of currently available information and the general scope of the anticipated technical studies. During future phases, Caltrans will determine the necessary technical studies.

3.4.2.1 Biology

The ordinary high water mark delineates the limits of the Waters of the United States located at stream courses and drainage ways within the project area, and fall under the jurisdiction of the U.S. Army Corps of Engineers (ACOE), and as such will require a CWA (Clean Water Act) Section 404 Nationwide Permit from the ACOE and accompanying Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). Work within the riparian zone or below the top of the bank in the San Diego River will also require a Section 1602 Streambed Alteration Agreement from the California Department of Fish & Wildlife (CDFW). In addition, locations adjacent to stream-courses as well as other areas within the project vicinity may meet

the ACOE three-parameter (hydrology, soil, and vegetation) definition of a wetland. Impacts to wetlands will also require the above permits.

Impacts to perennial or seasonal waters or wetlands with the project area may require Section 7 Consultation at the discretion of the United States Fish & Wildlife Service (USFWS) to address impacts to any federally-listed species.

If Caltrans cannot perform vegetation removal outside of the bird nesting season (March 15th to September 1st, surveys and nest searches will be performed by qualified biologist for sensitive and migratory bird species within the construction area prior to construction activities). If active nests are found, any work that will impact said nests shall be halted, and Caltrans shall follow the (Migratory Bird Treaty Act (MBTA) procedures.

3.4.2.2 Section 4(f) Evaluation

Evaluation and consultation should be conducted at the early phase to identify potential 4(f) resources defined as publicly owned public parks, recreation areas, or refuges. If 4(f) resources exist within the project area and cannot be avoided, additional evaluation and approvals will be required by Caltrans.

3.4.2.3 Cultural Resources

State and Federal legislation require governmental agencies to consider the impacts of proposed projects on historic and archaeological resources before undertaking a project. Federal legislation, which protects historic and archaeological resources, includes Section 106 of the National Historic Preservation Act of 1966 (NHPA, as amended) and the Section 4(f) of the U.S. Department of Transportation Act. Section 5024 and 5024.5 of the Public Resources Code provide for the management and protection of state-owned historic properties and historical resources. Assembly Bill 52 amended CEQA to identify a “Tribal Cultural Resource” (TCR) as a new, separate, and distinct resource to be analyzed under the California Environmental Quality Act (CEQA). The additions to CEQA mandate clear timelines for consultation with California Native American tribes. The consultation timelines established however, occur later in the project development process. The project area is not considered to be archeological sensitive, however, a record search will be done once the area of potential effect (APE) is determined. Also a historical review (>50 years old) will be conducted for structures or features to identify if an evaluation by an architectural historian will be required. If resources exist within the area of disturbance, and cannot be avoided, higher level evaluations would be required for archaeological, architectural, 4(f) and paleontological resources.

3.4.2.4 Hazardous Waste

The review for potential hazardous waste impacts involve the following:

1. A review of the project plans and aerial mapping;
2. Discussions with the design engineer;

3. A review of previous site investigation work that has occurred in the vicinity of this project;

4. A review of databases specific to hazardous materials.

Based on this review, the potential for hazardous waste exists with respect to the following:

1) Lead-contaminated soil may exist within and near the right-of-way due to the historical use of leaded gasoline, leaded airline fuels, waste incineration, etc. The areas of primary concern in relation to highway facilities are soils along routes with historically high vehicle emissions due to large traffic volumes, congestion or stop and go situations. Since a large amount of excess soil relinquishment is likely to occur, an Aerially Deposited Lead (ADL) site investigation will be required. This site investigation will determine if hazardous soils exist and what actions, if any, will need to occur during construction.

2) If any of the bridges were built in 1971, the potential for asbestos exists and a site investigation will be required to confirm the presence of asbestos in the bridge.

3) Hazardous levels of lead and chromium are known to exist in the yellow color traffic stripes. Since these traffic stripes will be grinded off along with the roadway, the levels of lead and chromium will become non-hazardous. These grindings (which consist of the roadway material and the yellow color traffic stripes) shall be removed and disposed of in accordance with the Standard Special Provision 15-1.03B (Residue Containing High Lead Concentration Paints) which requires a Lead Compliance Plan (LCP). Non-hazardous levels of lead are known to exist in the white traffic striping. As such, these grindings shall be removed ad disposed of in accordance with the same specifications.

4) All existing and previous uses will be part of the record search. Including but not limited to known contaminants and waste; contaminated properties (such as Miramar landfill and Miramar Air Field); and special provisions will be evaluated based on the resource study area for both direct and indirect effects.

Since construction of the proposed project cannot avoid disturbing soils or impacting the bridge structure, a Site Investigation (SI) is required.

3.4.2.5 Visual Resources

A Visual Impact Assessment (VIA) should be considered for every project that has the potential to change the “visual” environment. The level of assessment for the VIA can range from “no formal analysis” to a “complex analysis” and is determined by many factors such as: numbers of viewer groups affected; existence of scenic resources; degree and totality of the proposed changes in the visual environment; local concerns or project controversy; and cumulative impacts along the transportation corridor.

In order to establish the need and level of study for a VIA, a preliminary evaluation is performed to determine if the project will cause any physical changes to the environment. Projects that replace or rehabilitate existing facilities (e.g., pavement overlay, striping, sign replacement), and do not constitute a change in character to those facilities, will not require a formal analysis. This project will require a preliminary evaluation that includes activities such as conducting a site visit to inventory the scenic resources of the project site, estimating potential changes to that character, and identifying viewer groups and public concerns or opposition to the proposal.

The intent of the screening is to formally document the level of VIA required for the project or merely utilize the screening analysis as the scenic resource evaluation should no scenic resources be identified.

It is not anticipated that the additions of AUX lanes or MLs will have a significant visual impact on the urban area. However, project features, such as retaining walls, noise walls, and significant bridge widening to the recently designated Scenic Highway would require a more detailed analysis during the technical and environmental phase.

3.4.2.6 Water Quality

Caltrans has a Statewide National Pollutant Discharge Elimination System (NPDES) Permit (NPDES No. CAS000003) issued by the State Water Resources Control Board. This permit regulates the storm water and non-storm water discharges associated with construction activity, discharges associated with normal maintenance and operations of Caltrans facilities (also known as a Municipal Storm Water Permit), and it also serves as a State of California Waste Discharge Requirement.

The permit requires Caltrans to comply with the requirements of the Statewide Construction General Permit (Order 2009-0009-DWQ). During construction, compliance with the permit requires the appropriate selection and deployment of both structural and non-structural Best Management Practices (BMPs) that achieve the performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

3.4.2.7 Noise

This project is considered a Type 1 project as defined in 23 Code of Federal Regulations (CFR) 772. As such, the following criteria are the specific indicators that this project will require a Noise Study Report since this project proposes:

- The addition of an AUX lane, except for when the AUX lane is a turn lane; or
- Restriping existing pavement for the purpose of adding a through traffic lane or an AUX lane;

To determine if the project will result in a noise impact that requires consideration of abatement, the following will be identified at a later phase:

- Identify Land Uses in the Project Area - Identify existing land uses in the project area and identify the appropriate Activity Category as defined in 23 CFR 772 for

each land use type. Include undeveloped land for which a building permit has been issued.

- Determine Existing Noise Levels at Receptors - Existing noise levels are determined based on noise monitoring. The Technical Noise Supplement (TeNS) provides information on how to conduct noise measurements for this purpose.
- Model Future Noise Levels with the Project - The Traffic Noise Modeling (TNM) predicts traffic noise levels based on projected worst hour traffic volume (the traffic volume and speed conditions that produce the highest hourly noise level), traffic mix (percentage of truck traffic), ground type, and the distance between projected traffic and of the receptors.
- Determine if Traffic Noise Impacts are Identified - A noise impact occurs when: 1) there is a substantial noise increase between design-year build conditions and existing conditions or; 2) the design-year build traffic noise level approaches or exceeds the Federal Highway Administration (FHWA) noise abatement criteria (NAC).
- Noise analysis for projects under CEQA centers on whether the project or the proposed noise abatement would result in significant adverse environmental effects. Whether an increase in future noise level would result in a significant effect for purposes of CEQA is determined by comparing the existing noise level (or baseline environmental setting) to the predicted noise level with project. The CEQA noise analysis is completely independent of the 23 CFR 772 noise analysis, which is centered on noise abatement criteria. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.
- Proposed noise abatement may also have the potential to result in significant adverse environmental effects if the abatement negatively affects other environmental resources, such as designated scenic highways, historic sites, or endangered species.

3.4.2.8 Air Quality

The primary legislation that governs federal air quality regulations is the Clean Air Act Amendments of 1990 (CAAA-1990). The act delegates primary responsibility for clean air to the U.S. Environmental Protection Agency (EPA). The EPA develops rules and regulations to preserve and improve air quality and delegates specific responsibilities to state and local agencies. There may be several distinct air quality analyses or studies performed in support of the project development process. For this project, a technical report will be required to summarize the studies, outline conformity information, and provide other needed information for the environmental document.

3.4.3 Anticipated Permits

Caltrans will define and confirm the permits required, as the project advances though the project development process. For biological resources (e.g., endangered species) and work in jurisdictional areas, such as jurisdictional waters and vegetation removal, the following resource agency permits and approvals would be required:

- Section 404 Permit from the ACOE
- Section 401 Water Quality Certification from the RWQCB
- 1602 Streambed Alteration Agreement from the CDFW
- Section 7 Consultation and Concurrence from USFWS

4.0 ALTERNATIVES EVALUATION

This chapter presents the alternatives evaluation, including the development of criteria to screen the alternatives and the screening analysis.

4.1 Methodology

The following criteria were developed by the project team and the TWG, based on the purpose and issues identified for the corridor study and in consideration of criteria developed by SANDAG to support the visions and goals of the Regional Plan.

Ten criteria were developed for the screening analysis. The first two criteria—Consistency with the Regional Plan and Near Term Implementation—were used for initial screening, followed by evaluation of the remaining alternatives using the remaining criteria. The ten criteria are listed below.

- **Consistency with the Regional Plan** – This criterion assessed consistency with the Regional Plan, including if projects listed in the Regional Plan would be precluded.
- **Near Term Implementation** – This criterion assessed project operation within 10 to 15 years, including the consideration of regulatory requirements for clearance and estimated construction duration.
- **Environmental Impacts** – This criterion assessed project environmental impacts. Key focus on impacts to ecosystems/biological resources. Other impacts included air quality and greenhouse gas (GHG) emissions.
- **Capital Costs** – This criterion assessed project capital costs.
- **Vehicle Miles Traveled** – This criterion, derived from the SANDAG model, calculated vehicle miles traveled (VMT).
- **Person Throughput** – This criterion, derived from the SANDAG model, calculated the number of people served within the corridor. Multiplied the number of daily vehicles by vehicle occupancy (one, two, or three persons for MLs and one person for GP lanes).
- **Reliability** – This criterion assessed consistency or dependability in travel time. Alternatives that provide improvements geared towards traffic management, transit, carpool, or even improvements at congested choke points can preserve trip reliability.
- **Mode Share** – This criterion, derived from the SANDAG model, calculated mode share (for the drive alone, carpool, transit, walk, and bike modes) for regional trips, and assessed if the project would shift trips from the “drive alone” mode to other modes.
- **Improvements to Transit and HOV Mobility** – This criterion assessed improvements to transit and HOV mobility.

- **Congestion** – This criterion, derived from the SANDAG and Aimsun models, calculated the following:
  - Freeway Under Capacity. Percent of GP lanes operating at LOS E or better.
  - Travel Time. The average travel time on freeway and Mast Boulevard roadway segments in the peak direction. Freeway and roadway segments included the following:
    - AM Peak: WB SR 52
      - SR 67 to Mast Boulevard
      - Mast Boulevard to I-15
      - I-15 to I-805
    - AM Peak: WB Mast Boulevard
      - Carlton Hills Boulevard to SR 52
    - AM Peak: NB I-805
      - SR 52 to Nobel Drive
    - PM Peak: EB SR 52
      - I-805 to I-15
      - I-15 to Mast Boulevard
      - Mast Boulevard to SR 67

    Average peak period travel time for each of the freeway and roadway segments listed above was derived using the methodology described in Section 3.1.2.3, for the No-Build Alternative, Build Alternative 1, Build Alternative 3, and Build Alternative 4.
  - Daily Hours of Congested Conditions. Number of daily hours of congested conditions in the eastbound and westbound directions.

    Caltrans PeMS data were used to determine existing peak hours. The data identifies existing hours of congested conditions in the corridor using speed information from loop detectors embedded in the freeway. The existing hours of daily congestion were determined to be 3 hours during the a.m. peak period and 3.5 hours during the p.m. peak period.

    By comparing each future alternative to the existing condition segment by segment we developed a scaling factor that can be applied to the existing hours of daily congestion to derive future hours of daily congestion. The scaling factor is based on the weighted product of the length of the segment and the volume to capacity ratio for that segment.

    $F = L \times (v/c)$

    F – Scaling factor

    L – Segment Length

v/c – Volume to capacity ratio

The weighted sum of these factors provides an index that can be compared to each alternative.

For example, in the existing am peak hour 69,200 feet of the freeway operate at 0.799 v/c or better. The weighted product is 55,300 (69,200 X 0.799). 12,000 feet of the freeway operate between 0.799 and 0.899. The weighted product is 10,800. The same calculation is performed for the entire corridor. In this case the sum of all of the weighted products is 136,100. This factor gives us a measure of congestion for existing a.m. peak conditions that can be compared to future alternatives. Similar factors were calculated for each alternative including the No Build Alternative. When the factor for an alternative is compared to that of the existing condition the resulting ratio is used as a proxy to indicate how much more or less congestion will be experienced by the future alternative as compared to existing conditions. The resulting factors range from 0.8 (less congestion than existing conditions) to 1.07 (more congestion than existing conditions).

- Person-Hours of Delay Saved in the Highest One Hour Peak. The number of person-hours of delay (PHD) saved along key highway and arterial segments during the peak hour.

  Build Alternatives 1, 3, and 4 were evaluated as part of this analysis, to determine their effectiveness compared to the No-Build Alternative. This analysis was done through the microsimulation to determine future travel times, Build Alternative 2 was not evaluated, as it is assumed to be the most effective alternative in terms of PHD saved. Freeway conditions are analyzed for the peak hour and peak direction: westbound for AM peak hour and eastbound for PM peak hour.

  Travel time is estimated using microsimulation modeling. Changes in travel time for Build Alternatives are compared to the No-Build Alternative. The travel time saved is then multiplied by the peak hour volume for each respective alternative to calculate the number of vehicle-hours saved, which is then converted to person hours by multiplying by the average vehicle occupancy (AVO) rate. The AVO rate is derived directly from regional travel demand model data.

  This methodology is summarized as follows:

$$PHD\ Saved = \left[\frac{Travel\ Minutes\ Saved * Peak\ Hour\ Volume}{60}\right] * AVO$$

- Arterial LOS. Percent of arterial roadways operating at a V/C ratio of 80% or less (LOS E). In the absence of daily volume counts, daily roadway volumes from the SANDAG model were used. Daily model volumes were compared to the LOS E capacity for each roadway type[1] to calculate the V/C ratio for each roadway segment.

As detailed above, four parameters (VMT, Person Throughput, Mode Share and Congestion) were derived from the SANDAG model (i.e., the SANDAG Series 12 Model). The SANDAG Series 12 Regional Travel Demand Forecast Model is used to forecast future conditions and it included updates per the City of Santee General Plan update as well as updated land use and transportation network information for the year 2035 based on any cumulative development projects and programmed transportation network improvements. For this study the following model runs were developed using the modified SANDAG Series 12 model:

- 2035 No-Build Alternative Model Run – This model represents conditions in 2035 with no SR 52 Corridor Study improvements. The future forecast volumes from this model were used for the No Build as well as Build Alternative 3 (Minimal). This model was used as a basis for comparing with all of the study alternatives. The volumes from this model run were also used for Build Alternative 3 (Minimal) based on the assumption that the improvements of this scenario are not significant enough to affect the region wide model.
- 2035 Build Alternative 1 Model Run – This model represents the Build Alternative 1 (Operational) conditions. The future forecast volumes from this model were used for Build Alternative 1 (Operational) as well as Build Alternative 4 (Shoulder Running). The regional model cannot simulate shoulder running lanes specifically, therefore an available model was necessary to use for analysis. Build Alternative 1 is the most similar to Build Alternative 4 of the available model runs. Build Alternative 1 represents more general purpose lane capacity than No Build, similarly to Build Alternative 4; build Alternative 1 does not provide managed lanes as Build Alternative 2 does and neither does Build Alternative 4.
- 2035 Build Alternative 2 Model Run – This model represents the Build Alternative 2 (Ultimate) and the future forecast volumes are used from this model in the evaluation of this Build Alternative.

4.2 Screening Analysis

4.2.1 Consistency with the Regional Plan

The Regional Plan includes the following projects in the study corridor by 2050: two MLs on SR 52 from I-805 to SR 125, ML connectors (west to north and south to east) at SR 52/I-805 and SR 52/I-15, and two GP lanes on SR 52 from Mast Boulevard to SR 125.

[1] LOS E capacities from Table 2 in the *SANTEC / ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region* (SANTEC/ITE, 2000)

Under the No-Build Alternative, 2050 Regional Plan projects would not be precluded; therefore, this alternative would be consistent with the Regional Plan.

Compared to the No-Build Alternative, **Build Alternatives 1 to 4** also would be consistent with the Regional Plan (i.e., 2050 Regional Plan projects would not be precluded).

4.2.2 Near Term Implementation

Under the No-Build Alternative, no projects would be constructed in the study corridor (see Section 2.3.1 for more details).

Compared to the No-Build Alternative, **Build Alternatives 1 and 3** would include near-term project implementation (i.e., within 10 to 15 years) in the study corridor.

- Build Alternative 3 could be constructed prior to, or as a first phase of, Build Alternative 1.

Compared to the No-Build Alternative, **Build Alternatives 2 and 4** could include near-term project implementation (i.e., within 10 to 15 years) in the study corridor, depending upon funding or regulatory approval.

- Build Alternative 2 could include near-term project implementation if toll usage/funding is sufficient to advance construction. Build Alternative 2 is the most costly of all the build alternatives (see Section 4.2.4).
- Build Alternative 4 could include near-term project implementation if regulatory agencies approve use of the shoulder running lanes (i.e., by all vehicles during peak periods). As the owner-operator of SR 52, Caltrans must approve use of the shoulder running lanes. Additionally, coordination with the California Highway Patrol, for issues related to safety, could be required.

4.2.3 Environmental Impacts

Under the No-Build Alternative, no projects would be constructed.

Compared to the No-Build Alternative, **Build Alternatives 1 to 4** could have environmental effects.

- **Build Alternatives 1 to 4** would require an expansion of the Spring Canyon and Oak Canyon bridges, resulting in potential effects on ecosystems/biological resources.
- **Build Alternatives 1, 2, and 4** would increase VMT (See Section 4.2.5), resulting in potential effects on air quality and GHG emissions.
- **Build Alternatives 1 and 2** would require an expansion of the San Diego River bridge, resulting in potential effects on ecosystems and biological resources.

4.2.4 Capital Costs

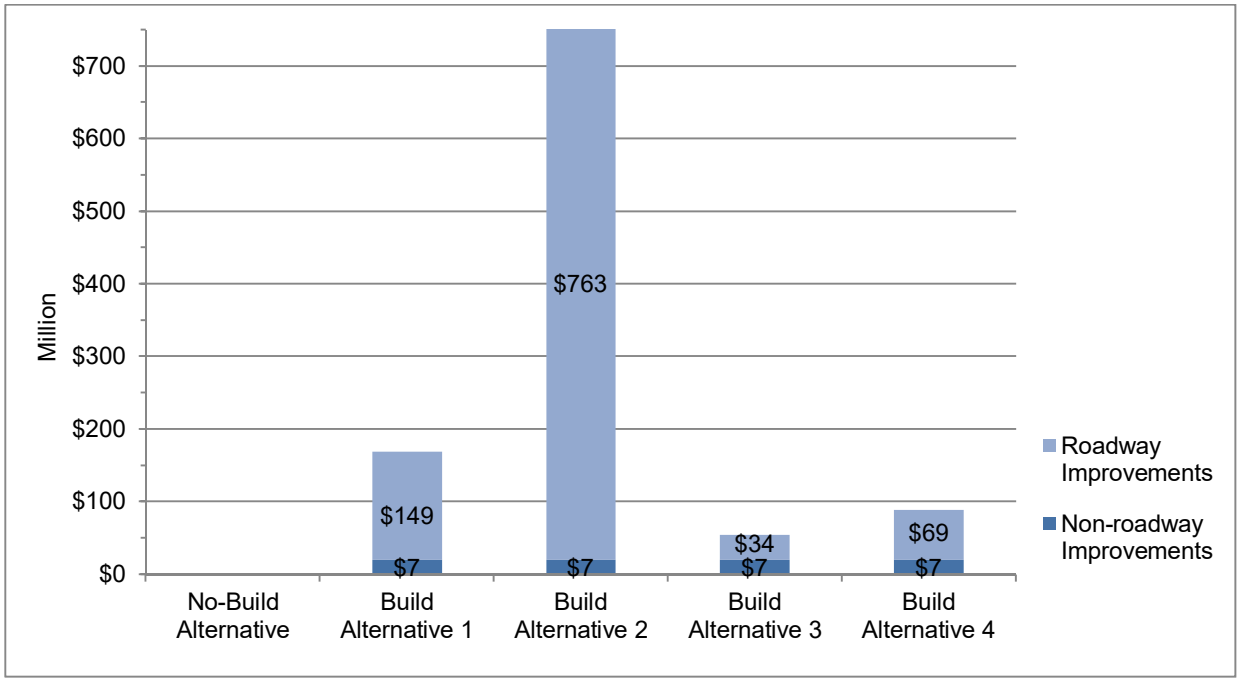
Under the No-Build Alternative, no projects would be constructed (i.e., there would be no capital costs).

Compared to the No-Build Alternative, all of the build alternatives would have capital costs. The build alternatives would have different costs for roadway improvements, but, when packaged with other MM improvements, the same costs ($7 million) for non-roadway improvements (i.e., transit, AT, and TDM improvements), which are included/shown in **Figure 4-1**.

- Build Alternative 4 roadway improvement costs ($69 million) include shoulder running lanes.
- Build Alternative 3 roadway improvement costs ($34 million) include expansion of the Spring Canyon bridge, expansion of the Oak Canyon bridge, and a TC lane.
- Build Alternative 1 roadway improvement costs ($149 million) include the following: the improvements listed for Build Alternative 3, expansion of the San Diego River bridge, and auxiliary lanes (at three different locations).
- Build Alternative 2 roadway improvement costs ($763 million) include the following: the improvements listed for Build Alternative 1, two MLs, and ML connectors.

Build Alternative 2 would have the highest total costs ($770 million). In comparison, **Build Alternatives 4, 3, and 1** would have lower total costs ($76, $41, and $156 million, respectively).

Figure 4-1. Capital Costs



4.2.5 Vehicle Miles Traveled

Under the No-Build Alternative, the corridor VMT—the VMT of trips originating within the study corridor (in both directions)—would be 4,573,000 or 4% of the regional VMT (see **Figure 4-2**). The corridor VMT represents the daily vehicle trips on SR 52 with origins and destinations throughout the region.

Compared to the No-Build Alternative, none of the build alternatives would reduce VMT. The project VMT, which is the corridor VMT plus any changes to the regional VMT, is shown in **Figure 4-3**.

- **Build Alternative 3** would have the same VMT
- **Build Alternative 2** would increase regional VMT by 9,000 or 0.2%
- **Build Alternative 1** and **Build Alternative 4** would increase regional VMT by 54,000 or 1.2%

Figure 4-2. Regional VMT, 2035 No Build

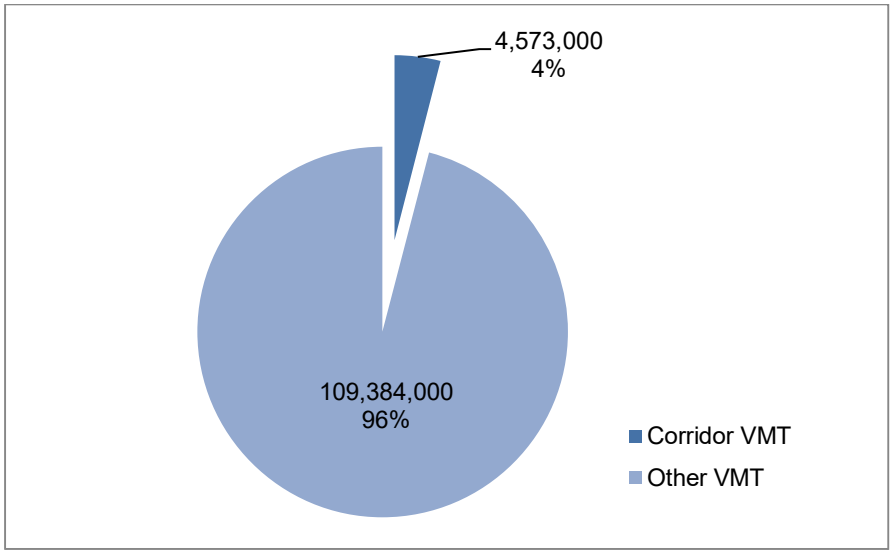
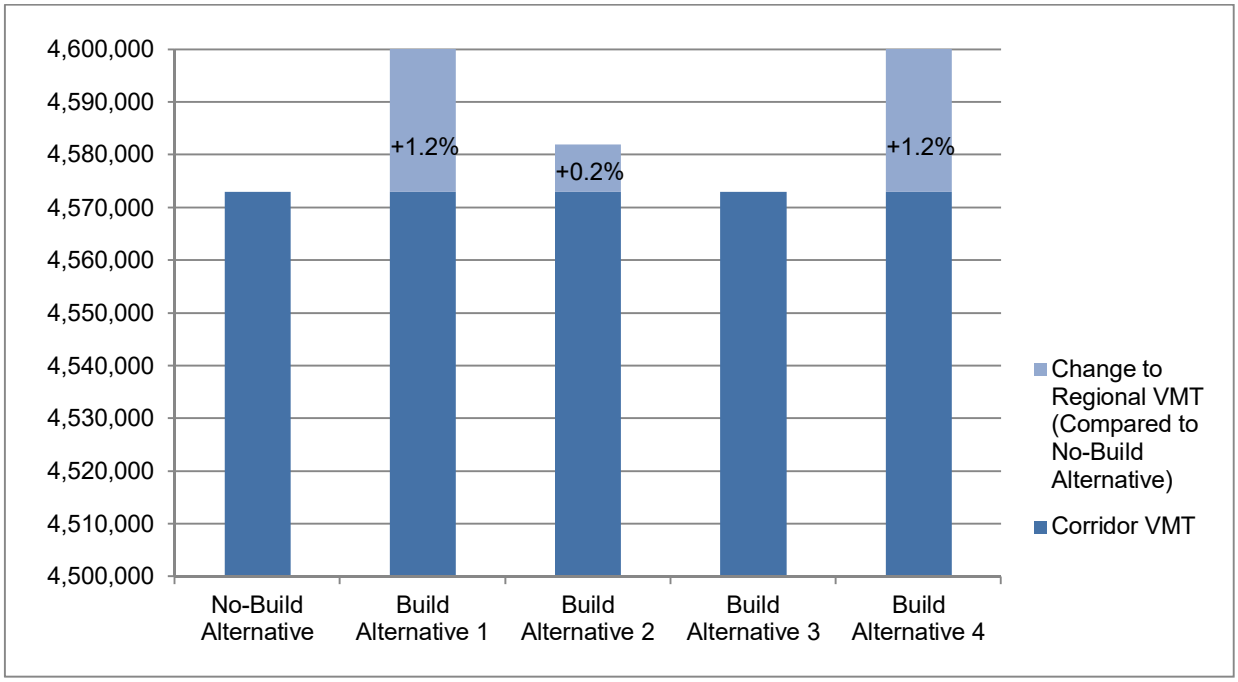


Figure 4-3. Project VMT, 2035



4.2.6 Person Throughput

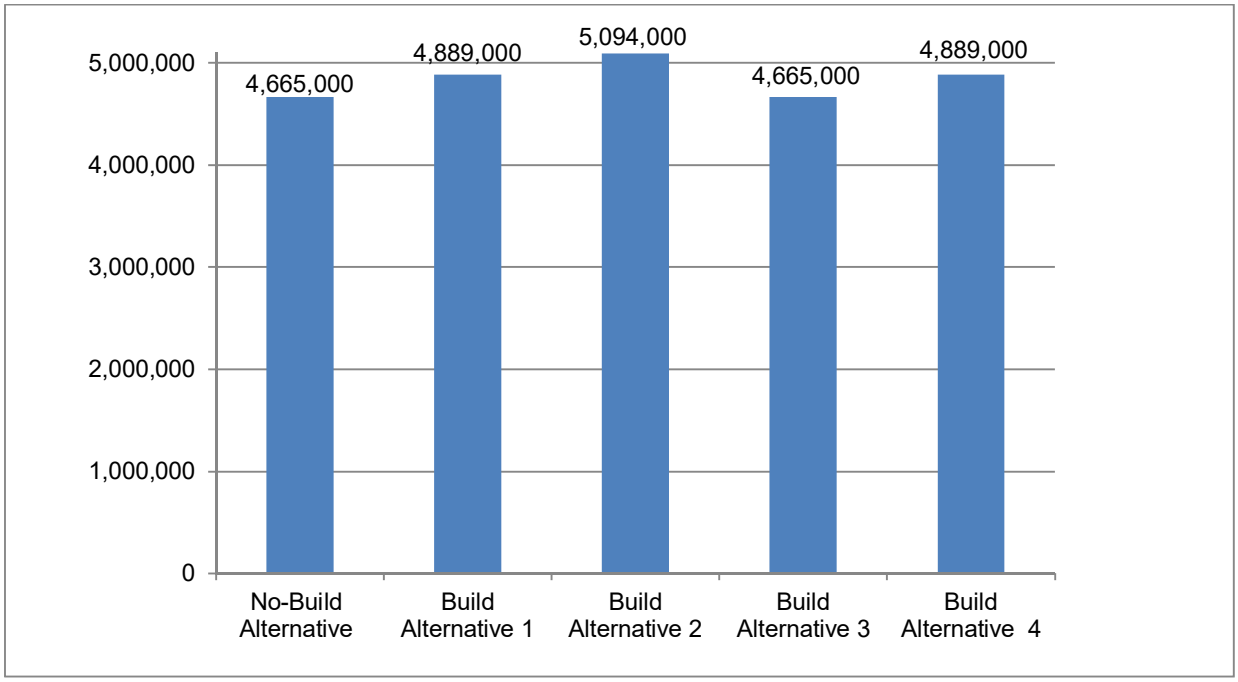
The No-Build Alternative would serve 4,665,000 people within the corridor.

Compared to the No-Build Alternative, Build Alternative 1, Build Alternative 2, and Build Alternative 4 would provide an increase in the number of people served (see **Figure 4-4**).

- **Build Alternative 2** would provide the greatest increase in person throughput, serving 5,094,000 people within the corridor. This is due to the MLs, which accommodate HOVs (vehicles with two or more persons) and provide additional capacity.
- **Build Alternative 1** and **Build Alternative 4** would provide the second greatest increase in person throughput, serving 4,889,000 people within the corridor.

Build Alternative 3 was assumed to have the same person throughput as the No-Build Alternative as a conservative estimate because no model run was conducted to this alternative. Therefore Build Alternative 3 is likely to have higher Person Throughput than No Build in actuality.

Figure 4-4. Person Throughput, 2035



4.2.7 Reliability

Compared to the No-Build Alternative, all of the build alternatives would increase reliability by providing roadway improvements at one congested choke point (i.e., westbound TC lane from Mast Boulevard to the crest of the hill). When packaged with other MM improvements (i.e., transit improvements), there would be an additional increase in reliability for all of the build alternatives.

Additionally, **Build Alternatives 1, 2, and 4** would provide additional roadway improvements that would further increase reliability.

- **Build Alternative 2** would provide the greatest increase in reliability, as it would have the following additional improvements:
  - Improvements at other congested choke points
  - MLs available to transit, HOVs, and other vehicles willing to pay a fee
- **Build Alternative 4** would provide the second greatest increase in reliability, as it would have the following additional improvement:
  - Shoulder running lanes during peak periods
- **Build Alternative 1** would provide the third greatest increase in reliability, as it would have the following additional improvement:
  - Improvements at other congested choke points

4.2.8 Mode Share

Compared to the No-Build Alternative, all of the build alternatives would have mode share similar to regional mode share percentages (i.e., there would be no noticeable change). For the 21,000,000 regional daily trips, for all of the alternatives, regional mode share would be as follows: 53% drive alone trips, 43% carpool trips, less than one percent transit trips, three percent walk trips, and less than one percent bike trips (see **Figure 4-5**).

Compared to the No-Build Alternative, there would be a shift in modes in the corridor under Build Alternatives 1, 2, and 4 (see **Figure 4-6**).

- **Build Alternative 2** would provide the greatest shift from the "drive alone" mode to other modes (i.e., 3,400 fewer "drive alone" trips and 3,800 additional "carpool" trips), due to the construction of the MLs.
- **Build Alternative 1** and **Build Alternative 4** would not provide any shifts from the "drive alone" mode; however, under these alternatives, there would be an additional 100 "carpool" trips from other modes.

There would be a mode shift under Build Alternative 2—3,400 fewer drive alone trips and 3,800 additional carpool trips—due to the construction of the managed lanes.

There would be no shift in modes under **Build Alternative 3**.

Figure 4-5. Regional Trips by Mode, 2035

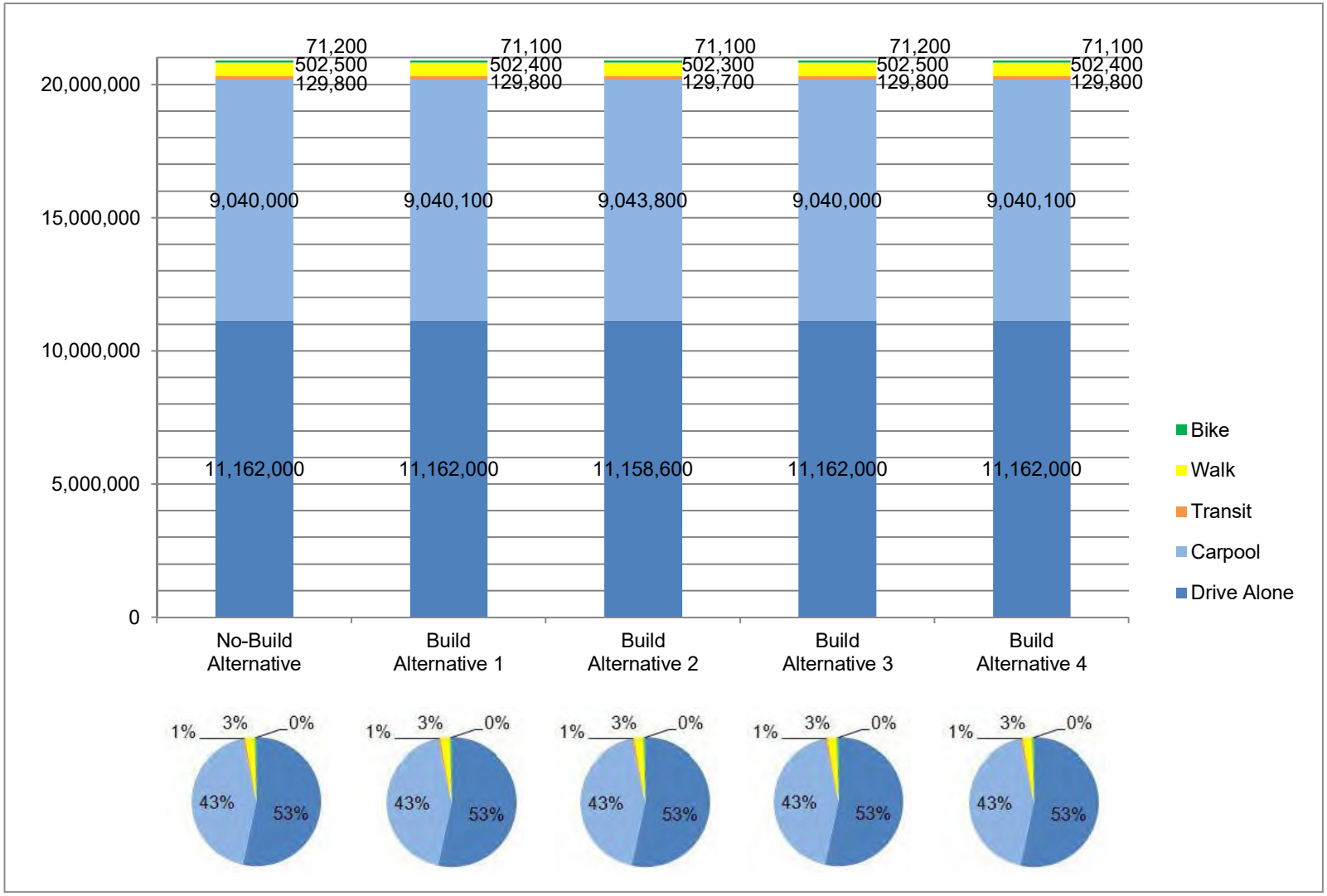
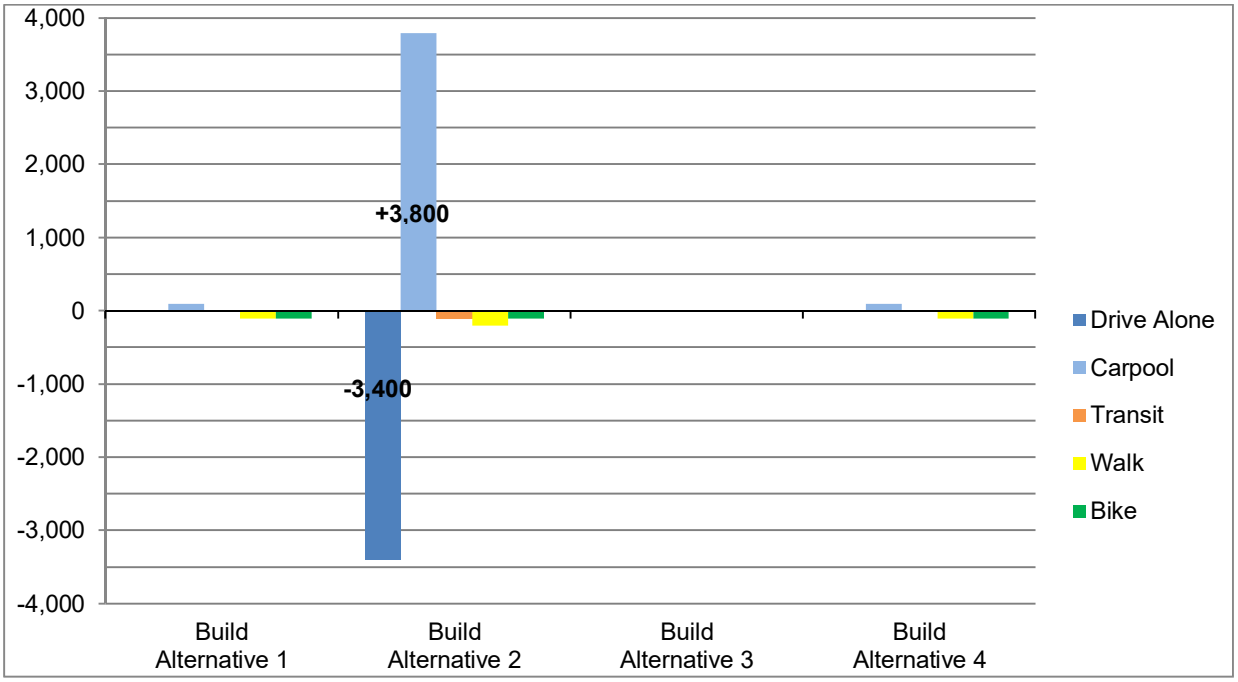


Figure 4-6. Mode Shifts, Compared to No-Build Alternative



4.2.9 Improvements to Transit and HOV Mobility

Compared to the No-Build Alternative, **Build Alternatives 1 to 4**, when packaged with other MM improvements, would provide improvements to transit (i.e., bus on shoulder on SR 52 and TSP on Mission Gorge Road).

- Under **Build Alternative 4**, these improvements could be reduced slightly, as both vehicles (e.g., single-occupancy vehicles [SOVs] and HOVs) and buses would use shoulder running lanes during peak periods.

Additionally, **Build Alternative 2** would provide improvements to HOV mobility, as it would have the following roadway improvement:

- Transit, HOVs, and other vehicles willing to pay a fee can utilize the MLs.

4.2.10 Congestion Relief

This criterion considered five measures of congestion relief: freeway under capacity, travel time, daily hours of congested conditions, person-hours of delay saved, and arterial LOS. For this criterion, travel time is the only measure derived using the Aimsun model—all other measures were derived using the SANDAG model.

- **Build Alternative 4** would provide the greatest amount of overall congestion relief, due to the shoulder running lanes that would operate from Mission Gorge Drive to I-805 during peak periods only.
- **Build Alternative 2** would provide the second greatest amount of overall congestion relief, due to the number of roadway improvements, including MLs.
- **Build Alternative 1** and **Build Alternative 3** would provide congestion relief benefits as well.

The five measures are discussed below.

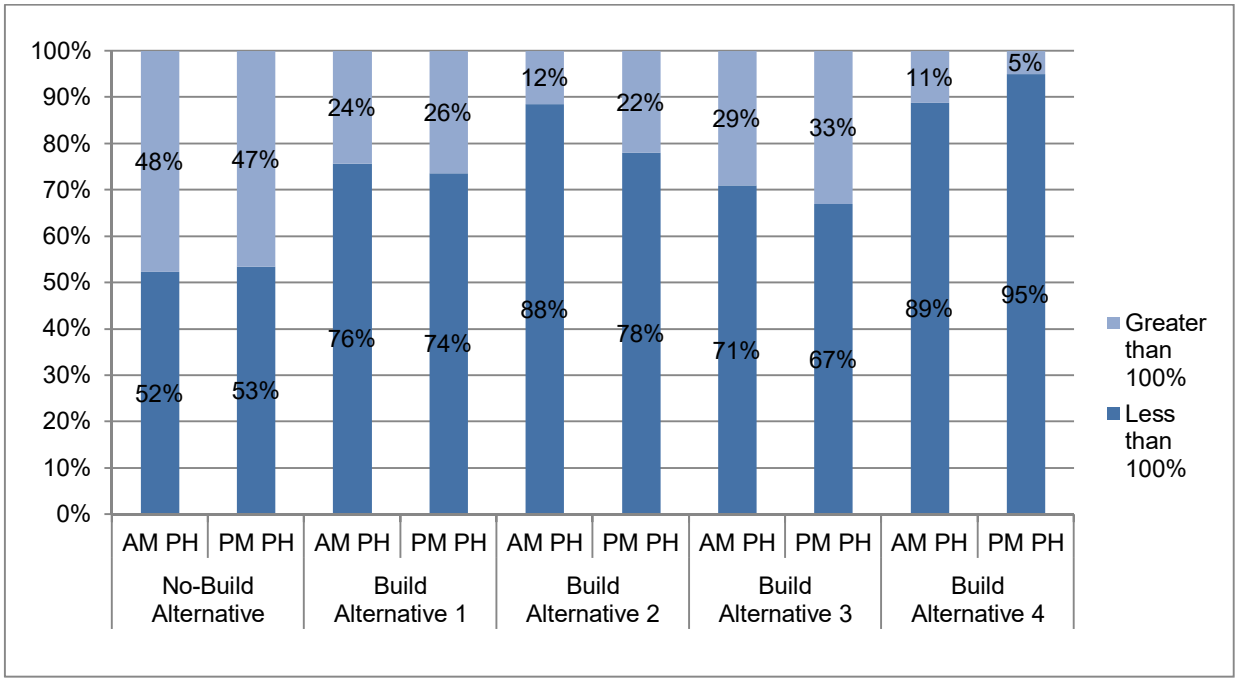
Freeway under Capacity

Under the No-Build Alternative, the GP lanes would operate under capacity (i.e., have a V/C ratio less than 10%) at 52% during the AM peak hour (PH) and 53% during the PM PH.

Compared to the No-Build Alternative, **Build Alternatives 1 to 4** would increase the percentage of GP lanes operating under capacity during the AM and PM PHs (see **Figure 4-7**).

- **Build Alternative 4** would provide the greatest increase, due to the shoulder running lanes that would operate from Mission Gorge Drive to I-805 during peak periods only.
- **Build Alternative 2** would provide the second greatest increase, due to a number of roadway improvements throughout the corridor, including an expansion of the San Diego River bridge (from four to six GP lanes). Additionally, this alternative would provide MLs, relieving congestion on the GP lanes by shifting traffic to the MLs.
- **Build Alternative 1** would provide the third greatest increase, due to roadway improvements in the corridor, including an expansion of the San Diego River bridge (from four to six GP lanes).
- **Build Alternative 3** would provide the fourth greatest increase.

Figure 4-7. Freeway under Capacity, 2035



Notes: AM PH = AM peak hour; PM PH = PM peak hour

Travel Time

Based on microsimulation AM peak travel times for WB SR 52, WB Mast Boulevard, and NB I-805 are summarized in **Table 4-1**. For SR 52 segments, AM and PM peak travel times are summarized in **Table 4-1** and **Table 4-1**.

Build 2 was not evaluated in the microsimulation since it is the ultimate regional project and consistent with regional policies for managed lanes. As the ultimate regional project, Build 2 provides managed lanes in addition to all of the improvements included the other alternatives. Therefore it provides the most capacity along the corridor of all of the alternatives and is assumed that Build 2 would operate very well.

Compared to the No-Build Alternative, Build Alternative 1, Build Alternative 3, and Build Alternative 4 would reduce travel time in the AM peak period on WB SR 52 and WB Mast Boulevard (see **Table 4-1**). On SR 52 (as shown in **Table 4-1** and **Table 4-2**):

- Of the alternatives analyzed **Build Alternative 1** would provide the greatest reduction in travel time in both the AM and PM peak periods.
- Of the alternatives analyzed **Build Alternative 4** would provide the second greatest reduction in travel times in both the AM and PM peak periods.

Table 4-1. AM Peak Travel Time: WB SR 52, WB Mast Blvd, and NB I-805

	WB SR 52				WB Mast Blvd	NB I-805
Alternative	**SR 67 to Mast Blvd**	**Mast Blvd to I-15**	**I-15 to I-805**	**Total**	**Carlton Hills Blvd to SR 52**	**SR 52 to Nobel Dr**
No-Build Alternative	34	10	13	57	51	7
Build Alternative 1	16	13	9	38	30	8
Build Alternative 3	21	10	15	46	34	7
Build Alternative 4	21	7	14	42	34	7

Table 4-2. PM Peak Travel Time: EB SR 52

Alternative	EB SR 52			
	I-805 to I-15	I-15 to Mast Blvd	Mast Blvd to SR 67	Total
No-Build Alternative	15	22	4	41
Build Alternative 1	4	5	3	12
Build Alternative 4	4	8	4	16

Note: Build Alternative 3 was excluded, as it does not include roadway improvements on EB SR 52

Daily Hours of Congested Conditions

Under the No-Build Alternative, there would be approximately 3.15 and 3.75 hours of congestion per day in the westbound and eastbound directions, respectively.

Compared to the No-Build Alternative, all of the build alternatives would reduce daily hours of congestion (see **Figure 4-8**). **Figure 4-9** shows the same data in minutes of congested conditions.

- **Build Alternative 4** would provide the greatest reduction (in both directions), due to the shoulder running lanes that would operate from Mission Gorge Road to I-805 during peak periods only.
- **Build Alternative 2** would provide the second greatest reduction (in both directions), due to a number of roadway improvements throughout the corridor, including an expansion of the San Diego River bridge (from four to six GP lanes). Additionally, this alternative would provide MLs, relieving congestion on the GP lanes by shifting traffic to the MLs.
- **Build Alternative 1** and **Build Alternative 3** would each provide reductions (in both directions) as well.

Figure 4-8. Daily Hours of Congested Conditions, 2035

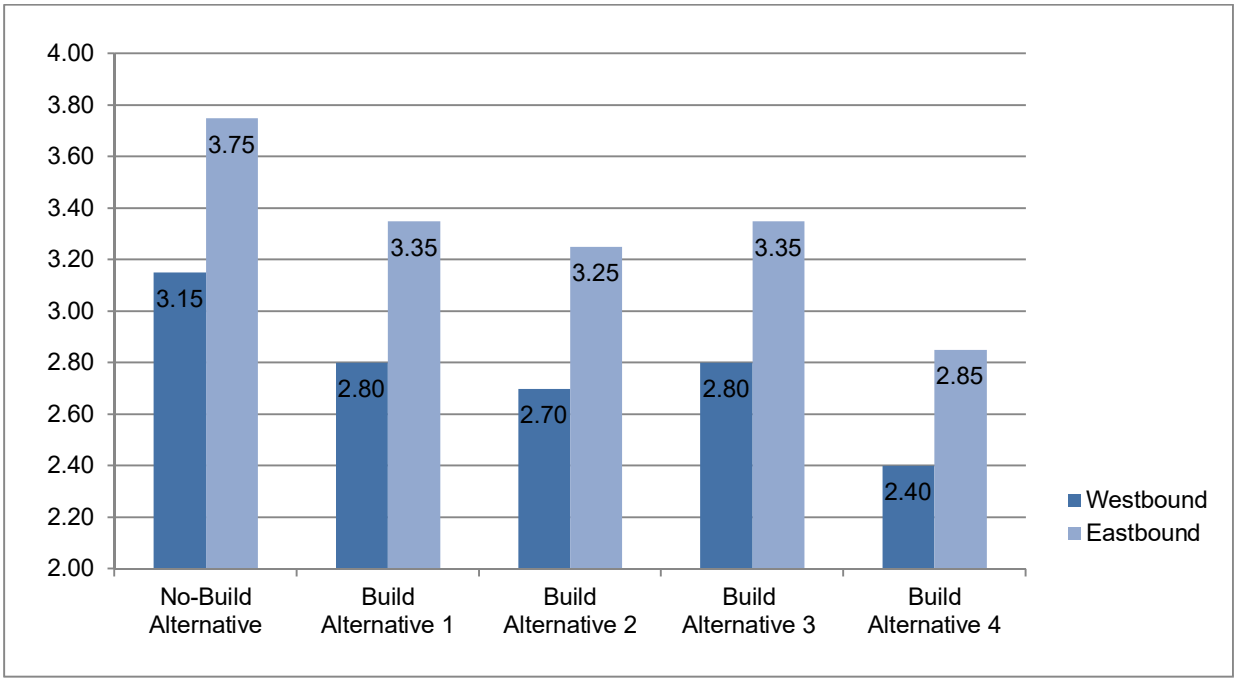
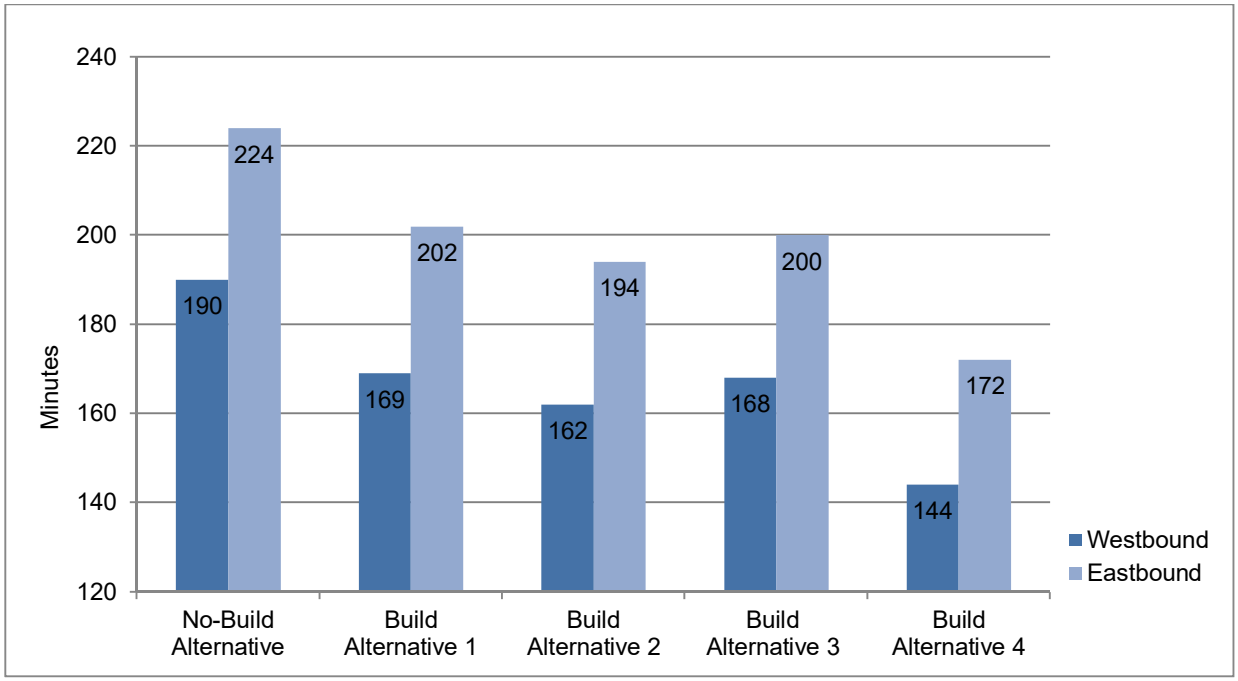


Figure 4-9. Daily Minutes of Congested Conditions, 2035



Person-Hours of Delay Saved in the Highest One Hour Peak

Although not shown in Table 4-3, Build Alternative 2 is assumed to be the most effective for improving Person-Hours of delay saved. It was not analyzed in the microsimulation model, since modeling the ultimate conditions would involve a more detailed model that is out of the scope of the project. It assumes that since the ultimate would provide for the most robust system of managed lanes and other freeway improvements, it would provide the greatest benefit. As shown in **Table 4-3**, **Build Alternative 1** would provide the second greatest total savings at 2,939 person-hours saved in the AM peak and 3,812 person-hours saved in the PM peak. **Build Alternative 4** would provide 2,709 person-hours saved in the AM peak and 364 person-hours saved in the PM peak. Of the three build alternatives, **Build Alternative 3** would provide 2,217 person-hours saved.

Table 4-3. Person-Hours of Delay Saved

Person-Hours Saved[1,2]	AM Peak Hour						PM Peak Hour			
	SR 52 WB			Mast Blvd	I-805 NB		SR 52 EB			
	SR 67 to Mast Blvd	Mast Blvd to I-15	I-15 to I-805	Carlton Hills Blvd to SR 52	SR 52 to Nobel Dr	Total	SR 67 to Mast Blvd	Mast Blvd to I-15	I-15 to I-805	Total
No-Build Alternative	-	-	-	-	-	-	-	-	-	-
Build Alternative 1	2216	(420)	505	978	(340)	**2,939**	77	2195	1540	**3,812**
Build Alternative 3	1659	(23)	(247)	753	76	**2,217**	-	-	-	-
Build Alternative 4	1616	429	(196)	804	56	**2,709**	3	(992)	1353	**364**

Notes:

Person-Hours Saved are compared to the No-Build Alternative

2 Numbers in parenthesis represent a decrease in person-hours saved as a result of an increase in travel time

Arterial LOS

Under the No-Build Alternative, of the arterial roadway segments analyzed, approximately 90% (1.24 miles) would operate under capacity (80% or less). Additionally, approximately 10% (0.15 miles) would operate at a level approaching capacity (between 81 and 100%) at the following location:

- Mission Gorge Road between SR 125 and Fanita Drive

Compared to the No-Build Alternative, there would be no changes under Build Alternatives 1 to 4 (see **Table 4-4**).

Table 4-5 provides a more in-depth summary of arterial roadway V/C ratios by segment. As shown in **Table 4-5**, Mission Gorge Road between SR 125 and Fanita Drive would be the only arterial roadway segment operating at a level approaching capacity, under all of the alternatives.

Table 4-4. Summary of Arterial Roadway V/C Ratios, 2035

V/C Ratio	Length (Miles)				
	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
0% to 80%	1.24	1.24	1.24	1.24	1.24
81% to 100%	0.15	0.15	0.15	0.15	0.15
100%+	0.00	0.00	0.00	0.00	0.00

Table 4-5. Summary of Arterial Roadway V/C Ratios, 2035

Segment			Length (Miles)	Capacity[1,2]	V/C Ratio				
Street	From	To			No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
Magnolia Ave	EB SR 52 Off-Ramp	WB SR 52 On-Ramp	0.08	40,000	74%	74%	74%	74%	74%
Kearny Villa Rd	EB SR 52 Ramps	WB SR 52 Ramps	0.16	40,000	74%	75%	74%	74%	75%
Santo Rd	EB SR 52 Ramps	WB SR 52 Ramps	0.12	30,000	18%	17%	18%	18%	17%
Fanita Dr	Mission Gorge Rd	EB SR 52 On-Ramp	0.18	40,000	37%	35%	34%	37%	35%
Convoy St	EB SR 52 Ramps	WB SR 52 Ramps	0.09	40,000	40%	41%	42%	40%	41%
Cuyamaca St	EB SR 52 Ramps	WB SR 52 Ramps	0.09	50,000	68%	68%	67%	68%	68%
Mast Blvd	EB SR 52 Ramps	WB SR 52 Ramps	0.09	40,000	47%	46%	45%	47%	46%
Mast Blvd	WB SR 52 Ramps	West Hills Pkwy	0.12	50,000	71%	72%	71%	71%	72%
Mission Gorge Rd	EB SR 52 Off-Ramp	WB SR 52 On-Ramp	0.16	40,000	53%	51%	53%	53%	51%
Mission Gorge Rd	WB SR 52 On-Ramp	SR 125	0.14	50,000	47%	46%	49%	47%	46%
Mission Gorge Rd	SR 125	Fanita Dr	0.15	50,000	93%	92%	92%	93%	92%

Notes:
1 LOS E capacities from Table 2 in the *SANTEC / ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region* (SANTEC/ITE, 2000)
2 Roadway classifications obtained from the *City of Santee General Plan 2020* (City of Santee, 2003) for roadways within the City of Santee. Classifications for roadways within the City of San Diego were obtained from the mobility element of each respective community plan.

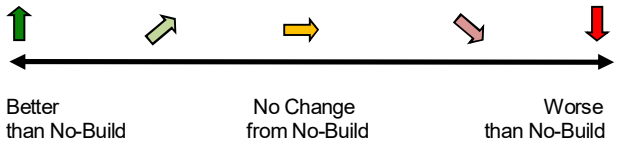
4.3 Summary of Results

The results of the screening analysis are summarized in **Table 4-6**. This table shows the results of each build alternative, compared to the No-Build Alternative.

Based on the screening analysis, Build Alternative 2 performs the best. Build Alternatives 1 and 4 are second in performance, followed by Build Alternative 3 (third in performance).

Table 4-6. Screening Results: Build Alternatives Compared to No-Build Alternative

	Criterion	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
1	Consistency with the Regional Plan	↑	↑	↑	↑
2	Near Term Implementation	↑	↗	↑	↗
3	Environmental Impacts	↓	↓	↘	↘
4	Capital Costs	↘	↓	↘	↘
5	VMT	↘	↘	→	↘
6	Person Throughput	↗	↑	→	↗
7	Reliability	↗	↑	↗	↗
8	Mode Share	↗	↑	→	↗
9	Improvements to Transit and HOV Mobility	↗	↑	↗	↗
10	Congestion Relief	↑	↑	↗	↑



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5.0 PUBLIC OUTREACH

5.1 Summary of Efforts

The WSP | Parsons Brinckerhoff team led public outreach efforts to provide and gather information about the study, including the alternatives. The outreach effort provided an opportunity to gain a local perspective about the study relating to the improvements, existing conditions (e.g., congestion "hot-spots"), and any other observations related to the study corridor. The outreach efforts also provided an opportunity to build consensus between local residents, jurisdictions, businesses, and others members of the public, offering additional perspective beyond that of the TWG.

The public outreach plan consisted of the following three components:

- Webpage
- Email and social media
- Public workshops

5.1.1 Webpage

The webpage consisted of an interactive Google map that allowed public comments to be submitted both electronically and geographically, as shown in **Figure 5-1**. A total of 98 online comments were received. The webpage was promoted through electronic messages (emails/newsletter) that was distributed to community organizations and other interested parties along the corridor. The webpage was live and open for comments from September 15, 2015 to March 22, 2016.

Figure 5-1. Daily Webpage Comment Tool

5.1.2 Email and Social Media

Email and social media updates were used to notify the public about the study and public workshops. A comprehensive distribution list, which included local community groups and interested members of public, was maintained and was used for the

notifications. There were 105 people on the notification list. An example email is provided in Appendix E.

5.1.3 Public Workshops

Two public workshops (shown in **Figure 5-2**) were held to discuss the study. The first workshop was held at Santee City Hall on February 22, 2016 and the second workshop was held at the Tierrasanta Recreation Center on March 3, 2016. The purpose of the workshops was to provide an opportunity for interested stakeholders to learn about the alternatives and provide input on solutions to best improve mobility in the study corridor. The meeting began with a presentation, then transitioned to an open house format, where attendees were allowed to view detailed boards and discuss the alternatives with City of Santee and WSP | Parsons Brinckerhoff staff. SANDAG staff also was on hand to provide input and assist in answering questions. Workshop materials included the following:

- Study overview and purpose
- Existing conditions in the study corridor
- Framework and criteria for evaluating solutions
- High level concepts of each alternative
- Next steps in study process
- Overview of workshop and input we are seeking

Public input was collected at the various stations, including the E-comment station that included laptops connected to the online comment tool webpage. The stations included large boards with concept maps to illustrate the proposed improvements. Participants were able to review information presented in stations regarding each improvement concept and were asked to share any comments, suggestions, or opinions they have on sticky notes. A total of 43 comments were collected at the public workshops.

The first workshop garnered an article published in the San Diego Union Tribune. The second workshop was attended by three local news representatives (i.e., KUSI, CBS, NBC), who reported the study during the evening news on the day of the workshop.

Figure 5-2. Public Workshops

Note: From top to bottom: Public Workshop #1 and Public Workshop #2

5.2 Summary of Comments

The public comment period was open from September 15, 2015 to March 22, 2016. A total of 141 comments were received, with the majority of comments submitted through the webpage. The comments are summarized below and provided in Appendix E.

The comments were grouped into nine topics, with many comments covering multiple topics. **Figure 5-3** and **Figure 5-4** show the resulting analysis of the comments and the breakdown of the comments into specific topics. As expected, the “Freeway Capacity” topic received the highest number of comments and the highest percentage of comments. Under the “Misc” topic, comments discussed areas outside of the study corridor (e.g., SR 67), identified specific locations for the multi-modal improvements (e.g., park-and-ride lots and variable message signs), and discussed other topics (e.g., funding and staggered school times).

Figure 5-3. Number of Comments by Topic

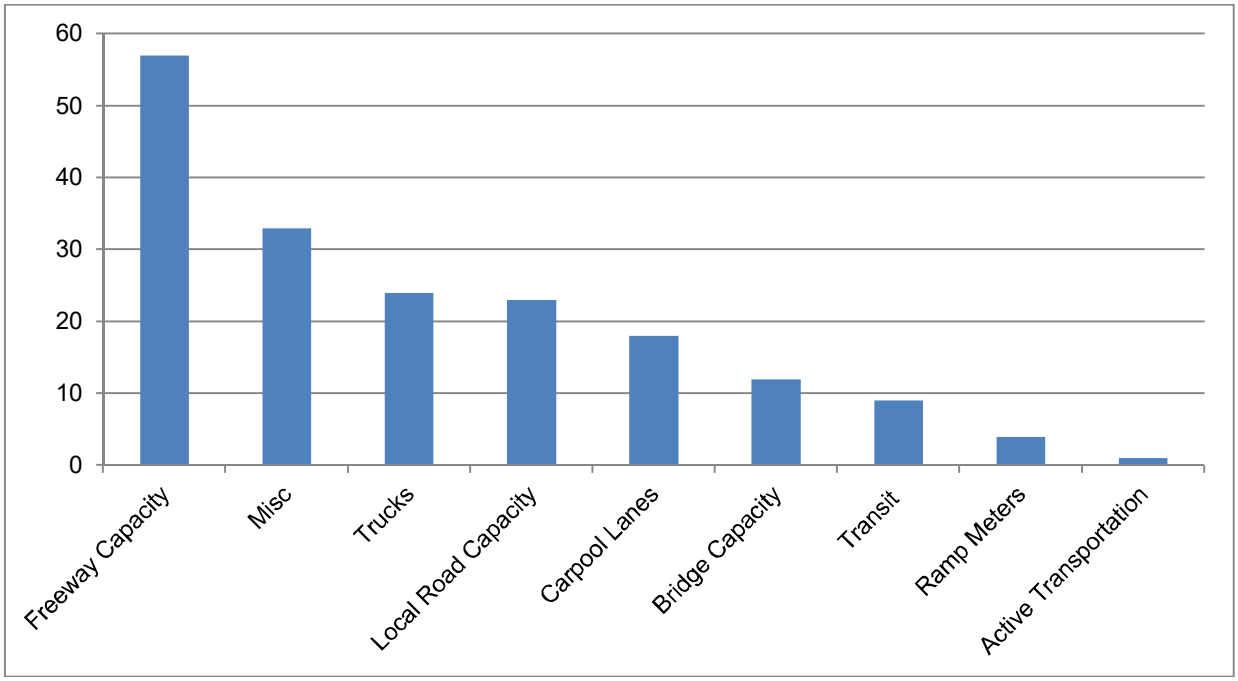
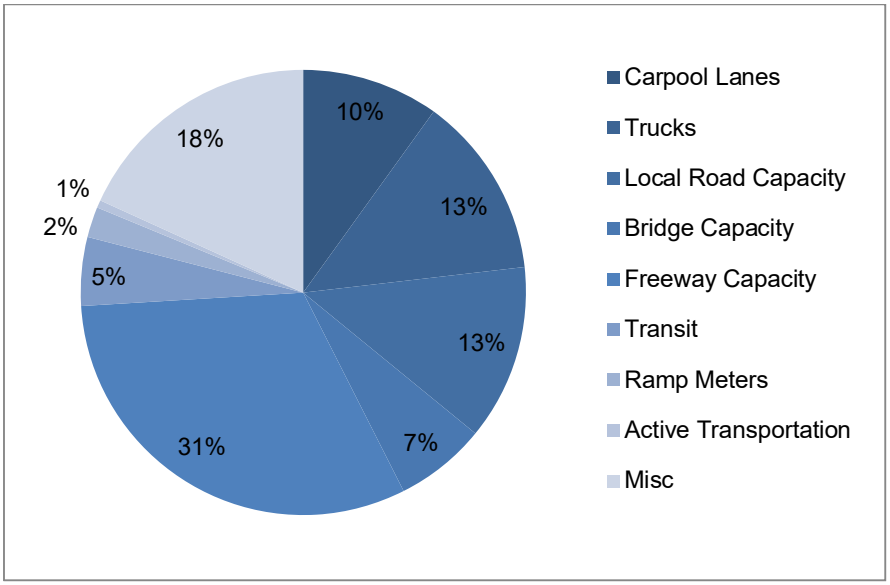


Figure 5-4. Percent of Comments by Topic



6.0 FUNDING STRATEGIES

This chapter identifies funding strategies to implement or advance improvements in the study corridor that would improve SR 52.

6.1 Tolling Analysis

The Regional Plan includes ML and ML connector projects on SR 52, noted as having capital costs of $610 million (2014$) (see Appendix D). These projects are listed as "revenue constrained projects" and are planned to be built by 2050. TransNet II (TransNet extension approved in 2004) has assigned $71 million (2015$) towards the ML improvements, as noted in the potential funding measure Expenditure Plan.[2] **Table 6-1** shows the SR 52 projects in the Regional Plan and the total unfunded amount that could be funded by toll revenue.

This section looks at the possibility of advancing the ML project or implementing a toll road project, using the adjusted net toll revenue to fund either project prior to 2050. The adjusted net toll revenue is the amount of potential funding that could be used to support financing (i.e., toll revenue bonds). This analysis is based on an understanding that all potential toll revenue is directly related to future traffic volumes, which could be influenced by future technologies, like the deployment of autonomous vehicle technology.

Table 6-1. SR 52 Ultimate Project Funding Required

Item	Limits	Capital Cost (2014$)[1]	Capital Cost (2016$)[2]	TransNet II Funds (2016$)[3]
2 ML	I-805 to I-15	$91,000,000	$93,000,000	$71,000,000
2 ML (Reversible)	I-15 to SR 125	$298,000,000	$304,000,000	
ML Connector	SR 52 and I-15 (West to North and South to East)	$130,000,000	$133,000,000	
ML Connector	SR 52 and I-805 (West to North and South to East)	$91,000,000	$93,000,000	$42,000,000
		TOTAL	**$622,200,000**	**$113,000,000**
		TOTAL UNFUNDED	**$509,200,000**	

[1] Capital Cost (2014$) from the Regional Plan
[2] Capital Cost (2016$) escalated from the Regional Plan (2014$)
[3] TransNet II Funds (2016$) escalated from 2015$ SANDAG Board of Directors Meeting Agenda, April 29, 2016

[2] The Expenditure Plan as presented at the April 29, 2016 SANDAG Board of Directors Meeting.

6.1.1 Methodology

To estimate toll revenue, a regional travel demand model (i.e., the SANDAG Series 12 Model) was used. Based on WSP | Parson Brinckerhoff's previous experience involving the use of travel demand models and toll optimization models (e.g., RapidTOM) for conceptual level toll revenue forecasting, on projects such as the SR 78 Corridor Study, it has been shown that revenue forecasts generally are within an order of magnitude of +/- 20 to 25% using a regional travel demand model or +/- 5 to 10% using a toll optimization model (e.g., RapidTOM), compared to actual revenue. The use of the regional travel demand model was deemed sufficient for the level of analysis and revenue projections required for this study since results would fall within an acceptable range and therefore analysis by a toll optimization model, such as RapidTom, was not used. As such, the estimated adjusted net toll revenue provided in Section 6.1.2 notes that toll projection values have a margin of error within +/- 20%.

This section describes the methodology used to estimate toll revenue, including the model runs developed, as well as the toll fees, toll revenue calculations, and toll revenue adjustments used. The toll fees and toll revenue adjustments used for this study are consistent with regional documents related to tolling, including the *SR 78 Corridor Study* (SANDAG, 2012), based on the experience of SANDAG operating the I-15 Express Lanes and information derived from other toll facility operations.

6.1.1.1 Traffic Forecasts

The SANDAG Series 12 Model was used to generate traffic forecasts, which were then used to estimate toll revenue. From the SANDAG Series 12 Model, the following model runs were developed:

- 2025 ML Model Run
- 2035 Toll Only (TO) Model Run
- 2050 ML Model Run

Each model run provided traffic volumes for the specified year and toll facility.[3] The 2035 TO Model Run is the only model run that includes the implementation of a toll road instead of the planned MLs, representing the maximum amount of possible toll revenue.

6.1.1.2 Toll Fees

The following toll fees, from the *SR 78 Corridor Study* and the *2050 Regional Travel Demand Model Documentation* (SANDAG, 2011), were assumed: $0.26 per mile in the peak period and $0.10 per mile in the off-peak period. Additionally, it was assumed that toll fees would be collected for 250 days per year (i.e., 5-day weekdays and 50 weeks).

[3] The Regional Plan contains two types of toll facilities: 1) MLs that charge a fee for use by single occupancy vehicles (SOVs) and 2) toll roads where tolls are charged for all vehicles using the facility.

6.1.1.3 Toll Revenue Calculations

For all model runs except the 2035 TO Model Run, daily toll revenue was calculated as follows:

Daily Toll Revenue (Peak Periods) = ML SOVs x ML Miles x $0.26
Daily Toll Revenue (Off-Peak Period) = ML SOVs x ML Miles x $0.10

where:
ML SOVs = Daily SOVs on a ML link
ML Miles = Length of the ML link

For the 2035 TO Model Run, the daily toll revenue calculations were similar to those shown above except, instead of "ML SOVs" or "daily SOVs on ML link," all daily vehicles (e.g., SOVs and HOVs) on the TO link would be charged toll fees, during both peak and off-peak periods.

For the ML option, toll revenue per year was interpolated between the 2025 and 2050 data points based on the 2025 ML Model Run and the 2050 ML Model Run, respectively. For the toll road option, the toll revenue per year was then adjusted based on the 2035 TO Model Run. In Section 6.1.2, the estimated adjusted net toll revenue is presented for two scenarios:

- 25 Years (2025 to 2050) using MLs
- 25 Years (2025 to 2050) using a Toll Road

6.1.1.4 Toll Revenue Adjustments

Toll revenue adjustments were made to account for revenue leakage, toll ramp up factors, and toll operations and maintenance (O&M) costs. The estimated adjusted net toll revenue includes these adjustments.

Revenue Leakage

Revenue leakage includes tolls that are not paid, as well as any users that are exempt from paying tolls, such as enforcement and emergency vehicles. To account for revenue leakage, toll revenue was reduced by 15% (for MLs) or 10% (for toll road). A higher rate was used for MLs because enforcement is more complex (i.e., HOVs are exempt from paying tolls).

Toll Ramp up Factors

Toll ramp up factors were assumed, which allow users to become comfortable with using the toll facilities (e.g., obtain FasTrak transponders). In Year 1 (2025), 85% of users were assumed. In Year 2 (2026), 95% of users were assumed. Years following assumed 100% of users.

Toll O&M Costs

Toll O&M costs include the following:

- **Highway O&M Costs** include roadway maintenance related to flexible pavement, drainage, cleaning, and other standard roadway maintenance activities performed by Caltrans. Approximately 25 lane miles (20 miles for MLs and 5 miles for ML connectors) were assumed.
- **Enforcement and Toll Collection Equipment Costs** include violation enforcement systems (e.g., camera-based automatic license plate recognition) and automatic vehicle identification systems (e.g., communication with each vehicle to charge a fee).
- **Toll Collection Backend Operating Costs** include toll processing, technical services, telecommunications, administration, marketing, transaction costs, banking fees, credit card fees, and violation enforcement processing.
- **Toll Equipment Maintenance Costs** include maintenance costs for toll equipment, such as variable message signs.

Currently, the regional practice is to use tolls collected from a toll facility to operate and maintain the toll facility and to help provide transit service in the corridor.

Toll O&M costs are shown in **Table 6-2**. Toll revenue was reduced by $691,000 per year to account for toll O&M costs.

Table 6-2. Toll Operations & Maintenance Costs (2016$)

Category	Units	Cost
Highway O&M Costs	Per lane mile per year	$5,657
Enforcement and Toll Collection Equipment Costs	Per year	$113,141
Toll Collection Backend Operating Costs	Per trip per year	$1.13
Toll Equipment Maintenance Costs	Per year	$260,224
TOTAL	Per year	$691,000

6.1.2 Estimated Adjusted Net Toll Revenue

Over the course of 25 years (2025 to 2050), the estimated adjusted net toll revenue is approximately $156 million using MLs and $212 million using a toll road, as shown in **Figure 6-1** and **Figure 6-2**.

Figure 6-1. Estimated Toll Revenue: Managed Lanes (2016$)

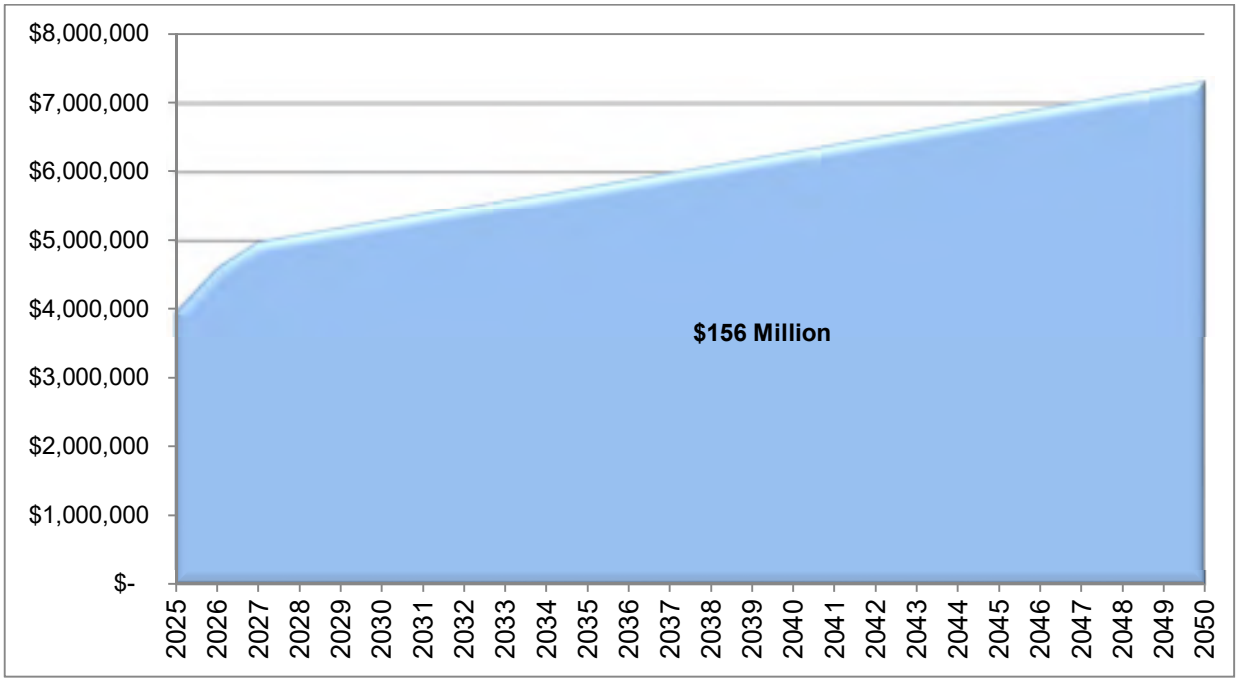
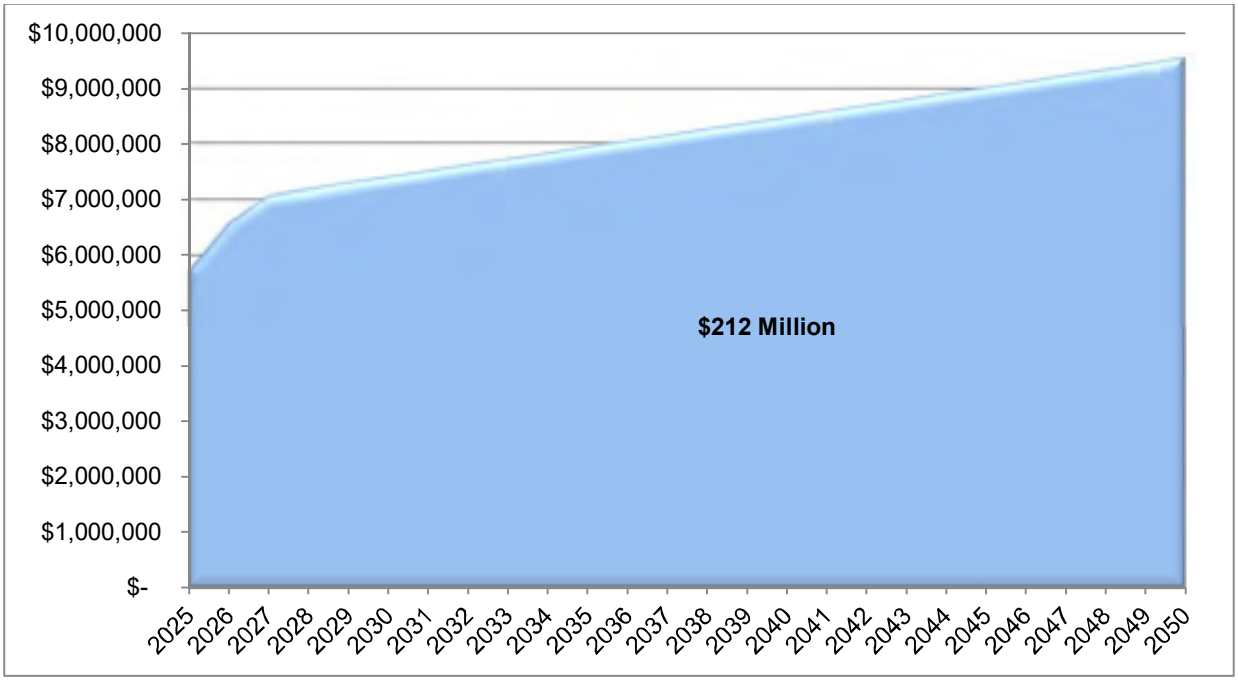


Figure 6-2. Estimated Toll Revenue: Toll Road (2016$)



A breakdown of the estimated adjusted net toll revenue, by ML and toll road segment, is provided in **Table 6-3**, as well as **Figure 6-3** to **Figure 6-6**.

Table 6-3. Estimated Toll Revenue, 2025 to 2050 (2016$)

	Managed Lanes			Toll Road		
	I-805 to I-15	I-15 to SR 125	Total	I-805 to I-15	I-15 to SR 125	Total
Total Unadjusted Toll Revenue [1]	$46,610,000	$127,750,000	$174,360,000	$67,350,000	$162,810,000	$230,150,000
Total Revenue Leakage	$30,000	$90,000	$120,000	$20,000	$60,000	$80,000
Total Toll O&M Costs	$6,610,000	$11,350,000	$17,960,000	$6,610,000	$11,350,000	$17,960,000
Total Adjusted Net Toll Revenue [1, 2, 3]	**$39,970,000**	**$116,310,000**	**$156,280,000**	**$60,720,000**	**$151,400,000**	**$212,110,000**

[1] Includes ramp up factors (Years 1 and 2)
[2] Includes revenue leakage (15% for MLs and 10% for toll road)
[3] Includes toll O&M costs

The estimated total toll revenue range is provided in **Table 6-4** taking into consideration of the margin of error of +/- 20%. Although this estimated total toll revenue may not fully fund toll facilities in the study corridor, it could be leveraged into additional funds.

Table 6-4. Estimated Total Toll Revenue Range, 2025 to 2050 (2016$)

	Managed Lanes		Toll Road	
	Lower Range	Upper Range	Lower Range	Upper Range
TOTAL	$125,024,000	$187,536,000	$169,688,000	$254,532,000

6.1.3 Bonding Capacity Estimate

Toll revenue bonds are typical financial instruments that allow for the use of toll revenues to be used to pay for infrastructure improvements. In this case, the construction of the ML or Toll Road improvements to the corridor would be financed and secured through bond issuance paid for by the projected ML and Toll revenues. Typically the rates for these instruments are 3.5% to 4.5% and the terms are 20 to 25 years. In order to estimate the amount that could be financed, a calculation was done showing the loan payments over the life of the 25 year loan and including a 2% escalation in revenues per year due to inflation. This increase per year would help pay down the loan. The total projected 25 year ML and Toll revenues were used as the basis for the calculation. Table 6-5 shows the possible bonding capacity available for

construction of the ML and Toll road improvements based on a term of 25 years at 3.5% annual interest rate.

Table 6-5. Estimated Bonding Capacity (2016$)

	Total (2025-2050)	Term/Rate	Total
Managed Lanes	$156,000,000	25 yr/3.5%	$131,700,000
Toll Road	$212,000,000	25 yr/3.5%	$179,000,000

Table 6-6 shows the difference between the potential bonding capacity and the total estimate for the construction of the improvements.

Table 6-6. Estimated Difference in Construction Dollars (2016$)

Total Funds Needed	**$509,200,000[1]**
Total Bonding Capacity	$179,000,000
Total Difference	**$330,200,000**

Note: [1]See Table 6-1 for total ultimate project costs

Figure 6-3. Estimated Toll Revenue: Managed Lane I-805 to I-15 Segment (2016$)

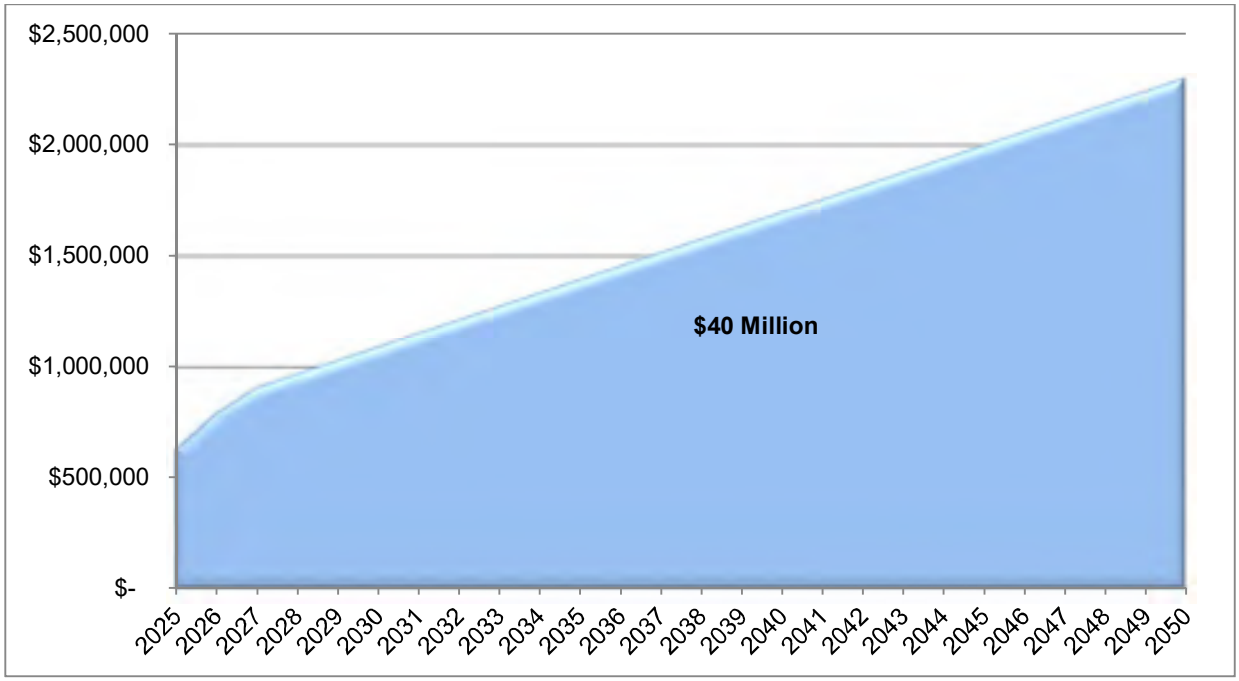


Figure 6-4. Estimated Toll Revenue: Managed Lane I-15 to SR 125 Segment (2016$)

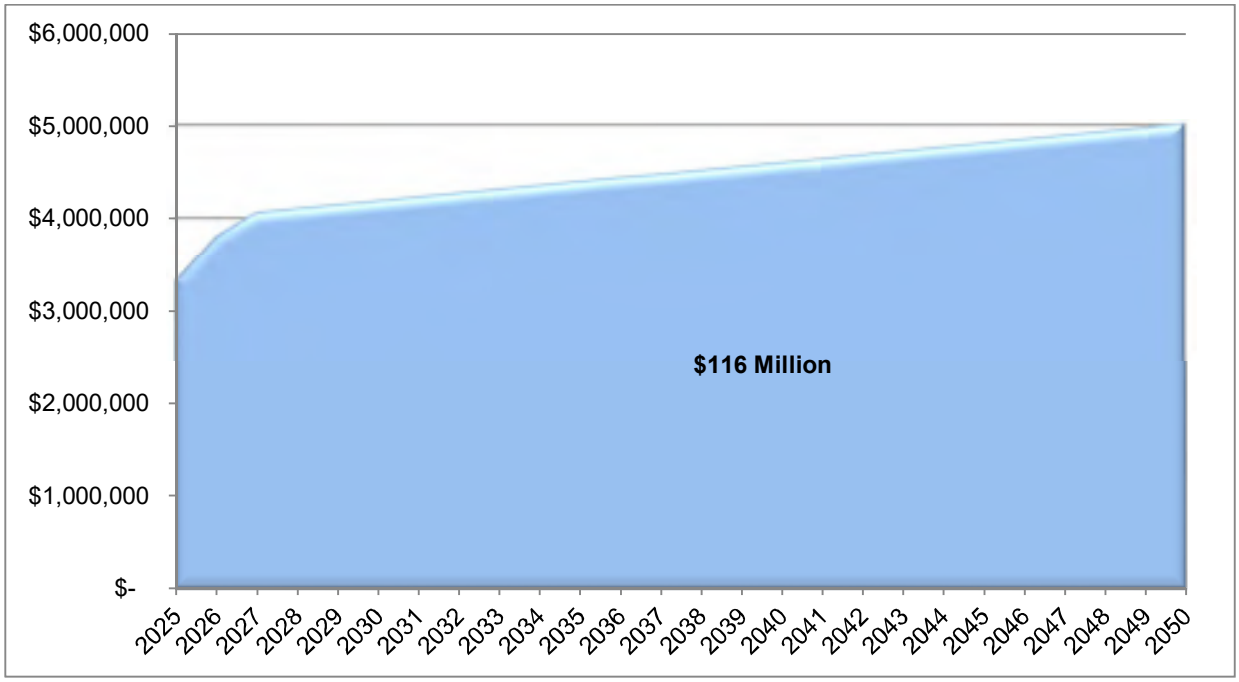


Figure 6-5. Estimated Toll Revenue: Toll Road I-805 to I-15 Segment (2016$)

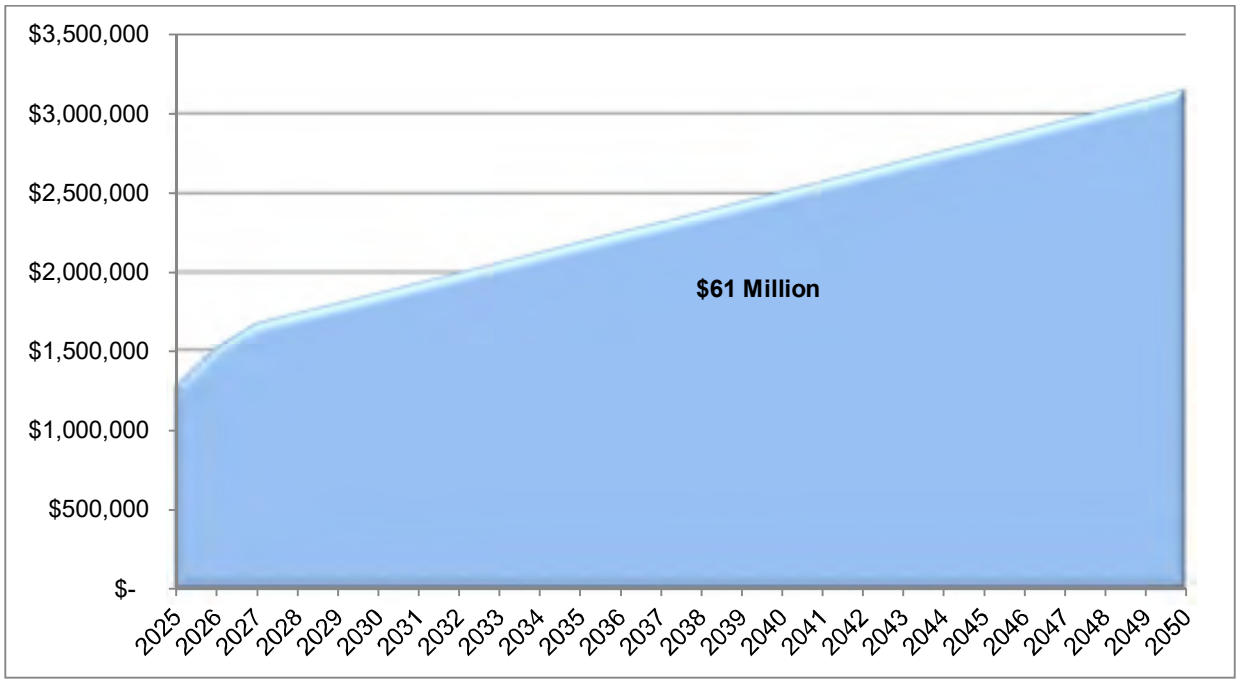
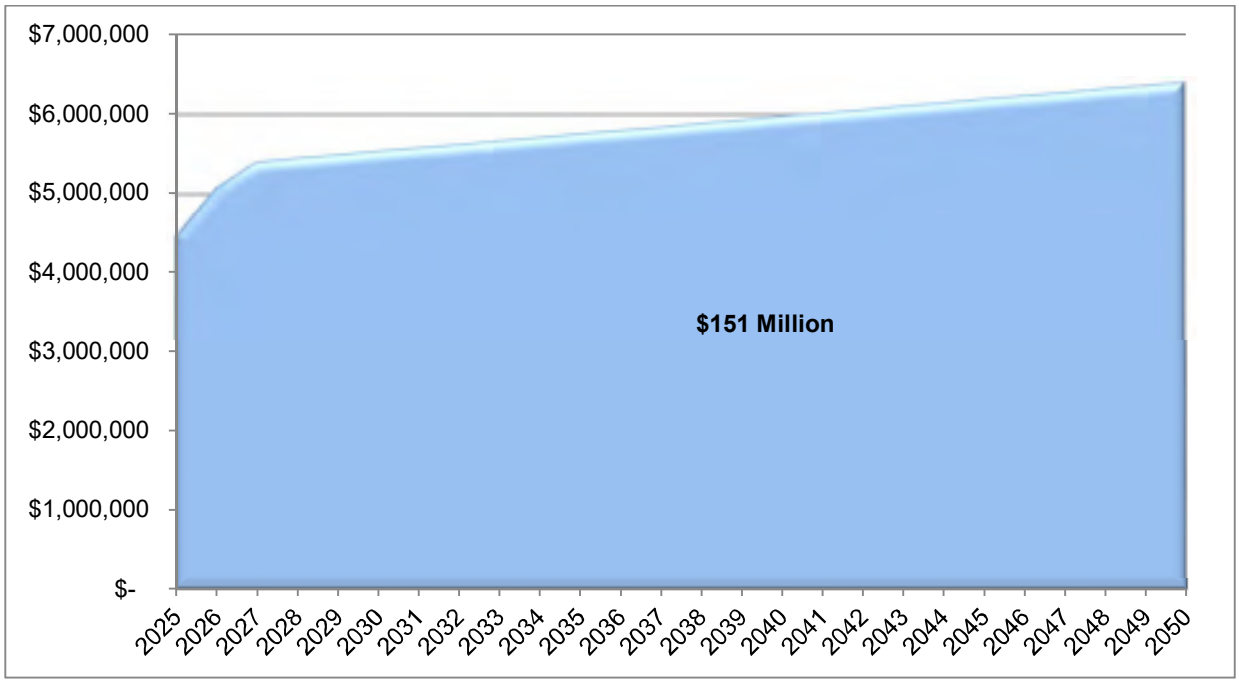


Figure 6-6. Estimated Toll Revenue: Toll Road I-15 to SR 125 Segment (2016$)



6.2 Potential Funding Sources

Other funding strategies could include local, state, or federal revenues. This study identifies MM improvements, which could be added to existing or future local, regional (i.e., SANDAG), and state (e.g., Caltrans) plans, which better align the MM improvements for targeted funding.

6.2.1 Local Revenues

TransNet

TransNet is the half-cent sales tax for local transportation projects. *TransNet* was approved by voters in 1987, and then extended by voters in 2004. *TransNet* generates billions of dollars for public transit, highway, and local street and road improvements. SANDAG leverages these funds with state and federal resources to improve the region's transportation infrastructure and directly tackle growing traffic congestion. Some MM improvements identified in this study (e.g., the MLs and ML connectors) are already included in the Regional Plan with identified TransNet funding.

FasTrak Revenues

FasTrak—the toll collection system used on the I-15 Express Lanes and South Bay Expressway and could be used on the SR 52 MLs. Whereas Section 6.1 provided a tolling analysis using flat tolls (i.e., $0.26 per mile in the peak period and $0.10 per mile in the off-peak period), FasTrak uses a different form of congestion pricing (i.e., dynamic tolls). Dynamic tolls are demand based, with tolls set dynamically (e.g., maximum tolls set in advance by time period, but actual tolls based on real-time traffic). Congestion pricing shifts purely discretionary rush hour travel to other modes or to off-peak periods and generates funding. On the I-15 Express Lanes, tolls varying between $0.50 and $8.00 depending on the distance traveled and traffic in the lanes. FasTrak generated revenue would first cover toll O&M costs, as well as funds for transit. It potentially could generate more revenue than analyzed in Section 6.1.

General Fund/Miscellaneous Local Road Funds

City funds, consisting of property taxes, street assessments, bonds, fines, and forfeitures, are used to improve local streets and road improvements. City funds could be added to specific MM improvements identified in this study.

Impact Fees

An impact fee is a charge on new development to pay for the construction or expansion of off-site public capital facilities that are necessitated by and benefit the new development. Impact fees could include development impact fees (DIFs) and traffic impact fees (TIFs). TIFs are used for transportation projects, like streets and roads. Impact fees are part of the development approval process.

Impact fees typically are payments or one-time charges, but could include credit for in-kind improvements. Impact fee payments and in-kind agreements are determined in coordination with local government regulations.

6.2.2 State Revenues

Most of California's transportation funding comes from federal and state gas taxes, appropriated through ongoing programs, including those listed below. The MM improvements identified in this study could be added to Caltrans programs, where additional funding could be leveraged.

- **State Highway Operation and Protection Program (SHOPP)**. A 4-year program of projects that addresses traffic safety, roadway rehabilitation, roadside rehabilitation, and operations related to the state highway system. Funded by the State Highway Account, which in turn is funded by federal and state gas taxes.
- **State Transportation Improvement Program (STIP)**. For new highway or transit projects that add capacity to the transportation network. Funded by the State Highway Account, which in turn is funded by federal and state gas taxes. It consists of:
  - *Interregional Transportation Improvement Program (ITIP)*. Programmed by the California Transportation Commission, with input from Caltrans and regional transportation planning agencies (RTPAs).
  - *Regional Transportation Improvement Programs (RTIPs)* for each region. Programmed by each RTPA (e.g., SANDAG).
- **Active Transportation Program**. For safe routes to school and active transportation projects. Funded by state gas taxes.

Additional state funding programs include:

- **Local Transportation Funds (LTF)** also called "TDA funds" after the Transportation Development Act of 1971. For transit and active transportation planning, capital and operations. Funded by 0.25% of the state general sales tax, and returned to counties in proportion to their contributions.
- **Public Transportation Account**. For transit planning, capital, and operations. Funded by state sales tax on diesel fuel. Consists of:
  - Fifty percent State Transit Assistance Program (STA). For transit capital and operations. Programmed by RTPAs.
  - Fifty percent retained by the state for administration, planning, and other services.

6.2.3 Federal Revenues

Most federal transportation funds derive from the Federal Highway Trust Fund, which is largely funded by the federal gas tax. The federal government distributes the majority of these funds to California on a formula basis. The state government then appropriates the formula funds through the various state programs listed above.

Most federal funding opportunities that are not directly programmed by the states are competitive grant programs, including:

- **Transportation Investment Generating Economic Recovery (TIGER)**. For highway and transit projects aimed at economic benefits.
- **Nationally Significant Freight and Highway Projects Program (FASTLANE)**. For highway, rail, and port projects that improve the movement of freight.
- **Advanced Transportation and Congestion Management Technologies Deployment Program**. For ITS projects.
- **Surface Transportation System Funding Alternatives Program**. For demonstration projects employing user-fee-based alternative revenue mechanisms.

Additional federal programs provide financing assistance—as opposed to capital or operating funds— including:

- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**. For federal direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.
- **Private Activity Bonds**. Allows private activity and investment in transportation projects, while maintaining the tax-exempt status of the bonds.

7.0 NEXT STEPS

This study is an initial step in implementing the SR 52 Corridor Project. The Caltrans project development process contains many phases, which the project will follow. The project will expand upon the analysis completed for this study.

7.1 Caltrans Project Development Process

The Caltrans project development process regulates the development of a project from feasibility studies through project completion. **Figure 7-1** highlights key steps in the process. This process reflects a traditional design-bid-build project delivery; therefore, an alternate delivery method may merge or change some of the steps in the process.

Figure 7-1. Caltrans Project Development Process

Following the completion of this study, the first step of the process would be the preparation of the Project Study Report (PSR), which would include scoping of the physical work, budget, and schedule to deliver the project. The need and purpose of the project would be defined and the full range of possible project alternatives, including avoidance alternatives, would be identified. The viable alternatives would be studied in detail and documented in the PSR.

The next step would be the preparation of the Draft Project Report (PR), which is an engineering report that describes the scope of the work and considers alternatives. It provides a greater level of detail than the PSR so that areas of potential effects can be identified. This step would occur concurrently with the development of the Environmental Document (ED), which includes environmental studies. The goal of the ED is to find the least environmentally damaging alternative that fulfills the need and purpose. When the environmental studies are complete, the Draft PR would be finalized and approved and the draft ED would be circulated to the public. After completion of public comments and a public hearing, a preferred alternative would be selected and a final ED would be completed.

Through the PSR, PR, and ED processes, a range of issues will be investigated and potential impacts identified. By selecting a preferred alternative, the completion of the PR would authorize project approval. The National Environmental Policy Act and the California Environmental Quality Act require review of environmental impacts caused by projects, likely triggering the need to prepare an Initial Study/Mitigated Negative Declaration and “Routine” Environmental Assessment/Finding of No Significant Impact (FONSI), respectively. The environmentally preferred alternative would be identified in a FONSI published in the Federal Register.

Following the project approval and selection of a preferred alternative, the project would enter Final Design/preparation of plans, specifications, and estimates (PS&E). Design details, plans, quantity calculations and contract specifications would be developed. Reevaluation should be conducted to ensure the project remains within the framework of the project approval document. Concurrent with Final Design would be the acquisition of right-of-way and obtaining approvals, agreements, and permits.

Once the design work is complete, the final project documents and bid package would be assembled so the project can be advertised. After bids have been submitted, they would be reviewed, a contractor would be selected, and the construction contract would be awarded. Finally, construction would commence.

7.2 Project Delivery Methods

At this point in the Caltrans project development process, it is inappropriate to select a project delivery method. However, multiple methods will be considered for project delivery in future stages of project development, each of which has benefits and drawbacks. These methods are described in the following sections.

Design-Bid-Build

Design-Bid-Build is the traditional delivery strategy. Caltrans, or engineers acting on their behalf, would develop a complete design and detailed specifications. This design would be put out to contractors for bid with construction being performed by the lowest bidder. A Request for Qualifications could be used to develop a short list to pre-qualify bidders and ensure that a contractor with a record of proven performance is selected.

This delivery method is well understood by Caltrans, SANDAG, potential design consultants, and the contractor community. Caltrans and SANDAG would maintain full

control of the design process through Final Design. However, Caltrans and SANDAG would rely only on a traditional professional services team to provide input during the design phase for constructability reviews, value engineering, cost estimating, and project scheduling. Eventually when a contractor is chosen, their understanding of the design would be based entirely on their review of the construction documents.

Design-Build

For Design-Build, Caltrans would complete preliminary engineering and after that, a contractor would be selected with responsibility for Final Design and construction. The contractor would assume full responsibility for the Final Design, including any errors and omissions due to their design consultant's work thereby transferring this risk from Caltrans and SANDAG to the contractor team. The language of the Design-Build contract would define the degree of involvement by Caltrans and SANDAG during the Final Design and construction phases of the project, but in general, their roles are more limited. There would be potential to reduce the project schedule by overlapping some design and construction activities. The designer-contractor team would have an incentive to consider the constructability of the design and look for value engineering opportunities, which can reduce the overall project cost. The Final Design schedule and project budget would be optimized and realistic because they would be developed in conjunction with the contractor.

This approach is less common and therefore Caltrans, SANDAG, and other stakeholders are less familiar with it. This could result in decision making and approval delays that may outweigh other schedule benefits. Caltrans and SANDAG would have less control over the project design. Clear definition of scope, design criteria, contract conditions and performance specifications would be essential to ensure later cost increases would not be required and to avoid sacrifices in project quality. While Design-Build has the potential to transfer risk from Caltrans and SANDAG, the benefits would be reduced the more they are involved with the design development.

Currently, Caltrans has designated ten projects for Design-Build, as authorized by the pilot program of Senate Bill (X2) 4. As the legislation expired January 1, 2014 and pilot program projects are still under construction, the potential for the SR 52 Corridor Project to use the Design-Build strategy is unclear.

Construction Management/General Contracting

In the Construction Management/General Contracting (CMGC) or Construction Manager (CM)-at-Risk approach, a contractor is selected to provide both pre-construction and construction services. This allows Caltrans and SANDAG to maintain control over design while gaining valuable input from the construction contractor who will eventually build the job. Selection of the contractor is based on qualifications. Pre-construction work consists of providing input from the perspective of a contractor into the Final Design. This may maximize opportunities for value engineering, constructability review, technical compatibility, as well as contractor-produced cost and schedule projections. At the end of Final Design, the contractor would offer a guaranteed maximum price for some or all of the construction work based on earlier agreed upon terms. The Final Design engineer would be a separate entity from the contractor.

With this approach, Caltrans and SANDAG would maintain control of Final Design and would establish contract provisions for construction while obtaining some of the benefits of a more integrated project delivery approach. While a contractor would be selected ahead of the traditional bid process, competitive pricing can still be obtained through low bid subcontracts and open-book estimating and contracting between the contractor and Caltrans and SANDAG. Risk of claims could be reduced because of early contractor involvement. A team developed during the design phase could result in a more collaborative working relationship through construction.

Because CMGC pre-selects a contractor ahead of a traditional bid, an exemption from the low bid process would have to be justified at a public hearing. Similarly, Caltrans and SANDAG may have less leverage with the contractor when pricing construction beyond the CMGC agreement and open-book pricing provisions. If Caltrans and SANDAG were not able to negotiate a guaranteed maximum price with the selected contractor, the project could still be completed under the traditional design-bid-build process.

CMGC is not a common method utilized on Caltrans or SANDAG projects. Currently, Caltrans has designated six projects for CMGC, as authorized by the pilot program of Assembly Bill 2498. The potential for the SR 52 Corridor Project to use the CMGC strategy is unclear.

Design-Sequencing

Design-sequencing is a method of contracting that enables the sequencing of design activities to permit each construction phase to commence when design for that phase is complete, instead of requiring design for the entire project to be completed before beginning construction. A construction contract would be awarded when only the initial phase is completely designed and the design for remaining phases is partially complete. Sequencing of design could occur through all three delivery methods previously defined. For Design-Bid-Build, contracts could be bid as design is completed. A Design-Build contractor would likely utilize design sequencing. For CMGC, contract packages could be released as design is completed.

This process allows for the successful contractor to work with the designers to incorporate innovative designs and construction methods on the still in-progress phases to improve delivery. With design-sequencing, there would be a potential for earlier delivery of the project to the public.

Caltrans recommends that projects be considered for design sequencing if they have minimal public controversy, have a completed environmental document, an approved project report, right-of-way acquisition complete, utility conflicts identified, and full project funding in place. Design sequencing has been utilized on the I-15 and SR 76 projects in San Diego County.

7.3 Project Phasing Strategies

The Regional Plan includes the implementation of MLs and ML connectors on SR 52 by 2050, but does not consider additional phased implementation. The development of project phasing strategies could provide several advantages, as described below.

As full funding may not be available at the same time, phasing could allow some segments or improvements to be advanced with only initial funding. Implementing segments or improvements earlier could allow for advanced congestion relief and revenue collection, the latter of which could help fund the construction of the remaining segments or improvements. While all construction within the corridor would be disruptive, limiting construction to a particular area could help alleviate impacts. However, constructing the project over a longer period would result in prolonged construction impacts.

A variety of potential project phasing strategies could be implemented in the corridor, including phasing by segment, by improvement, or utilizing a hybrid approach to phasing. The strategy utilized will depend on traffic analysis, constructability, and funding.

7.3.1 Phasing by Segment

If the project were phased by segment, one geographical area would be constructed in advance of other areas in the corridor. The new segment could be opened while other segments undergo construction. Alternatively, phasing could be staged rapidly, with the next segment under construction before the previous segment is opened, or spaced out, with breaks in the corridor construction between phases. The number and length of phases would vary based on available funding, constructability review, and potential benefit to corridor congestion.

7.3.2 Phasing by Improvement

If the project were phased by improvement, one type of improvement would be constructed prior to other types of improvements. This would allow for targeted congestion relief, postponing improvements with greater environmental effects, greater costs, or which provide greater congestion relief when used in combination with other improvements.

The potential SR 52 improvements for phased construction are listed below:

1. On SR 52, a westbound TC lane from Mast Boulevard to just west of the crest of the hill
2. On SR 52, two GP lanes from Mast Boulevard to SR 125
3. On SR 52, an eastbound AUX lane from just east of the Spring Canyon bridge to Mast Boulevard
4. On SR 52, a westbound AUX lane from Convoy Street to I-805

5. On I-805, a northbound AUX lane from SR 52 to north of Governor Drive

The first improvement, the SR 52 westbound TC lane from Mast Boulevard to just west of the crest of the hill, would be a good candidate for early construction because it would address the existing bottleneck at Mast Boulevard during the a.m. peak hours. Additionally, this improvement would support and could be seen as a first step to the planned MLs in the Regional Plan, as both the TC lane and the MLs would require widening two bridges. Additionally, this improvement could be broken up into smaller segments (e.g., from Mast Boulevard to just east of Spring Canyon bridge and just east of Spring Canyon bridge to the crest of the hill).

Likewise, the second improvement, SR 52 GP lanes from Mast Boulevard to SR 125, would provide congestion relief and support the planned MLs (i.e., widen the San Diego River bridge).

7.3.3 Hybrid Approach to Phasing

A hybrid approach would include the phasing of some parts of the corridor by segment and others by improvement. A blended approach may best meet constructability, impact minimization, and financing requirements. This approach is what is currently being planned for the I-5 North Coast Corridor Managed Lanes Project.

As SANDAG is planning a ML network, including the existing I-15 Express Lanes, MLs in the corridor should be phased in a way that provides for an expanded, contiguous, regional ML network.

8.0 CONCLUSION

This study developed various MM improvements that would benefit SR 52. This study demonstrates that any of the build alternatives would improve SR 52, providing congestion relief for East County commuters prior to the planned improvements in the Regional Plan. Ultimately, advancement of a build alternative would depend primarily upon available funding.

For the next SR 52 Corridor Project study or report, the build alternatives could be broadened or narrowed, by revising, repackaging, or phasing the MM improvements presented in this study. Additionally, the build alternatives presented in this study could be broken into smaller pieces for implementation, making improvements more feasible by reducing construction costs and duration. As part of this study, options to add additional lanes, including restriping the San Diego River bridge (both directions) and removing/relocating the SR 52 bike lane, were explored and could be further evaluated.

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Exhibit A - Build Alternative 1 (Operational)

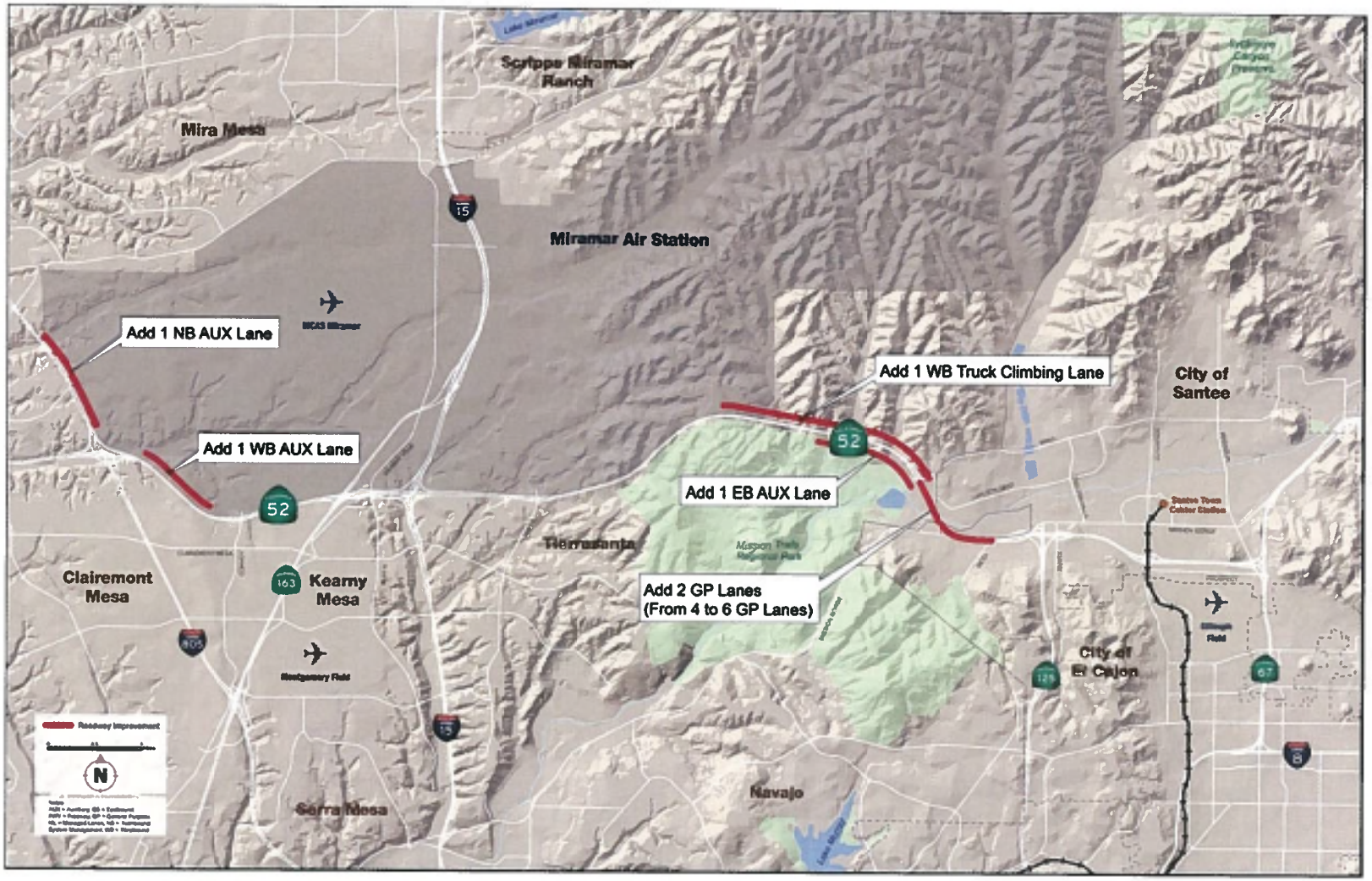


Exhibit B - Build Alternative 2 (Ultimate Improvements)

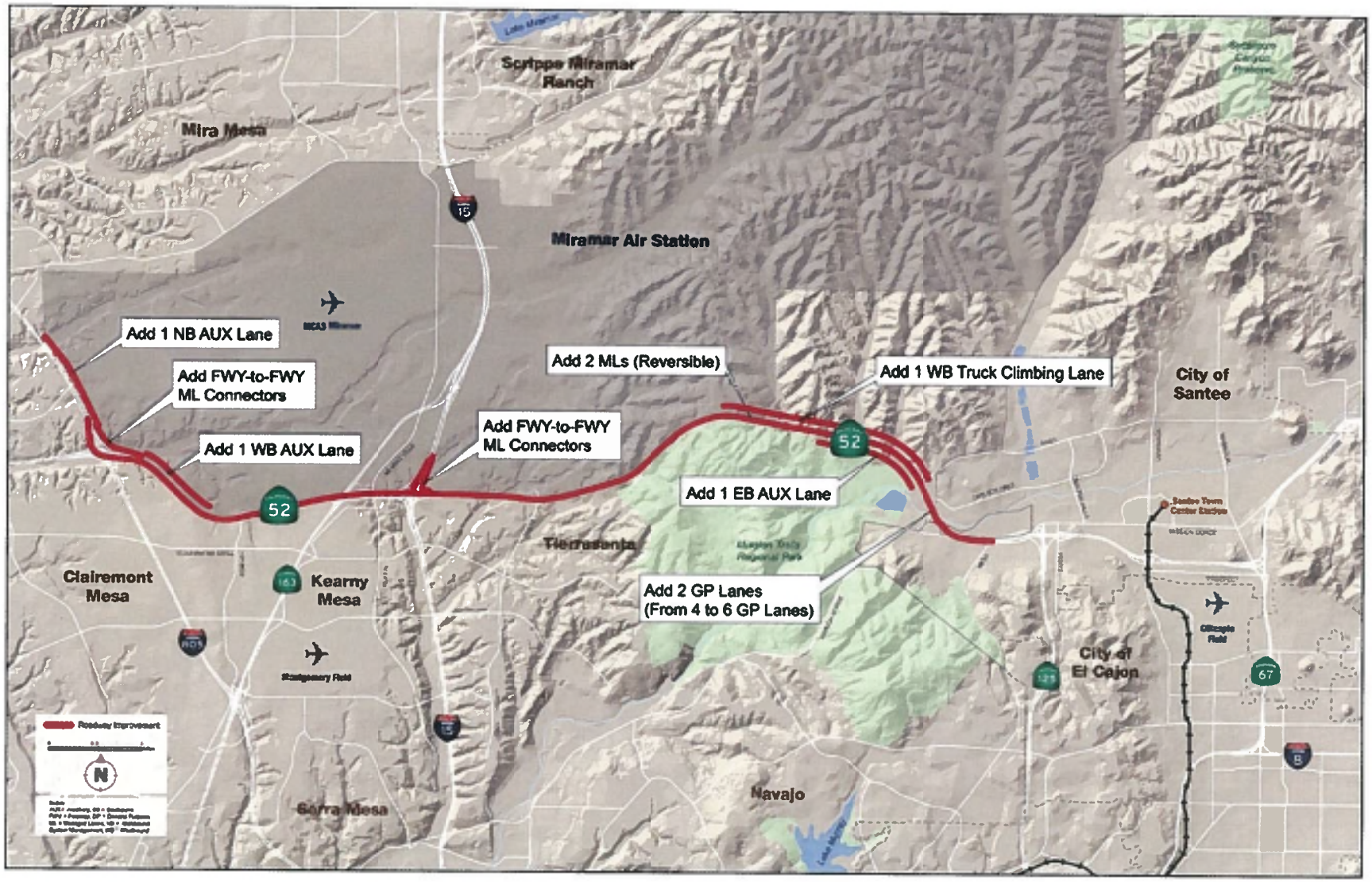


Exhibit C - Build Alternative 3 (Minimal)

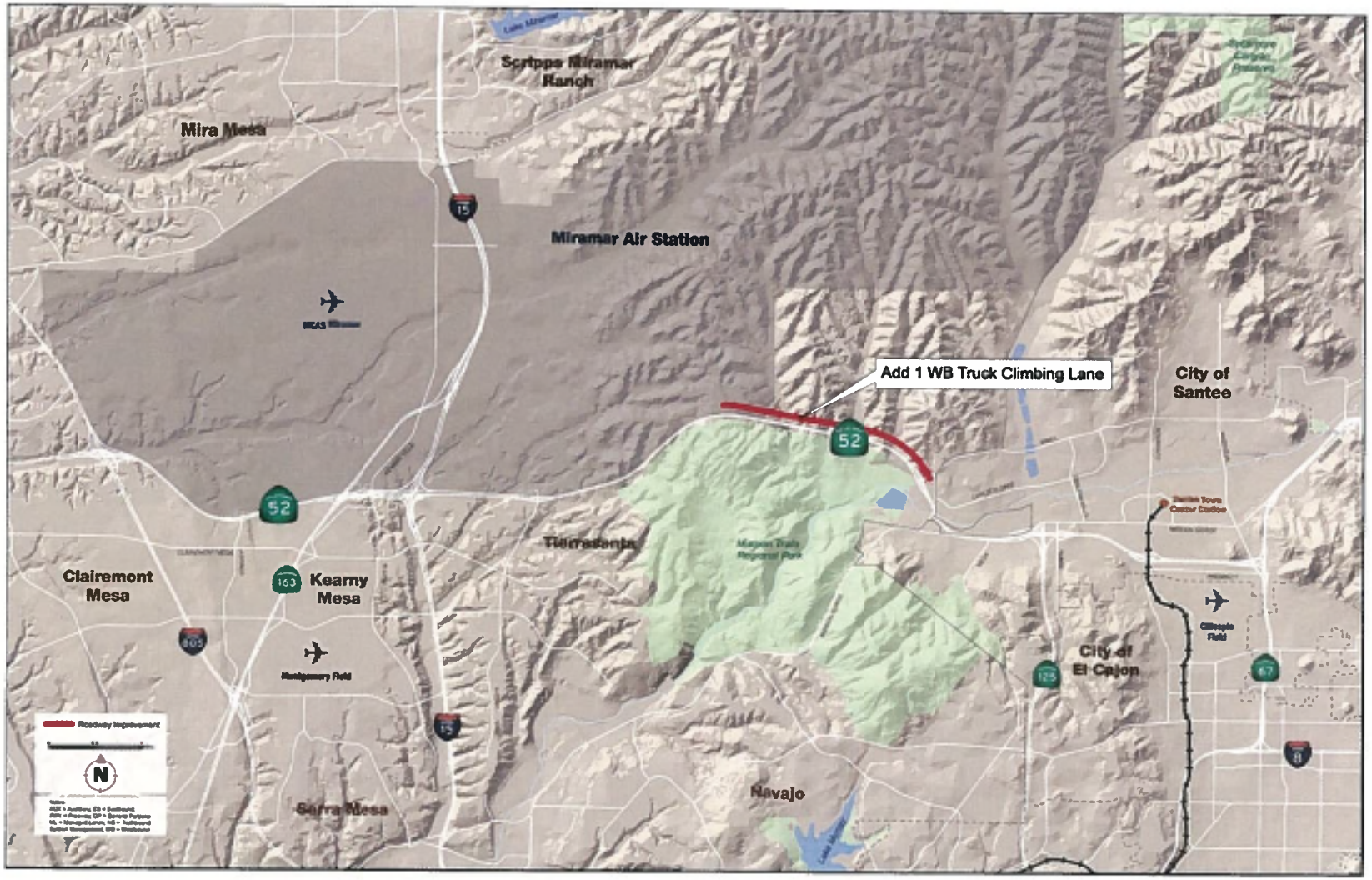
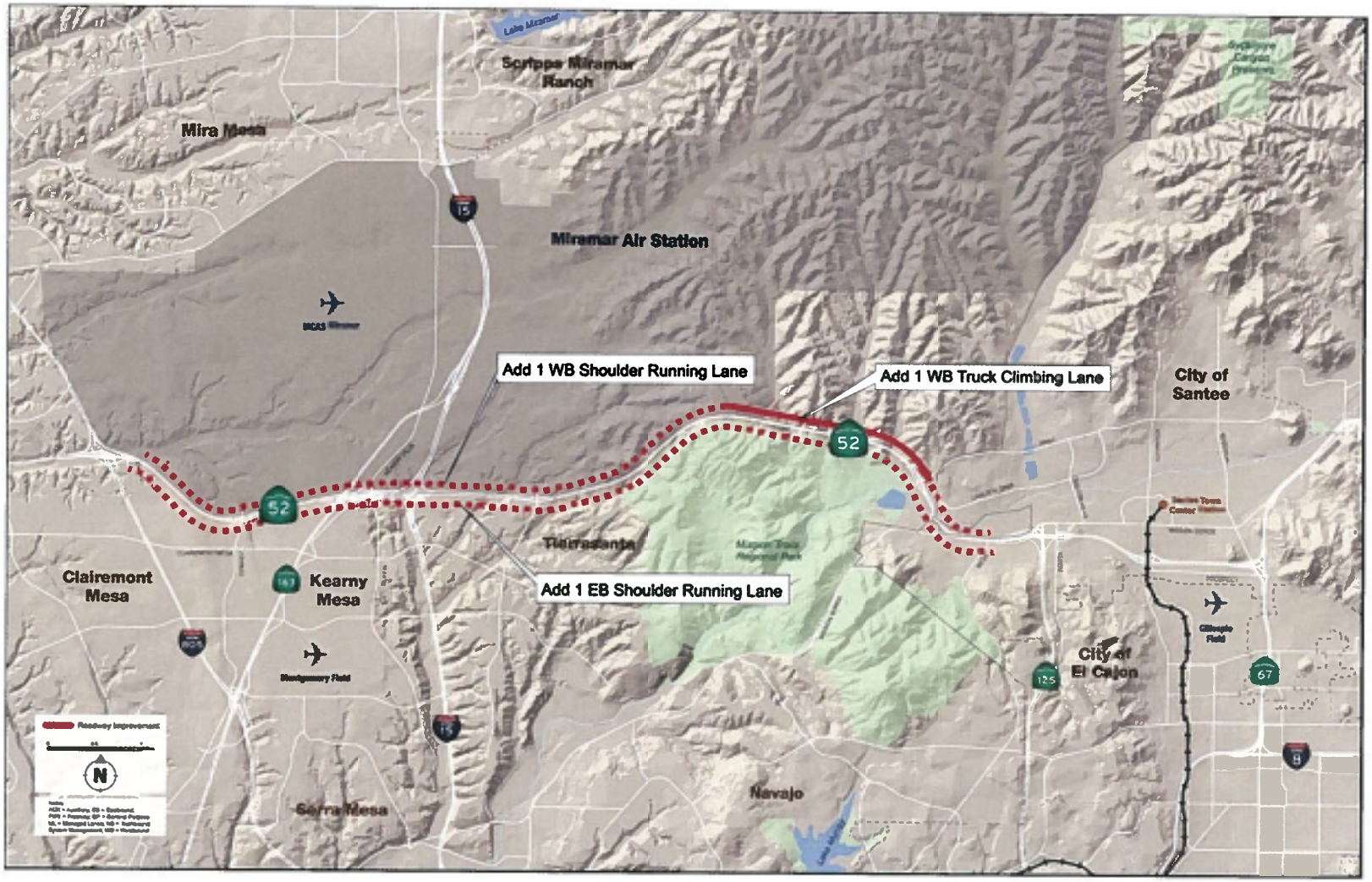


Exhibit D - Build Alternative 4 (Shoulder Running)



Acronyms

RTP – Regional Transportation Plan

SANDAG – San Diego Association of Governments

SR – State Route

HOV – High Occupancy Vehicles