A Citizen’s Guide to Infrastructure

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The City of San Diego

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Updated: Nov 2020
Cover image: San Ysidro Branch Library is a new single-story, 15,000 square-foot library located west of the 805 freeway near Beyer Boulevard. Construction of the project was completed in September 2019.
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<tr>
<th>Abbreviation</th>
<th>Full Form</th>
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<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<tr>
<td>AMP</td>
<td>Asset Management Planning</td>
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<tr>
<td>CARES</td>
<td>Coronavirus Aid, Relief, and Economic Security</td>
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<tr>
<td>CDBG</td>
<td>Community Development Block Grant</td>
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<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
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<tr>
<td>CIP</td>
<td>Capital Improvements Program</td>
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<td>CIPRAC</td>
<td>Capital Improvements Program Review and Advisory Committee</td>
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<tr>
<td>CPC</td>
<td>Community Planners Committee</td>
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<td>CPG</td>
<td>Community Planning Group</td>
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<tr>
<td>DC</td>
<td>Deferred Capital</td>
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<tr>
<td>DCOO</td>
<td>Deputy Chief Operating Officer</td>
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<tr>
<td>DIF</td>
<td>Development Impact Fees</td>
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<tr>
<td>EAM</td>
<td>Enterprise Asset Management</td>
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<td>ECP</td>
<td>Engineering &amp; Capital Projects</td>
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<tr>
<td>FBA</td>
<td>Facilities Benefits Assessment</td>
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<td>FM</td>
<td>Financial Management Department</td>
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<td>FY</td>
<td>Fiscal Year</td>
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<td>GO Bond</td>
<td>General Obligation Bond</td>
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<td>IAM</td>
<td>Infrastructure Asset Management</td>
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<td>IBA</td>
<td>Office of the Independent Budget Analyst</td>
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<td>JOC</td>
<td>Job Order Contract</td>
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<td>MACC</td>
<td>Multiple Award Construction Contracts</td>
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<tr>
<td>PCC</td>
<td>Project Controls Committee</td>
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<td>PFFP</td>
<td>Public Facilities Financing Plan</td>
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The mission of the Office of the Independent Budget Analyst (IBA) is to provide clear, objective and unbiased analysis and advice to the City Council and the public regarding all legislative items bearing financial and policy impacts to the City of San Diego. Our Office developed this guide to provide a solid foundation of knowledge about the City of San Diego’s infrastructure issues and Capital Improvements Program (CIP) for interested citizens. With this foundation, residents can become involved in, and provide thoughtful input on, new and existing capital improvement projects.

Note that this Guide can be used in conjunction with our Citizen’s Guide to the Budget, which provides information about the City’s adopted budget and the process by which the annual operating budget is developed each year. These documents will be updated annually to reflect changes to the CIP and operating budget processes. For additional information, please visit our website [www.sandiego.gov/iba](http://www.sandiego.gov/iba), email [sdiba@sandiego.gov](mailto:sdiba@sandiego.gov), or call (619) 236-6555.

Guide Overview

The following two pages provide a high-level summary of the four major steps in the process of how infrastructure needs become projects implemented through the City’s CIP. The remainder of the Executive Summary provides an overview of this process with additional context. The rest of the guide provides detailed information on each of the four steps and supplemental information, such as important resources and frequently asked questions.

Introduction: What is Infrastructure?

Infrastructure is the basic physical structures, systems, and facilities needed to provide critical services to the community such as sidewalks, streets, parks, fire stations, police facilities, and water and wastewater systems. Infrastructure impacts the public health, safety, and quality of life of San Diego neighborhoods, businesses, and visitors.

Different entities are responsible for installing and maintaining the infrastructure that they own and operate, within their boundaries or jurisdiction. For example, the City of San Diego is responsible for maintaining assets such as storm drains, streets, facilities, and the other items listed in the box on the right. Multiple City departments own or maintain these assets, known as asset-managing departments. The City is not responsible for the trolley, rail, or bus systems which are owned and operated by the Metropolitan Transit System—a California public agency. The County of San Diego, State of California, and U.S. governments also have responsibility for assets within the City of San Diego, including respective facilities, roads, and highways.

<table>
<thead>
<tr>
<th>Infrastructure within the City’s Area of Responsibility:</th>
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<tbody>
<tr>
<td>✦ Compliance with the Americans with Disabilities Act (ADA)</td>
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<tr>
<td>✦ Airports</td>
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<tr>
<td>✦ Bikeways</td>
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<tr>
<td>✦ Bridges</td>
</tr>
<tr>
<td>✦ General facilities</td>
</tr>
<tr>
<td>✦ Libraries</td>
</tr>
<tr>
<td>✦ Parks and recreation facilities</td>
</tr>
<tr>
<td>✦ Police, fire, and lifeguard facilities</td>
</tr>
<tr>
<td>✦ Most sidewalk improvements</td>
</tr>
<tr>
<td>✦ Storm drainage and flood control facilities</td>
</tr>
<tr>
<td>✦ Street improvements</td>
</tr>
<tr>
<td>✦ Street lights and traffic signals</td>
</tr>
<tr>
<td>✦ Water and sewer facilities and pipelines</td>
</tr>
</tbody>
</table>
### Executive Summary: Quick Look at Infrastructure

#### Identifying Projects for the CIP Budget

Asset-managing departments that operate, manage, or maintain assets—such as Public Utilities, Transportation, Storm Water, and Parks & Recreation—are responsible for identifying needed capital projects.

**How staff identify projects**

Department staff generally identify needed CIP projects based on one or more of the following:

- Policy direction from Mayor and City Council
- Legal requirements or mandates
- Plans that guide implementation of Citywide, regional, departmental, and/or community goals
- Formal assessments of the condition of assets, and systems that use this information to identify the best approach for addressing needs
- Department staff assessments of needs based on experience, repair and maintenance records, and observations
- City Council priorities and requests
- Public input through City Councilmembers, planning or advisory committees, and/or budget hearings

**Public Input**

In 2013, the City developed a process to obtain public input on community infrastructure needs and priorities through the Community Planners Committee (Council Policy 000-32). The committee is comprised of the chairs of individual community planning groups and have a long-standing history of advising the City on Citywide matters.

Asset-managing departments and the Engineering & Capital Projects (ECP) department also work with the community to address needs.

### Identifying Funding and Prioritizing Projects

**Identifying Funding** – The City’s General Fund is not a primary source of funding for the CIP. Asset-managing department staff—working with the Mayor, City Council, and appropriate City departments—identify funding for proposed projects, within several constraints:

- The City’s needs greatly exceed available resources so there are competing priorities for limited funds
- Many of the funding sources for capital improvement projects have restrictions on how they can be spent, including:
  - On a specific project type, such as water system or transportation, and/or
  - Within a certain community or geographical area

As a result, there has been relatively little discretionary funding available, and the CIP budget is largely driven by available funding sources.

**Prioritizing Projects** – Asset-managing department staff provide a ranking for each project based on Council Policy 800-14 which includes guidelines and weighted factors, such as:

- Risk to health and safety
- Asset condition and impact of deferring the project
- Community investment
- Funding availability
- Project readiness

ECP staff refine the priority score during the preliminary stage of project implementation.

CIP projects typically do not compete across different project types, funding sources, or project implementation phases.
### Executive Summary: Quick Look at Infrastructure

<table>
<thead>
<tr>
<th>Budgeting for the CIP</th>
<th>Implementation of Projects in the Approved CIP Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>July-October</strong></td>
<td>ECP, in coordination with asset-managing departments, reviews the status of CIP projects and community needs.</td>
</tr>
<tr>
<td><strong>October – January</strong></td>
<td>Councilmembers submit priority CIP projects. Asset-managing departments identify needs based on the Five-Year Capital Infrastructure Planning Outlook (Capital Outlook) and prioritize projects according to Council policy. Departments submit proposed projects and requested funding to the Department of Finance (DOF). DOF confirms availability of requested funds.</td>
</tr>
<tr>
<td><strong>January–March</strong></td>
<td>The Capital Outlook is updated to reflect the City’s capital needs. It is presented to the Committee on Infrastructure and City Council.</td>
</tr>
<tr>
<td><strong>April 15</strong></td>
<td>The City’s Capital Improvement Program Review and Advisory Committee (CIPRAC) reviews proposed projects and funding requests, may make adjustments, and submits for Mayor’s approval.</td>
</tr>
<tr>
<td><strong>May</strong></td>
<td>DOF works with asset-managing departments to prepare the proposed budget.</td>
</tr>
<tr>
<td><strong>June</strong></td>
<td>Mayor releases the proposed budget to the public.</td>
</tr>
<tr>
<td><strong>July 1</strong></td>
<td>City Council holds public budget hearings, including a separate hearing for the CIP. Council may recommend changes to the proposed budget. Mayor’s May Revision to proposed budget is released.</td>
</tr>
<tr>
<td></td>
<td>ECP is primarily responsible for the implementation and management of approved projects in the CIP budget. In a few cases (e.g. if a department has specialized needs), the asset-managing department will manage the project.</td>
</tr>
<tr>
<td></td>
<td>Capital improvement projects are frequently large, expensive, and take multiple years to complete.</td>
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**Project Implementation Phases**

1. **Project Initiation**
2. **Planning/Pre-Design**
3. **Design**
4. **Construction Bid & Award**
5. **Construction**
6. **Post-Construction**

**Monitoring and Oversight** – Per CIP streamlining and transparency initiatives, ECP staff report on the state of the CIP twice per year, and are available to present to committees or the full Council upon request.
Getting Infrastructure Projects Approved and Implemented: the CIP Process

The CIP is composed of over 1,300 projects and associated funding needed to implement these projects over multiple years. The CIP serves as a long-range plan for capital projects that provide tangible, long-term improvements or additions of a fixed or permanent nature, such as a new or expanded library, replacement of aging water pipes, or rehabilitating existing structures. Decisions made regarding the CIP are generally large and expensive, and the assets will likely be used by the public for decades. The box to the right describes the differences between capital projects, which are funded through the CIP budget, and maintenance and repair projects, which are funded out of departments’ operating budgets.

The City’s CIP process, or how an infrastructure need becomes a CIP project and ultimately a capital asset, is complex—it involves various players, funding sources, and asset types. The process generally includes the key steps below, which are outlined in more detail in pages 11 through 28 of this guide.

**Identifying Infrastructure Needs**

Identifying infrastructure needs for existing and new assets is a joint effort between City staff and City residents. City staff from departments that operate, manage, or maintain infrastructure assets have the expertise to identify capital needs. They are also aware of the Mayor’s and the City Council’s policy direction, and have an understanding of related legal requirements.

In addition, the City has implemented a software solution called Enterprise Asset Management (EAM), to improve the City’s management of infrastructure assets and further enhance the City’s ability to identify and prioritize needs. This system is discussed in more detail on page 12.

Infrastructure needs are also identified through various mid- and long-range plans which incorporate public input. City staff also work with communities to identify needed public infrastructure which is included in community plans — policy documents that guide development. The general public can also identify certain capital needs by using the City’s Get It Done App to report problems to streets, sidewalks, lights, and storm drains when they encounter them.
Since the City’s infrastructure ultimately benefits the public, community input is critical for effective implementation of the CIP. Public input is important to understand desired levels of service for public infrastructure and community priorities. The City has developed a process to solicit public input on infrastructure needs and priorities through the Community Planners Committee which occurs every other year. Feasible project recommendations are sent to asset-managing departments and prioritized among other identified capital needs to be considered for inclusion in the City’s long-term capital planning discussed below and the development of the CIP Proposed Budget.

**Infrastructure Needs Exceed Funding**

In January 2020, the City released the [Fiscal Year 2021—2025 Five-Year Capital Infrastructure Planning Outlook](#) (Capital Outlook), which analyzed capital needs and funding sources over the next five years. The results of the outlook identified a funding gap of $1.29 billion which is largely attributable to storm water, existing buildings, and transportation assets. This long-term planning helps the City better manage its infrastructure needs and communicate these needs to the City Council and public. The Capital Outlook includes updates on the condition of the City’s assets and service level standards, which are critical components in determining Citywide capital needs, as well as prioritizing funding. This year’s Capital Outlook identifies projects into one of two categories, as either discretionary or priority.

Discretionary projects are the remaining infrastructure needs that allow the City to meet and/or exceed services to the community. Some examples include design and construction of playgrounds, parking lots, bike facilities, comfort stations, and streetlights. Existing facilities, parks, and streetlights have some of the greatest needs contributing to the gap of $876 million.

Priority needs are defined as projects that address life, safety, and have legally mandated needs. Examples include design & construction of new fire stations, ADA improvements, and City-wide roof & HVAC replacements. This category can also include Mayoral & Council priorities.

<table>
<thead>
<tr>
<th>Summary of Discretionary Capital Needs, Identified Funding, and Projected Gap (dollars in millions)</th>
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<tbody>
<tr>
<td>FY 2021</td>
</tr>
<tr>
<td>Capital Needs</td>
</tr>
<tr>
<td>Identified Funding</td>
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<tr>
<td>Gap</td>
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<table>
<thead>
<tr>
<th>Summary of Priority Capital Needs, Identified Funding, and Projected Gap (dollars in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2021</td>
</tr>
<tr>
<td>Capital Needs</td>
</tr>
<tr>
<td>Identified Funding</td>
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<tr>
<td>Gap</td>
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Overall, the Capital Needs for both categories totals $6.03 billion with identified funding at $3.87 billion which leaves a funding gap of $2.16 billion over the Capital Outlook period. Factors contribut- ing to the gap include the rising costs of construction due to supply and demand, more assets exceeding the useful life\(^1\) needing replacement, and the vacancy rate of the Engineering & Capital Projects Department which limits the capacity the department can handle. This impacts the number of bidders, bid costs, and overall efficiency in delivering a CIP project. The overall breakdown of costs

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\(^1\) Useful life refers to an assets capacity before needing replacement.
Additionally, a majority of the projects are also general fund assets that require support from the City’s General Fund, which is the City’s main operating fund making up 40% of the City’s budget in FY 2021. The General Fund is used to provide core community services, such as public safety and parks and recreation. This underscores the need for long-term planning so that optimal prioritization of resources can occur. Assets primarily funded by enterprise funds (e.g. water and wastewater infrastructure) are self-supporting as they receive revenue from fees and charges for services that are generated by those departments’ operations. Therefore, these assets do not have to compete with other high capital priorities for funding. The Capital Outlook also projects no funding need for Enterprise Funded assets. A detailed analysis of the Capital Outlook can be found in the IBA’s Review of the FY 2021–2025 Five-year Capital Infrastructure Planning Outlook.

Budgeting for the CIP and Implementation of Approved Projects

The Capital Outlook serves as the basis and guide for developing the City’s annual CIP budget. Consistent with Section 69 of the City Charter, the Mayor releases the proposed budget by April 15. In May the City Council holds public hearings to evaluate the proposed budget and allow for public engagement on budget issues. A budget hearing is specifically held to discuss the CIP budget, individual projects, and the overall status of the CIP.

In June 2020, the City Council adopted, and the Mayor approved, a CIP budget for FY 2021 of $367.5 million which is a decrease of $343.3 million or 48.3% compared to the FY 2020 Adopted Budget. This reduction is primarily associated with a decrease in funding needs of the Pure Water program and water main replacements within the Public Utilities Department Enterprise Fund in Fiscal Year 2021.

An additional $231.1 million of funding is anticipated to be received in FY 2021 but is not included in the Adopted Budget. These anticipated funding sources include but are not limited to; donations, grants, debt financing, developer funding, and Facilities Benefit Assessments (FBA) and will require City Council approval.
The FY 2021 Adopted CIP budget also provides needed funding for 62 projects, of which five are new for the 2021 fiscal year. It is important to emphasize that capital improvement projects take multiple years to implement. Significant funding was appropriated in previous years for the CIP’s existing projects ($4.12 billion), and additional funding will be required in future years to complete these projects (roughly $5.87 billion).

To maximize efficient use of resources, the City has taken steps to streamline the project implementation process while also improving transparency of the CIP. Continuous internal monitoring of how projects are being implemented and the overall program’s cash flow has led to efficiencies that have improved the allocation of the City’s resources and timely delivery of CIP projects. Implementing complementary transparency measures, such as increased reporting, staff presentations to the City Council on the status of the CIP, and making project information more accessible has been critical in allowing the City Council and the public to provide oversight of the CIP.

Roles of Those Involved in the CIP Process

Along with the Mayor and City Council, many City departments and organizations are responsible for various aspects of the CIP process:

**DCOO for General Services** — The City’s Deputy Chief Operating Officer (DCOO) for General Services is responsible for managing some of the City’s infrastructure and related services. The DCOO oversees the day-to-day operations of the Engineering & Capital Projects branch, as well as managing the 101 Ash Street project.

**DCOO for Public Utilities** — The City’s Deputy Chief Operating Officer (DCOO) for Public Utilities is responsible for managing asset owning departments which includes Public Utilities, Environmental Services, and the newly separated Transportation, and Storm Water Department.

**Mayor** — Provides policy direction for identifying and prioritizing capital improvement projects, and proposes an annual CIP budget.

**City Council** — Identifies CIP projects working with their constituents, and makes changes to the proposed budget as necessary; holds public budget hearings and provides recommendations to the Mayor; approves the CIP budget and provides oversight and monitoring of projects through updates to the Active Transportation and Infrastructure Committee; and works with the Mayor to develop funding options, and multi-year funding plans.

**Asset-managing Departments and Divisions** — Own, operate, manage, and maintain capital assets. The departments and divisions also identify and prioritize projects, and work with the Mayor, City Council, and other departments to find funding for needed CIP projects. Projects not considered to be attributable to a single asset-managing department falls under the Citywide Departmental CIP. This is composed of various projects which provides benefits across the City of San Diego and in-
includes projects related to fleet operations, EAM, information technology, the stadium, and the Convention Center.

**The Office of ADA (Americans with Disabilities Act) Compliance and Accessibility** — Responsible for ensuring that every City-operated or funded facility, benefit, program, service, and activity is accessible and usable by people with disabilities in accordance with all federal, State, and local laws, including the ADA.

**Department of Finance (DOF)**— Reviews project funding requests, confirms availability of funds, and develops the CIP budget. The DOF also ensures that funds are available prior to contract expenditures, and capitalizes assets when projects are complete.

**Office of the Independent Budget Analyst (IBA)** — Reviews and advises Council on the Capital Outlook, the annual proposed CIP budget, and other legislative items that require Council approval. The IBA is also a resource to the Active Transportation and Infrastructure Committee.

**Engineering & Capital Projects Department**— Implements and manages approved projects in the CIP budget. This includes project initiation, planning, design, construction bid and award, construction, and post-construction.

**Planning Department** — Updates the General Plan and Community Plans, as well as prepares Nexus Studies\(^2\) required to support Development Impact Fees to be used to provide a funding source for community-serving infrastructure, to implement the corresponding Community Plan and serve the needs of new development; identifies available funding from developer fees; and reviews building, environmental, and other permits.

**Purchasing & Contracting Department’s Equal Opportunity Contracting Program** — Enhances diversity and safeguards against discrimination in City contracts. It also manages the City’s Small Local Business Enterprise Program which supports the City’s policy to encourage greater contract participation by Small Local Business Enterprises.

**The Mayor’s CIP Review and Advisory Committee (CIPRAC)** — Reviews proposed projects and project prioritization from a Citywide perspective, and forwards budget recommendations for the Mayor’s approval. CIPRAC primarily includes senior-level officials from asset-managing departments.

\(^2\) A nexus study determines how there is a reasonable relationship between the amount of the development impact fee and the cost of the public facility.
Identifying Projects for the CIP Budget

The process for identifying needed capital improvements projects for the CIP budget is largely based on the City’s five-year Capital Outlook. The Capital Outlook is updated annually, and includes new project needs and data collected from assessments of the condition of the City’s assets. Questions concerning various infrastructure projects can be directed to the asset-managing departments. Contact information for each department is located on page 30 of this report.

How do department staff identify needed CIP projects?

Department staff generally identify needed CIP projects based on one or more of the following:

- Policy direction from the Mayor and City Council
- Legal requirements or mandates
- Preservation of public safety
- Americans with Disabilities Act (ADA) requirements
- Mid- and long-range plans that guide implementation of Citywide, regional, departmental, and/or community goals
- Condition assessments (a key component of asset management, discussed on the next page)
- Unfunded department needs lists (now separated into priority & discretionary projects)
- Staff assessments based on maintenance and repair records, observations, and experience
- City Council priorities and requests
- Public input through Councilmembers, community planning or advisory committees, public comment at budget hearings, and problems reported by the public via the City’s Get It Done App or other communications

The section below provides more detail on selected points listed above. We also discuss how these projects are prioritized in more detail on page 21 of this guide.

Policy Direction from the Mayor and City Council – Direction is provided to staff by the Mayor and through formal policies, reports, plans, and actions adopted by the City Council.

Preservation of Public Safety – Preservation of public safety is one of the top priorities for the City. The Engineering & Capital Projects Department has an emergency response section which handles CIP projects related to reducing risks to public health, safety, and the environment. This includes but is not limited to sinkholes caused by storm drains, replacement of fire alarm systems, sewer main breaches, and cave ins.

Legal Requirements or Mandates – Many CIP projects must be carried out to comply with laws and regulations, such as the Clean Water Act, or may be mandated in legal agreements. For example, the City is currently operating under a compliance order from the California Department of Public Health that requires certain water projects. Projects in this category are also considered “Priority Projects” and are slated to receive funding faster than discretionary projects which is discussed in greater detail on page 7 of this guide.

Mid- and Long-Range Plans – Various City plans include infrastructure needs and goals, and guide staff in identifying needed projects as discussed in more detail on page 15. These include the City’s
General Plan, Community Plans, and other policy-driven plans that guide the planning for infrastructure needed to support the City’s growth.

Asset Management – Asset management is a recommended practice for effectively and sustainably managing assets at a desired level of service for the lowest life cycle cost. An asset management system tracks information needed to answer key questions presented in the box to the right. The City currently employs an EAM system. The system allows staff to obtain information on City assets such as cost, schedule, maintenance history, and geographic location. This data allows staff to determine if a project or replacement of an existing asset is necessary and allows the Asset Managing Departments (AMD) to categorize work as a priority or non-priority. Assets currently included in the system consist of wastewater mains, water distribution mains, water transmission mains, streets, bridges, facilities, storm drain pipes, and pressure regulating valves. The following facility types were also included as part of facilities data: Library, Police, Park & Recreation buildings, and Fire-Rescue.

EAM is currently being used by Public Utilities, Transportation, Storm Water, Real Estate Assets—Facilities Maintenance, and the Department of Information Technology (DoIT) — Wireless Division. DoIT is currently working with the San Diego Police Department—Operations Support Unit to bring them into the system. EAM will rollout into additional departments as funding becomes available.

Condition Assessments – Like cities across the country, San Diego has recognized for many years that it faces significant deferred capital needs; however, the magnitude of the problem has not been fully determined. In response, a series of condition assessments for City facilities, streets, sidewalks, and parks have been conducted. The assessments completed to date have provided the first reliable information on the City’s unmet deferred capital needs and funding gaps.

Conducting condition assessments is a critical step in effectively managing capital assets. By having an inventory of all the City’s assets and information on their location and condition, the City can determine the level at which these assets should be maintained and at what cost.

The next few paragraphs provide information on the current status of condition assessments.3

Facilities – Between FY 2014 and FY 2016, the City conducted facilities condition assessments of 693 leased and non-leased City buildings that are supported by the General Fund. The assessment resulted in a need to invest an estimated $828.7 million to restore and raise the buildings to achieve a condition rating of “good” as defined by the Council-approved facility condition index. This estimate does not include funding to make any necessary facility upgrades and expansions, or to address seis-

3 Additional information on the current status of the City’s facility condition assessments can be found in the Fiscal Year 2021-2025 Five-Year capital Infrastructure Planning Outlook.
mic or accessibility deficiencies. There is currently no funding identified for the strategic asset management plan. For more information about the facilities condition assessments, refer to City Council Report No. 16-014, City Council Report No. 16-105, and IBA Review of General Fund Facilities Condition Assessment and Proposed Service Level Standards.

Park Assets – The City’s park system includes nearly 40,000 acres of developed parks and undeveloped open space. Between FY 2014 and FY 2016, an assessment of the condition of 76 out of the City’s 249 developed parks was conducted. This assessment was limited to the condition of park amenities, which include assets such as playgrounds, playing fields, courts, parking lots, and roads. The assessment estimated that $24.8 million is necessary to bring these amenities to “good condition,” as defined by a condition index developed by the City. This index is consistent with the index used for facilities. Like the facilities condition assessment, this estimate does not include costs for needed park amenity upgrades or expansions.

The Parks and Recreation Department completed the condition assessments on the remaining developed park amenities at the end of FY 2019 but it does not include joint-use, open space parks, and irrigation systems. Condition assessment data was also included in the update of the Parks Master Plan.

Water and Wastewater Assets – The City’s water and wastewater systems provide a reliable water supply and wastewater collection and treatment. They contain about 3,300 miles of water pipelines, 3,100 miles of sewer pipelines, and pump stations, storage facilities, and treatment plants. The Public Utilities Department (PUD) implements numerous condition assessments of its water and wastewater infrastructure.

Due to their differing characteristics, PUD conducts ongoing condition assessments for water and sewer pipelines on separate tracks. Water pipelines are assessed in groups over a five year period, largely guided by age. For sewer pipelines, PUD assesses about 50-60 miles per fiscal year. Additionally, the department conducts ongoing condition assessments and periodically releases the results of the condition assessments on a rolling basis.

Sidewalks – The City maintains about 4,600 miles of sidewalks. The Transportation & Storm Water Department completed an inventory and assessment of the condition of the City’s sidewalk network in FY 2015. The sidewalk assessment identified many significant sidewalk deficiencies and identified 700 miles of non-existent sidewalks. The total cost estimated at the time of the assessment to address all deficiencies for existing sidewalks was approximately $52.7 million. The current Outlook indicates that since the assessment, 23,203 damaged locations were identified and 38,200 have been funded for repair. The estimated amount to address all CIP sidewalk deficiencies within 10 years is $9.6 million annually.

Additionally, the Adopted Budget for Fiscal Year 2021 includes $3.3 million of Infrastructure Funding for Sidewalk Repair and Reconstruction. The goal of the Transportation Department in Fiscal Year 2021 is to plan for 10,000 linear feet of new sidewalks—which is roughly about 2 miles.
State law, California Street & Highways Code, Section 5610, places the responsibility to maintain sidewalks in a safe condition largely on the adjacent property owner. However, Council Policy 200-12 shifted much of this responsibility to the City. In addition, when the responsibility to replace sidewalks falls upon adjacent property owners (unless they caused the damage to the sidewalk), the City offers a cost sharing program to help offset these costs. To increase the speed of repairing damaged sidewalks, the Mayor announced in January 2020 that the City would be waiving the permit fee which averages to around $2,000 per repair. However, the fee waiver program has since been delayed until further notice.

**Streets** – The City maintains about 3,000 miles of streets. On April 21, 2015, the City Council approved the Mayor’s Five-Year Street Pavement Repair Program, which proposed 1,000 miles of street repairs over the next five years and an increase in the Overall Condition Index (OCI) of streets to 70 over the next ten years. An OCI of 70 represents the threshold at which streets are considered to be in good condition on a scale of 0 to 100. The City completed a pavement condition assessment in 2016 which indicated that the City’s streets have an average OCI of 72. The assessment also determined that 60 percent of streets are in good condition, 34 percent are in fair condition, and 6 percent are in poor condition.

The Transportation Department has a goal of assessing street pavement conditions once every four years. It also has a long-term goal of maintaining an average OCI of 70 or above for its street network. The department is targeting 468 miles of street repairs for Fiscal Year 2021. In the prior Fiscal Year, the City paved 53 miles and slurry sealed 123 miles of streets and replaced 1.8 miles of concrete streets.

**Public Input** – Citizens can provide input on needed CIP projects through various avenues, including:

- Reporting a problem through the City’s Get It Done App [www.sandiego.gov/form/get-it-done-homepage](http://www.sandiego.gov/form/get-it-done-homepage)
- Contacting your City Councilmember [www.sandiego.gov/citycouncil](http://www.sandiego.gov/citycouncil);
- Contacting staff from the applicable asset-managing department (shown on page 32);
- Attending meetings or contacting representatives from community planning, recreation committees, and other groups [www.sandiego.gov/planning/involved](http://www.sandiego.gov/planning/involved); and
- Participating in the public outreach process aimed to gather input on community infrastructure needs and priorities through the Community Planners Committee ([City Council Policy 000-32](http://www.sandiego.gov/citycouncil)
- Contacting the Office of the Independent Budget Analyst [www.sandiego.gov/iba](http://www.sandiego.gov/iba)

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4 The OCI takes into account pavement distresses (e.g. potholes and cracking) and the roughness of the road. The **higher** the OCI score, the better the condition of the pavement. Conversely, the **lower** the facility condition index and park condition index score, the better the condition of the asset.
Infrastructure Planning in the City of San Diego

**General Plan**

The General Plan provides a long-term vision and comprehensive policy framework for how the City should grow and develop, provide public infrastructure and services, and improve the quality of life for San Diegans. The General Plan provides policy direction upon which land use decisions are made.

The Plan includes an introductory Strategic Framework section and the following elements: Land Use and Community Planning; Housing; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; Noise; and Historic Preservation.

**Community Plans**

Community plans are long-range policy documents for specific geographic areas within the City that refine Citywide goals and policies in the General Plan to address unique local issues. The City’s 52 community plans are components of the City’s General Plan. Community plans provide land use designations, assign density ranges, and contain guidelines and recommendations for future community development. They also identify public infrastructure needed to serve the existing community and anticipated new growth based on the community’s vision and policies in the City’s General Plan.

**Development Impact Fees** — Currently, the community-serving infrastructure needed to implement the community plan is determined on a community-by-community basis, as well as developing a development impact fee (DIF). Development impact fees are imposed on new development projects as a one-time fee typically at building permit issuance to provide a share of the cost of needed public facilities to serve new development. Impact fee revenues are one of numerous City funding sources used to fund capital improvement projects.

**Plan Updates** – Historically, Development Impact Fees have been updated as part of the community plan update process, intended to reflect revised policies, growth projections and strategies and supporting infrastructure needs. This effort has ultimately resulted in an impact fee structure that is based on growth projections and the costs of specifically identified facilities on a community-by-community basis. Impact fees have been referred to as either a Facilities Benefit Assessment (FBA) or a Development Impact Fee (DIF) based on the community. Communities that were newly developing were considered to be FBA communities, whereas urbanized communities were considered to be DIF communities. Due to the largely built out nature of the City and due to changes in State law requirements, the City has since transitioned to the collection solely of DIF across the City.

The Planning Department is currently developing a restructuring of its overall DIF program, with the goal of an eventual transition to a Citywide DIF by asset class (such as for parks and public facilities).

**City Facilities Plans**

The City currently has facilities plans in each of the various communities that are intended to identify a program of public facilities needed to serve each community in order to comply with the General Plan and respective community plan. These facilities plans may contain both detailed and general descriptions of planned facilities or public improvements by asset type. This information is used as the basis for the legal justification for the amount of the development impact fee, but it is not intended to supersede the actual City Capital Improvements Program (CIP), annual capital budget or project detail. Impact fee revenues cannot be used for maintenance, repairs, or the operation of facilities, and can only be used for the purpose for which they were collected.
Once priority projects are identified, asset-managing department staff work with the Mayor, City Council, and appropriate City departments, such as the Department of Finance (DOF) and Debt Management, to identify funding. However, they must do so within two major constraints:

1. The City’s infrastructure needs greatly exceed available resources. The most recent Capital Outlook, issued in January 2020, identified $6.03 billion in capital needs, and $3.87 billion in available funding for capital projects through FY 2025. This leaves a gap of approximately $2.16 billion in needed funding. This funding gap is attributed to assets that are not self-supporting and rely upon the General Fund — the City’s main operating fund.

2. Due to competing priorities in the operating budget and the significant costs of capital projects, the CIP cannot rely heavily on the General Fund. Instead, capital improvements projects are primarily funded from various sources that often have specific spending restrictions, such as the type of the project, geographic location, and contractual obligation. More information on the different types of funding sources can be found in pages 16 to 21 of this guide:

As a result of these restrictions, there is relatively little discretionary funding available and some asset types or departments have more funds than others. For example, as shown in the pie chart below, Public Utilities resources (Sewer and Water Funds) make up about 80 percent of the total FY 2021 Adopted CIP Budget. These funds are supported by water and sewer rates and can only be used for capital improvements to the City’s water and sewer systems.

CIP FUNDING
- Due to limited available funding, the majority of the CIP budget includes funding for ongoing projects rather than new projects.
- The City also tries to align appropriations with cash flows needed for the fiscal year. CIP budget monitoring reports issued biannually allows budgets to be adjusted based on updated costs.
Identifying Funding and Prioritizing Projects

The table below and continued on the following page, describes the various funding sources supporting the FY 2021 Adopted CIP Budget.

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>DESCRIPTION &amp; RESTRICTIONS</th>
<th>FY 2021 Budget</th>
<th>Percent of Total CIP Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilities Benefit Assessments</td>
<td>Fees assessed to mitigate the impacts of development on a community. These funds must remain in the same community that they were assessed in to expand existing or build new City facilities in order to support the increased population.</td>
<td>800,000</td>
<td>0.22%</td>
</tr>
<tr>
<td>Gas Tax Fund</td>
<td>Revenue resulting from a tax on the sale of gasoline.</td>
<td>18,307,570</td>
<td>4.98%</td>
</tr>
<tr>
<td>General Fund</td>
<td>Revenue from taxes that support the City’s core services. Funding in the CIP budget is used to support information technology projects eligible for capitalization.</td>
<td>547,000</td>
<td>0.15%</td>
</tr>
<tr>
<td>Golf Course Enterprise Fund</td>
<td>Enterprise funds that receive revenue from the 3 City owned and operated golf courses. These funds are used for capital projects that improve and/or maintain the condition of these courses.</td>
<td>3,000,000</td>
<td>0.82%</td>
</tr>
<tr>
<td>Infrastructure Fund</td>
<td>Voter-approved ballot measure in June 2016. Until 2043, this measure redirects General Fund revenue, pursuant to a formula, and establishes a dedicated funding source to fund infrastructure projects for assets that rely on General Fund support.</td>
<td>5,663,897</td>
<td>1.54%</td>
</tr>
<tr>
<td>Mission Bay Improvements Fund</td>
<td>This fund receives revenue from Mission Bay rents and concessions. These funds may only be spent for capital improvements within Mission Bay Park.</td>
<td>7,900,000</td>
<td>2.15%</td>
</tr>
<tr>
<td>Other Funding</td>
<td>This funding is a mixture of Development Services &amp; Junior Lifeguard Program restricted funding.</td>
<td>1,623,165</td>
<td>0.44%</td>
</tr>
<tr>
<td>Parking Meter Districts</td>
<td>This fund receives revenue from parking meters within parking meter districts and is used to provide improvements to parking &amp; mobility.</td>
<td>1,500,000</td>
<td>0.41%</td>
</tr>
</tbody>
</table>

5 Percentage may not total due to rounding.
## Identifying Funding and Prioritizing Projects

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>DESCRIPTION &amp; RESTRICTIONS</th>
<th>FY 2021 Budget</th>
<th>Percent of Total CIP Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego Regional Park Improvements Fund</td>
<td>This fund receives revenue from Mission Bay rents and concessions. These funds may only be used for capital improvements in the City's regional parks.</td>
<td>3,200,000</td>
<td>0.87%</td>
</tr>
<tr>
<td>Sewer Funds</td>
<td>Enterprise funds that receive revenue from a variety of sources, including sewer rates, bond financing, state revolving fund loans and grants. These funds are used for Environmental Protection Agency (EPA) Consent Decree projects and projects that meet the requirements of the Clean Water Act, as well as to replace and/or rehabilitate the aging sewer system infrastructure.</td>
<td>140,967,190</td>
<td>38.36%</td>
</tr>
<tr>
<td>TransNet Funds</td>
<td>This fund receives a one-half cent local sales tax that can only be used for projects in the City's right of way which include roadway improvements, bicycle facilities, bridges, pedestrian facilities and traffic signals.</td>
<td>18,590,782</td>
<td>5.06%</td>
</tr>
<tr>
<td>Trench Cut/Excavation Fee Fund</td>
<td>The City collects fees from excavators to recover the costs associated with repaving and reconstruction due to trench cuts and pavement excavations.</td>
<td>2,000,000</td>
<td>0.54%</td>
</tr>
<tr>
<td>Utilities Undergrounding Program Fund</td>
<td>Revenue received from a surcharge collected by San Diego Gas &amp; Electric on electric bills for the undergrounding of utilities.</td>
<td>10,000,000</td>
<td>2.72%</td>
</tr>
<tr>
<td>Water Fund</td>
<td>Enterprise funds that receive revenue from a variety of sources, including water rates, bond financing, state revolving fund loans and grants. These funds are used to support capital projects that support the City's Water System and to meet State and federal requirements.</td>
<td>153,384,940</td>
<td>41.74%</td>
</tr>
</tbody>
</table>

**Total** | **$ 367,484,544** | **100.0%**
Other Funding Sources

In addition to the funding sources being used in FY 2021, the City relies on other sources to fund capital improvement projects based on their availability. Some of these sources have restrictions on how they can be used.

**Federal and State Grants**—The federal and state governments provide grants for capital improvement projects. For example, the U.S. Department of Housing and Urban Development provides funds each year through the Community Development Block Grant (CDBG) Program to benefit low and moderate income citizens through improvements to local communities. These improvements cover a wide variety of eligible activities such as public services, community/economic development, and capital improvement. Funding for capital improvement may be used for public facilities and public improvements, including neighborhood facilities, fire stations, libraries, water and sewer facilities, parks, streets, and sidewalks. These funds also have certain restrictions on how they can be spent, such as they cannot be used for operating or maintaining public facilities or public improvements, and capital improvement projects using CDBG funds must be completed within 24 months.

The City has $31.9 million in CDBG funding available for allocation in FY 2021. CIP projects currently using CDBG funding includes:

- Parks & Recreation: Park de la Cruz Community Center Improvements, Bay Terraces Senior Center, Southeastern Mini Parks (Island Avenue, Gamma Street, J Street, and Clay Avenue), City Heights Pool Reconstruction, and MLK Moisture Intrusion
- Transportation: Sidewalk Replacement Group 1604 (Citywide), and 63rd St-Broadway to Imperial Sidewalk
- Real Estate Assets—Facilities Services: Palm Avenue Transitional Housing

**Municipal Bonds**—State and local governments often issue bonds to finance public works projects. Bond proceeds may be used to construct, acquire, or make improvements to capital infrastructure, but cannot be used to operate or maintain public projects. Two types of municipal bonds are most commonly used to finance public infrastructure in California—lease revenue bonds and general obligation (GO) bonds. The difference between the two is the source of repayment for the bonds. Repayment includes the principal and interest on the bond.
Lease Revenue Bonds—The City has primarily used this type of bond to finance infrastructure projects in recent years. Generally, lease revenue bonds involve creating a public facility lease between the City and a public entity, for a nominal rent. The public entity issues the bonds to be paid over a 30 year period. It then leases back that same facility to the City at a rate sufficient to cover the principal and interest payments on the bonds. The City’s General Fund is responsible for making the annual lease payments to the public entity. These lease obligations do not constitute indebtedness under the State constitutional debt limitation, and are therefore not subject to voter approval which requires two-thirds majority vote. It is important to note that because lease payments are made from the City’s General Fund, each time the City issues this type of bond, it adds another 30 year long-term payment obligation to the General Fund.

The City has relied on lease revenue bonds as a major funding source for infrastructure supported by the General Fund. Between FY 2010 and FY 2015 the City issued lease revenue bonds for deferred capital (DC) needs totaling $333.3 million, known as DC 1, DC 2, DC 2A, DC3A, and DC3B. All deferred capital bond proceeds have been fully expended.

The City is currently using a different financing option to support General Fund assets by issuing commercial paper notes. Commercial paper is a short-term financing mechanism that allows the City to borrow when funds are needed for projects instead of issuing the full amount of project costs up-front using long-term bonds. Borrowing funds when they are needed reduces interest costs paid. On May 15, 2018 the City Council approved the authority to issue and expend $80 million in commercial paper note proceeds on CIP projects that need funding in order to be completed, and other priority projects. An additional $7.9 million was approved for improvements to one City-owned building. Longer-term bonds will be issued to repay commercial paper notes, which is currently estimated for FY 2021.

General Obligation (GO) Bonds—GO bonds offer the City a possible alternative to the use of lease revenue bonds. When a city issues GO bonds, the bonds are secured by the city’s promise to levy additional property tax sufficient to pay annual principal and interest on the bonds. Since GO bonds require an increase in property tax, they must achieve two-thirds voter approval. They are also typically the least expensive type of debt available to municipalities. Because interest rates on GO bonds are slightly lower than interest rates for lease revenue bonds, the city can reduce financing costs for capital improve-

GO BOND PROGRAMS IN OTHER CITIES
Cities like San Francisco, San Antonio, Phoenix, and Austin have used multi-year GO bond programs to finance capital improvements for streets, parks, public buildings, such as libraries and fire stations, and other types of infrastructure. In these cities, bond oversight committees, task forces, and community forums have been used to engage citizens, develop community priorities, and provide independent oversight of bond fund spending. For more information, please view the IBA’s report (15-26): Comparative Information about other Cities’ Bond and Revenue Measures.
ment projects by using GO bonds. Given the magnitude of the City of San Diego’s infrastructure funding gap, GO bonds may need to be considered in the future.

**Project Prioritization and CIPRAC**

Because the City’s infrastructure needs exceed available funding, department staff must prioritize capital improvements projects. Asset-managing department staff provide a ranking for each project based on the prioritization factors and corresponding scoring weights listed in the table below, per Council Policy 800-14.

**Priority Ranking Factors (Council Policy 800-14)**

Given the funding constraints previously discussed, CIP projects typically do not compete across different project categories, funding sources, or project phases. CIPRAC reviews projects and the ranking scores that were submitted by asset-managing departments. In rare cases when there is available discretionary funding or projects’ ranking scores are tied, CIPRAC assesses the needed projects and proposes which project(s) should receive the funding and submits these recommendations to the Mayor for inclusion in the proposed budget. CIPRAC makes an effort to assign available funds to projects that will allow a partially funded project to be completed.

<table>
<thead>
<tr>
<th>Factors</th>
<th>Enterprise-Funded Assets and Mandated Programs</th>
<th>Mobility Assets</th>
<th>Public Safety Assets</th>
<th>Neighborhood Assets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Risk to Health, Safety and Environment, and Regulatory or Mandated Requirements</td>
<td>25%</td>
<td>20%</td>
<td>15%</td>
<td>10%</td>
</tr>
<tr>
<td>Asset Condition, Annual Recurring Costs, and Asset Longevity</td>
<td>20%</td>
<td>20%</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td>Community Investment &amp; Economic Prosperity</td>
<td>20%</td>
<td>20%</td>
<td>10%</td>
<td>25%</td>
</tr>
<tr>
<td>Level &amp; Quality of Service</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>20%</td>
</tr>
<tr>
<td>Sustainability &amp; Conservation</td>
<td>10%</td>
<td>5%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td>Funding Availability</td>
<td>5%</td>
<td>5%</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>Project Readiness</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Multiple Category Benefit &amp; Bundling Opportunities</td>
<td>5%</td>
<td>5%</td>
<td>5%</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

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6 Project categories include: enterprise-funded assets such as City golf courses; mandated programs required by legal mandate or consent decree; mobility assets such as bridges; public safety assets such as police facilities; and neighborhood assets such as libraries.
Budget Overview

A budget represents an organization’s forecast of the revenues it will receive and expenditures it will incur in the upcoming year. Similar to many large cities, the City of San Diego’s budget includes an operating budget and a CIP budget. The operating budget provides an outline of how the monies coming into the City will be spent to operate and maintain City functions and services, including public safety and parks and recreation. In contrast, the CIP budget allocates available revenue for capital projects to rehabilitate, improve, or build new public infrastructure, such as streets, libraries, parks, and water pipes. Cities separate the CIP budget because capital infrastructure projects are generally large and expensive, take multiple years to complete, and require special financing sources outside of the City’s General Fund.

CIP Budget Process

The annual CIP budget is the City’s mechanism for getting projects approved and implemented. The City’s annual budget is developed over several months and follows the guidelines and timeline established by the City Charter and City Council Budget Policy 000-02. Although developed in conjunction with the operating budget, the CIP budget process generally begins earlier than that of the operating budget. In previous years, the CIP budget process was initiated with:

- The Engineering & Capital Projects Department reviewing the status of ongoing CIP projects, and
- Asset-managing departments identifying and prioritizing their capital needs.

Page 5 in the Executive Summary includes a CIP budget calendar for a typical fiscal year.

The budget is proposed by the Mayor with input from the City Council and the public, and adopted by the City Council by June 15th of each year.

The FY 2021 Adopted CIP Budget

The CIP Budget includes funding for: (1) projects started in previous years that are ongoing in FY 2021, and (2) new projects starting in FY 2021. The table on the following page shows funds included in the FY 2021 Adopted CIP Budget, as well as the entire program (including prior and future year funding) by department or division.

- “Prior Years” includes a total of approximately $4.1 billion for ongoing CIP projects that were approved by the City Council in prior-year CIP budgets. This amount includes both funding that has been expended or designated for a specific purpose (i.e. encumbered) and carryover funding (i.e. continuing appropriations).
- “FY 2021 Adopted Budget” includes a total of $367.5 million added to the CIP budget for mostly existing projects as well as ongoing projects.
- **“Future Years”** reflects approximately $5.9 billion in funding that is estimated to be needed to complete projects.

- The **“Total”** of approximately $10.4 billion represents the City’s past, present, and future commitment for implementing approved CIP projects.

### Budgeting for the CIP

<table>
<thead>
<tr>
<th>Department or Division</th>
<th>Prior Years</th>
<th>FY 2021 Adopted Budget</th>
<th>Future Years</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airports</td>
<td>$11,257,990</td>
<td>$</td>
<td></td>
<td>$11,257,990</td>
</tr>
<tr>
<td>Citywide</td>
<td>40,994,484</td>
<td>9,525,696</td>
<td>701,701,042</td>
<td>$752,221,222</td>
</tr>
<tr>
<td>Environmental Services</td>
<td>83,690,903</td>
<td>-</td>
<td>800,000</td>
<td>$84,490,903</td>
</tr>
<tr>
<td>Fire-Rescue</td>
<td>76,716,090</td>
<td>-</td>
<td>67,360,775</td>
<td>$144,076,865</td>
</tr>
<tr>
<td>Library</td>
<td>50,210,251</td>
<td>-</td>
<td>31,962,438</td>
<td>$82,172,689</td>
</tr>
<tr>
<td>Parks &amp; Recreation</td>
<td>442,272,433</td>
<td>14,022,000</td>
<td>110,817,511</td>
<td>$575,111,946</td>
</tr>
<tr>
<td>Police</td>
<td>10,530,275</td>
<td>-</td>
<td>5,300,000</td>
<td>$15,830,275</td>
</tr>
<tr>
<td>Public Utilities</td>
<td>2,277,689,217</td>
<td>285,899,599</td>
<td>2,412,078,842</td>
<td>$4,975,667,658</td>
</tr>
<tr>
<td>Real Estate Assets - Facilities Services</td>
<td>36,333,678</td>
<td>875,000</td>
<td>69,111,123</td>
<td>$106,319,801</td>
</tr>
<tr>
<td>Storm Water</td>
<td>132,575,073</td>
<td>1,000,000</td>
<td>1,081,756,409</td>
<td>$1,215,331,482</td>
</tr>
<tr>
<td>Sustainability</td>
<td>31,732,349</td>
<td>-</td>
<td>1,500,000</td>
<td>$33,232,349</td>
</tr>
<tr>
<td>Transportation</td>
<td>929,095,178</td>
<td>56,162,249</td>
<td>1,376,527,882</td>
<td>$2,361,785,309</td>
</tr>
</tbody>
</table>

**Total** $4,123,097,923 $367,484,544 $5,866,916,022 $10,357,498,489

*Note: Table may not total due to rounding.*
The FY 2021 Adopted Budget includes over 1,300 CIP projects. This number consists of projects that were recently created, active projects, and projects that are technically complete and almost ready to closeout. Additionally, some projects can span multiple-council districts, and others can also be outside of the City limits. These projects are also categorized into various asset types which includes the following:

- Underground water distribution and wastewater collection systems
- Buildings—This includes but is not limited to, Public Safety facilities such as Lifeguard Stations, Water Facilities such as Treatment Plants & Pump Stations, Libraries, and Park amenities such as Pools, recreation centers and sports facilities.
- Parks—Types include open space, regional parks, trails, neighborhood parks, mini parks, and shorelines
- Transit—Streets, bridges, bike facilities, and roadways

City staff also designates projects into one of several project types outlined in the chart below. The primary category in the CIP are replacement projects which makes up 55% of the projects in the City. This is further divided into three other sections depending on the type of replacement being done which consists of retrofitting, rehabilitation, or general replacement.
Implementation of CIP Projects

Project implementation includes management and oversight of projects from initiation through project completion. For efficiency purposes, the implementation and management of CIP projects is centralized in the Engineering & Capital Projects Department.

Following approval of the budget, project implementation will move to the next phase for ongoing projects, and new projects will be initiated. The project implementation phases generally depend on the contracting method used. The City uses the “Design-Bid-Build” method for the majority of its CIP projects. This method generally entails either designing the project in-house or hiring a consultant for design, and then going through the bid and award process for the construction contract. The implementation phases for this method are shown on the following page.

The City also uses other contracting methods when appropriate, such as:

1) **Design-Build**, where the City hires a design and contractor team to design and construct a project under one contract;

2) **Multiple Award Construction Contracts (MACC)**, for as-needed design and construction projects where a shortlist of pre-qualified design-build teams compete and bid on projects that are similar in scope or asset type without the need to conduct a full open solicitation. These types of contracts are designed to reduce costs and time by streamlining the bidding and contract award processes. Projects, or task orders, under the contract cannot exceed $30 million and the cumulative amount of task orders cannot exceed $100 million without Council approval;

3) **Job Order Contracting** for as-needed construction-only projects not contemplated at the time of contract award. Projects are authorized through task orders up to $5 million for pipeline and pavement work, and $1 million for all other work. The cumulative amount of task orders may not exceed $30 million without Council approval; and

4) **Emergency Contracting**, where Council is notified of an emergency and prequalified contractors are awarded contracts without advertisement and competition.

Choosing the right procurement process depends on a number of factors, such as the complexity of the project, its schedule, and available cash flow.
Implementation of CIP Projects

**Project Initiation**
Asset-managing departments determine preliminary scope of project, confirm funds, and submit to Engineering & Capital Projects

**Planning/Pre-Design**
Engineering & Capital Projects develops the preliminary scope of work, as well as cost and schedule estimates; conducts needed research, surveys, and preliminary reviews; refines the priority score of project; and confirms funds

**Design**
Engineering & Capital Projects conducts design studies, investigations, and calculations; develops final construction plans, specifications, and engineer's estimates and related construction costs; conducts community outreach and notification; performs constructability review and related studies; and acquires needed land or easement

**Construction Bid & Award**
Engineering & Capital Projects determines contract specifications, advertises projects for construction bids, conducts technical evaluation committee, and selects most responsive and responsible bidder

**Construction**
Engineering & Capital Projects oversees construction of project; performs quality assurance and control; tests construction materials; and manages project scope, cost, and schedule. Asset-managing department attends final walk-through

**Post-Construction**
Engineering & Capital Projects conducts warranty inspections; files project plans and drawings with the City's Permit Records and Mapping Section; and provides long-term monitoring and reporting of environmental mitigation. The Department of Finance capitalizes the asset
Enhancements to Project Implementation

**CIP Streamlining and Transparency** – The Engineering & Capital Projects department led an initiative to streamline the process of authorizing contracts and allocating resources, and to increase transparency of the CIP. The initiative, approved by the City Council in 2012, resulted in changes to the Municipal Code and the development of the [City Council Transparency Policy (000-31)](https://example.com). The department continues to identify ways processes can be streamlined. A complete list of streamlining measures that have been implemented can be found in Appendix C of the [FY 2021-2025 Five Year CIP Outlook](https://example.com). Some of the process improvements that have been implemented include:

- Increasing the City Council’s approval thresholds for various types of contracts and agreements.

- Not requiring projects approved in the CIP budget to go back to Council to approve the award of a consultant or construction contract, unless requested, thereby reducing project delays.

- Authorizing Engineering & Capital Projects to use Multiple Award Construction Contracts (MACCs), implementation of batch/options contracting (batches projects with similar scopes together in one contract); and increased use of Job Order Contracts. These measures increase the flexibility of available CIP delivery methods, reduce time associated with procurement, and expedite project implementation.

- Community input for the selection of design-build teams early in the design phase of the project to avoid cost overruns and project delays.

- Developing a contractor prequalification program, contractor performance evaluations, and procedures for debarment of non-performing contractors.

- Developing standard designs for public restrooms (comfort stations), fire stations, and shade structures to allow projects move forward more efficiently.

Methods to increase transparency include:

- Providing additional project information in the published CIP budget document.

- Providing detail of funding sources and Fiscal Year 2021 allocations in [Volume 3](https://example.com) of the Adopted Budget.

- Dedicating a City Council budget hearing specifically for the CIP.

- Engineering & Capital Projects reporting on the state of the CIP to the City Council semi-annually and being available to present to committees or the full Council upon request.

- Engineering & Capital Projects maintaining a [CIP Website](https://example.com) with project information.

- Providing a list of awarded [consultant](https://example.com), [construction](https://example.com), and [minor repair](https://example.com) contracts.
Implementation of CIP Projects

Additionally, beginning in December 2015, the Department of Finance has produced the semi-annual CIP Budget Monitoring Reports which provide updates on the City’s CIP cash management process improvements,7 to enhance timely completion of CIP projects. Cash management improvements include:

- A CIP budget review process where capital projects’ budgets are reviewed to identify excess funds that can be reallocated to other projects. This results in a consolidated request from departments to adjust project budgets and reduces staff time in preparing individual Council requests.

- A CIP budget monitoring process that closely tracks several significant CIP funds to better manage budget and cash across the entire capital program.

- A commercial paper borrowing program to be used as a short-term financing tool for capital assets that are not self-supported from fees and charges to users (e.g. streets, storm water, and City facilities). Borrowing funds when they are needed reduces interest costs paid.

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The Nine Council Committees
1. Active Transportation & Infrastructure
2. Audit
3. Budget & Government Efficiency
4. Budget Review
5. Economic Development & Intergovernmental Relations
6. Environment
7. Land Use & Housing
8. Public Safety & Livable Neighborhoods
9. Rules

City Council
As the Legislative Branch of government, the City Council is responsible for setting policy direction; enacting, reviewing, and modifying legislation as appropriate; and adopting the annual budget. The Legislative Branch provides a check and balance to the City’s Executive Branch, with the Mayor serving as the Chief Executive Officer. As part of the CIP streamlining measures adopted by the City Council in March 2012, Engineering & Capital Projects staff report to the City Council on the status of the CIP biannually. Staff is also available to present to committees or the full Council upon request.

In addition to the Active Transportation & Infrastructure Committee, the Budget and Government Efficiency, Audit Committees are specifically charged with overseeing major components of the City’s financial operations. The committee structure includes nine Council committees to help Councilmembers analyze specific legislative matters in a focused and efficient manner. All of the Council committees are listed in the above box, and a select few are discussed below. Additional information including council committee meetings and the agenda can be found at the Office of the City Clerk.

Active Transportation & Infrastructure Committee
The Active Transportation & Infrastructure Committee focuses on the Capital Improvement Program (CIP), the annual update of the Capital Outlook, CIP budget monitoring, asset management, additional streamlining opportunities, infrastructure financing strategies, and community CIP hearings, among other related topics.

Budget & Government Efficiency Committee
The Budget and Government Efficiency Committee’s responsibilities include the annual budget, financial reports, purchasing and contracting, and equal opportunity contracting, among other issues.

Budget Review Committee
The Budget Review Committee is responsible for the annual budget development process. During public budget hearings held in May, Councilmembers may request that specific projects be brought back to Council prior to awarding contracts. These committee meetings also allow members of the public to ask questions of City staff, provide input to committee members relating to the annual budget, and provide an opportunity for the Council to thoroughly analyze any budget issues.
CIP Website

The Engineering & Capital Projects Department maintains a website that includes information about the Capital Improvements Program (CIP), including project information, and bid and contracting opportunities. Visit www.sandiego.gov/cip for more information.

Documents

City of San Diego FY 2021 Adopted Budget: In June 2020, the City of San Diego approved the FY 2021 Budget, which began on July 1, 2020. The FY 2021 Adopted Budget and past year’s budgets can be found on the Department of Finance’s website at www.sandiego.gov/finance/annual.

City Council Budget Policy 000-02: This policy establishes guidelines and standards relating to the operating and CIP budgets, budgetary controls, and revenues and expenditures.

City Council Project Prioritization Policy 800-14: This policy establishes an objective process for ranking CIP projects. Asset-managing departments utilize this policy when ranking their needs lists before submitting them to CIPRAC.

City Council Transparency Policy 000-31: This policy enhances transparency by improving access to information related to the CIP. It also establishes a framework to make information about the CIP readily available to interested parties.

City Council Community Planners Committee Policy 600-09: This policy establishes a citizens’ organization that serves in an advisory capacity to the City regarding matters related to the General Plan and the various community plans.

City Council Community Planning Groups Policy 600-24: This policy identifies responsibilities and establishes minimum operating procedures governing the conduct of planning groups when they operate in their officially recognized capacity.

City Council Policy on Neighborhood Input on Infrastructure Needs and Priorities 000-032: This policy formalizes the role and process for neighborhood input on infrastructure needs and priorities, for consideration in the City’s CIP budget and the Capital Outlook.

Infrastructure-Related Reports from the Office of the IBA

For a complete report listing visit: www.sandiego.gov/iba/reports/infrastructure

City Contacts

Mayor’s Office

The Mayor serves as the City’s Chief Executive Officer. Through the Chief Operating Officer, the Office oversees the City’s daily operations, and implements programs and initiatives to carry out the City’s policy objectives. The Mayor is also responsible for proposing the City’s annual budget by April 15th of each year, revising it as appropriate after input from the public and City Council through the May budget hearings, and producing the final adopted budget that is approved by the City Council.
in June. To contact the Office of the Mayor, call 619-236-6330, email kevinfaulconer@sandiego.gov or visit the Office’s website at www.sandiego.gov/mayor.

**Engineering & Capital Projects Department**

Once a capital project is approved, Engineering & Capital Projects is the department that implements, manages, and oversees the project throughout the process. To learn more about specific capital projects, please call 619-533-4207, email engineering@sandiego.gov, or visit www.sandiego.gov/cip.

**Office of the Independent Budget Analyst (IBA)**

The mission of the IBA is to provide clear, objective, and unbiased analysis and advice to the City Council and the public regarding all legislative items bearing financial and policy impacts to the City of San Diego. IBA reports are made available to the public and are presented to the City Council during Council meetings, budget hearings, and committee meetings. To contact the Office of the IBA, please call 619-236-6555, email sdiba@sandiego.gov, or visit the Office’s website at www.sandiego.gov/iba.

**Asset-Managing Department Contacts**

In addition to the Public Information Officers who are assigned to some of the departments to provide information about CIP projects, asset-managing departments may also be contacted by interested parties with questions or project input. The table on the following page includes contact information for these specific departments and divisions.

**Community Groups, Committees, and Districts**

**Community Planners Committee (CPC)**

The CPC was created to ensure communication between the various Community Planning Groups, and to solicit public input on Citywide issues. The chairperson of each Community Planning Group is designated to act as their community’s representative to the CPC. To access CPC meeting agendas, minutes, and additional information please visit: www.sandiego.gov/planning/community/cpc.

**Community Planning Groups (CPGs)**

Community Planning Groups act as a formal mechanism for community input in the CIP decision-making process. They give citizens an opportunity to suggest projects to the City Council, the Planning Commission, asset-managing departments, and other decision makers. For more information about the City’s CPGs visit: www.sandiego.gov/planning/community/cpg.

**Parks & Recreation Boards and Committees**

Park and Recreation Committees act as vehicles for public input to the Park & Recreation Board, which makes recommendations to City Council via Council or committee meetings. For more information please visit: www.sandiego.gov/park-and-recreation/general-info/boards.
## Important Resources

### Asset-managing Department Contacts

<table>
<thead>
<tr>
<th>Responsible Department or Division</th>
<th>Capital Infrastructure Assets</th>
<th>Website</th>
<th>Contacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Compliance &amp; Accessibility</td>
<td>ADA Compliance &amp; Accessibility</td>
<td><a href="http://www.sandiego.gov/ada-compliance/">www.sandiego.gov/ada-compliance/</a></td>
<td>Division Contact: (619) 236-5979; <a href="mailto:ada.compliance@sandiego.gov">ada.compliance@sandiego.gov</a></td>
</tr>
<tr>
<td>Environmental Services Department</td>
<td>Landfills (Active &amp; Inactive); Energy Efficient Programs for City Facilities</td>
<td><a href="http://www.sandiego.gov/environmental-services">www.sandiego.gov/environmental-services</a></td>
<td>Hasan Youssef: 858-573-1214; <a href="mailto:HYoussef@sandiego.gov">HYoussef@sandiego.gov</a></td>
</tr>
<tr>
<td>Fire-Rescue Department</td>
<td>Fire and lifeguard stations and related facilities</td>
<td><a href="http://www.sandiego.gov/fire">www.sandiego.gov/fire</a></td>
<td>Michelle Yamamoto: 619-533-4303; <a href="mailto:MYamamoto@sandiego.gov">MYamamoto@sandiego.gov</a></td>
</tr>
<tr>
<td>Library Department</td>
<td>Central Library and 35 branch libraries</td>
<td><a href="http://www.sandiego.gov/public-library">www.sandiego.gov/public-library</a></td>
<td>Misty Jones: 619-236-5843; <a href="mailto:MJones@sandiego.gov">MJones@sandiego.gov</a></td>
</tr>
<tr>
<td>Parks &amp; Recreation Department</td>
<td>Golf courses, parks, playgrounds, recreation centers, and swimming pools</td>
<td><a href="http://www.sandiego.gov/park-and-recreation">www.sandiego.gov/park-and-recreation</a></td>
<td>Andrew Field: 619-235-1110; <a href="mailto:AField@sandiego.gov">AField@sandiego.gov</a></td>
</tr>
<tr>
<td>Planning Department</td>
<td>Developer built projects</td>
<td><a href="http://www.sandiego.gov/planning/">https://www.sandiego.gov/planning/</a></td>
<td>Reza Taleghani: 619-533-3673; <a href="mailto:RTaleghani@sandiego.gov">RTaleghani@sandiego.gov</a></td>
</tr>
<tr>
<td>Police Department</td>
<td>Police stations, firing ranges, and related facilities</td>
<td><a href="http://www.sandiego.gov/police">www.sandiego.gov/police</a></td>
<td>Kyle Meaux: 619-531-2221; <a href="mailto:KMeaux@pd.sandiego.gov">KMeaux@pd.sandiego.gov</a></td>
</tr>
<tr>
<td>Public Utilities Department</td>
<td>Water and sewer pipelines, pump stations, treatment centers, reservoirs and related facilities</td>
<td><a href="http://www.sandiego.gov/publicutilities">www.sandiego.gov/publicutilities</a></td>
<td>Surraya Rashid: 858-654-4112; <a href="mailto:SRashid@sandiego.gov">SRashid@sandiego.gov</a></td>
</tr>
<tr>
<td>Real Estate Assets Department</td>
<td>City-owned real estate such as the City Concourse &amp; Parkade</td>
<td><a href="http://www.sandiego.gov/real-estate-assets">www.sandiego.gov/real-estate-assets</a></td>
<td>Division Contact: 619-236-6020</td>
</tr>
</tbody>
</table>

619-533-4207
engineering@sandiego.gov
Important Resources

City Council Offices

**District 1**
**Council President Pro Tem Barbara Bry**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: barbarabry@sandiego.gov  
Phone: (619) 236-6611

**District 2**
**Councilmember Jennifer Campbell**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: jennifercampbell@sandiego.gov  
Phone: (619) 236-6622

**District 3**
**Councilmember Chris Ward**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: christopherward@sandiego.gov  
Phone: (619) 236-6633

**District 4**
**Councilmember Monica Montgomery**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: monicamontgomery@sandiego.gov  
Phone: (619) 236-6644

**District 5**
**Councilmember Mark Kersey**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: markkersey@sandiego.gov  
Phone: (619) 236-6655

**District 6**
**Councilmember Chris Cate**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: chriscate@sandiego.gov  
Phone: (619) 236-6616

**District 7**
**Councilmember Scott Sherman**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: scottsherman@sandiego.gov  
Phone: (619) 236-6677

**District 8**
**Councilmember Vivian Moreno**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: vivianmoreno@sandiego.gov  
Phone: (619) 236-6688

**District 9**
**Council President Georgette Gómez**
202 C Street, 10th Floor  
San Diego, CA 92101  
Email: georgettegomez@sandiego.gov  
Phone: (619) 236-6699

Updated: 10/02/2019
Frequently Asked Questions

**What is the difference between the City’s operating budget and the CIP budget?**

The operating budget provides an outline of how the monies coming into the City will be spent to operate and maintain City functions and services, including public safety and parks and recreation. The operating budget is primarily supported by the General Fund and is used for day-to-day recurring operating expenses for City services and functions. In contrast, the CIP budget allocates available revenue for capital projects to rehabilitate, improve, or build new public infrastructure, such as streets, libraries, and parks. The CIP is funded by various sources that often have restrictions on how they can be spent.

**Is the CIP budget a multi-year plan?**

No. The FY 2021 CIP budget provides one year of funding for the City’s multi-year program. The Capital Improvements Program is a long-range plan for all individual capital improvement projects and funding sources. However, the budget publication displays the budget for the upcoming fiscal year and estimated future costs for completing projects, but the out years are not included in the Appropriations Ordinance, or bound by law. However, the Five-Year Capital Infrastructure Planning Outlook (Capital Outlook) is a multi-year planning tool that identifies known capital needs and funding sources over the next five years. It is released annually and is used as a guide in developing the City’s annual CIP budget.

**Can the City use more funds from the General Fund for CIP projects?**

Because the General Fund is the primary funding source for basic City services, and those funds are limited, the General Fund has historically only been used for a small portion of the most urgent capital projects that do not have any other available funding sources. However, voters approved Propositions H in June 2016 which diverts revenue that would have otherwise gone into the General Fund to the Infrastructure Fund. This is a flexible funding source to support infrastructure needs that do not have a dedicated funding source. Additional General Fund appropriated for CIP projects could result in a decrease in funding for other basic City services.

**How can I determine if a project is capital in nature?**

Capital improvement projects provide tangible long-term improvements or additions of a fixed or permanent nature; have value; and can be depreciated, such as a new or expanded library, replacement of aging water pipes, or a new streetlight. In contrast, maintenance includes ongoing upkeep and repairs with a short lifecycle, such as patching a roof, planting trees, painting a building, or replacing carpeting. Asset-managing department staff can provide additional clarification, if needed (see contact information on page 32).

**What is CIPRAC?**

The Capital Improvements Program Review & Advisory Committee (CIPRAC) is an internal decision-making body largely made up of senior-level officials from City asset-managing departments. It reviews projects and corresponding ranking scores submitted by departments during the budget process, and makes project recommendations to the Mayor for inclusion in the Mayor’s proposed budg-
et. CIPRAC’s goal is to ensure that the projects are appropriately ranked from a Citywide perspective, balancing needs and budget with policy objectives. Additionally, the Project Controls Committee (PCC) is a subcommittee of CIPRAC which provides a preliminary review of projects prior to the CIPRAC review process.

**Why do certain projects with lower priority scores make it into the budget and receive funding over projects with higher scores?**

Generally this occurs as a result of funding availability, and related limitations associated with those funds. For example, Water & Sewer Funds can only be expended for water and sewer projects, thus creating a situation where a low scored water or sewer project may be funded before a higher priority scored park or street project.

**How many projects were funded in FY 2021, and how many of those were new projects?**

The FY 2021 CIP budget provides funding for 62 CIP projects of which five are new projects. All projects will be completed over multiple years.

**How will I know if a project I am interested in is funded?**

Projects that are proposed to be funded for the next fiscal year will be released in the Mayor’s proposed budget by April 15th of the prior fiscal year.

**What happens to projects that do not make it into the CIP Budget?**

Asset-managing departments keep track of their unfunded needs, and any feasible project not selected for implementation remains on the department’s unfunded needs list to be considered for future funding when available.

**How can I follow the progress of an approved capital project?**

The CIP website, [www.sandiego.gov/cip/projectinfo](http://www.sandiego.gov/cip/projectinfo), provides an updated interactive map and tools for public use that displays information on current capital projects. You may also contact the corresponding project manager listed in Volume 3 of the City’s FY 2021 Adopted Budget – Capital Improvements Program found on the Department of Finance’s website [www.sandiego.gov/finance/annual](http://www.sandiego.gov/finance/annual), contact your Council District’s office (see page 33), or contact the asset-managing department (see page 32).

**Why would an approved project not have any funding identified for the current fiscal year even though it was identified for funding in previous fiscal years?**

Different variables including but not limited to environmental risks, permitting processes, and schedule delays are taken into account when determining and identifying the funding needs for projects each fiscal year which attributes to the shifting of funds within the CIP.

In some cases, funding cannot be identified when needed which can cause projects to be put on hold. The projects are generally shown in the CIP budget as “unfunded” or “underfunded.” These projects remain in their current implementation phase until more funding can be identified, or they
Frequently Asked Questions

are removed from the CIP budget.

**How is a capital project removed from the CIP budget?**

A project comes off of the capital project list (and CIP budget) once it is completed, or through Council approval.

**Why do some projects languish without receiving money even though they have been approved as a capital project?**

A common cause for this stems from a lack of available or eligible funding. Other issues include that a proposed project is affected by legal or environmental requirements, or a project lacks community support.

**Who do I contact regarding questions about a project that is unfunded?**

If a project has already been approved and initiated, call 619-533-4207, email engineering@sandiego.gov, or submit an inquiry online at www.sandiego.gov/cip/about/comment. Additionally, Volume 3 of the City’s Adopted Budget has a project page on each approved CIP project, including the project manager and his or her contact information: www.sandiego.gov/finance/annual.

**Is there available funding throughout the year that is not part of the regular budget to do small capital projects?**

No additional planned funding is set aside throughout the fiscal year, but state and federal grants or other opportunities may become available. In addition, the CIP budget includes annual allocations which are essentially pots of monies that may be used to fund smaller CIP projects throughout the fiscal year which have a monetary threshold of $5 million.

**Does the age of a community affect the investments it receives from the City?**

The City does not prioritize specific communities over others. However, it is important to note that more established communities will have older assets that may require improvements or replacement. This will increase the priority ranking score of the project.

**What qualifies a capital project as an emergency project?**

A capital project becomes an emergency project once there is a threat to the lives and safety of the public. For example, the replacement of a failed water main, and the repair of sidewalks, streets, and other public property damaged by the resultant flooding would qualify as an emergency project.

**How and when can I provide input into the projects that are selected for next year’s CIP process?**

Citizens can provide input on needed CIP projects through various avenues, including:

- Reporting a problem as they are encountered through the City’s Get It Done App. For more information, visit: www.sandiego.gov/form/get-it-done-homepage
- Contacting your City Councilmember (see page 33) or visit: www.sandiego.gov/citycouncil;
Frequently Asked Questions

- Providing public comment during City Council budget hearings;
- Contacting staff from the applicable asset-managing department (shown on page 32);
- Attending meetings or contacting representatives from the relevant planning groups or committees: www.sandiego.gov/planning/involved/; and
- Provide public input on community infrastructure needs and priorities through the Community Planners Committee (City Council Policy 000-32).

In order to provide input for the following fiscal year, it is most effective to become involved early in the CIP budget process, before the asset-managing departments begin to compile and prioritize their needs lists in September. After the Mayor releases the proposed budget by April 15th, the public also has an opportunity for input through budget hearings that are held in May.
Asset Management – A recommended practice for effectively and sustainably managing assets at a desired level of service for the lowest life cycle cost. Asset management provides needed information on existing assets, such as condition and desired level of service, so that City staff can develop optimal strategies for maintenance and rehabilitation or replacement of assets.

Asset-managing Departments and Divisions - These departments and divisions identify, prioritize, and—working with the Mayor, Council, and appropriate City departments—find funding for needed capital improvement projects. Asset-managing departments or divisions include: Airports, Environmental Services, Fire-Rescue, Library, Parks & Recreation, Police, Public Utilities, Real Estate Assets—Facilities Services, Storm Water, Sustainability, Transportation.

Bond - A funding tool representing a written promise to pay a specific sum (face value or principal amount) in the future (maturity date), plus interest. In California, municipal government bonds are only used to finance capital improvements.

Capital Asset - Land, structures, equipment, and intellectual property that have an estimated life of one year or more.

Capital Improvement Project - The construction, purchase, or major renovation of buildings, utility systems, and other facilities, as well as land acquisition and roadway projects.

Capital Improvements Program (CIP) - The long-range plan for all individual capital improvement projects and funding sources. CIP projects are unique construction projects that aim to install new, replace old, or rehabilitate existing infrastructure.

CIP Budget – An annual allocation to CIP projects. It also identifies future funding and needs.

Capital Improvements Program Review and Advisory Committee - A committee comprised of senior-level officials from City departments that reviews proposed CIP projects from a Citywide perspective and forwards proposed budget recommendations for the Mayor’s approval and, during the annual budget process, City Council’s approval.

Community Plan - Community plans provide land use designations, assign density ranges, and contain detailed policies and guidelines at the community level. They also identify public infrastructure needed to serve the community based on the community’s vision, and policies in the City’s General Plan.

Deferred Capital (DC) – Needed capital improvements, refurbishment, or expansion to existing facilities that have been put off. Postponing capital projects is generally due to limited available funding, but often will increase the cost of repairs as the condition of facilities, roadways, and other infrastructure worsens.

Development Impact Fees (DIF) – Fees that are collected by community to mitigate the impact of new development. All impact fees are collected, placed in an interest-bearing revenue account, and used within the specific community where they are collected solely for program administrative costs and those capital improvements identified in the applicable community plans and DIF plans. In communities where a DIF is collected the costs are applied to both existing and future development. The resulting effect has been that FBA impact fees are higher and generate more revenue in the city.

Enterprise Funds – Funds established to account for specific services, which are funded directly by
fees and charges to users such as water and sewer services. These funds are intended to be self-supporting.

**General Fund** - The City’s main operating fund that pays for basic City services such as police and fire, parks, and library services.

**General Obligation (GO) Bond** - GO bonds are backed by the full faith and credit of the issuing municipality, including the ability to raise taxes to make debt financing payments. GO bonds require two-thirds voter approval and are typically the least expensive type of debt available to municipalities. Lower rates will significantly reduce the final costs of capital improvement projects as the bonds are paid off over a 20 to 30 year period.

**Grant** - A contribution by a government or other organization to support a particular function.

**Impact Fee Study** — A development impact fee plan that establishes the nexus for an impact fee in urbanized communities.

**Infrastructure** - The basic structures and underlying facilities needed for the functioning of a community and its economy, such as public facilities, streets, roads, bridges, tunnels, parks, storm drains, and water and sewer systems.

**Maintenance Assessment District** – Property owners within a specified district are assessed for the purpose of financing maintenance of open space areas, street medians, rights-of-way, and in some cases, mini-parks and streetlights.

**Maintenance & Repair** - The care and upkeep of existing assets, such as resurfacing streets and replacing leaking roofs.

**Operating Budget** - Authorized expenditures for ongoing municipal services such as public safety, street maintenance, parks, and libraries. The detail of the City of San Diego’s operating budget can be found in Volume 2 of the City’s annual budget document.

**Proposed Budget** - The Mayor’s recommendation for the City’s financial operations, which includes an estimate of proposed expenditures and revenues for a given fiscal year.

**Public Facilities Financing Plan (PFFP)** – A development impact fee plan that establishes the nexus for an impact fee that was originally designed to fund all community serving public facilities projects.

**Revenue Bonds** – A revenue bond guarantees repayment solely from revenue generated by a specified entity associated with the purpose of the bonds, rather than from a tax increase. Revenue bonds may carry a slightly higher interest rate because the revenue source is perceived to be slightly less secure than that of GO bonds, which are considered the most secure type of municipal bonds.

**Unfunded needs list** – A summary of projects with insufficient funding for project completion, which identifies both the amount of funding required and the component of work that is not funded. This information can be found by department in the City’s CIP budget document.

**Unidentified funding** – An amount required for project completion, but for which no funding source has been identified. This information can be found in the City’s CIP budget document.