

The City of
SAN DIEGO

FISCAL YEAR 2018-2022 FIVE-YEAR CAPITAL INFRASTRUCTURE PLANNING OUTLOOK



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List of Abbreviations

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|--|---|
| 1. ADA: Americans with Disabilities Act | 15. FCI: Facility Condition Index |
| 2. AMD: Asset-Managing Department | 16. FY: Fiscal Year |
| 3. AMP: Asset Management Planning | 17. IAM: Infrastructure Asset Management |
| 4. CAP: Climate Action Plan | 18. IBA: Office of the Independent Budget Analyst |
| 5. CIP : Capital Improvement Program | 19. ITS: Intelligent Transportation Systems |
| 6. CIP Outlook: Five Year Fiscal Year 2018 – 2022
Capital Infrastructure Planning Outlook | 20. JOC: Job Order Contract |
| 7. CIPRAC: Capital Improvements Program Review and
Advisory Committee | 21. MACC: Multiple Award Construction Contract |
| 8. City: City of San Diego | 22. MADs: Maintenance Assessment Districts |
| 9. CNG: Compressed Natural Gas | 23. Metro: Metropolitan System (for wastewater) |
| 10. CPC: Community Planners Committee | 24. Muni: Municipal System (for wastewater) |
| 11. CPG: Community Planning Groups | 25. OCI: Overall Condition Index (of pavement) |
| 12. DIF: Developer Impact Fees | 26. SLBE/ELBE: Small Local Business Enterprise/
Emerging Local Business Enterprise Program |
| 13. FBA: Facilities Benefits Assessments | 27. SLS: Service Level Standard |
| 14. FCA: Facility Condition Assessment | |
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EXECUTIVE SUMMARY

The City of San Diego (City) Fiscal Year (FY) 2018-2022 Five-Year Capital Infrastructure Planning Outlook (CIP Outlook) models long-range fiscal and capital asset planning. This is the third CIP Outlook the City has published since January 2015 which aims to provide information on the basis for revenue projections, criteria to determine capital infrastructure needs, and present a broad overview of capital infrastructure needs and funding over the next five fiscal years. The CIP Outlook is developed to closely follow the annual release of the Five-Year Financial Outlook in an effort to accurately forecast future available funding for capital projects and drive long-term infrastructure planning.

This CIP Outlook provides the City Council and the public an informative capital needs setting to support an informed discussion formally held during development of the FY 2018 Annual Budget. This document is not a budget, and therefore does not include all departmental or public requests that may be considered in the preparation of future annual budgets¹.

Improved Long-Term Planning to Better Manage City Infrastructure

This report represents a positive shift in practice by providing a comprehensive evaluation and analysis of the planning that occurs across a wide array of City departments. San Diego's infrastructure backlog was created over several decades and further impacted by the lack of coordinated long-range planning. The compilation of infrastructure data citywide will allow for improved management of the City's capital assets. As part of the Mayor's initiative to improve the management of the City's [Capital Improvements Program \(CIP\)](#), this document will continue to be refined to better reflect the City's strategic initiatives, updated condition assessments and established service level standards.

A Focus on Infrastructure Investment

The City's CIP is expected to continue its growth over the next five years; the average estimated funded demand is \$605 million in revenue added to the CIP per fiscal year, compared to the FY 2017 Annual CIP Budget of \$421.0 million, and includes major infrastructure investments in streets, sidewalks, water quality, libraries, parks, public safety and other high-priority neighborhood projects. Projected revenues have grown from the previous CIP Outlook from \$2.85 billion to \$3.02 billion over the next five years, an increase of approximately \$177 million to support the City's CIP.

An estimated \$4.3 billion capital infrastructure need exists over the next five fiscal years, which include continuing expenditure needs of existing CIP projects from the [FY 2017 Adopted CIP Budget](#), as well as newly identified capital asset needs based on regulatory requirements or other specific criteria further explained in this report. An estimated additional \$1.27 billion would be required to meet all of the needs outlined. This projected funding gap has been reduced by approximately \$120 million compare to \$1.4 billion presented in last year's CIP Outlook report.

Building an Efficient Capital Improvement Program

As the CIP program grows it is critical to efficiently manage and deliver capital projects. To accommodate growth and build organizational capacity in the CIP, multiple process improvements have been recently implemented while a few others are in progress. **Table 1** exhibits current status

¹ Financial Management Department publishes the [CIP Adopted Budget](#) annually. [The Citizen's Guide to the Capital Improvement Program](#) produced by the Office of the Independent Budget Analyst, provides additional useful information about the City's CIP.

of these efforts.² These reforms build on previous measures to streamline processes to reduce contracting time by eliminating duplicative and redundant processes.

Table 1 CIP Status of Streamlining Measures and Process Improvements

CIP Streamlining Measure and Process Improvement Description	Implemented	In Progress
<p>Online Vendor Registration and Bidding System Implementation of the PlanetBids eBidding solution provides electronic vendor registration, construction contract requirements, and integration with the City's certification and compliance system for Small Local Business Enterprise / Emerging Local Business Enterprise (SLBE/ELBE).</p>	X	
<p>Streamlined Environmental Review Delegated limited CEQA determinations authority has been granted to PWD; and staff within DSD has been dedicated to accelerate the environmental review process.</p>	X	
<p>Increased Use of Job Order Contracts (JOC) PW-ECP has expanded the use of JOCs to increase the flexibility of available CIP delivery methods, and provide for improved reliability as well as increased capacity.</p>	X	
<p>Increased Size of Average Construction Contracts The City is developing a process to combine similar smaller projects into larger contracts to maximize capacity and minimize costs. The draft process has been presented to CIPRAC and will be implemented as part of the updated Administrative Regulation 1.60 which will require an assessment of the combining CIP projects from the various capital asset types when CIP projects are initiated.</p>		X
<p>Expanded Use of City Construction Crews for Small Projects City Force crews are being used to perform work on projects that do not require engineering plans. The new staff have helped improve responsiveness to smaller CIP needs</p>	X	
<p>Portfolio Approach for Consultant Authorizations To avoid having outside consultant contracts approved individually, which causes delays, the process could be streamlined through an agreed understanding with the impacted labor groups for contracting specialty types of work to accelerate CIP project designs. Discussions with labor unions are underway.</p>	X	
<p>Better Coordinate Paving Roads with Current Projects This approach combines street resurfacing projects with current underground infrastructure projects to accelerate the implementation of permanent paving and reduce community impacts.</p>	X	
<p>Expanded Use of the Multiple Award Construction Contract (MACC) Increased task order limit to \$30.0 million and conversion to a permanent program, allowing construction to begin sooner than traditional delivery methods</p>	X	
<p>Electronic Review Process for Mayor's Actions On-line system modeled after the existing e1472 system, which will accelerate the action approvals and the overall delivery of CIP projects.</p>	X	
<p>General Development Plan (GDP) Reform The revised council policy significantly reduces the planning phase cost and time associated with community review, input and approval of proposed scopes of new parks and of expansions of existing parks by simplifying the GDP process.</p>	X	
<p>Fire Station, Comfort Station and Shade Structures Design Standardization The Public Works Department is in the final stages of shortlisting a set of standard design concepts for fire stations, comfort stations and shade structures. This will reduce the time required to scope and design new facilities and allow for more rapid project completion.</p>		X
<p>Implement Batch/Options Contracting This approach batches several different projects of similar scope together under one construction contract. Work would be initiated at each location as funding becomes available. The prices for all projects listed in the options contract would be fixed for a set period. The City can opt out of the remainder of work if funding is determined insufficient to complete all of the listed projects in the contract.</p>	X	

² Report No 15-020 CIP Process Improvement and Streamlining was presented to the City Council Infrastructure Committee on March 11, 2015.

<p>Community-Based Competitive Design Design-build teams would develop competing design concepts and a selection would be made based on community input, within a fixed budget limit. Community input would be focused at the earlier conceptual stage of a project, rather than during a later design development stage, to prevent potential cost overruns and schedule delays. Both the conceptual design and design team would be selected based on community input, technical qualifications, Public Contracting Law Compliance, and Equal Opportunity Contracting Program Compliance.</p>	X	
<p>Improved Cash Monitoring³ This effort involves monitoring of cash spending on CIP projects and moving funds if needed to support project execution.</p>	X	
<p>Establish A Commercial Paper Program³ This program, once finalized, is intended to serve as a short-term financing tool for CIP projects to reduce negative arbitrage. In Dec 2016, City Council authorized the Water Revenue Commercial Paper Notes Program.</p>		X
<p>Early Comptroller Certificate Issuance³ PWD has worked with the Office of the City Comptroller to be able to issue CCs in a future Fiscal Year using the current year budget that is expected to carry forward. This early issuance of CCs, results in PWD being able to issue new contracts throughout the year without experiencing any delays due to the Fiscal Year cutover period.</p>	X	

In order to instill a higher level of confidence that City public works projects will be completed in a timely and professional manner, during the first half of FY 2017, improvements to the contractor prequalification program, contractor performance evaluations and the procedures for debarment of non-performing contractors were implemented. Effective October 1, 2016, all firms seeking to become prequalified to bid as a prime contractor on City public works projects were required to demonstrate an enhanced level of experience and financial strength. ELBE/SLBE-certified firms, were, for the first time, required to provide evidence of experience and financial viability prior to becoming prequalified to bid as a prime contractor.

The City's Construction Management and Field Services Division created new forms and processes which are designed to improve the ability to accurately and fairly evaluate contractors' performance on public works projects. And, in conjunction with the new evaluation procedures, the City Council approved the amendment of the Municipal Code to strengthen the debarment ordinance and to provide progressively stiffer penalties for contractors who receive "unsatisfactory" performance evaluations.

Report Overview and Methodology

The CIP Outlook is developed to closely follow the annual release of the Mayor's Five-Year Financial Outlook to replace prior revenue growth projections eligible to fund possible future capital infrastructure asset needs. The preliminary funding analysis included in the CIP Outlook is also intended to support development of the Annual CIP Budget. This CIP Outlook report provides the City Council and the public an informative capital asset needs setting to support an informed discussion formally held during development of the FY 2018 Adopted CIP Budget.

The funding analysis portion of this report is separated into two primary segments: projected expenditures of identified infrastructure capital needs and forecasted eligible revenues to support those capital needs. The projected expenditure segment is further categorized by capital asset type.

³ Additional information is contained in [Report No. 16-108 CIP Mid-Year Budget Monitoring Report](#) which was presented to the City Council on January 10, 2017.

These segments consist of the City's projections for the next five fiscal years of ongoing and one-time revenues and expenditures, including adjustments necessary to support current or anticipated service levels or conditions of specific capital assets.

The City's FY 2017 Adopted CIP Budget provided the baseline expenditure values as the starting point to formulate projections over the next five fiscal years. The adopted budget allocates existing and anticipated funds to both new and continuing projects in the City's multi-year CIP. **Table 2** below displays the baseline expenditures referenced from the FY 2017 Adopted CIP Budget, currently totaling a \$7.47 billion multi-year CIP.

Table 2 City of San Diego Multi-Year CIP⁴

Multi-Year CIP	Prior Year for Existing CIP Projects	Fiscal Year 2017 Adopted Budget	Future Years for Existing CIP Projects	Total
CIP Project Expense	\$ 2,498,391,097	\$ 420,996,485	\$ 4,552,375,089	\$ 7,471,762,671

The 'Future Years for Existing CIP Projects' expenditure referenced in the table above displays approximately \$4.55 billion of funding needed in future years to complete existing CIP projects and does not include all of the unfunded needs or include newly identified needs that could become CIP projects in the future.

In preparation for this report and to identify new capital asset needs to support infrastructure, [Asset-Managing Departments \(AMD\)](#) submitted a total of approximately \$4.4 billion in capital infrastructure requests over the next five fiscal years, which includes continuing expenditure needs of existing CIP projects from the FY 2017 Annual CIP Budget, as well as newly identified capital asset needs based on regulatory requirements or other specific criteria further explained in this report. In addition, City departments that serve as revenue source administrators for certain fund sources eligible to fund capital needs also submitted growth projections over the next five fiscal years.

Report Assumptions

For the purpose of this report, information was collected from AMDs that primarily focused on the top ten infrastructure capital assets based on 2013 survey data, and informed by the City Council's Infrastructure Committee's indication that these assets are the highest areas of public interest for investment. These assets are identified in **Table 3** below and also include additional assets AMDs submitted for this CIP Outlook.

Table 3 Top Ten Infrastructure Capital Assets and Additional Assets Included

Top Ten Infrastructure Capital Assets (in alphabetical order)	Asset-Managing Department (AMD)
Bridges	Transportation & Storm Water
Fire Stations	Fire-Rescue
Park and Recreation Sites	Park and Recreation
Police Stations	Police
Sidewalks	Transportation & Storm Water
Storm Water Infrastructure	Transportation & Storm Water

⁴ The data in this table is based on existing CIP projects in the Adopted FY17 CIP Budget. "Future Years" includes expenses through the life of existing CIP projects, which could extend beyond five fiscal years.

Top Ten Infrastructure Capital Assets (in alphabetical order)		Asset-Managing Department (AMD)
Streetlights		Transportation & Storm Water
Streets and Roads		Transportation & Storm Water
Wastewater Infrastructure (Pure Water)		Public Utilities
Water Infrastructure (Pure Water)		Public Utilities
Additional Infrastructure Capital Assets (in alphabetical order)		Asset-Managing Department (AMD)
Airports		Real Estate Assets
Americans with Disabilities Impacted Capital Assets		Office of ADA Accessibility and Compliance
Bike Facilities		Transportation & Storm Water
Fleet Facilities		Fleet Operations
General Public Facilities ⁵		Public Works, Facilities Division
Landfills		Environmental Services
Libraries		Library
Lifeguard Stations		Fire-Rescue
Traffic Signals		Transportation & Storm Water

While the CIP Outlook attempts to present a comprehensive inventory of citywide capital asset needs and identify potential future funding sources for those needs, some capital assets and revenue sources are either not included or are partially projected in report. This is due to a variety of reasons outlined in **Table 4**. These assumptions collectively contribute to the complexity of developing a multi-billion capital plan and executing improvements of a heavily urbanized infrastructure system and are influenced by limited resources, competing priorities, changing demographics, performance capacity, and numerous other challenges.

Table 4 CIP Outlook Assumptions

Subject	CIP Outlook Assumptions
Sea Walls, Piers, and Coastal Assets- Rising Sea Levels: (Capital Asset)	This asset is not evaluated to date and not factored into the funding analysis. Without completed definitive studies, the Climate Action Plan which was adopted in December 2015 is the only source available so far that addresses sea-rise level and identifies a projected need to restore or improve sea walls and piers to withhold climate elements.
New/Replacement Stadium (Capital Asset)	This asset includes only funding that was previously approved by City Council to prepare an Environmental Impact Report for a replacement stadium. No other capital needs or funding projections were included in this report. Only previously approved funding and formally adopted and upheld decisions for major civic infrastructure improvements were included.

⁵ These facilities are in reference to structures maintained by the General Fund for operational use such as City Administration Building, Operations Yards, and other locations where City employees work or are available for public use.

Subject	CIP Outlook Assumptions
Convention Center Expansion (Capital Asset)	Only previously approved funding and formally adopted and upheld decisions for major civic infrastructure improvements were included. Any preliminary cost estimates for the expansion of the Convention Center were not included in this report.
Facility Condition Assessments of General Fund Facilities (Capital Asset)	Cost Estimates are based on the Condition Assessment Update City Council Report 16-014 presented to City Council on April 12, 2016 and draft Asset Management Plans which will be presented in early 2017. In addition, assessment information of leased facilities/spaces was not included in the analysis.
Information Technology Improvements (Capital Asset)	While information technology improvements, such as communication systems, serve as an important tool in maintaining and enhancing government operations, these types of projects were not included in this report which is focused on certain identified asset types. Additional information about the City's information technology programs can be reviewed on the City's Information Technology website .
Deferred Maintenance and Repair of Capital Assets (Capital Asset)	This report includes needs that are capital in nature, which does not include the costs associated and necessary for general preventative maintenance and repairs of infrastructure assets. These are expenses generally incurred by operational budgets of the AMDs which are appropriated within their respective annual budgets.
Updating City Gate (Capital Asset)	The Implementation Plan included in the Citygate's Standards of Coverage report previously adopted by City Council is under review and revision. Once revised new fire station needs will be updated in the next 5 year CIP Outlook report.
Community Development Block Grant (CDBG) (Revenue Source)	Included projected revenue based on the public infrastructure focus area under the City's CDBG Reinvestment Initiative. Project allocations by asset are based on the initial results of the "CDBG Bowl" held by the Economic Development Department, and are subject to further review and Mayoral & Council Approval.
Grants (Revenue Source)	Included more recent budgeted projections which provide values for FY 2018 only as there is too much uncertainty on what the actual available funding will be beyond the next fiscal year.
Facility Benefit Assessments (Revenue Source)	Included more recent budgeted projections through FY 2022.
Development Impact Fees (Revenue Source)	Included more recent CIPRAC approved projections which provide values for FY 2018 only as there is too much uncertainty on what the actual available funding will be beyond the next fiscal year.
Charter Section 77.1 - Infrastructure Fund (Revenue Source)	Passed by the voters on June 7, 2016, the City is required to place certain unrestricted General Fund revenues into an Infrastructure Fund to be used for new infrastructure costs. This report assumes all revenue from the Infrastructure Fund will be used for CIP projects. If a portion or all of these funds are used for maintenance or repair of infrastructure instead, the revenue available for CIP projects will be reduced by a corresponding amount.

CAPITAL IMPROVEMENTS PROGRAM (CIP) OVERVIEW

The CIP is a compilation of individual capital improvement projects and annually adopted funding sources. [CIP projects](#) provide improvements, or additions, to the City's infrastructure systems and are designed to enhance overall quality of life. Executing the CIP portfolio is complex due to the volume and variety of funding sources, asset types, and project delivery methods. Capital improvement projects are prioritized according to Council Policy 800-14. Projects are identified through coordination

with participating City departments, the Capital Improvement Program Review and Advisory Committee (CIPRAC), input from stakeholders; and funding is approved by the City Council.

CIP Review Advisory Committee (CIPRAC)

The City manages participation of several City Departments organized to prioritize capital projects and proposed allocations of available capital funds through the [Capital Improvements Program Review and Advisory Committee \(CIPRAC\)](#), which includes membership of the following City Departments:

Asset-Managing City Departments (AMD)	CIP Service-Providing City Departments
Environmental Services	Office of ADA Compliance and Accessibility
Fire-Rescue	Office of the City Comptroller
Library	Planning
Park and Recreation	Debt Management
Police	Financial Management
Public Utilities	Public Works, Engineering and Capital Projects Branch
Real Estate Assets (including airports and stadiums)	Public Works, Facilities Division
Transportation and Storm Water	Public Works, Contracts Branch
Civic San Diego (agency)	Purchasing and Contracting

INFRASTRUCTURE ASSET MANAGEMENT (IAM) PROGRAM

Infrastructure assets represent a major investment vital for maintaining the quality of life for the City. This is why Infrastructure Asset Management (IAM) is so important. It is a best business practice to meet desired service levels for assets in the most cost effective way. In FY 2014, City Council approved [Council Policy 800-16](#) to provide guidance and support for Asset Management. In FY 2015, the City established the IAM Program. The IAM Program has the following goals:

- Implement and coordinate citywide IAM business practices to more sustainably manage infrastructure assets at a desired level of service for the lowest lifecycle cost.
- Develop a Strategic Asset Management Plan to provide a consistent framework and standards for IAM implementation citywide.
- Implement a comprehensive IAM System to support IAM business practices—I AM San Diego Project.

I AM San Diego Project

The I AM San Diego Project will develop a comprehensive, integrated IAM System to transform the way the City plans, prioritizes and delivers maintenance and capital projects. I AM San Diego is an investment in both technology and infrastructure.

Technology – I AM San Diego will replace 32 outdated, obsolete systems with one new integrated system to provide state-of-the-art technology. This includes automated, real-time work management and mobile, map-based capabilities being used in the field. The Project will integrate IAM business processes with existing SAP functions. This will transform maintenance management through more coordinated and efficient planning, scheduling, and execution.

Infrastructure – The IAM System will help the City address infrastructure-related challenges by transforming to proactive, condition-based maintenance and capital planning. IAM includes an Asset Management Planning (AMP) component, a current gap in the City, to identify optimal maintenance and capital investment strategies. AMP will enable developing Asset Management Plans that serve as

proactive maintenance plans and budgets as well as identifying priorities in the Five-Year CIP Outlook and the CIP Annual Budget.

Key Project milestones include the initiation of business process consulting services in December 2015 and the onboarding of the Systems Integrator in May 2016. The Project is anticipated to go live in early FY 2018. A proof of concept (POC) is also being conducted for the AMP component of the IAM System that includes four right-of-way assets (water distribution and transmission pipelines, wastewater gravity mains, storm drain pipes, and street and alley pavement). Completion of the POC is anticipated in January 2017.

Phase 2 of I AM San Diego is currently being planned to include a phased rollout of the IAM System from FY 2018-2021 to five additional AMDs: Library, Police, Fire-Rescue, Environmental Services, and Park & Recreation.

Condition Assessments

Maintaining accurate and current data on the condition of infrastructure assets is a critical component of asset management. Condition assessment data allows the City to effectively plan for replacement, rehabilitation or improvement of assets to ensure their reliability and sustainability. The City has invested in condition assessments for various assets such as streets, bridges, parks, public facilities, and airports. Data is anticipated to be housed in the IAM System to prepare asset management plans. The Facilities Condition Assessments (FCA) are required for health and safety conditions of building occupants, code violations, energy saving opportunities, and project planning. Service levels for City-occupied facilities have been included in the funding analysis basis for facility capital needs.

In FY 2016, the City made a substantial investment in funding condition assessments, some of which have been completed. Two of these are the latest facilities condition assessment for city-occupied facilities and the streets facilities condition assessment, the [City-Occupied Facilities Condition Assessment \(FCA\) Update Report](#) was presented to City Council on April 12, 2016 and the [Streets FCA](#) was presented to Infrastructure Committee on September 22, 2016. **Table 5** provides the most current status of condition assessments program in the City.

Table 5 Current Status of Condition Assessments

Capital Asset Type	Current Status of Condition Assessments
Facilities - General Fund	City-occupied assessed between FY2014 and FY2016 were presented to Council in April 2016. See report "Facilities Condition Assessment: Comprehensive Report for City-Occupied General Fund Facilities FY14 to FY16". Assessments to be updated on a four-year rotating schedule. Leased assessments to be presented winter 2016/2017.
Facilities - Public Utilities	The assessment was completed in CY2016 and the final report should be available early CY2017.
Facilities - Park and Recreation	P&R facilities were included in the General Fund FY16 FCA update. See General Fund Facilities above.
Developed Parks	Anticipated to be completed in FY 2020.
Sidewalks	Completed. Results report released in September 2015.
Streets	Completed. Results report released in September 2016

Capital Asset Type	Current Status of Condition Assessments
Water and Wastewater	Dams & Outlet Works – FY2017 to FY2022 Potable Water Reservoirs – FY2014 to FY2017 Small Diameter Potable AC pipe – FY2014 to FY2016 Large Diameter Raw Water PL -- FY2014 to FY2017 Large Diameter Water Pipeline - FY2015 to FY2019 Large Diameter Wastewater Pipeline – FY2014 to FY2018 Small Diameter Municipal Collection System – continuous Municipal Wastewater Pump Stations – continuous

The City will have a better understanding of funding needs related to capital expenditures of depreciable assets as data becomes available from the on-going condition assessments and asset management plans are prepared.

Operations and Maintenance Impacts to Capital Renewal

Conducting ongoing planned preventative and predictive maintenance is vital for optimizing the life of capital assets in the most cost-effective manner. When ongoing maintenance is not fully funded, it contributes to deferred maintenance and capital, raises risks to the public, and increases repair and replacement costs. While capital repair, rehabilitation, or replacement are eligible to be in the CIP, maintenance is considered to be an operational cost typically funded by the AMD's operating budget, Facilities Division's operating budget, or other non-capital funding sources. Further, many available funding sources have restrictions on how much of the funds can be used for maintenance such as TransNet, which limits operational maintenance to 30 percent of the total funds the City receives.

IDENTIFY CAPITAL NEEDS

Numerous factors affect what triggers and defines a capital asset need. Significant factors include consideration of public health and safety, adhering to Federal, State and local laws, adopting and adhering to service level standards (SLS), and evaluating asset condition assessments. The coordination efforts applied relies on these critical factors to determine and later prioritize a capital need exists, either as a comparison to the known condition of an existing asset or determining a missing asset.

Federal and State Mandated Requirements

The City faces a wide range of mandates and from various regulatory agencies regarding specific designs and attributes of an asset which have consequences if the mandate is unmet. Many of these legal mandates regulate a specific standard to preserve and maintain a public health standard to protect the environment, such as water and air quality rules, and also to provide a level of access to the public for services. Some CIP projects must be done to comply with these laws and regulations or may be mandated in legal agreements. Failure to meet these requirements could result in the City facing substantial fines or exposure to litigation. In addition to existing mandates that regulate capital assets related to water clarity for storm drains and laws that govern standards for sewer and water pipelines, the City also has requirements regarding the standards for the public's accessibility for persons with disabilities.

Americans with Disabilities Act (ADA) Requirements

The 1990 ADA Federal law mandates local governments create a complaint process for persons with a disability who have a grievance against the municipality. The City's formal ADA complaint process is through its [Office of ADA Compliance and Accessibility](#). The majority of complaints involve the public right-of-way, such as missing or inadequate curb ramps, missing sidewalks, and requests for accessible pedestrian signals at signalized roadway intersections. The City resolves all complaints in the most expeditious way feasible, though many public right-of-way complaints include complex design elements that may delay an immediate resolution.

ADA law also requires that public entities with 50 or more employees complete a transition plan that identifies and schedules structural changes to facilities and public rights-of-way needed to achieve accessibility. The City's Transition Plan, adopted in 1996, identified 212 high-use City-owned facilities needing architectural barrier removal to achieve full accessibility. Nearly all Transition Plan projects are complete, the few remaining are fully funded and near completion. In 2009 the City hired a consultant to update its Transition Plan; that consultant identified 183 high-use public facilities requiring architectural barrier removal. Since 2009 the City has funded barrier removal projects at several of the identified facilities; the remaining projects are projected to cost approximately \$35 million. Transition Plans are working documents; as such, the City continues to evaluate its public facilities for compliance with current ADA regulations and update its list of projects needing barrier removal. In addition to Transition Plan-specific and complaint-related projects, all City capital projects incorporate ADA components as required by Federal, State, and local laws, building codes and regulations.

Preservation of Public Safety

Public safety assets are assets used by City staff whose mission is to protect, preserve, and maintain safety of the community, its environment and property. Typical facilities include lifeguard, fire and police stations. Other types of projects may result in avoiding or reducing risk to public health, safety, and the environment, through improvements such as reducing traffic collisions, sewer spills, and emergency response times. The City has recognized the value of fire prevention and the need to prevent or limit the severity of fire, given the type of housing stock, commercial buildings, and the threat of wildland fires on the City's edges. To meet these challenges, the City has adopted safety codes more strenuous than those mandated by state minimums.

Community Input

The City is committed to involving the public in developing the CIP. Throughout the project life cycle, the City gains public input and also provides information on the activities that have the greatest potential impact on the community. CIPRAC has adopted goals to collect community input consistent with [Council Policy 000-32](#) by providing a public process to gain input on infrastructure suggestions through the City's [Community Planners Committee](#)⁶ (CPC).

The Public Works Department, the Office of the IBA, the Financial Management Department, and the CPC have provided training sessions in the past for all of the [Community Planning Groups](#) (CPG) to encourage more community involvement in the development of the City's CIP. As a result, a list of community driven proposed CIP projects was received in late 2013. These proposals were reviewed and categorized as proposed future CIP projects, current projects or not a CIP project, details of these

⁶ The Community Planners Committee was instituted to ensure communication and to solicit resident input on citywide issues among the various planning groups in the City under the direction of [Council Policy 600-09](#).

efforts can be found in the following [report](#). The City has initiated re-engagement of the process with the CPC to continue to find ways to modify and improve public involvement.

The City is characterized by diverse topography and distinctive neighborhoods within 52 community planning areas. The Planning Department works extensively with CPGs to update community plans to implement citywide goals and address community-specific issues. Community plans also identify public facilities that are needed to serve the community and implement the General Plan. These facilities are prioritized by the community, included in an Impact Fee Study, and serve as the basis for establishing a developer impact fee (DIF). DIF is one of several funding sources used in the CIP. With many plan updates currently underway, it is anticipated that new and revised projects will continue to be added to the CIP.

Establishing and Evaluating Service Level Standards

Level of Service is the defined service quality for a particular activity against which service performance may be measured. Service Level Standards (SLS) set a threshold for public infrastructure needs and usually relate to quality, quantity, reliability, responsiveness, environmental, acceptability, and cost. Many of the City's existing SLS were established as part of the General and community plans; federal, state, and regional regulations and laws; and industry standards. These SLS reflect accepted infrastructure requirements such as increased park space, access to public safety, improved traffic patterns, and adding public safety facilities. **Table 6** below displays various plans that directly or indirectly address SLS and serve to guide the AMDs in determining a capital need.

Table 6 Service Level Standard Sources

Capital Asset Type	Current Service Level Standard Source
Airports	Federal Aviation Administration and Industry Standards
Bicycle Mobility/Bike Facilities	San Diego Bicycle Master Plan
Bridges	CALTRANS inspection reports
Civic, Cultural and Community Centers	Facility Condition Index (FCI)
Disabled Access	Federal, State and Local Regulations and Laws
Fire Stations	Fire Department Standard of Response Coverage
Golf Courses	Five-Year Golf Plan, 2012
Libraries	General Plan and American Library Association Guidelines
Lifeguard Stations	General Plan and Department Standards
Recreation Centers	General Plan and Department Standards
Police Stations	General Plan, Industry Standards, and Department Standards
Sidewalks	Community Plans, Mobility Plans, and Transportation Needs List
Sporting Event Venues, Stadiums, Convention Center	Industry Standards and Contractual Obligations

Capital Asset Type	Current Service Level Standard Source
Storm Water	Included in the Watershed Asset Management Plan - 2013
Streetlights	Community Plans, Mobility Plans, and Transportation Needs List
Streets and Roads	Overall Condition Index (OCI), Pavement Condition
Water and Wastewater	State and Federal Regulations

The City continues to build upon current SLS to include all assets, and to evaluate outdated SLS. Newer initiatives that have capital improvement components may develop new standards that need to be met along with other existing standards. Newer standards will impact the future capital planning efforts and it is also possible they may result in revising scopes of work and cost projections of current CIP projects.

City Climate Initiative

On [December 15, 2015](#), the Mayor's [Climate Action Plan](#) (CAP) was unanimously adopted by City Council. With the CAP, the City has established five bold strategies to achieve greenhouse gas (GHG) emissions reduction targets for 2020 (15% reduction) and 2035 (50% reduction) from a 2010 baseline. These strategies are:

- Energy & Water Efficient Building
- Clean & Renewable Energy
- Bicycling, Walking, Transit and Land Use
- Zero Waste
- Climate Resiliency

Successful implementation of the CAP will: 1) help the State of California achieve its emissions reduction target by contributing to GHG reductions, 2) prepare for anticipated climate change impacts in the coming decades, and 3) have a positive impact on the regional economy and San Diegans.

The City of San Diego is a leader and pioneer in adopting a bold Climate Action Plan. The efforts that supports the CAP and help attaining the goals mentioned above cross many departments and are embedded in many different projects and initiatives, the CIP benefits CAP by implementing projects which focus on the five strategies listed above that will ultimately benefit all residents of the City of San Diego.

IDENTIFY SOURCES TO FUND CAPITAL NEEDS

The following section provides details of the City's funding sources that are most often used to support infrastructure capital needs. The City's CIP uses a variety of on-going and one-time funding sources to fund CIP projects. Appropriating funds to meet capital needs is contingent upon forecasting revenues to be received for a specific year. Definitions, restrictions, and constraints of funding sources to support capital needs are described in **Table 7**. Some of the below identified funding sources in this table do not always realize revenue as planned due to various reasons such as economic down-turns, lack of land sales (Capital Outlay Fund), rate of development delays (Developer Impact Fees and Facilities Benefit Assessment funds).

Table 7 Capital Project Funding Sources, Restrictions, and CIP Constraints/Risks

Funding Source	Restrictions	Constraints/Risks
Financing	Limited to infrastructure for which the bonds were intended	Contingent on the ability and option of the City utilize financing mechanisms such as bonds or commercial paper
Capital Outlay	Used exclusively for acquisition, construction, and completion of permanent public improvements or real property	Contingent upon land sales
Development Impact Fees (DIF)	Limited to communities in which each fee was collected	Contingent upon development and developers submitting their fees
Donations and Developer Funding	Donations may be restricted by the donor to a particular purpose Developer Funding is restricted to certain projects (or types), in certain areas	Donations must be received by the donor Developer Funding must be received by the developer
Enterprise Funds (e.g. water, sewer, golf, airports)	Must be used to support the services that provide the revenue	Based on user revenues and established user fee rates
Facilities Benefit Assessments (FBA)	Limited to the designated area of benefit in the community planning area	Contingent upon development and developers submitting their fees
Infrastructure Fund	Limited by the City Charter to eligible infrastructure expenses including costs incurred in the acquisition of real property; the construction, reconstruction, rehabilitation, and repair and maintenance of infrastructure	Contingent upon the General Fund revenue calculations outlined in the City Charter
Grants	Used for purposes approved by granting agency	Contingent upon grant being awarded
Maintenance Assessment Districts (MADs)	Limited to projects within MAD boundaries	Based upon the amount of assessments charged to each property owner in the district
Mission Bay and Regional Park Improvement Funds	Mission Bay Improvements Funds must be used on specific projects listed in the City Charter. Regional Park Improvement Funds must be used in the City's regional parks and recommended by the Regional Park Improvements Fund Oversight Committee.	Based on annual lease revenue generated in Mission Bay Park.
Special Revenue Funds	Must be used for the specifically identified purpose of the fund	Revenue must be received
TransNet Funds	Limited to projects that provide congestion relief and transportation improvements	Contingent on revenue from a one-half cent local sales tax

Grant funding is difficult to predict for the outlying years of this report's projections due to complex contingency requirements in order to continue eligibility to receive additional grants. This is common for very large scale projects, such as improvements to bridges. Additionally, DIF revenue is also not projected beyond FY 2018 since this revenue is contingent upon private development activity which is also difficult to predict for outlying years.

Review of Infrastructure Financing

Generally, most funding sources must be applied strictly for purposes intended for a specific program. For example, the goal of TransNet funding is to reduce traffic congestion, and therefore can only be

used for street improvements and assets within the right-of-way. DIFs are assessed to mitigate the impacts of development assessed within a specific community and must be used for expanded or new facilities for that same community. The City's reliance on bond financing programs is an equitable and affordable means of financing capital projects and represents an important component of capital planning to address infrastructure needs. It is the City's goal to structure and implement bond financings to provide funding in a timely and cost effective manner for priority capital projects consistent with the current [City's Debt Policy](#).

Most General Fund assets do not have the revenue capacity to finance many CIP projects through a pay-go model. Therefore, the City leverages the General Fund's assets through the issue of long-term bonds. An alternative to pay go funding for General Fund capital assets are bond offerings. The City has primarily utilized Lease Revenue Bonds to finance General Fund capital improvements. Going forward, the City anticipates utilizing Commercial Paper, a short term financing mechanism that will allow for "just-in time" borrowing instead of issuing the full amount of the long term bonds upfront.

The City's existing general operating revenues are pledged to pay annual debt service on these bonds. The bond obligations do not authorize the City to levy a new tax or a charge to repay the bonds. The water and wastewater infrastructure projects are financed with the proceeds from Water and Sewer Revenue Bonds, with repayment solely derived from revenue generated by water or sewer rate charges from respective customers.

Capital funding for General Fund asset classes such as streets, facilities, and storm drains have been deferred resulting in a major capital backlog. To begin to address capital needs within the existing infrastructure, the City issued bonds for approximately \$333 million between 2009 and 2015. These funds were allocated to address important capital improvements to existing assets and new facilities across the City:

Streets and Sidewalks	\$157 million
Facilities	\$107 million
Storm Drains	\$45 million
<u>Other (e.g. ADA, parks, street lights)</u>	<u>\$24 million</u>
TOTAL	\$333 million

The Fiscal Year 2018-2022 Five-Year Financial Outlook identified the issuance of three deferred capital bond issuances of \$90 million each, on an 18-month basis, projected to occur in FY 2018, FY 2020 and FY 2021. The schedule for issuance of long-term bond debt will be reevaluated each fiscal year as part of the budget development process. Additionally, as the City develops a commercial paper program for the general fund CIP, the timing of issuing long-term debt may be further adjusted. Commercial paper, a short term financing mechanism, will allow for "just-in time" borrowing instead of issuing the full amount of the long term bonds upfront. In this way, the City will draw down amounts when funds are required (as capital project spending occurs). For the purpose of this exercise, the receipt of the \$270 million in financing proceeds is spread equally across all five years.

Among the Enterprise Funds, the water and wastewater utilities each have large CIP projects traditionally funded through a combination of cash, financing, grants, and State Revolving Fund loans, and supported by the respective system revenues. Additionally, in December 2016, the City Council

authorized the Water Revenue Commercial Paper Notes Program in an amount not to exceed \$250 million. These water and wastewater capital projects are driven by a need to maintain or replace existing infrastructure, increase capacity, expand the systems to accommodate growth, and also to comply with federal and State regulations. These utilities are primarily supported by revenues generated by charges to customers.

Funding Capacity

When developing the annual budget, City staff evaluates trends in revenue activity and other general economic factors that impact changes to CIP project costs and supporting revenue sources. All project costs that are projected to be incurred upon completion of a project, ramifications of not implementing a project, and potential lost opportunity costs to the City if a project is delayed are reviewed annually.

The CIP budget is the mechanism that implements the CIP and fulfills a requirement of the [City Charter-Section 69](#). The City Council annually approves the CIP budget and the allocation of funds for the included projects via the [Appropriations Ordinance](#), which establishes the legal spending authority for each budgeted fund, department, or both based upon the adopted budget, [City Charter-Section 69](#). These limits include appropriations carried forward from prior years as authorized in the [City Charter-Section 84](#).

Spending limits, based on updated information, can be amended during the year through City Council approval. Once all capital needs are identified with project cost estimates, known revenue sources are applied which will produce a funding needs gap.

PROJECTED CAPITAL ASSET NEEDS AND FUNDING: FY 2018-2022

This report further presents projected revenues for new and deferred capital needs over the next five fiscal years.⁷ The projected capital needs through FY 2022 are approximately \$4.3 billion, with approximately \$3.02 billion of projected funding with an estimated funding gap of \$1.27 billion reflected in **Table 8**. **Table 9** provides projected expenditures of capital needs by asset type. This does not represent the entire value of all City infrastructure needs since not all capital needs could be reasonably addressed within the next five years. There are several asset types with needs fully funded by enterprise funds not related to the funding gap. Enterprise Funds account for specific services funded directly by fees and charges to users such as water and sewer services intended to be self-supporting.

Table 8 Summary of Infrastructure Needs, Funding, and Funding Gap FY 2018 – FY 2022

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Capital Needs	\$ 909,740,887	\$ 686,588,894	\$ 1,152,997,748	\$ 899,445,788	\$ 650,363,111	\$ 4,299,136,428
Funding	653,469,395	451,149,505	943,058,611	685,224,365	292,203,854	3,025,105,730
Gap	\$ 256,271,492	\$ 235,439,389	\$ 209,939,137	\$ 214,221,423	\$ 358,159,257	\$ 1,274,030,698

⁷ Projections displayed in this report are not a part of the annual Appropriations Ordinance adopted by City Council.

Table 9 Summary of Projected Capital Asset Needs FY 2018 - FY 2022

Asset Type	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
ADA	\$ 11,055,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 47,055,000
Airports	10,066,667	7,750,000	4,500,000	4,000,000	-	26,316,667
Bike Facilities	17,645,000	45,040,037	19,426,010	18,680,000	19,050,000	119,841,047
Bridges	149,389,442	6,742,000	29,357,000	8,454,000	8,454,000	202,396,442
Facilities	41,475,000	35,750,000	35,750,000	48,812,000	72,430,000	234,217,000
Fire Stations	-	1,861,176	6,462,410	-	58,160,265	66,483,851
Landfills	14,230,000	4,300,000	3,200,000	3,200,000	3,200,000	28,130,000
Libraries	6,237,422	-	8,372,000	-	-	14,609,422
Lifeguard Stations	-	-	-	-	6,319,967	6,319,967
Parks	108,246,446	40,844,636	26,612,727	28,030,864	52,275,605	256,010,278
Police Stations	-	-	-	-	-	-
Pure Water - Potable Reuse	74,112,023	100,813,739	584,718,693	402,988,012	5,506,313	1,168,138,780
QUALCOMM Stadium	750,000	750,000	750,000	750,000	750,000	3,750,000
Sidewalks	23,297,000	22,627,000	22,977,000	23,327,000	23,677,000	115,905,000
Storm Water	85,587,844	84,950,697	67,749,083	89,524,711	111,033,998	438,846,333
Streetlights	41,720,000	39,700,000	39,940,000	40,190,000	40,450,000	202,000,000
Streets and Roads - Modifications	20,366,598	14,425,000	25,729,000	14,400,676	8,640,000	83,561,274
Streets and Roads - Pavement	45,900,000	46,900,000	46,900,000	43,900,000	43,900,000	227,500,000
Traffic Signals and ITS	21,246,453	27,510,000	28,080,000	28,490,000	28,990,000	134,316,453
Wastewater	109,323,684	88,259,461	85,662,667	57,936,840	55,455,488	396,638,140
Water	129,092,308	109,365,148	107,811,158	77,761,684	103,070,475	527,100,774
Total Need	\$ 909,740,887	\$ 686,588,894	\$ 1,152,997,748	\$ 899,445,788	\$ 650,363,111	\$ 4,299,136,428

In order to effectively plan the execution of capital needs, the City needs to provide reasonable projections of cash flows displayed in **Table 10** for the projected funding per asset type. As noted in the assumptions identified in **Table 4** earlier in this report, some funding sources are projected only on an annual basis such as DIFs and grants. While the needs may be eligible for these funding sources are included, projections beyond FY 2018 for these fund sources is not included in this report. The following section beginning with **Table 11** provides additional detail of projected capital needs, funding sources, and additional information regarding unique needs for each asset type.

Table 10 Summary of Capital Funding Projections FY 2018 - FY 2022

Asset Type	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
ADA	\$ 1,667,750	\$ 572,493	\$ 126,375	\$ 490,820	\$ 408,220	\$ 3,265,658
Airports	10,066,667	7,750,000	4,500,000	4,000,000	-	26,316,667
Bike Facilities	785,000	2,181,468	750,000	750,000	750,000	5,216,468
Bridges	106,038,001	500,000	500,000	500,000	500,000	108,038,001
Facilities	27,735,452	17,390,213	20,053,122	24,315,164	21,953,611	111,447,560
Fire Stations	-	1,861,176	6,462,410	-	-	8,323,586
Landfills	14,230,000	4,300,000	3,200,000	3,200,000	3,200,000	28,130,000
Libraries	6,237,422	-	8,372,000	-	-	14,609,422
Lifeguard Stations	-	-	-	-	-	-
Parks	77,647,038	34,671,152	25,914,639	28,030,864	24,079,357	190,343,050
Police Stations	-	-	-	-	-	-
Pure Water - Potable Reuse	74,112,023	100,813,739	584,718,693	402,988,012	5,506,313	1,168,138,780
QUALCOMM Stadium	750,000	750,000	750,000	750,000	750,000	3,750,000
Sidewalks	3,600,000	5,284,443	1,715,426	2,105,141	2,516,780	15,221,790
Storm Water	26,735,452	17,390,213	20,053,122	24,315,164	21,953,611	110,447,560
Streetlights	100,000	100,000	100,000	100,000	100,000	500,000
Streets and Roads - Modifications	16,093,598	11,160,000	23,569,000	12,180,676	6,160,000	69,163,274
Streets and Roads - Pavement	45,900,000	46,900,000	46,900,000	43,900,000	43,900,000	227,500,000
Traffic Signals and ITS	3,355,000	1,900,000	1,900,000	1,900,000	1,900,000	10,955,000
Wastewater	109,323,684	88,259,461	85,662,667	57,936,840	55,455,488	396,638,140
Water	129,092,308	109,365,148	107,811,158	77,761,684	103,070,475	527,100,774
Total Funding	\$ 653,469,395	\$ 451,149,505	\$ 943,058,611	\$ 685,224,365	\$ 292,203,854	\$ 3,025,105,730

Accessibility- ADA Transition Plan, AMD: Various depending on asset type

Table 11 Accessibility - ADA Asset Type

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 11,055,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 47,055,000
Funding Source						-
CDBG	-	572,493	126,375	490,820	408,220	1,597,908
Development Impact Fees	1,667,750	-	-	-	-	1,667,750
Funding Source Total	\$ 1,667,750	\$ 572,493	\$ 126,375	\$ 490,820	\$ 408,220	\$ 3,265,658
Gap	\$ 9,387,250	\$ 8,427,507	\$ 8,873,625	\$ 8,509,180	\$ 8,591,780	\$ 43,789,342

Disability access improvements are included in hundreds of projects per year across several asset types. Identified DIF funding is for eligible complaint-based curb ramp, audible pedestrian signal and sidewalk installations, as well as limited facility barrier removal projects. Any project using DIF money must be identified in that community’s Facility Financing Plan. Because of this limitation, many ADA-related complaints require alternative funding sources. The City has approximately 272 open and unfunded complaints with an approximate remediation cost of \$21.4 million. Costs for Transition Plan and complaint remediation projects is currently estimated at \$56 million. Since FY 2008, the City invests an annual average of \$6.1 million in barrier removal projects. In addition, all facility improvements include ADA requirements and projects such as street resurfacing and pipeline replacement install ADA curb ramps annually.

Airports, AMD: Real Estate Assets Department

Table 12 Airports

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 10,066,667	\$ 7,750,000	\$ 4,500,000	\$ 4,000,000	\$ -	\$ 26,316,667
Funding Source						-
Airport Funds	10,066,667	7,750,000	4,500,000	4,000,000	-	26,316,667
Funding Source Total	\$ 10,066,667	\$ 7,750,000	\$ 4,500,000	\$ 4,000,000	\$ -	\$ 26,316,667
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Airports Division manages Montgomery-Gibbs Executive Airport in Kearny Mesa and Brown Field Airport in Otay Mesa. Both airport cover combined 1,330 acres and contain nearly eight miles of runways and taxiways, safely accommodating over 275,000 annual aircraft operations. Rehabilitation of runways and taxiways are necessary to maintain safety and to adhere to federal grant requirements.

Bike Facilities, AMD: Transportation and Storm Water Department

Table 13 Bike Facilities

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 17,645,000	\$ 45,040,037	\$ 19,426,010	\$ 18,680,000	\$ 19,050,000	\$ 119,841,047
Funding Source						-
Facilities Benefit Assessments	-	1,431,468	-	-	-	1,431,468
TransNet Funds	785,000	750,000	750,000	750,000	750,000	3,785,000
Funding Source Total	\$ 785,000	\$ 2,181,468	\$ 750,000	\$ 750,000	\$ 750,000	\$ 5,216,468
Gap	\$ 16,860,000	\$ 42,858,569	\$ 18,676,010	\$ 17,930,000	\$ 18,300,000	\$ 114,624,579

The City’s bike improvement priorities continue to take advantage of opportunities for providing Active Transportation options on roadways that are resurfaced, in conjunction with the Street Preservation Program, the Utilities Undergrounding Program, and the Public Utilities water and sewer pipeline replacement projects. This has proven to be an efficient and cost effective strategy for creating new and/or improving existing bike lanes throughout the City. The Bike Program is committed to prepare plans for improving and/or installing a minimum of 50 bike lane miles per year. Funding

will be used for street repurposing and other projects to improve existing, and create new, bike lanes and traffic improvements along University Ave and El Cajon Blvd. corridors.

Bridges, AMD: Transportation and Storm Water Department

Table 14 Bridges

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 149,389,442	\$ 6,742,000	\$ 29,357,000	\$ 8,454,000	\$ 8,454,000	\$ 202,396,442
Funding Source						-
Grants	103,538,001	-	-	-	-	103,538,001
TransNet Funds	2,500,000	500,000	500,000	500,000	500,000	4,500,000
Funding Source Total	\$ 106,038,001	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 108,038,001
Gap	\$ 43,351,441	\$ 6,242,000	\$ 28,857,000	\$ 7,954,000	\$ 7,954,000	\$ 94,358,441

There are approximately 150 vehicular or pedestrian bridges crossing City streets. These bridges are inspected by Caltrans once every two years. After the inspection, Caltrans prepares a bridge inspection report detailing the condition of the bridge and needed repairs. City staff works closely with Caltrans to pursue State/Federal grant funds to address needed bridge repairs. The City applies yearly for two major grants, the Local Highway Bridge Program (HBP) for major bridge rehabilitation and Bridge Preventive Maintenance Program (BPMP) for minor bridge rehabilitation. The federal reimbursement rate is 88.53% of the project costs. The City is responsible for the remaining 11.47% of the project cost. Based on the data gathered from Caltrans' inspections, the City is planning and making necessary repairs to the City's bridges with the goal to plan and design one major and 15 minor bridge rehabilitation projects per year.

City Facilities- General Fund, AMD: Public Works Department, Facilities Division

Table 15 Facilities- General Fund

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 41,475,000	\$ 35,750,000	\$ 35,750,000	\$ 48,812,000	\$ 72,430,000	\$ 234,217,000
Funding Source						-
Development Impact Fees	1,000,000	-	-	-	-	1,000,000
Financing	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386
Infrastructure Fund	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174
Funding Source Total	\$ 27,735,452	\$ 17,390,213	\$ 20,053,122	\$ 24,315,164	\$ 21,953,611	\$ 111,447,560
Gap	\$ 13,739,548	\$ 18,359,788	\$ 15,696,879	\$ 24,496,837	\$ 50,476,390	\$ 122,769,440

The Facilities Division provides repair, modernization, and improvement services to over 1,650 municipal facilities incorporating 6.5 million square feet of floor space, however, the table above reflects only existing City facilities maintained in the General Fund and does not include estimated costs for new facilities. These General Fund Facilities needs are based on draft Asset Management Plans which incorporate urgently needed system replacements (HVAC, elevators, etc.) and proposed long term plans for the following facilities inventories: Police, Fire Rescue, Lifeguard, Library, Park & Recreation, Fleet, and Public Works. The long term plan for a building or facility may include rehabilitating, expanding, rebuilding (same or new location), disposing (demolish or sell), repurposing, vacating, or leasing the facility to a tenant. The draft Asset Management Plans are in the development stage with anticipated presentation at Infrastructure Committee and the City Council in mid Calendar Year 2017.

Fire Stations and Lifeguard Stations, AMD: Fire-Rescue Department
Table 16 Fire Stations and Lifeguard Stations

Fire Stations	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ -	\$ 1,861,176	\$ 6,462,410	\$ -	\$ 58,160,265	\$ 66,483,851
Funding Source						-
Facilities Benefit Assessments	-	1,861,176	6,462,410	-	-	8,323,586
Funding Source Total	\$ -	\$ 1,861,176	\$ 6,462,410	\$ -	\$ -	\$ 8,323,586
Gap	\$ -	\$ -	\$ -	\$ -	\$ 58,160,265	\$ 58,160,265
Lifeguard Stations	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ -	\$ -	\$ -	\$ -	\$ 6,319,967	\$ 6,319,967
Funding Source						-
Funding Source Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gap	\$ -	\$ -	\$ -	\$ -	\$ 6,319,967	\$ 6,319,967

The Fire-Rescue Department is committed to the rehabilitation, teardown/rebuild or new construction of Fire-Rescue facilities to serve a population of 1.3 million within a 325 square mile area. The Department operates 48 fire stations, two 911 communications centers, an air operations facility, a training facility, nine permanent lifeguard stations, and 43 seasonal lifeguard towers.

The table above summarizes the new fire stations and lifeguard stations planned through FY 2022 to improve time response standards to emergencies. The needs in the Fire Stations and Lifeguard Stations table above includes construction of the following new Fire Rescue facilities: FS49, FS54, FS51, Home Avenue FS, Fire Rescue Air Operations Facility, College Area FS, and North PB Lifeguard Station. The Implementation Plan included in the Citygate’s Standards of Coverage report previously adopted by City Council is under review and revision; therefore, new fire station needs may be revised in the next 5 year CIP Outlook report. Projected amounts for existing fire stations and lifeguard stations are captured under the Facilities – General Fund needs derived from the draft Fire Rescue Asset Management Plan. For this 5-year CIP Outlook, existing Fire Rescue facilities projections were developed based on the inventory square footage, estimated expansion of the inventory square footage and estimated costs per square foot.

Landfills, AMD: Environmental Services Department

Table 17 Landfills

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 14,230,000	\$ 4,300,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 28,130,000
Funding Source						-
Infrastructure Fund	1,230,000	-	-	-	-	1,230,000
Refuse Disposal Fund	13,000,000	4,300,000	3,200,000	3,200,000	3,200,000	26,900,000
Funding Source Total	\$ 14,230,000	\$ 4,300,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 28,130,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Environmental Services Department operates a full-service landfill and maintains eight closed landfills and eight inactive burn sites, all of which require sustained improvements. Funding is needed for development of several significant projects at the Miramar Landfill, including: an Aerated Static Pile Composing System for processing clean separated food scraps that come to the Greenery; a resource recovery facility to increase diversion of recyclable materials from the landfill; improvements to stormwater control infrastructure; and ongoing planning for a possible vertical expansion to increase operational lifespan of the landfill.

The Department is constructing a Compressed Natural Gas (CNG) Fueling Station at the Miramar Place Operations Center. The CNG Fueling Station will allow for the conversion of the City’s fleet of refuse and recycling vehicles from diesel to natural gas, consistent with the strategies of the City’s Climate Action Plan. The amount requested includes the estimated General Fund share to construct and

operate the CNG fueling station. Once operational, the General Fund will directly benefit from this facility in the form of fuel cost savings.

Libraries, AMD: Library Department

Table 18 Libraries

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 6,237,422	\$ -	\$ 8,372,000	\$ -	\$ -	\$ 14,609,422
Funding Source						-
Facilities Benefit Assessments	6,237,422	-	8,372,000	-	-	14,609,422
Funding Source Total	\$ 6,237,422	\$ -	\$ 8,372,000	\$ -	\$ -	\$ 14,609,422
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Library System includes the Central Library and 35 branch libraries located throughout the City. The table above reflects new library facilities planned within the window of the 5-year CIP Outlook. Currently, the Library Department has one new facility, Pacific Highlands Ranch Branch Library, planned within the window of the 5-year CIP Outlook

All projects for existing library facilities are captured under the Facilities – General Fund needs and are derived from the draft Library Asset Management Plan. During this 5-year CIP Outlook, Library facilities projects include San Carlos Library Rebuild land acquisition, design and construction; Ocean Beach Library Expansion design; Balboa Library Rebuild design; Mission Hills Library Rebuild construction; San Ysidro Library Rebuild design and construction; Scripps Ranch Parking Lot Expansion construction; and other projections based on inventory square footage and library construction costs per square foot.

Parks, Golf Courses, and Mission Bay Improvements, AMD: Parks and Recreation Department

Table 19 Parks, Golf Courses, and Mission Bay Improvements

Parks	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 91,027,727	\$ 31,072,058	\$ 18,165,040	\$ 18,886,127	\$ 42,411,164	\$ 201,562,116
Funding Source						-
CDBG	6,043,695	2,168,064	8,783,199	9,029,039	2,200,000	28,223,997
Development Impact Fees	1,808,776	-	-	-	-	1,808,776
Environmental Growth Funds	2,088,000	1,730,000	1,030,000	3,340,000	1,400,000	9,588,000
Facilities Benefit Assessments	44,566,691	16,152,276	2,366,999	1,000,000	4,705,294	68,791,260
Other Park Funds	2,088,000	663,000	738,000	593,000	598,000	4,680,000
Regional Park Improvements Fund	3,833,157	4,185,234	4,548,754	4,924,088	5,311,622	22,802,855
Funding Source Total	\$ 60,428,319	\$ 24,898,574	\$ 17,466,952	\$ 18,886,127	\$ 14,214,916	\$ 135,894,888
Gap	\$ 30,599,408	\$ 6,173,484	\$ 698,088	\$ -	\$ 28,196,248	\$ 65,667,228
Parks - Golf Courses	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 10,100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 12,100,000
Funding Source						-
Golf Course Enterprise Fund	10,100,000	2,000,000	-	-	-	12,100,000
Funding Source Total	\$ 10,100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 12,100,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks - Mission Bay Improvements	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 7,118,719	\$ 7,772,578	\$ 8,447,687	\$ 9,144,737	\$ 9,864,441	\$ 42,348,162
Funding Source						-
Mission Bay Improvements Fund	7,118,719	7,772,578	8,447,687	9,144,737	9,864,441	42,348,162
Funding Source Total	\$ 7,118,719	\$ 7,772,578	\$ 8,447,687	\$ 9,144,737	\$ 9,864,441	\$ 42,348,162
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Park and Recreation Department oversees more than 41,000 acres of developed parks, open space, underwater park, and golf courses including 57 recreation centers, 13 aquatic centers, approximately 260 playgrounds in 8,700 acres of developed parks, as well as over 26,000 acres of open space, and the 110 acre Mount Hope Cemetery. The General Plan sets a standard of 2.8 useable acres per 1,000 population. Recreation centers serve a population of 25,000 or within three miles,

whichever is less. Certain improvements that expand a building or increase usage may be considered park equivalencies. Funding to begin developing a Park System Master Plan is included in the most recent Five-Year Financial Outlook and will take approximately three to four years to complete. The plan will begin to address park acreage deficits and associated costs not identified until FY 2020 with estimates projected over a 25-year period.

Unfulfilled General Development Plans, Facilities Financing Plans, and incomplete condition assessments are sources not included to determine potential capital needs. Additionally, community requests could include items not required or are deferred capital needs in support of a specific upgrade within an existing park.

Police Stations, AMD: Police Department

Table 20 Police Stations

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Funding Source						-
Funding Source Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Police Department serves the community from ten area commands located throughout the City. Currently, the Police Department does not have any new facilities planned within the window of the 5-year CIP Outlook. All projects for existing police stations are captured under the Facilities – General Fund needs from the draft Police Asset Management Plan. During this 5-year CIP Outlook, existing Police facilities projects include Police Recruiting/Training feasibility study, design, and construction; Police Traffic Division feasibility study and design; Police Canine/SWAT building feasibility study; Police Headquarters Cogen Repower construction; Police Headquarters Elevator and Energy Management System feasibility study, design and construction; Police Headquarters rehabilitation design; Police Eastern Division expansion design; and Police Pistol Range Campus design and construction.

Qualcomm Stadium, AMD: Real Estate Assets

Table 21 Qualcomm Stadium

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000
Funding Source						-
QUALCOMM Stadium Fund	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000
Funding Source Total	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Qualcomm Stadium is a 70,500 seat multipurpose stadium that hosts the San Diego Chargers, San Diego State University Aztecs, annual Holiday and Poinsettia Bowls, plus concerts, international soccer games, major cultural events, and hosts over one million visitors every year. The 166-acre stadium site opened in 1967 now in its 49th year of operation. The annual allocation provides for improvements, repairs or replacement, including the emergency back-up lighting system, training center HVAC and roof, parking lot, and stadium seating areas. The \$750,000 reflects the needed minimum annual investment to maintain the facility at its current condition. A 2011 facility condition assessment prepared by AECOM estimates the facility has \$79.5 million in deferred capital costs, which in present dollars is approximately \$85 million.

Sidewalks, AMD: Transportation and Storm Water Department

Table 22 Sidewalks

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 23,297,000	\$ 22,627,000	\$ 22,977,000	\$ 23,327,000	\$ 23,677,000	\$ 115,905,000
Funding Source						
CDBG	-	4,284,443	715,426	1,105,141	1,516,780	7,621,790
Development Impact Fees	1,600,000	-	-	-	-	1,600,000
TransNet Funds	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Funding Source Total	\$ 3,600,000	\$ 5,284,443	\$ 1,715,426	\$ 2,105,141	\$ 2,516,780	\$ 15,221,790
Gap	\$ 19,697,000	\$ 17,342,557	\$ 21,261,574	\$ 21,221,859	\$ 21,160,220	\$ 100,683,210

The Transportation & Storm Water Department has identified long-term goals of repair and replacement of all damaged sidewalks which fall under the City's maintenance responsibility by the end of Fiscal Year 2024. Additionally, the goal is to install 330,000 linear feet of new sidewalks by the end of FY 2027, which equates to 33,000 linear feet per year, pending availability of funding. This assumption will address the top 10 percent of projects on the City's current sidewalks needs list.

Storm Water Infrastructure (Drainage), AMD: Transportation and Storm Water Department

Table 23 Storm Water Infrastructure (Drainage)

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 85,587,844	\$ 84,950,697	\$ 67,749,083	\$ 89,524,711	\$ 111,033,998	\$ 438,846,333
Funding Source						
Financing	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386
Infrastructure Fund	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174
Funding Source Total	\$ 26,735,452	\$ 17,390,213	\$ 20,053,122	\$ 24,315,164	\$ 21,953,611	\$ 110,447,560
Gap	\$ 58,852,392	\$ 67,560,485	\$ 47,695,962	\$ 65,209,548	\$ 89,080,388	\$ 328,398,773

The Transportation & Storm Water Department's long-term goal is to make a significant investment in the planning, design, and construction of storm water capital infrastructure facilities and is actively working to reduce costs by discussing with Regulatory Agencies ways to refine compliance regulations that address storm water quality issues. The projected capital needs will improve storm water discharge quality in compliance with storm water regulations as well as serve to reduce flood risk during rain events by replacing high risk assets, such as corrugated metal pipe.

The total storm water infrastructure need of approximately \$438 million over the next five years is approximately \$22 million higher than the \$416 million in storm water infrastructure needs identified in the FY 2017-2021 Five Year CIP Outlook. The increase in capital funding needs is primarily due to adjustments to the life-cycle of high risk storm drain pipes.

Streetlights, AMD: Transportation and Storm Water Department

Table 24 Street Lights

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 41,720,000	\$ 39,700,000	\$ 39,940,000	\$ 40,190,000	\$ 40,450,000	\$ 202,000,000
Funding Source						
TransNet Funds	100,000	100,000	100,000	100,000	100,000	500,000
Funding Source Total	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Gap	\$ 41,620,000	\$ 39,600,000	\$ 39,840,000	\$ 40,090,000	\$ 40,350,000	\$ 201,500,000

The Transportation & Storm Water Department's long-term goal is to install 7,500 new streetlights by the end of FY 2027, which equates to 750 streetlights per year, 100 of which are installed annually through the Utilities Undergrounding Program. This is projected to result in the completion of the top 10 percent of identified needs over 10 years.

The Department's goal also includes the replacement of all 52 obsolete streetlight series circuits to meet modern electrical standards over the next 25 years, as well as replacing approximately 2,500

streetlight poles and fixtures per year, which represents the replacement of 5 percent of the City's total street light poles per fiscal year over a 20-year period.

Street Improvements

AMD: Transportation and Storm Water Department

Table 25 Street Improvements

Streets and Roads - Modifications	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 20,366,598	\$ 14,425,000	\$ 25,729,000	\$ 14,400,676	\$ 8,640,000	\$ 83,561,274
Funding Source						
Bus Stop Capital Improvement Fund	60,000	60,000	60,000	60,000	60,000	300,000
Facilities Benefit Assessments	1,233,598	-	17,409,000	6,020,676	-	24,663,274
TransNet Funds	9,800,000	6,100,000	1,100,000	1,100,000	1,100,000	19,200,000
Undergrounding Utilities Fund	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Funding Source Total	\$ 16,093,598	\$ 11,160,000	\$ 23,569,000	\$ 12,180,676	\$ 6,160,000	\$ 69,163,274
Gap	\$ 4,273,000	\$ 3,265,000	\$ 2,160,000	\$ 2,220,000	\$ 2,480,000	\$ 14,398,000
Streets and Roads - Pavement	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 45,900,000	\$ 46,900,000	\$ 46,900,000	\$ 43,900,000	\$ 43,900,000	\$ 227,500,000
Funding Source						
Financing	16,339,881	34,309,601	28,283,961	24,210,504	23,087,281	126,231,228
Prior Year Continuing Appropriations	24,680,464	-	-	-	-	24,680,464
TransNet Funds	2,879,655	10,590,399	16,616,039	17,689,496	18,812,719	66,588,308
Trench Cut/Excavation Fee Fund	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Funding Source Total	\$ 45,900,000	\$ 46,900,000	\$ 46,900,000	\$ 43,900,000	\$ 43,900,000	\$ 227,500,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Transportation & Storm Water Department manages the City's roadway infrastructure of approximately 2,662 centerline miles of asphalt streets, 120 centerline miles of concrete streets, and 204 miles of paved alleys. The City recently completed the 2015/2016 condition assessment survey which showed an average OCI of 72. One of the Mayor's top initiatives is to repair 1,000 miles of City streets in five years or less. The City completed 322 miles of street repair in Fiscal Year 2016 and plans to repair more than 300 miles in Fiscal Year 2017 through asphalt overlay, slurry seal, and concrete street repairs.

The Department's long-term goal is to maintain an average pavement OCI of 70 ("Good") for the City's roadway network. The funding need includes the repair of asphalt streets, concrete streets, and paved alleys. Capital needs for street infrastructure do not include slurry sealing, which is funded by the Department's operational budget. The Department estimates it will take approximately 99 miles of asphalt overlay, concrete street reconstruction, as well as 250 miles of slurry seal per year, progressively increasing on an annual basis to 370 miles in Fiscal Year 2021, to maintain an OCI rating of 70. The following table displays the annual street repair mileage goals to maintain an average OCI of 70 as well as the required funding needed to support the plan.

Street Repair Mileage Goals to Maintain OCI 70					
Activity	FY18	FY19	FY20	FY21	FY22
Slurry Seal	250	290	330	370	370
Overlay	91	91	91	91	91
Concrete Streets	5	6	6	6	6
Reconstruction	3	3	3	1	1
Total	349	390	430	468	468
Required Funding (O&M/CIP)	\$70.9M	\$75.9M	\$79.9M	\$80.9M	\$80.9M

**Traffic Signals and Intelligent Transportation Systems (ITS)
AMD: Transportation and Storm Water Department**

Table 26 Traffic Signals and ITS

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 21,246,453	\$ 27,510,000	\$ 28,080,000	\$ 28,490,000	\$ 28,990,000	\$ 134,316,453
Funding Source						
Development Impact Fees	1,455,000	-	-	-	-	1,455,000
TransNet Funds	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000
Funding Source Total	\$ 3,355,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 10,955,000
Gap	\$ 17,891,453	\$ 25,610,000	\$ 26,180,000	\$ 26,590,000	\$ 27,090,000	\$ 123,361,453

The Transportation & Storm Water Department completed a Traffic Signal Communication Master Plan which provides the framework of traffic signal needs. The level of service is to upgrade all traffic signals components and technology by FY 2022 and install all new signals on the current needs list by FY 2027.

**Wastewater, Water Infrastructure and Pure Water, AMD: Public Utilities Department
Table 27 Wastewater, Water Infrastructure and Pure Water - Potable Reuse**

Wastewater	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 109,323,684	\$ 88,259,461	\$ 85,662,667	\$ 57,936,840	\$ 55,455,488	\$ 396,638,140
Funding Source						
Sewer Funds	109,323,684	88,259,461	85,662,667	57,936,840	55,455,488	396,638,140
Funding Source Total	\$ 109,323,684	\$ 88,259,461	\$ 85,662,667	\$ 57,936,840	\$ 55,455,488	\$ 396,638,140
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 129,092,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 527,100,774
Funding Source						
Facilities Benefit Assessments	1,693,000	-	-	-	-	1,693,000
Water Fund	\$ 127,399,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 525,407,774
Funding Source Total	\$ 129,092,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 527,100,774
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pure Water - Potable Reuse	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 74,112,023	\$ 100,813,739	\$ 584,718,693	\$ 402,988,012	\$ 5,506,313	\$ 1,168,138,780
Funding Source						
Sewer Funds	27,145,387	41,409,167	160,383,892	154,767,168	4,093,778	387,799,392
Water Fund	\$ 46,966,635	\$ 59,404,573	\$ 424,334,801	\$ 248,220,844	\$ 1,412,535	\$ 780,339,388
Funding Source Total	\$ 74,112,023	\$ 100,813,739	\$ 584,718,693	\$ 402,988,012	\$ 5,506,313	\$ 1,168,138,780
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

The Public Utilities Department provides water, wastewater, and recycled water services to approximately 1.4 million water customers and 2.5 million wastewater customers within the San Diego region. The CIP supports the infrastructure for reliable water supply and wastewater collection and treatment. The Department has an on-going condition assessment program to include inspection of 40-60 miles of sewer mains per year. In order to keep up with the replacement of aging infrastructure, the City continues to replace approximately 45 sewer miles and approximately 35 water miles annually.

The water system extends over 404 square miles with historical demands of approximately 171 million gallons per day (mgd). This system includes 49 water pump stations, 29 treated water storage facilities, three water treatment plants, and over 3,000 miles of pipelines. The wastewater system consists of the Municipal (Muni) System and Metropolitan (Metro) System. The Muni System consists of approximately 3,000 miles of pipelines and 77 sewer pump stations and collects and conveys wastewater from residences and businesses. The Metro System consists of three wastewater treatment plants, one bio-solids processing facility, four pump stations, and two outfalls, and provides treatment and disposal services for the City and 12 other agencies and districts within a 450 square mile area. The recycled water system, which includes three pump stations and over 80 miles of purple

pipe delivering an annual average of over 10 mgd for irrigation, manufacturing, and other non-potable uses.

Pure Water San Diego

Pure Water San Diego is the City's phased, multi-year program that uses proven water purification technology to provide a safe, secure, and sustainable local water supply by turning recycled water into drinkable water through water purification technology. Pure Water San Diego also eliminates the need for approximately \$2 billion of upgrades to the Point Loma Wastewater Treatment Plant and associated facilities. The Five-Year CIP Outlook includes needs for continued design, construction, and completion of Phase 1 of the Pure Water Program. Phase 1 will provide 30 MGD of the Pure Water Program's total 83 MGD by 2035.

CONCLUSION

The CIP Outlook focuses on collecting, analyzing, and summarizing the currently known inventory of capital needs and forecast possible funding sources for these capital expenditures over the next five fiscal years. This effort continues the increased commitment to invest and allocate resources to address the City's current and future capital needs to maintain and develop the City's complex infrastructure systems. Providing adequate public infrastructure involves a continuous review of the City's capital needs.

In order to progressively support neighborhoods with reliable infrastructure, this report addresses the City's capital asset needs to provide a more comprehensive understanding of capital assets, their purpose, the need to preserve an asset's life cycle, and guide in preparing to renew or replace an asset and also planning to provide a determined missing asset. The continuation of creating or revising service level standards will shape future needs to meet the City's commitment to communities, user groups, visitors, local business, and other stakeholders.

Capital planning initiatives including CIP streamlining initiatives, updated prioritization policy, asset management, and organized outreach through City-recognized community organizations are important examples of the City proactively building a transparent and reasonable planning effort. Furthermore, the City's recently renewed efforts to assess the condition of its assets will provide thorough and cost-effective analyses of infrastructure conditions, assist in prioritizing projects, and help in developing funding plans for all infrastructure needs.

Appendix A: CIP Funding Source Projections

Airport Funds						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 10,066,667	\$ 7,750,000	\$ 4,500,000	\$ 4,000,000	\$ -	\$ 26,316,667
Airports	10,066,667	7,750,000	4,500,000	4,000,000	-	26,316,667
Bus Stop Capital Improvement Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 300,000
Streets and Roads - Modifications	60,000	60,000	60,000	60,000	60,000	300,000
CDBG						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 6,043,695	\$ 7,025,000	\$ 9,625,000	\$ 10,625,000	\$ 4,125,000	\$ 37,443,695
ADA	-	572,493	126,375	490,820	408,220	1,597,908
Parks	6,043,695	2,168,064	8,783,199	9,029,039	2,200,000	28,223,997
Sidewalks	-	4,284,443	715,426	1,105,141	1,516,780	7,621,790
Development Impact Fees						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 7,531,526	\$ -	\$ -	\$ -	\$ -	\$ 7,531,526
ADA	1,667,750	-	-	-	-	1,667,750
Facilities	1,000,000	-	-	-	-	1,000,000
Parks	1,808,776	-	-	-	-	1,808,776
Sidewalks	1,600,000	-	-	-	-	1,600,000
Traffic Signals	1,455,000	-	-	-	-	1,455,000
Environmental Growth Funds						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 2,088,000	\$ 1,730,000	\$ 1,030,000	\$ 3,340,000	\$ 1,400,000	\$ 9,588,000
Parks	2,088,000	1,730,000	1,030,000	3,340,000	1,400,000	9,588,000
Facilities Benefit Assessments						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 53,730,711	\$ 19,444,920	\$ 34,610,409	\$ 7,020,676	\$ 4,705,294	\$ 119,512,010
Bike Facilities	-	1,431,468	-	-	-	1,431,468
Fire Stations	-	1,861,176	6,462,410	-	-	8,323,586
Libraries	6,237,422	-	8,372,000	-	-	14,609,422
Parks	44,566,691	16,152,276	2,366,999	1,000,000	4,705,294	68,791,260
Streets and Roads - Modifications	1,233,598	-	17,409,000	6,020,676	-	24,663,274
Water	1,693,000	-	-	-	-	1,693,000
Financing						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 54,000,000	\$ 54,000,000	\$ 54,000,000	\$ 54,000,000	\$ 54,000,000	\$ 270,000,000
Facilities	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386
Storm Water	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386
Streets and Roads - Pavement	16,339,881	34,309,601	28,283,961	24,210,504	23,087,281	126,231,228
Golf Course Enterprise Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 10,100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 12,100,000
Parks	10,100,000	2,000,000	-	-	-	12,100,000
Grants						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 103,538,001	\$ -	\$ -	\$ -	\$ -	\$ 103,538,001
Bridges	103,538,001	-	-	-	-	103,538,001
Infrastructure Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 17,040,785	\$ 15,090,026	\$ 14,390,204	\$ 18,840,831	\$ 12,994,502	\$ 78,356,348
Facilities	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174
Landfills	1,230,000	-	-	-	-	1,230,000
Storm Water	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174
Mission Bay Improvements Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 7,118,719	\$ 7,772,578	\$ 8,447,687	\$ 9,144,737	\$ 9,864,441	\$ 42,348,162
Parks	7,118,719	7,772,578	8,447,687	9,144,737	9,864,441	42,348,162
Other Park Funds						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 2,088,000	\$ 663,000	\$ 738,000	\$ 593,000	\$ 598,000	\$ 4,680,000
Parks	2,088,000	663,000	738,000	593,000	598,000	4,680,000

Prior Year Continuing Appropriations						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 24,680,464	\$ -	\$ -	\$ -	\$ -	\$ 24,680,464
Streets and Roads - Pavement	24,680,464	-	-	-	-	24,680,464
QUALCOMM Stadium Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000
QUALCOMM Stadium	750,000	750,000	750,000	750,000	750,000	3,750,000
Refuse Disposal Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 13,000,000	\$ 4,300,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 26,900,000
Landfills	13,000,000	4,300,000	3,200,000	3,200,000	3,200,000	26,900,000
Regional Park Improvements Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 3,833,157	\$ 4,185,234	\$ 4,548,754	\$ 4,924,088	\$ 5,311,622	\$ 22,802,855
Parks	3,833,157	4,185,234	4,548,754	4,924,088	5,311,622	22,802,855
Sewer Funds						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 136,469,071	\$ 129,668,628	\$ 246,046,559	\$ 212,704,008	\$ 59,549,267	\$ 784,437,532
Pure Water - Potable Reuse	27,145,387	41,409,167	160,383,892	154,767,168	4,093,778	387,799,392
Wastewater	109,323,684	88,259,461	85,662,667	57,936,840	55,455,488	396,638,140
TransNet Funds						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 19,964,655	\$ 20,940,399	\$ 21,966,039	\$ 23,039,496	\$ 24,162,719	\$ 110,073,308
Bike Facilities	785,000	750,000	750,000	750,000	750,000	3,785,000
Bridges	2,500,000	500,000	500,000	500,000	500,000	4,500,000
Sidewalks	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Streetlights	100,000	100,000	100,000	100,000	100,000	500,000
Streets and Roads - Modifications	9,800,000	6,100,000	1,100,000	1,100,000	1,100,000	19,200,000
Streets and Roads - Pavement	2,879,655	10,590,399	16,616,039	17,689,496	18,812,719	66,588,308
Traffic Signals and ITS	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000
Trench Cut/Excavation Fee Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,000,000
Streets and Roads - Pavement	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Undergrounding Utilities Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 25,000,000
Streets and Roads - Modifications	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Water Fund						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Projected	\$ 174,365,944	\$ 168,769,720	\$ 532,145,959	\$ 325,982,528	\$ 104,483,010	\$ 1,305,747,162
Pure Water - Potable Reuse	46,966,635	59,404,573	424,334,801	248,220,844	1,412,535	780,339,388
Water	127,399,308	109,365,148	107,811,158	77,761,684	103,070,475	525,407,774

Appendix B: Summary of Capital Needs, Funding and Fiscal Gap

ADA	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 11,055,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 9,000,000	\$ 47,055,000
Funding Source						
CDBG	-	572,493	126,375	490,820	408,220	1,597,908
Development Impact Fees	1,667,750	-	-	-	-	1,667,750
Funding Source Total	\$ 1,667,750	\$ 572,493	\$ 126,375	\$ 490,820	\$ 408,220	\$ 3,265,658
Gap	\$ 9,387,250	\$ 8,427,507	\$ 8,873,625	\$ 8,509,180	\$ 8,591,780	\$ 43,789,342
Airports						
Need	\$ 10,066,667	\$ 7,750,000	\$ 4,500,000	\$ 4,000,000	\$ -	\$ 26,316,667
Funding Source						
Airport Funds	10,066,667	7,750,000	4,500,000	4,000,000	-	26,316,667
Funding Source Total	\$ 10,066,667	\$ 7,750,000	\$ 4,500,000	\$ 4,000,000	\$ -	\$ 26,316,667
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bike Facilities						
Need	\$ 17,645,000	\$ 45,040,037	\$ 19,426,010	\$ 18,680,000	\$ 19,050,000	\$ 119,841,047
Funding Source						
Facilities Benefit Assessments	-	1,431,468	-	-	-	1,431,468
TransNet Funds	785,000	750,000	750,000	750,000	750,000	3,785,000
Funding Source Total	\$ 785,000	\$ 2,181,468	\$ 750,000	\$ 750,000	\$ 750,000	\$ 5,216,468
Gap	\$ 16,860,000	\$ 42,858,569	\$ 18,676,010	\$ 17,930,000	\$ 18,300,000	\$ 114,624,579
Bridges						
Need	\$ 149,389,442	\$ 6,742,000	\$ 29,357,000	\$ 8,454,000	\$ 8,454,000	\$ 202,396,442
Funding Source						
Grants	103,538,001	-	-	-	-	103,538,001
TransNet Funds	2,500,000	500,000	500,000	500,000	500,000	4,500,000
Funding Source Total	\$ 106,038,001	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 108,038,001
Gap	\$ 43,351,441	\$ 6,242,000	\$ 28,857,000	\$ 7,954,000	\$ 7,954,000	\$ 94,358,441
Facilities						
Need	\$ 41,475,000	\$ 35,750,000	\$ 35,750,000	\$ 48,812,000	\$ 72,430,000	\$ 234,217,000
Funding Source						
Development Impact Fees	1,000,000	-	-	-	-	1,000,000
Financing	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386
Infrastructure Fund	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174
Funding Source Total	\$ 27,735,452	\$ 17,390,213	\$ 20,053,122	\$ 24,315,164	\$ 21,953,611	\$ 111,447,560
Gap	\$ 13,739,548	\$ 18,359,788	\$ 15,696,879	\$ 24,496,837	\$ 50,476,390	\$ 122,769,440
Fire Stations						
Need	\$ -	\$ 1,861,176	\$ 6,462,410	\$ -	\$ 58,160,265	\$ 66,483,851
Funding Source						
Facilities Benefit Assessments	-	1,861,176	6,462,410	-	-	8,323,586
Funding Source Total	\$ -	\$ 1,861,176	\$ 6,462,410	\$ -	\$ -	\$ 8,323,586
Gap	\$ -	\$ -	\$ -	\$ -	\$ 58,160,265	\$ 58,160,265
Landfills						
Need	\$ 14,230,000	\$ 4,300,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 28,130,000
Funding Source						
Infrastructure Fund	1,230,000	-	-	-	-	1,230,000
Refuse Disposal Fund	13,000,000	4,300,000	3,200,000	3,200,000	3,200,000	26,900,000
Funding Source Total	\$ 14,230,000	\$ 4,300,000	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	\$ 28,130,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Libraries						
Need	\$ 6,237,422	\$ -	\$ 8,372,000	\$ -	\$ -	\$ 14,609,422
Funding Source						
Facilities Benefit Assessments	6,237,422	-	8,372,000	-	-	14,609,422
Funding Source Total	\$ 6,237,422	\$ -	\$ 8,372,000	\$ -	\$ -	\$ 14,609,422
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Lifeguard Stations							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ -	\$ -	\$ -	\$ -	\$ 6,319,967	\$ 6,319,967	
Funding Source							
Funding Source Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Gap	\$ -	\$ -	\$ -	\$ -	\$ 6,319,967	\$ 6,319,967	
Parks							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 91,027,727	\$ 31,072,058	\$ 18,165,040	\$ 18,886,127	\$ 42,411,164	\$ 201,562,116	
Funding Source							
CDBG	6,043,695	2,168,064	8,783,199	9,029,039	2,200,000	28,223,997	
Development Impact Fees	1,808,776	-	-	-	-	1,808,776	
Environmental Growth Funds	2,088,000	1,730,000	1,030,000	3,340,000	1,400,000	9,588,000	
Facilities Benefit Assessments	44,566,691	16,152,276	2,366,999	1,000,000	4,705,294	68,791,260	
Other Park Funds	2,088,000	663,000	738,000	593,000	598,000	4,680,000	
Regional Park Improvements Fund	3,833,157	4,185,234	4,548,754	4,924,088	5,311,622	22,802,855	
Funding Source Total	\$ 60,428,319	\$ 24,898,574	\$ 17,466,952	\$ 18,886,127	\$ 14,214,916	\$ 135,894,888	
Gap	\$ 30,599,408	\$ 6,173,484	\$ 698,088	\$ -	\$ 28,196,248	\$ 65,667,228	
Parks - Golf Courses							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 10,100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 12,100,000	
Funding Source							
Golf Course Enterprise Fund	10,100,000	2,000,000	-	-	-	12,100,000	
Funding Source Total	\$ 10,100,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 12,100,000	
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Parks - Mission Bay Improvements							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 7,118,719	\$ 7,772,578	\$ 8,447,687	\$ 9,144,737	\$ 9,864,441	\$ 42,348,162	
Funding Source							
Mission Bay Improvements Fund	7,118,719	7,772,578	8,447,687	9,144,737	9,864,441	42,348,162	
Funding Source Total	\$ 7,118,719	\$ 7,772,578	\$ 8,447,687	\$ 9,144,737	\$ 9,864,441	\$ 42,348,162	
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Police Stations							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Funding Source							
Funding Source Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
QUALCOMM Stadium							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000	
Funding Source							
QUALCOMM Stadium Fund	750,000	750,000	750,000	750,000	750,000	3,750,000	
Funding Source Total	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000	
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Sidewalks							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 23,297,000	\$ 22,627,000	\$ 22,977,000	\$ 23,327,000	\$ 23,677,000	\$ 115,905,000	
Funding Source							
CDBG	-	4,284,443	715,426	1,105,141	1,516,780	7,621,790	
Development Impact Fees	1,600,000	-	-	-	-	1,600,000	
TransNet Funds	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000	
Funding Source Total	\$ 3,600,000	\$ 5,284,443	\$ 1,715,426	\$ 2,105,141	\$ 2,516,780	\$ 15,221,790	
Gap	\$ 19,697,000	\$ 17,342,557	\$ 21,261,574	\$ 21,221,859	\$ 21,160,220	\$ 100,683,210	
Storm Water							
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	
Need	\$ 85,587,844	\$ 84,950,697	\$ 67,749,083	\$ 89,524,711	\$ 111,033,998	\$ 438,846,333	
Funding Source							
Financing	18,830,060	9,845,200	12,858,020	14,894,748	15,456,360	71,884,386	
Infrastructure Fund	7,905,393	7,545,013	7,195,102	9,420,416	6,497,251	38,563,174	
Funding Source Total	\$ 26,735,452	\$ 17,390,213	\$ 20,053,122	\$ 24,315,164	\$ 21,953,611	\$ 110,447,560	
Gap	\$ 58,852,392	\$ 67,560,485	\$ 47,695,962	\$ 65,209,548	\$ 89,080,388	\$ 328,398,773	

Streetlights						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 41,720,000	\$ 39,700,000	\$ 39,940,000	\$ 40,190,000	\$ 40,450,000	\$ 202,000,000
Funding Source						-
TransNet Funds	100,000	100,000	100,000	100,000	100,000	500,000
Funding Source Total	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Gap	\$ 41,620,000	\$ 39,600,000	\$ 39,840,000	\$ 40,090,000	\$ 40,350,000	\$ 201,500,000
Streets and Roads - Modifications						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 20,366,598	\$ 14,425,000	\$ 25,729,000	\$ 14,400,676	\$ 8,640,000	\$ 83,561,274
Funding Source						-
Bus Stop Capital Improvement Fund	60,000	60,000	60,000	60,000	60,000	300,000
Facilities Benefit Assessments	1,233,598	-	17,409,000	6,020,676	-	24,663,274
TransNet Funds	9,800,000	6,100,000	1,100,000	1,100,000	1,100,000	19,200,000
Undergrounding Utilities Fund	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Funding Source Total	\$ 16,093,598	\$ 11,160,000	\$ 23,569,000	\$ 12,180,676	\$ 6,160,000	\$ 69,163,274
Gap	\$ 4,273,000	\$ 3,265,000	\$ 2,160,000	\$ 2,220,000	\$ 2,480,000	\$ 14,398,000
Streets and Roads - Pavement						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 45,900,000	\$ 46,900,000	\$ 46,900,000	\$ 43,900,000	\$ 43,900,000	\$ 227,500,000
Funding Source						-
Financing	16,339,881	34,309,601	28,283,961	24,210,504	23,087,281	126,231,228
Prior Year Continuing Appropriations	24,680,464	-	-	-	-	24,680,464
TransNet Funds	2,879,655	10,590,399	16,616,039	17,689,496	18,812,719	66,588,308
Trench Cut/Excavation Fee Fund	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Funding Source Total	\$ 45,900,000	\$ 46,900,000	\$ 46,900,000	\$ 43,900,000	\$ 43,900,000	\$ 227,500,000
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Traffic Signals and ITS						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 21,246,453	\$ 27,510,000	\$ 28,080,000	\$ 28,490,000	\$ 28,990,000	\$ 134,316,453
Funding Source						-
Development Impact Fees	1,455,000	-	-	-	-	1,455,000
TransNet Funds	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000
Funding Source Total	\$ 3,355,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 10,955,000
Gap	\$ 17,891,453	\$ 25,610,000	\$ 26,180,000	\$ 26,590,000	\$ 27,090,000	\$ 123,361,453
Wastewater						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 109,323,684	\$ 88,259,461	\$ 85,662,667	\$ 57,936,840	\$ 55,455,488	\$ 396,638,140
Funding Source						-
Sewer Funds	109,323,684	88,259,461	85,662,667	57,936,840	55,455,488	396,638,140
Funding Source Total	\$ 109,323,684	\$ 88,259,461	\$ 85,662,667	\$ 57,936,840	\$ 55,455,488	\$ 396,638,140
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 129,092,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 527,100,774
Funding Source						-
Facilities Benefit Assessments	1,693,000	-	-	-	-	1,693,000
Water Fund	\$ 127,399,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 525,407,774
Funding Source Total	\$ 129,092,308	\$ 109,365,148	\$ 107,811,158	\$ 77,761,684	\$ 103,070,475	\$ 527,100,774
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Pure Water - Potable Reuse						
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Need	\$ 74,112,023	\$ 100,813,739	\$ 584,718,693	\$ 402,988,012	\$ 5,506,313	\$ 1,168,138,780
Funding Source						-
Sewer Funds	27,145,387	41,409,167	160,383,892	154,767,168	4,093,778	387,799,392
Water Fund	\$ 46,966,635	\$ 59,404,573	\$ 424,334,801	\$ 248,220,844	\$ 1,412,535	\$ 780,339,388
Funding Source Total	\$ 74,112,023	\$ 100,813,739	\$ 584,718,693	\$ 402,988,012	\$ 5,506,313	\$ 1,168,138,780
Gap	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Hyperlinked References

- 1- Capital Improvements Program (CIP) <https://www.sandiego.gov/cip/about>
- 2- FY 2017 Annual CIP Budget <https://www.sandiego.gov/fm/annual>
- 3- The Citizen's Guide to the Capital Improvement Program
<https://www.sandiego.gov/sites/default/files/iba-citizens-guide-to-infrastructure.pdf>
- 4- CIP Mid-Year Budget Monitoring Report
<https://www.sandiego.gov/sites/default/files/fy17cipmybudmonrep.pdf>
- 5- Asset-Managing Departments (AMDs) <https://www.sandiego.gov/cip/about/assettypes>
- 6- City's Information Technology website <https://www.sandiego.gov/it/services>
- 7- Capital Improvements Program Review Advisory Committee (CIPRAC)
<https://www.sandiego.gov/cip/about/ciprac>
- 8- Council Policy 800-16 http://docs.sandiego.gov/councilpolicies/cpd_800-16.pdf
- 9- City-Occupied Facilities Condition Assessment (FCA) Update Report
<http://dockets.sandiego.gov/sirepub/pubmtgframe.aspx?meetid=3074&doctype=Agenda>
- 10- Streets FCA
http://docs.sandiego.gov/councilcomm_agendas_attach/2016/Infra_160922_4.pdf
- 11- Office of the ADA Compliance and Accessibility <https://www.sandiego.gov/adacompliance/>
- 12- Council Policy 000-32 http://docs.sandiego.gov/councilpolicies/cpd_000-32.pdf
- 13- Community Planning Committee (CPC) <https://www.sandiego.gov/planning/community/cpc/>
- 14- Community Planning Groups (CPG) <https://www.sandiego.gov/planning/community/cpg>
- 15- Council Policy 600-09 http://docs.sandiego.gov/councilpolicies/cpd_600-09.pdf
- 16- Report containing list of community driven proposed CIP projects received in later 2013
<https://www.sandiego.gov/sites/default/files/legacy/planning/community/pdf/cpc/agendas/attachments/master.pdf>
- 17- City of San Diego Council Docket December 15, 2015
<http://dockets.sandiego.gov/sirepub/pubmtgframe.aspx?meetid=2914&doctype=Agenda>
- 18- Climate Action Plan <https://www.sandiego.gov/sustainability/climate-action-plan>
- 19- City's Debt Policy
<https://www.sandiego.gov/sites/default/files/legacy/fm/pdf/debtpolicy2015.pdf>
- 20- City's Charter-Section 69 <http://docs.sandiego.gov/citycharter/Article%20VII.pdf>
- 21- Appropriations Ordinance <https://www.sandiego.gov/fm/policies/>
- 22- City's Charter-Section 84 <http://docs.sandiego.gov/citycharter/Article%20VII.pdf>

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