CITY OF SAN DIEGO
MEMORANDUM

DATE: May 8, 2006

TO: City Council President and Council Members

FROM: Jay M. Goldstone, Chief Financial Officer

SUBJECT: Responses to City Council Budget Questions through April 26, 2006

At the Wednesday April 26, 2006 Budget Committee meeting, staff was asked to provide additional information regarding the FY 2007 proposed budget. The following are responses to those questions, as well as responses to the questions presented at the April 19, 2006 meeting.

QUESTION: Is the chart on page 76 in the 2007 Proposed Budget representative of Enterprise Funds?

ANSWER: The chart on page 76 in the Fiscal Year 2007 Proposed Budget Document was inserted in error. The corrected page was inserted in the online version of the 2007 Proposed Budget Document. The highlights of the other departmental budget changes on page 76 were printed correctly; this was solely a display error in the printed document. Please see **(attachment 1)** for the correct version of page 76.

QUESTION: Is there funding for the ALPHA "Take Back the Street Program"?

RESPONSE: The Alpha Project's "Take Back the Street Program" is currently funded by CDBG funds. According to the Department of Housing and Urban Development, (under the brick and mortar category) CDBG funds can no longer be used for this purpose. The Environmental Services Department (ESD) was requested to evaluate the viability of funding this program utilizing other department resources. A legal analysis will need to be undertaken.

In the revised proposed budget, the Mayor will recommend funding this Program at $300,000. Funding will come from the General Fund from revenues associated with the employee pick-up savings.

QUESTION: Is funding for the Sewer Department sufficient to meet State and federal mandates?

ANSWER: In 2005 the City of San Diego entered into a Partial Consent Decree with the Environmental Protection Agency (EPA) and environmental litigants in partial settlement of a lawsuit related to sewer spills. The Partial Consent Decree expires on June 30, 2006 and required the City to conduct a comprehensive operations and maintenance (O&M) program for the sewer collection system as well as complete 170 miles of pipeline replacement/rehabilitation and several pump station projects. The O&M program includes a variety of requirements generally focused on cleaning and maintaining sewer pipelines. The City is in substantial compliance with the Partial Consent Decree. The City is currently in compliance with all of the O&M requirements, and has completed 187 miles of pipeline replacement and rehabilitation and is on schedule for all pump station projects except one (Pump Station 77). The City has been keeping EPA informed on a monthly basis on the progress being made to complete this pump station.

QUESTION: Where is the City in regard to ADA and services to the disabled? Has the ADA coordinator been provided with an assistant?

ANSWER: The Department has been given the authority to hire an assistant for the Disability Services Coordinator. It is anticipated that the position will be filled before 2006 fiscal year end.

QUESTION: How will the budget be monitored in FY 07? What assurances are there that controls will be in place?

ANSWER: Throughout the fiscal year, all departments conduct three to four periodic, formal budget monitoring activities, during which they analyze year-to-date expenditures and revenues as compared to budget. In the event that projections deviate from budget to a significant degree, departments are required to identify mitigation actions that will ensure they stay within budgeted appropriations.

These periodic analyses will be reviewed and expanded by the Financial Management Department. Projected year-to-date revenue, expenditure trends, vacancy rates, and other factors will be analyzed. The CFO will provide quarterly reports to City Council that identify variances to the budget, including potential revenue shortfalls or excess revenue, budget savings, and annual projections.

In addition to the above formal budget monitoring activities, individual departments conduct internal, ongoing monitoring activities as required to ensure a balanced budget by fiscal year end.

QUESTION: Please clarify the 500 worker cuts attributed to the Mayor in print article. Are they actually vacant positions? Clarify the Vacancy Factor

ANSWER: The 500 worker cuts are actually better described as position cuts. As the process reengineering continues throughout the City, efficiencies will be implemented, and functional duplications of effort will be eliminated, resulting in some positions no longer being needed to provide comparable levels of service. Because there are many vacancies in the City already, it is likely that many eliminated positions will not result in a current employee losing his or her job; however, it is probable that some employees will be displaced. Efforts will be taken to find a comparable position for displaced employees whenever possible.

The Fiscal Year 2007 budget accounts for this process in part by implementing a vacancy factor to generate salary savings in most departments. Since we do not know which actual positions will be eliminated, all positions remain budgeted in departments, but the overall salaries and fringe benefit allocations are reduced to approximate savings based on current vacancies and other factors. Personnel expense savings in a department might include short term vacancies, under-filled positions, and new hires that start at a lower salary than the budgeted salary for a given position.

QUESTION: How does the City made decisions on street repairs, resurfacing, etc.?

RESPONSE: Streets are identified for resurfacing (slurry seal or overlay) utilizing the City's Pavement Management System using the following criteria: age, oxidation, rate of deterioration, cracking, amount of patching, traffic use, and the avoidance of conflicts with planned underground utility work.

"Citywide" Annual Allocations by Council District. Each annual allocation has its own unique method of prioritization as follows:

525190 Bridge Rails: Currently there are two projects in the design phase that include barrier rail replacements. They are the Votaire Street Bridge over Nimitz Boulevard, and Barnett Avenue over Pacific Highway. The 2007 allocation in this category matches Federal bridge funds for construction. Since the new Federal Highway Bridge Program does not carry this type of work as an eligible category any more, this annual allocation for matching funds will be redirected in future years to mirror

the new program areas.

522930 Street Lights: E&CP has established five priority rankings for street lights based on safety need. With annual allocation can only fund some of those in the 1a category. The department maintains a list by requested date and installs streetlights that have been on the list the longest.

Categories are as follows:

1a. Street light at an intersection or if a shield is needed for an existing light.
1b. Street light at a marked midblock crosswalk.
1c. Street light at a public facility (transit station, tunnel, pedestrian bridge.)
1d. Street light at a change in horizontal or vertical alignment of a roadway.
1e. Street light at the end of a cul-de-sac or dead end street greater than 200 ft. long.
1f. Upgrade existing street light at an intersection to a higher wattage or convert from Low Pressure Sodium (LPS) to High Pressure Sodium (HPS).
1g. Street light in an alley (confirmation by San Diego Police Department as to high crime area.)

2. Midblock location in a designated high crime census tract.
2a. Location is in a residential area and the spacing between existing street lights exceeds 150 ft.
2b. Location is a non residential area and the spacing between existing street lights exceeds 150 feet.
2c. Convert existing midblock street light from LPS to HPS.
3. Midblock location in a non-high crime census tract within one-quarter mile of a transit stop
3a. Location is in a residential area and the spacing between existing street lights exceeds 150 ft.
3b. Location is in a commercial area and the spacing between existing street lights exceeds 150ft.

4. Midblock location in a non-high crime census tract more than one-quarter mile from the nearest transit stop:
4a. Location is in a residential area and the spacing between existing street lights exceeds 300ft.
4b. Location is in a commercial area and the spacing between existing street lights exceeds 300 ft.

5. Upgrade existing mid-block street light to a higher wattage

527150 Sidewalks: Sidewalks are evaluated and prioritized based on categories which include: proximity to schools, parks, shopping centers or transit facilities; traffic volumes; pedestrian volumes; posted speed; whether or not pedestrians need to walk in the roadway; and if there is existing sidewalk across from the proposed location. As each requested location is received, it is evaluated and ranked and placed on the sidewalk list. Available funding for each fiscal year is distributed among the highest ranking sidewalks.

530370 Earthquake Restrainers for Bridges: The City and Caltrans conduct bi-annual inspection reviews of the City's bridges and these funds provide the initial preliminary engineering related to the condition inspection recommendations to apply for other federal funds. Also, these funds have been used as the matching funds for preliminary engineering on the Category 1 Seismic Program (mandatory retrofits after the Northridge Earthquake) and other non-mandated, but necessary retrofits on bridges. In FY07, the annual allocation will be used for matching funds to complete the design of North Harbor Drive Category 1 seismic retrofit (construction matching funds are requested in the 2007 Proposed Budget as well).

580070 Overhead/Other City Costs for Streets Projects: This annual allocation provides funding for the portion of the City overhead charges that a grantor will not allow to be charged to a grant funded street or right-of- way project. The funding is allocated as-needed after the grantor's audit is completed.

610010 Traffic Control/Calming Measures: Projects are identified throughout the year by Traffic Operations. When approved, they are added to the list. Prior to the beginning of the fiscal year, projects on the list are chosen based on available funding. These are prioritized based upon safety criteria such as accident history, speed and usage of the roadway, volume of traffic and pedestrians, matching grants, etc.

680110 Traffic Signals Modifications/Modernization: The signals that we select for modification are from those locations where our annual safety analysis has determined that safety could be improved by modifying the flow of traffic through the intersection. Those with more severe accident/safety issues are installed first.

680100 Traffic Signals: The Department investigates requests for the installation of traffic signals to determine if a location is a candidate for a new traffic signal. Each location must meet at least one warrant as defined by The Manual on Uniform Traffic Control Devices (MUTCD).

Intersections that meet warrants are added to the list. When intersections are added to the list, they are further evaluated for priority points as determined by Council Policy 200-06. Factors that are assigned a numerical value are vehicle and pedestrian crashes, average daily traffic volume of intersecting traffic, morning and afternoon peak hour traffic volumes, approach speed, whether school children cross the major street, and special considerations such as whether an all-way stop is working well at the intersection. The list is shared with community planning groups periodically to determine community input. The intersection(s) with the highest number of points is(are) funded each fiscal year.

680060 Guard Rails: The Department investigates requests from residents for the installation of guard rails. Each location is given a numerical score based upon criteria. We fund the ones with the highest scores. Factors that are assigned a numerical score are the number of fatal accidents, total reported injury accidents, traffic volume, speed, clear recovery area next to the road, and height and grade of the slope.

680170 School Traffic Safety Improvements: These funds are utilized to match annual grant sources for traffic improvements around schools. Prior to applying for grants, we receive input from school districts, community groups, and council offices for candidate sites. We compile the technical data required for grant applications (such as accident data, pedestrian and vehicular volumes around the schools, etc.) and apply for grants for schools with the highest need and best matching the grant requirements. This process generally starts in January each year based on the grant time-line.

QUESTION: Would the addition of a Parking Enforcement Officer be cost recoverable and bring in additional revenue?

RESPONSE: The Fiscal Year 2007 Proposed Budget includes the addition of three Parking Enforcement Officers and related non-personnel. The annual revenue associated with these positions is estimated to be $900,000. This revenue was estimated on actual revenue from citations issued by the existing parking enforcement officers who support the street sweeping program.

QUESTION: Have increased gas prices (for vehicles) been factored into the FY 07 Proposed Budget?

RESPONSE: Equipment Division prepares its annual budget request for fuel by reviewing a variety of factors: (1) recent history of fuel quantities purchased, (2) recent history of budget estimates versus actual

expenditures, (3) known mandatory changes in fuel composition and subsequent costs, and (4) predictions by industry experts. Fuel and other motive equipment costs have to be prepared and presented about nine months before the initiation of a new fiscal year; therefore, the recent dramatic increase in gas prices is not reflected in the FY 2007 Proposed Budget.

Fire-Rescue and Police Department Projections:

The Fire-Rescue Department Proposed Fiscal Year 2007 Budget includes an increase of $1.1 million in gasoline and diesel fuel expenses. This increase was based on a straight-line projection of year-to-date expenses which forecasts a deficit of at least $1.1 million, for fiscal year 2006. If the recent spike in gas prices continues, the department could experience an even higher deficit by 2006 fiscal year end.

The San Diego Police Department Proposed Fiscal Year 2007 Budget includes an increase of $1.7 million in gasoline expenses. This increase was based on the Fiscal Year 2006 year-to-date expenses and year end projection.

QUESTION: Has there been a cost analysis of monthly billing versus bi-monthly billing for water services?

RESPONSE: There are preliminary figures on the costs associated with monthly versus bi-monthly billing. However these initial figures would need to be developed further to support a recommendation to either retain monthly billing or to revert to previous bi-monthly billing policy for single-family residences (commercial accounts would remain unaffected). Moreover, the Water Department has not had an opportunity to assess any impact to overall customer convenience due to a change in billing practice. The customer convenience element of monthly billing was key in the April 2002 decision of the City Council to have monthly billing implemented.

It has been estimated that converting to bi-monthly billing would cost between $250,000 and $350,000 in software modifications to the current Customer Information System. In addition, 145 staff hours would be necessary to ensure effective conversion.

There are other undefined costs associated with a negative impact to cash flow: for example money typically received within 25 days of billing (83% of all billed amounts to residential customers is received in this timeframe) would be pushed back 30 days during the conversion to bimonthly (60-day) billing cycle. A more detailed analysis of this change in cash flow and other impacts would need to be completed prior to

formulating a recommendation on monthly versus bi-monthly billing.

Expected cost savings would range from $545,000 - $600,000 annually due to the savings in postage, bill form printing, and bill generation costs as only half as many bills and notices would be produced annually for residential customers.

QUESTION: What funding sources are available to fund graffiti abatement, other than CDBG?

RESPONSE: The Graffiti Control Program's budget is $1,020,815 for FY07, of that $230,000 is budgeted for graffiti removal on private property through a contract with Urban Corps. The remainder is for personnel and non-personnel expense. The General Fund is the main revenue source available to fund graffiti abatement.

Fifteen percent of total CDBG funds are allocated for public services and can be used for graffiti removal. These funds have been allocated to social services priorities for FY07, as in prior years. The remaining 85 percent of CDBG funds are distributed 60/40 to Council and Mayor (respectively) and cannot be used for graffiti removal, but can be used for code compliance.

Funding sources, such as grants, do not currently exist for graffiti abatement. The City will explore private funding and/or donations.

QUESTION: How was the $163 million SDCERS payment amount determined?

RESPONSE: The $163 contribution was determined by the SDCERS actuary, and was verbally provided to the City at the March 17, 2006 SDCERS budget meeting. Staff has been informed that on May 19, 2006 SDCERS will receive the actuarial report which should provide some clarity on the details behind this information. In addition, staff has made a formal request to SDCERS for this information.

QUESTION: Can you provide "Citywide" projects (streetlights, etc) broken out by council district.

RESPONSE: Please see **(attachment 2).** Included in the attachment are the revenue sources for the various projects.

QUESTION: How was the cost determined for the N. Harbor bridge, CIP 53038.1? Please provide the funding sources of the CIP.

RSPONSE: This bridge was identified as seismically deficient by Caltrans Earthquake Engineering and is the last of the Category 1 bridges in the City of San Diego to be retrofitted for earthquake seismic standards. It is located on North Harbor Drive over Navy Estuary (the southern portion of the Boat Channel at the former Naval Training Center.) The proposed project would stabilize the two parallel bridge structures with reinforcement and infilling of the bridge pier walls (traverse archway) by adding 180 new 24 inch support piles. These piles would improve seismic loading and bridge stability. The work also includes the repair and rehabilitation of deteriorating concrete and steel in the bridge and replacement of bridge hardware at expansion joints, shear keys, and restrainer units.

Total project cost is $17,680,000, of which $15,440,000 is Federal funding through the Highway Bridge Program, $105,500 is from the State Seismic Fund and $2,134,500 is from Transnet (matching funds requirement.) Design is currently 95% complete. Environmental documents (CEQA and NEPA) have been cleared and staff is working with resource agencies to obtain the remainder of the permits. It is anticipated that construction would begin summer of 2007.

QUESTION: Is there remaining FY 06 funding for fire trucks and fire engines?

RESPONSE: On August 1, 2005 City Council Approved a contract with KME Fire Apparatus to lease 50 Fire Apparatus (Engines) over a seven year contract period with seven additional one-year option periods. The Fiscal Year 2006 Annual Budget includes $220,000 to pay the sales tax on the first eight engines. The sales tax is payable upon acceptance of the engines. The Proposed Fiscal Year 2007 Budget contains $357,000 to cover the first lease payment on the first order of the eight engines. Based on the contract, another order of seven Fire Engines will be placed in fiscal year 2007. The proposed budget also includes $192,500 for the sales tax of the second order of Fire Engines.

During the development of the Proposed Fiscal Year 2007 Budget, the Fire-Rescue Department also requested the addition of $850,000 to purchase one replacement Fire Truck. This request was not included in the proposed budget. A study to examine whether a lease-purchase or a lease program is more viable needs to be performed to ensure optimal use of City resources.

QUESTION: What is done with the EMS revenue?

RESPONSE: The Emergency Medical Services (EMS) Fund provides medical transportation services via San Diego Medical Services Enterprise (SDMSE), the Limited Liability Company (LLC) composed of the City of San Diego and the Rural/Metro Corporation.

The initial term of the EMS agreements between the City and Rural/Metro was five years, commencing on July 1, 1997 and terminating on June 30, 2002. The original agreements provided for two additional three year renewals. On July 1, 2002 the agreements were extended for a period of three years, terminating on June 30, 2005. On December 1, 2004 the agreements were again extended for a period of three years, through June 30, 2008. This was the third and final renewal.

With regard to the profit obtained by San Diego Medical Service Enterprise, LLC the agreements state the following:

Section 4.2 of the LLC Agreement states:
4.2 Distributions. All Distributions of Distributable Cash or other property shall be made in amounts to be determined by the Board of Managers pursuant to Profit Distribution Policy, and to the Members in an equal amount.

Section 10.3.3 of the City Agreement states:
10.3.3. If at the end of the fiscal year there is a profit, it shall be divided equally between the City and Rural/Metro, and Rural/Metro's half shall be paid within a reasonable time after such reconciliation is completed, but in no event later than the payment to the City of its half. If no profits exist, neither the City nor Rural/Metro shall receive any additional distribution from SDMSE for that fiscal year just completed. The provisions of the Third Amended LLC Agreement shall govern this calculation and distribution.

Section 10.7.4 of the Rural Agreement states:
If at the end of the fiscal year there is a profit, it shall be divided equally between the City and Rural/Metro, and Rural/Metro's half shall be paid within a reasonable time after such reconciliation is completed, but in no event later than the payment to the City of its half. If no profits exist, neither the City nor Rural/Metro shall receive any additional distribution from SDMSE for that fiscal year just completed. The provisions of the Third Amended LLC Agreement shall govern this calculation and distribution.

Also, in accordance with previous City Council direction (Resolution R-

291575), the City's share of all profits of the EMS system is returned back to the EMS system for enhancements to the system.

QUESTION: Is it possible to increase developer fees for outside developers (developers/contractors who are not in City of San Diego)?

RESPONSE: The requirements for establishment of fees collected within Development Services for the purpose of the approval of development projects are outlined in California Government Code Sections 66000-66008. Specifically, in Section 66001, it indicates that a reasonable relationship between the fee's use and the type of development project on which the fee is imposed must be determined. This determination is made by estimating the resources required to approve a development project of each type. Normally, this involves factors such as level of staff required, estimated time spent on the project, and complexity and number of applicable laws and regulations. The customer's (owner, developer, or contractor's) origin of business is not a factor in these calculations, nor can a relationship be established between the cost of providing service and factors specific to the customer themselves.

cc: Mayor Sanders
Ronne Froman, Chief Operating Officer
Mary Lewis, Financial Management Director
Andrea Tevlin, Independent Budget Analyst

Enterprise Funds

	Salary and Benefit Adjustments	Supplemental Information	Vacancy Savings	Non-Discretionary	Restructure/ Transparency	Other Department Adjustments	Total
Development Services							
Positions	-	70.00	-	-	(1.39)	-	68.61
PE	$ 662,157	$ 8,532,719	$ (6,706,624)	$ -	$ (230,211)	$ -	$ 2,258,041
NPE	$ -	$ (3,548,958)	$ -	$ 442,197	$ -	$ -	$ (3,106,761)
Total	$ 662,157	$ 4,983,761	$ (6,706,624)	$ 442,197	$ (230,211)	$ -	$ (848,720)
Environmental Services							
Positions	-	12.00	-	-	(0.03)	-	11.97
PE	$ 570,723	$ 838,582	$ (1,673,905)	$ -	$ (7,500)	$ (44,867)	$ (316,967)
NPE	$ -	$ 836,000	$ -	$ 536,648	$ -	$ 1,379,077	$ 2,751,725
Total	$ 570,723	$ 1,674,582	$ (1,673,905)	$ 536,648	$ (7,500)	$ 1,334,210	$ 2,434,758
General Services							
Positions	-	1.00	-	-	-	-	1.00
PE	$ 22,113	$ 69,414	$ (189,381)	$ -	$ -	$ -	$ (97,854)
NPE	$ -	$ -	$ -	$ 23,745	$ -	$ 93,500	$ 117,245
Total	$ 22,113	$ 69,414	$ (189,381)	$ 23,745	$ -	$ 93,500	$ 19,391
Metropolitan Wastewater							
Positions	-	-	-	-	(0.44)	(3.00)	(3.44)
PE	$ 821,406	$ 1,080,900	$ (1,433,099)	$ -	$ (109,977)	$ 1,134,165	$ 1,493,395
NPE	$ -	$ 1,012,048	$ -	$ 317,770	$ -	$ (16,768,083)	$ (15,438,265)
Total	$ 821,406	$ 2,092,948	$ (1,433,099)	$ 317,770	$ (109,977)	$ (15,633,918)	$ (13,944,870)
Park & Recreation							
Positions	-	-	-	-	-	4.00	4.00
PE	$ 129,019	$ 228,602	$ (167,820)	$ -	$ -	$ 203,988	$ 393,789
NPE	$ -	$ -	$ -	$ (98,949)	$ -	$ 308,334	$ 209,385
Total	$ 129,019	$ 228,602	$ (167,820)	$ (98,949)	$ -	$ 512,322	$ 603,174
Water							
Positions	-	25.00	-	-	(0.33)	-	24.67
PE	$ 1,702,579	$ 2,518,970	$ (3,900,663)	$ -	$ (82,483)	$ (425,526)	$ (187,123)
NPE	$ -	$ -	$ -	$ 491,745	$ -	$ 36,593,132	$ 37,084,877
Total	$ 1,702,579	$ 2,518,970	$ (3,900,663)	$ 491,745	$ (82,483)	$ 36,167,606	$ 36,897,754
Fund Total							
Positions	-	108.00	-	-	(2.19)	1.00	106.81
PE	$ 3,907,997	$ 13,269,187	$ (14,071,492)	$ -	$ (430,171)	$ 867,760	$ 3,543,281
NPE	$ -	$ (1,700,910)	$ -	$ 1,713,156	$ -	$ 21,605,960	$ 21,618,206
Total	**$ 3,907,997**	**$ 11,568,277**	**$ (14,071,492)**	**$ 1,713,156**	**$ (430,171)**	**$ 22,473,720**	**$ 25,161,487**

Highlights of other department budget changes are provided below:

Metropolitan Wastewater Department (MWWD)

- $121,000 Increase for support of the MWWD COMNET system that allows for new projects and system enhancements to increase operator efficiency.
- $10,000 Increase for permanent funding of postage and mailing related to the imposed Partial Consent Decree approved by the Deputy City Manager in mid-Fiscal Year 2005.
- ($1,000,000) Reduction for benchmarking contractual services in preparation of a department-wide Bid-to-Goal agreement; to be postponed until FY 2013.
- $500,000 One-time increase for renewal of the City's permit to operate and discharge at the Point Loma treatment facility.
- ($402,653) Reduction of one-time expenses for a competitive assessment study and GPS and outlay for Street Division Trench Restoration.
- $250,000 Increase to clean each sewer pipe in the City's 281 mile large diameter gravity system on a minimum five year frequency.
- $786,370 Addition for sewer flow monitoring and event notification services.
- $250,430 Reduction of 3.00 Utility Worker I positions and 1.00 Equipment Operator I limited position that were added in Fiscal Year 2003 in support of the Accelerated Sewer Main Cleaning Program.
- $500,000 Increase for confined space entry pay per Municipal Employees'

Fiscal Year 2007
Streets and Traffic Listing with Revenue Sources, by Council Districts

CIP Number	Description	Revenue Source Description	Council District		Total
522930	Street Lights - Citywide	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	200,000
		Unidentified Funding	Citywide	$	-
522930 Total				**$**	**200,000**
523380	Beach Access Reconstruction	Capital Outlay Fund/Sales Tax	District 1,2	$	30,000
523380 Total				**$**	**30,000**
523720	Genesee Avenue - Widen Interstate 5 Crossing	Facilities Benefit Assessment	District 1	$	1,000,000
		Unidentified Funding	District 1	$	-
523720 Total				**$**	**1,000,000**
523890	Camino Ruiz - Gold Coast Drive to Jade Coast and Miralani Drive to Miramar Road	Facilities Benefit Assessment	District 5	$	17,000
523890 Total				**$**	**17,000**
523920	Carroll Canyon Road - Sorrento Valley Road to Scranton Road	Unidentified Funding	District 5	$	-
523920 Total				**$**	**-**
523960	State Route 905 - Right-of-Way Acquisition/Protection	TransNet Commercial Paper	District 8	$	-
523960 Total				**$**	**-**
524010	Camino Ruiz, Santaluz to Camino del Norte - Street Improvements	Facilities Benefit Assessment	District 1	$	1,891,896
524010 Total				**$**	**1,891,896**
524020	Camino Ruiz, Santaluz to Resort Street - Wildlife Crossing	Facilities Benefit Assessment	District 1	$	5,499,920
524020 Total				**$**	**5,499,920**
524030	Camino Ruiz, San Dieguito Road to Carmel Valley Road - Street Improvements	Facilities Benefit Assessment	District 1	$	-
524030 Total				**$**	**-**
524040	Camino Ruiz, San Dieguito Road to Carmel Valley Road - Wildlife Crossing	Facilities Benefit Assessment	District 1	$	5,959,840
524040 Total				**$**	**5,959,840**
524790	El Camino Real - San Dieguito Road to Via de la Valle	Developer	District 1	$	-
		Highway Bridge Replacement/Repair Fund	District 1	$	8,300,000
		Unidentified Funding	District 1	$	-
524790 Total				**$**	**8,300,000**
525170	Carmel Valley Road - 300 Feet East of Portofino Drive to Del Mar	Development Impact Fees	District 1	$	-
		TransNet Commercial Paper	District 1	$	-
		TransNet Fund	District 1	$	1,030,000
525170 Total				**$**	**1,030,000**
525190	Bridge Rails - Citywide	Highway Bridge Replacement/Repair Fund	Citywide	$	400,000
		TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	-
		Unidentified Funding	Citywide	$	-
525190 Total				**$**	**400,000**
525540	First Avenue Bridge over Maple Canyon - Rehabilitation	Highway Bridge Replacement/Repair Fund	District 3	$	3,997,570
		TransNet Commercial Paper	District 3	$	514,000
525540 Total				**$**	**4,511,570**
525550	Georgia Street Bridge/University Avenue Separation Replacement	Highway Bridge Replacement/Repair Fund	District 3	$	-
		TransNet Commercial Paper	District 3	$	281,000
		TransNet Fund	District 3	$	150,000
525550 Total				**$**	**431,000**
525880	Streamview Drive Improvement - 54th Street to College Avenue	TransNet Commercial Paper	District 7	$	250,000
		TransNet Fund	District 7	$	-
		Unidentified Funding	District 7	$	-
525880 Total				**$**	**250,000**

Fiscal Year 2007
Streets and Traffic Listing with Revenue Sources, by Council Districts

CIP Number	Description	Revenue Source Description	Council District		Total
525920	Aldine Drive and Fairmount Avenue - Slope Restoration	TransNet Fund	District 3	$	400,000
		Unidentified Funding	District 3	$	-
525920 Total				**$**	**400,000**
526160	North Torrey Pines Road - Genesee Avenue to Torrey Pines Science Park	Facilities Benefit Assessment	District 1	$	75,250
526160 Total				**$**	**75,250**
526400	Palm Avenue/Interstate 805 Interchange	Facilities Benefit Assessment	District 8	$	4,950,000
526400 Total				**$**	**4,950,000**
526540	Lisbon Street - Imperial Avenue to 217 Feet East of 71st Street	TransNet Fund	District 4	$	45,000
526540 Total				**$**	**45,000**
526640	Debt Service for TransNet Bond Funded Projects	TransNet Fund	Citywide	$	2,818,423
526640 Total				**$**	**2,818,423**
526760	Mira Sorrento Place - Scranton Road to Vista Sorrento Parkway	TransNet Commercial Paper	District 5	$	400,000
		Unidentified Funding	District 5	$	-
526760 Total				**$**	**400,000**
526830	Debt Service for TransNet Commercial Paper Funded Projects	TransNet Fund	Citywide	$	10,757,345
526830 Total				**$**	**10,757,345**
526970	State Route 905	Facilities Benefit Assessment	District 8	$	4,000,000
526970 Total				**$**	**4,000,000**
527120	Del Mar Mesa Road - Carmel Country Road to Carmel Mountain Road	Facilities Benefit Assessment	District 1	$	1,059,986
527120 Total				**$**	**1,059,986**
527130	Alvarado Canyon Road Realignment	TransNet Commercial Paper	District 7	$	450,000
		Unidentified Funding	District 7	$	-
527130 Total				**$**	**450,000**
527150	Sidewalks - Citywide	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	350,000
		Unidentified Funding	Citywide	$	-
527150 Total				**$**	**350,000**
527170	Bird Rock Coastal Traffic Flow Improvements	TransNet Commercial Paper	District 1	$	1,000,000
		Unidentified Funding	District 1	$	-
527170 Total				**$**	**1,000,000**
527190	Mission Beach Bulkhead Preservation	TransNet Commercial Paper	District 2	$	-
		TransNet Fund	District 2	$	100,000
		Unidentified Funding	District 2	$	-
527190 Total				**$**	**100,000**
527210	Nobel Drive - Lebon Drive to Regents Road and Genesee Ave to Town Center Drive	Facilities Benefit Assessment	District 1	$	400,000
527210 Total				**$**	**400,000**
527230	Camino Santa Fe - Del Mar Mesa Road to State Route 56	Facilities Benefit Assessment	District 1	$	2,532,500
527230 Total				**$**	**2,532,500**
527390	Del Mar Heights Road - East of Old Carmel Valley Road	Facilities Benefit Assessment	District 1	$	2,000,000
527390 Total				**$**	**2,000,000**
527400	Pedestrian/Equestrian Crossing - Del Mar Heights Road	Developer	District 1	$	(300,000)
		Facilities Benefit Assessment	District 1	$	300,000
527400 Total				**$**	**-**
527430	Euclid Avenue Corridor Improvements	TransNet Commercial Paper	District 3, 7	$	116,000
		TransNet Fund	District 3, 7	$	84,000
		Unidentified Funding	District 3, 7	$	-
527430 Total				**$**	**200,000**
527470	Carmel Valley Road - Street A to Neighborhood Parkway	Facilities Benefit Assessment	District 1	$	1,500,000

Fiscal Year 2007
Streets and Traffic Listing with Revenue Sources, by Council Districts

CIP Number	Description	Revenue Source Description	Council District	Total
527470 Total				**$ 1,500,000**
527630	Skyline Drive Median & Parkway Improvements	TransNet Commercial Paper	District 4	$ 200,000
527630 Total				**$ 200,000**
527640	Palm Avenue Roadway Improvements	TransNet Commercial Paper	District 8	$ 250,000
527640 Total				**$ 250,000**
527650	Sorrento Valley Road & Interstate 5 Interchange	TransNet Commercial Paper	District 1	$ 160,000
527650 Total				**$ 160,000**
527660	University Avenue Mobility Project	TransNet Commercial Paper	District 3	$ 400,000
527660 Total				**$ 400,000**
530370	Earthquake Restrainers for Bridges	Highway Bridge Replacement/Repair Fund	Citywide	$ 260,000
		TransNet Commercial Paper	Citywide	$ -
		TransNet Fund	Citywide	$ 30,000
		Unidentified Funding	Citywide	$ -
530370 Total				**$ 290,000**
530381	North Harbor Drive Bridge over Navy Estuary	Highway Bridge Replacement/Repair Fund	District 2	$ 10,830,864
		TransNet Commercial Paper	District 2	$ 2,000,000
		Unidentified Funding	District 2	$ -
530381 Total				**$ 12,830,864**
530440	Regents Road Bridge	Facilities Benefit Assessment	District 1	$ 800,000
		TransNet Fund	District 1	$ -
530440 Total				**$ 800,000**
530610	Structural retrofit of Laurel Street (Cabrillo) Bridge	TransNet Commercial Paper	District 3	$ 144,000
530610 Total				**$ 144,000**
540120	Shoal Creek Pedestrian Bridge	State Grant	District 5	$ 480,000
		Unidentified Funding	District 5	$ -
540120 Total				**$ 480,000**
580070	Overhead/Other City Costs for Streets Projects	Capital Outlay Fund/Sales Tax	Citywide	$ 75,000
		TransNet Commercial Paper	Citywide	$ -
580070 Total				**$ 75,000**
581270	State Route 15 Bikeway	Congestion Mitigation and Air Quality	District 3	$ 400,000
581270 Total				**$ 400,000**
581400	Bayshore Bikeway	Congestion Mitigation and Air Quality	District 8	$ 3,000,000
581400 Total				**$ 3,000,000**
581470	Rose Creek Bikeway	TransNet Commercial Paper	District 2, 6	$ 250,000
		TransNet Fund	District 2, 6	$ -
		Unidentified Funding	District 2, 6	$ -
581470 Total				**$ 250,000**
581560	Ocean Beach Bike Path/Hotel Circle North Bikeway Design	TransNet Fund	District 2, 6	$ 50,000
		Unidentified Funding	District 2, 6	$ -
581560 Total				**$ 50,000**
581710	State Route 56 Bike Interchanges	Facilities Benefit Assessment	District 1	$ -
		Proposition A Bike Ways	District 1	$ 973,554
		Unidentified Funding	District 1	$ -
581710 Total				**$ 973,554**
590010	Resurfacing of City Streets	TransNet Fund	Citywide	$ 1,000,000
		Unidentified Funding	Citywide	$ -
590010 Total				**$ 1,000,000**
610010	Traffic Control/Calming Measures	TransNet Commercial Paper	Citywide	$ -
		TransNet Fund	Citywide	$ 300,000
		Unidentified Funding	Citywide	$ -
610010 Total				**$ 300,000**

Fiscal Year 2007
Streets and Traffic Listing with Revenue Sources, by Council Districts

CIP Number	Description	Revenue Source Description	Council District		Total
680060	Guard Rails	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	250,000
		Unidentified Funding	Citywide	$	-
680060 Total				**$**	**250,000**
680100	Traffic Signals - Citywide	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	340,000
		Unidentified Funding	Citywide	$	-
680100 Total				**$**	**340,000**
680110	Traffic Signals - Modifications/Modernization	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	600,000
		Unidentified Funding	Citywide	$	-
680110 Total				**$**	**600,000**
680170	School Traffic Safety Improvements	TransNet Commercial Paper	Citywide	$	-
		TransNet Fund	Citywide	$	200,000
680170 Total				**$**	**200,000**
680200	Pacific Highlands Ranch Traffic Signals	Facilities Benefit Assessment	District 1	$	440,000
680200 Total				**$**	**440,000**
Grand Total				**$**	**85,993,148**