



City of San Diego

MARK KERSEY

CITY COUNCILMAN, FIFTH DISTRICT

MEMORANDUM

DATE: January 21, 2015

TO: Honorable Mayor and City Council

FROM: Councilman Mark Kersey, Infrastructure Committee Chair

RE: Infrastructure Committee Priorities for 2015

I am honored and excited to start my third term as the Chair of San Diego's Infrastructure Committee. This committee was formed in 2012 in response to the overwhelming need to address San Diego's massive deferred maintenance backlog. For two years the Infrastructure Committee focused on performing much needed condition assessments, streamlining the CIP process and implementing efficiencies, gathering neighborhood input, dedicating resources to infrastructure projects, and building San Diego's first Multi-Year Capital Planning Report – which will be heard at this year's first Infrastructure Committee meeting.

With the release of the City's inaugural Multi-Year Capital Planning Report, **my top priority for the Infrastructure Committee in 2015 is to develop and support a comprehensive financing plan to bring to the voters in November 2016 which will address the multi-billion dollar backlog of postponed investment.**

San Diegans expect and deserve pothole-free streets, safe sidewalks, accessible parks and libraries, and reasonable response times from first responders. My other priorities for 2015 include:

Revamp San Diego's Citywide Sidewalk Policy

In 2014 the City of San Diego's Transportation and Storm Water Department began the City's first Sidewalk Condition Assessment. Although the City has committed to mitigating all tripping hazards discovered through the condition assessment, sidewalk maintenance, as defined by state law, is the responsibility of the adjacent property owner. In 1975, City Council adopted Council Policy 200-12, which makes responsibility ambiguous between the City and property owners. In effort to reduce the confusion and make progress on sidewalk repairs and replacement, I will docket for review an update to Council Policy 200-12.

Establish Missing Service Level Standards

Service level standards (SLS), as defined in the Multi-Year Capital Plan Report are "adopted policies reflecting an objective to carry out or maintain a specific standard applied to infrastructure". These standards directly impact the needed investment into any particular asset class. Without clear SLS,

prioritization of projects can become politically motivated rather than data-driven. Setting standards that are both acceptable to the general public and fiscally responsible is imperative to the long-term health of our City's infrastructure.

Continue with the City's Condition Assessment Program

Performing routine condition assessments is critical to maintaining an accurate list of infrastructure needs and project costs. Over the next year we will hear the Sidewalk Condition Assessment and begin a new Citywide Street Condition Assessment. I will also advocate for the completion of the Parks Condition Assessment.

Support the Continued Progress of the Asset Management and the Enterprise Asset Management (EAM) System

The City Council approved Council Policy 800-16 in November 2013 to implement Asset Management business practices citywide. Leading the implementation of CP 800-16 is one of the primary responsibilities of the new Citywide EAM Program Manager, who came on board in October 2014.

In order to effectively implement the business practice of Asset Management and provide a system to house and assess condition assessment data, I support the continued development of the SAP software solution which will eventually become the EAM System. The City is in the project planning and design phase and anticipates hiring a System Integrator (through the RFP process) in the coming year to begin project implementation.

Update Public Facility Financing Plans (PFFPs)

To ensure our communities are receiving adequate compensation from development impact fees, and that the projects listed in the PFFPs are reflective of current community needs, we need to continue updating PFFPs at the same aggressive pace we have set for the last two years.

Support and Improve Pedestrian Safety

In the first two weeks of 2015, there have already been three pedestrian fatalities in the City of San Diego, one of which was in District 5. Additionally, according to latest Citywide Pedestrian Collision Analysis between 2011 and 2012, pedestrian collisions have increased twenty percent. We need to ensure our streets and sidewalks are designed and built to reduce the chances of pedestrian collisions.

Establish Best Practices for Management and Maintenance of Leased Properties (Long-term Property Management Plan and Guidelines)

The City of San Diego owns a significant number of properties that are leased to various entities. Some of these properties are in dire need of repair and/or replacement. I want to explore, along with the Real Estate Assets Department, ways in which we can best manage our stock of properties and the structure of our leases to ensure the City is, at minimum, receiving adequate funding for the basic maintenance and repair of its properties.

Explore Storm Water Feasibility Study for Capture and Recycling of Rainwater

San Diego, along with the entire state of California, is currently battling one of the worst droughts in recent history. It is estimated over 11 trillion gallons of water would be needed to end the statewide drought. The City, under Mayor Faulconer's direction, is developing the Pure Water program, which will significantly diversify the City's water portfolio. In conjunction with these efforts, I would like to see a feasibility study on the infrastructure investment that would be needed to capture, recycle and reuse rainwater, much of which currently ends up back in our ocean.



CITY OF SAN DIEGO
COUNCIL PRESIDENT SHERRI S. LIGHTNER
DISTRICT ONE

MEMORANDUM

DATE: January 16, 2015
TO: Councilmember Mark Kersey, Chair, Infrastructure Committee
FROM: Council President Sherri S. Lightner 
SUBJECT: Infrastructure Committee Priorities for 2015

Thank you for the opportunity to provide my input for the Infrastructure Committee to consider in 2015. Please accept the following as my priorities for this year:

1. 5-Year CIP Plan

During the coming year, the Committee should continue efforts to finalize a comprehensive 5-year Capital Improvement Program (CIP) plan which includes a list of deferred and routine maintenance needs, a list of unfunded and future projects, performance measures to track implementation and identification of viable funding sources to address critical infrastructure needs.

2. Long-term planning

Long-term goals should include an analysis and implementation of the Regional Water Quality Control Board's recommendations for storm water improvements.

Additionally, City dog parks and skate parks should be assessed for potential upgrades in the future, and a survey completed for possible new ones.

3. Program Review and Other Priorities

The Committee should also seek to accomplish the following during the coming year:

- A continuation of regularly scheduled updates from the Public Works Department on the progress of CIP and MACC implementation

- An evaluation of the effectiveness of Council Policies: CP 800-14 Prioritizing Capital Improvement Program Projects, CP-000-32 Neighborhood Input on Infrastructure Needs and Priorities, and CP 800-16 Asset Management Guidelines and Plan Steps; recommend modifications as needed
- Exploration of a pilot project for traffic signal synchronization on primary arterial streets, possibly in partnership with SANDAG
- A review, consolidation and prioritization of all Capital Improvement Projects to ensure funds are properly allocated and are not sitting in dormant projects
- A review and update of all outdated Facilities Benefit and Developer Impact Fee accounts to ensure funds are being used in a timely and efficient manner
- A condition assessment of unimproved streets and cost analysis for future paving

4. District 1 Infrastructure Projects

Specific infrastructure projects in District 1 that the Committee should address during the coming year include:

La Jolla:

- Coast Boulevard sidewalk improvements at Children's Pool to improve pedestrian flow, separate coastal viewers from walkers/joggers, and provide seating areas and bike parking. The project also improves water quality and reduces bluff erosion.
- Restoration of Scripps Park, which serves the La Jolla community, and is a regional recreational asset as well. Improves coastal access, enhances coastal views, addresses bluff erosion and water quality.
- Restoration of South Coast Boulevard Park to improve pedestrian coastal access and minimize on-going erosion.
- Identify funding for the construction of the Torrey Pines Corridor Project, Phase III. It will provide traffic calming, slope stabilization, sidewalk and bike path improvements and landscaping along Torrey Pines Road, which is one of the most heavily traveled corridors in the city.
- Prospect Belvedere Promenade. The project would impact the segment of Prospect Street between Girard Avenue and Herschel Avenue by converting northbound Prospect Street to pedestrian only and southbound Prospect Street to two-way traffic. This will improve walkability and the retail environment in the La Jolla merchant district.
- Install sidewalk on La Jolla Blvd at Colima; acquisition of public right-of-way to install concrete sidewalk at northeast corner. Currently exists as a combination of asphalt and dirt.
- Repair sidewalks in the Village of La Jolla. Sidewalks have not been maintained over the years and have cracked due to soil displacement and/or tree roots.
- Install sidewalks at Pottery Canyon Park, along both sides of La Jolla Scenic Drive North, to meet ADA requirements.
- Replace curbs at intersection of Prospect, Coast, & Olivetas. Poor design and layout of curb ramps makes crossing the street difficult. Relocate curb ramps to avoid out of direction travel.

- Fay Avenue Bike Path: update and implement the development plan. Project will improve safety for cyclists and beautify the community.
- Coastal area park signage: create new, uniform, stylish park signs for Shoreline Parks and other coastal area park facilities.
- Widen the narrow sidewalk opposite 939 Coast Blvd. Will enhance flow of pedestrian traffic between Scripps Park and the area of Children's Pool, continuing further south.
- Paving of Buckingham Drive and Calle Majorca
- Paving of asphalt and concrete alleyways
- Resurface the La Jolla Shores Boardwalk

University City:

- Identify funding for improvements to Gilman Drive between I-5 and La Jolla Village Drive. Needed improvements for pedestrian, bicyclist and vehicular safety include lane realignments, new sidewalks, a retaining wall along the slope on the west side of Gilman, improvements to the bus stop at the northwest corner of Gilman Drive and Villa La Jolla Drive and improved lighting. City Traffic Engineers created a plan and generated estimates in 2007 for many of these improvements.
- Ensure repairs to the Nobel Library roof in North University City.
- Doyle Park ADA improvements: upgrade of all Doyle Park tot lots to meet ADA requirements
- Creation of a community garden at Doyle Park
- Median improvements on Governor Drive and Regents Road
- Implementation of the Torrey Pines Regional Park (Gliderport) General Development Plan
- Upgrades to Standley Park and Pool, based on community input
- Upgrades to and expansion of the University Community Library, which is over forty years old.

Torrey Pines:

- Identify funding and implement a project for the continuation of the sidewalk on the north side of Cordero Road from Boquita Drive to Mira Montana Drive. This will help create a safe path to Del Mar Heights Elementary School.
- Repairs to the Carmel Mountain Road & Sorrento Valley Road intersection, as well as improvements to mitigate against future flooding
- Drainage improvements to the I-5/Sorrento Valley Road interchange

Carmel Valley:

- Prioritization of Carmel Country Road Low Flow Channel, CIP No. S00969. This project is fully funded out of the Carmel Valley FBA. Once completed, it will mitigate water from ponding under the Carmel Country Road bridge, just east of the Palacio Del Mar property. This condition has created a health and safety issue for area residents.
- Identify funding for and expedite the construction of the I-5 Underpass Bikeway/Pedestrian Connection. This project links two existing bike/pedestrian paths: the SR-56 corridor bike path and the Sorrento Valley Road multi-use

bike/pedestrian path. The connection will pass under I-5 just south of the Carmel Mountain Road interchange.

If you have any questions, please contact my office at (619) 236-6611.

cc: Mayor Kevin L. Faulconer
Honorable Councilmembers
Jan Goldsmith, City Attorney
Andrea Tevlin, Independent Budget Analyst
Lee Friedman, Infrastructure Committee Consultant

SL:jh



MEMORANDUM

DATE: January 16, 2015
TO: Councilmember Mark Kersey, Infrastructure Committee Chair
FROM: Councilmember Lorie Zapf, District 2 *Lorie Zapf*
SUBJECT: Infrastructure Committee Priorities 2015

Coastal Infrastructure Assessment

As the newest representative of District 2, I would like to have this committee study the needs in our coastal communities when it comes to infrastructure. An assessment of these needs would be invaluable to ensuring that one of our most visited regions has the resources it needs to deal with issues regarding erosion of our coastal bluffs and cliffs, increased beach destination traffic, coastal flooding, and general wear and tear as it impacts those who work and live in the area. Our beaches and bays are a destination point for people all over the world and to study their continued impacts on our infrastructure could benefit the City as we continue to address the issue.

Pump Stations

The committee should continue to receive reports regarding funding needs and assessments for pump stations throughout the City. Of the 14 pump stations currently being operated by the Storm Water Division, 6 were constructed over 70 years ago. While improvements are being made, continuing to provide new condition assessments on these stations is critical as possible shutdowns and pump failures could have severe environmental consequences and potential fines imposed upon the City. Because of that, we need to be updated regularly and follow the Watershed Asset Management Plan to ensure that these pump stations are a priority and look into federal programs that can offset the cost of implementing upgrades.

Multi-Year Capital Plan

Continuing to update and implement the multi-year capital plan will be critical in addressing our long-term infrastructure assets needs. It will also continue to serve as a guiding document for the Capital Improvement Projects and the prioritization of those projects. I will look forward to the FY 2016 – 2020 Consolidated Multi-Year Capital Planning Report coming to the committee and for more public input on how to best implement infrastructure results for San Diego.

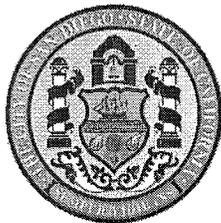
1,000 Miles of Street Repair

The Infrastructure committee should bring forth items that support our Mayor's ambitious goal of repairing more than 1,000 miles of streets in our City over the next five years. I am happy to see this new initiative and promising vision by our Mayor as we continue to work to fix San Diego.

Implementing Levels of Service and Performance Measures

The committee should request reports on how levels of service are determined and begin to look at better ways to implement performance measures when it comes to infrastructure. It is important that we set baselines and use quantifiable data as a way to prioritize repairs to our aging infrastructure to ensure that we continue to address this problem. One example would be to have at least 75% of our roads in "good condition" at any given time. By doing this, we can begin to hold our City accountable and allow for repair schedules to be created on a rolling basis.

cc: Mayor Kevin Faulconer
City Councilmembers



**OFFICE OF COUNCILMEMBER MYRTLE COLE
FOURTH COUNCIL DISTRICT**

MEMORANDUM

DATE: January 16, 2015

TO: Councilmember Mark Kersey

FROM: Councilmember Myrtle Cole, Fourth Council District *Myrtle Cole*

SUBJECT: 2015 Infrastructure Committee Priorities

I am honored to continue my service as the Vice-Chair of the Infrastructure Committee and look forward to the Committee's continued focus and progress toward properly planning, funding and executing the construction of our City's infrastructure needs. The following are my priorities for this calendar year.

Continued oversight and implementation of the following:

- Development of a comprehensive/citywide asset management system.
- Develop a timeline/outlook for planned and necessary condition assessments. These ongoing assessments will help to define and continue to define our infrastructure needs.
- Completion of a Five-Year Infrastructure Plan for all asset types and a corresponding funding plan. In addition to a multi-year plan, the City should develop a citywide process and database for compilation of an "Unfunded Needs List" that is reviewed and updated regularly.
- Continued oversight over the CIP and MACC programs. Specifically, the Committee should seek ongoing updates regarding the capacity of its approved contractors/consultants to ensure timely and on-budget delivery of projects.
- Continue to refine the public participation, input and oversight process for the annual budget and upcoming Five-Year Plan. This process will provide a foundation for seeking public participation for a future "Megabond".
- Develop policy recommendations and a prioritization process for sidewalk installation, repair and maintenance. In addition, advocate for funding to install sidewalks in high-

pedestrian traffic areas. For example: Market St. (from the Malcolm X library east to Pitta St.), Bolivar St., 56th St., 61st St., 5800/5900 Schuyler St., to name a few.

- Identify and set service levels and the funding necessary to build new, replace, renovate, or maintain assets. Specifically, rebuild the workforce to properly maintain City facilities and other asset types (i.e. rehire painters, carpenters, utility workers, maintenance staff).

Increase engagement and policy development in the following areas:

- As part of the implementation of the 2011 Fire Service Standards of Response Coverage Deployment Study (Citygate Report) for the Fire-Rescue Department, the Committee should identify best practices to expedite the development and construction of new fire facilities that will improve emergency response times throughout San Diego. For example, the Committee should seek to develop an official position regarding a standardized fire station design so that the City may properly plan for financing and construction of new fire stations. This is another way to streamline process.
- Revisit Council Policy 200-18: *Mid-Block Street Lighting Policy for Developed Areas*. The Committee should revisit the Council Policy to ensure that public streets are well lit. Public street lighting is becoming more and more important to our quality of life. Street lighting facilitates safe operation of traffic, gives pedestrians a safer traveling environment, promotes night use of commercial shopping areas, and increases citizen perception of safety from crime. There is growing concern about inadequate lighting, particularly near transit stops, which are generally utilized by youths, seniors and the disabled; three social groups most reliant on public transportation and most vulnerable to criminal assaults. An updated Council Policy will guide the City's investment and prioritize any available resources to high-crime and/or high traveled areas. Additionally, the City should work with SDG&E to streamline the approval and installation process.
- Develop policies and guidelines for seeking grant opportunities for infrastructure projects. The City often competes with local non-profits for grants such as CDBG, Prop 84 (Urban Green Grant), Housing-Related Parks Program, etc. Additionally, when applying for park development grants, it is unclear what criteria are used by City staff to prioritize park projects.
- Pavement Repair/Repaving: As the Mayor seeks to achieve his goal of repairing more than 1,000 miles of City streets, it should be noted that several communities in the Fourth Council District have streets classified as "unimproved roads". These "unimproved roads" are often overlooked for slurry seal and overlay work. An inventory of all "unimproved roads" should be compiled. Additionally, all future condition assessments should include "unimproved roads" so that they can be incorporated into the Mayor's repair plan as well as the City's maintenance plan and thus be eligible for TransNet and other sources of funding.

- Revisit Council Policy 700-35: *City Development of School Sites for Park Purposes* and initiate discussions with the appropriate School Districts to increase Joint-Use recreation opportunities and identify ways to streamline the development process.
- Bonding and Financing for Small and Minority-Owned Businesses
 - o The City of San Diego, as it addresses its infrastructure needs, has a real opportunity to support San Diego's small business community and boost the local economy. The City should work to establish a small business program modeled after the one offered by the San Diego County Regional Airport Authority's (SDCRAA) Small Business Development Department. Over the years, SDCRAA has ensured that local, small, historically underutilized, disabled veteran and emerging businesses have every opportunity to do business with the Airport. Just recently, SDCRAA started a series of major improvements on the north side of Airport. More than \$300 million in contract opportunities will soon be available and they have ensured to engage our small local businesses. The Airport recognized that the main barriers for small businesses have been those that have been imposed by a lack of access to bonding and to financing. SDCRAA established a Bonding and Contract Financing Assistance Program which assists small contractors in obtaining bonding and financing for airport contract work. The Program Services include: Bonding and Financing Consultation and Technical Assistance, Bid, Performance and Payment Bond Guarantees, Contract Financing Guarantees, Contractor-Focused Workshops and Seminars, Accounting Services, and Funds Administration Services.
- Prioritize the retrofitting of municipal buildings to increase energy efficiency. The City must capitalize on grant opportunities that exist for this purpose. The City has an opportunity to create, attract and retain local green collar jobs in industries such as green building, solar and renewable energy technologies by seeking to become more energy efficient.

Council District Four-specific Infrastructure Priorities:

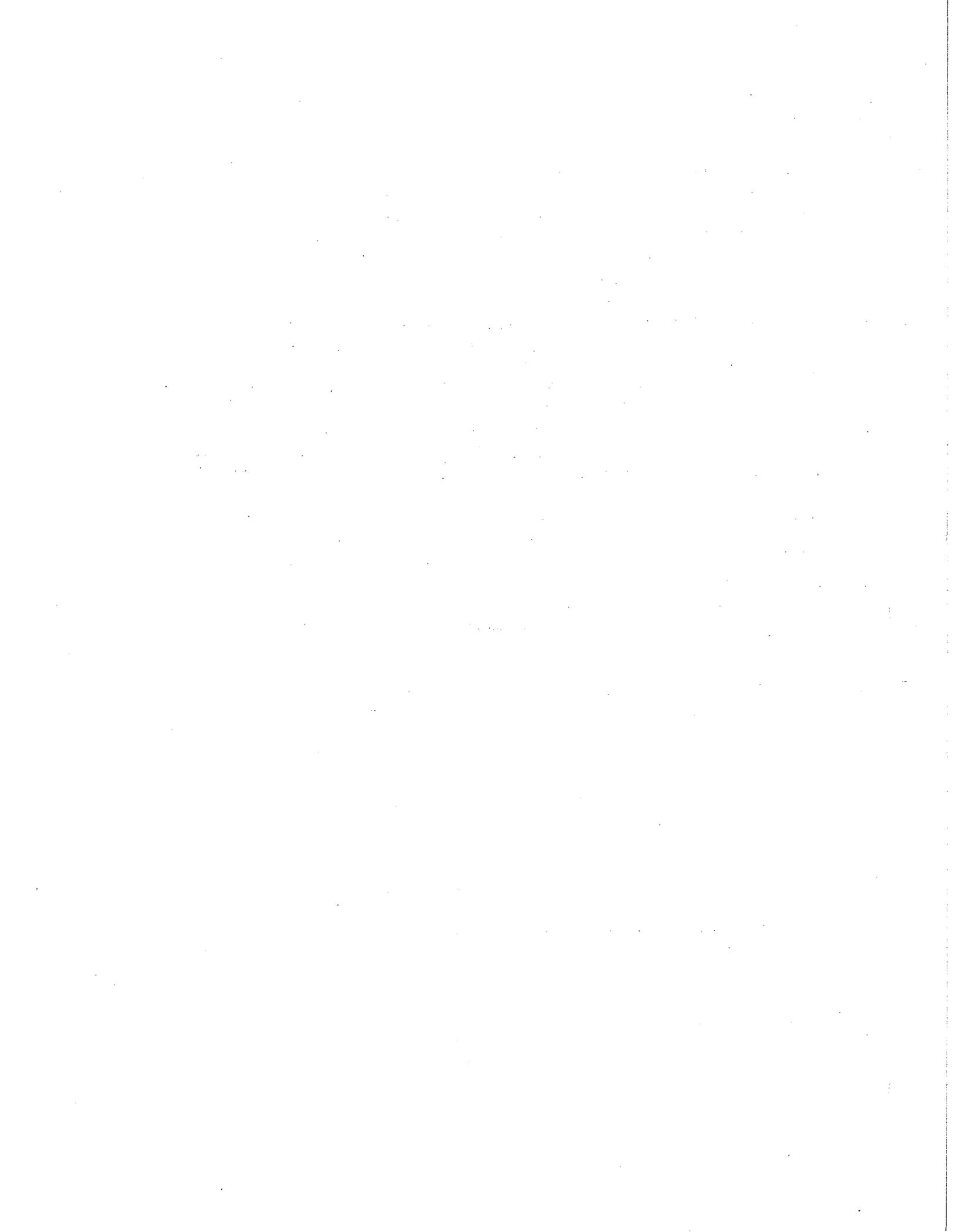
- Skyline Hills Fire Station (FS 51): Identifying ways to improve emergency response times, specifically in communities south of Interstate 8, is one of the most critical public safety issues facing the City. In 2011, the City was presented with the Fire Service Standards of Response Coverage Deployment Study (Citygate Report). The Citygate Report identified risks, reviewed existing deployment models, and identified additional fire station and staffing infrastructure, among other issues. Critical sites were identified to improve service and address delayed emergency response times. The top five are Home Avenue, Paradise Hills, College, Skyline, and Encanto. The City must prioritize the construction of a permanent station on Skyline Drive. The Skyline Drive location is unique among the five sites because the City has already acquired the land and the operational/staffing costs have been included in the FY15 budget. Cash funding will allow for more rapid procurement/delivery methods (i.e. Design-Build). The approximate construction cost is \$12 million.

- SR94/Euclid Av Interchange-Phase 2 / S14009: The SR 94/Euclid Avenue interchange is an uncontrolled intersection which contains higher than average accident rates. The Euclid Avenue overpass crosses State Route 94, one of the region's most important east-west connections. Improvements are currently being designed to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and SR 94.
- Martin Luther King Jr. Promenade / S13020: This project will provide for the construction of much-needed pedestrian improvements and safety enhancements.
- Completion of Streamview Drive Capital Improvement Project: This project provides for safety/capacity improvements on Streamview Drive from 54th Street to College Avenue to reduce excessive speeds, increase safety, and enhance visual impacts. Highlights of the improvements include: Slowing of traffic with the use of chicanes and roundabouts, bike lanes, parking enhancement, wider sidewalks, crosswalks, medians, etc.
- Improvements to 69th Street (San Diego and Lemon Grove boundary): 69th Street borders the communities of Broadway Heights, Northern Encanto, and Lemon Grove. The street has received extremely high traffic volume, speeding, high crime, and deferred maintenance. Improvements are necessary to address: poor lighting, dangerous speeds/volume of traffic, lack of sidewalks and its adjacency to an elementary school, etc. Although 69th Street has been deemed a "collector" street by both the City of San Diego and City of Lemon Grove, it has not been built as one.
- Federal Boulevard, El Cajon Boulevard (54th Street to La Mesa Boundary), University Avenue (54th Street to La Mesa Boundary) Mobility Studies and Implementation: The Eastern Area Community Planning Committee is seeking improvements for Federal Boulevard, El Cajon Boulevard and University Avenue. Improvements may include: guardrails, structural safety enhancements, roadway reconfigurations, street enhancements including medians and streetscape, new traffic signals, pedestrian accessibility improvements including sidewalks and/or ramps, street lighting, traffic calming, etc.
- 58th Street Traffic Calming Round-a-Bouts at Olympic/58th Place Intersection and at Trojan Avenue and All-Way Stop at Vale Way: Two round-a-bouts and an all-way stop sign are needed for traffic calming on 58th Street through the El Cerrito neighborhood. 58th Street is a residential street - homes on both sides - yet has become a favored cut-through route for traffic between El Cajon Blvd and University Ave. The intersections at Olympic - 58th Place and at Trojan are wide intersections that already have all-way stop signs but vehicles often speed through without stopping. 58th Street is also a route to the Middle and High Schools in the neighborhood. Vale Way needs an All-Way Stop Sign to allow traffic from Vale safe access onto 58th. 58th to Vale Way (and Vale Way to 58th) is to become a Bike Route through the neighborhood, so needs All-Way Stop for safe bicycle crossing.

- New sidewalks or sidewalk widening:

Market St. from the Malcolm X Library to Pitta St. and from Pitta St. to 61st St.
5800 Division St. between 58th St. and Paradise Ave. (north side)
4706-4756 Castana St.
340-590 S. Woodman St. (cross street Skyline Dr. and Imperial Ave.)
5700 Hilltop Dr. (between Winston and Roswell)
5500 Creston Dr. (between Rosewell and Selma)
1100 Elwood St. (between Lenox and Geneva)
5260-5298 Olvera Ave. (south side)
5300 Lenox Dr. (between Beverly and Winston)
900 Winston Dr. (between Lenox and Hilltop)
1300-1900 Klauber St.
1000 Beverly St. (between Roswell and Lenox)
6200-6600 Federal Blvd. (between San Miguel and Winett)
6300 Wunderlin Ave. (between 63rd and 65th St.)
1000 block of 56th St. (north and south side; cross street Roswell St.)
5600 Kelton Pl. (cross street Kelton Rd.)—street light request
1000 block of 51st St. and Geneva (west side of street)
5323-5353 Geneva Ave.
400 block of Pitta St. (cross street Market St.)
6200-6400 Scimitar St.
1100-1285 Wren St.
6300-6500 Eider St.
1100-1300 60th St. (between Old Memory Lane and Broadway)
5500-5650 Olvera Ave.
61st St. in Encanto
5800-5900 Schuyler St.
Bolivar St. in Paradise Hills
Benson Ave. behind O'Farrell Community School
Ritchey St. (Madrone Ave. to Benson Ave.)
63rd St. from Broadway to Imperial Ave. (both sides)

MC:pi





**COUNCILMEMBER CHRIS CATE
CITY OF SAN DIEGO
SIXTH DISTRICT**

M E M O R A N D U M

DATE: January 16, 2015
TO: Councilmember Mark Kersey, Chair, Infrastructure Committee
FROM: Councilmember Chris Cate 
SUBJECT: 2015 Infrastructure Priority Memo

I appreciate the opportunity to share my infrastructure priorities for 2015. I look forward to partnering with my Council colleagues, City staff and the Mayor's office to collaboratively resolve one of San Diego's most pressing issues.

Address Deferred Maintenance Backlog

The commitment of 50% of new major General Fund revenues to infrastructure improvements is imperative to addressing the estimated \$2 billion backlog. The City should continue its efforts to compile and complete the ongoing condition assessments in order to fully develop the 5-year infrastructure master plan, as well as maximize funding through additional streamlining reforms.

Develop a Five-Year Street Repair Plan

Work with City staff to craft a comprehensive five-year plan to repave a minimum of 1,000 miles of streets. Institute quarterly performance metrics to ensure the goals of the plan are being met.

Complete and Review Condition Assessments of City-Leased Assets

The City has made monumental strides in gathering the necessary data to compile its 5-year infrastructure plan. Completing and reviewing the conditions assessments of City-leased assets is imperative to ensuring the comprehensive repair of neighborhood infrastructure.

Review the City's Sidewalk Repair and Maintenance Policy

As the City continues to complete its facilities condition assessments, the committee should review its current approach to the repair and maintenance of sidewalk infrastructure. Given the responsibility of these assets are often shared with adjacent property owners, City staff should present current practices and a strategy to address this component of the infrastructure backlog.

Establish New Purchasing and Contracting Metrics to Ensure Quality Work

The City has often encountered challenges with incentivizing contractors to complete quality projects on time and under budget. The committee should partner with Purchasing and Contracting to reform the procurement process by reviewing incentives and penalties for poor performance.

Conduct Review of Street Repair Prioritization

In conjunction with the completion of condition assessments, the City should conduct an analysis of its current prioritization process for the scoring and ranking of streets.

Identify Efficiencies in City Operations Pertaining to Infrastructure Repair

Ask for staff to present to infrastructure committee an infrastructure repair best practices report to identify opportunities to streamline city operations and to maximize operation efficiency.

Report of Condition Assessments on District 6 Neighborhood Assets

- **The Epicentre:** Built in 1988, the Epicentre is a regional teen center that serves as a hub for youth programs and activities in the Mira Mesa Community.
- **Mira Mesa Library:** Built in 1994, the Mira Mesa Library provides vital services for economically disadvantaged youth and adults; and is a dynamic and versatile community center for all.
- **Mira Mesa Senior Center:** Senior Centers serve as a conduit to connect older adults with a variety of services promoting good health and independence. The Mira Mesa Senior Center, built in 1986, will soon celebrate its 30th year.
- **San Diego LiveWell Senior Center:** The San Diego LiveWell Senior Center serves as an adult day care facility and offers a variety of free classes to the Clairemont community.
- **Balboa Branch Library:** At 44 years, the Balboa Branch Library is one of the oldest in Council District 6. This small library, easily accessible by public transportation, is an indispensable asset to this community.

CC:ic

cc: Mayor Kevin L. Faulconer
Honorable Councilmembers



City of San Diego
Councilmember Scott Sherman
Seventh District

MEMORANDUM

DATE: January 16, 2015
TO: Councilmember Mark Kersey
FROM: Councilmember Scott Sherman 
RE: Infrastructure Committee Priorities for 2015

In response to your memo dated January 5, 2015, I am pleased to submit my Infrastructure Committee Priorities.

EFFICIENCY IN INFRASTRUCTURE:

Standardization of Infrastructure Designs

The Infrastructure Committee should examine the possibility of standardizing the design of common City facilities such as fire stations, lifeguard towers, and playgrounds. By standardizing the core concepts of common facilities, the City will likely reduce the overall costs and time needed for completion of capital projects.

Continue to Improve Our Enterprise Asset Management (EAM) Practices

The City cannot fix an asset if it does not know it has the asset in the first place. This is why it is so important that we continue to improve in this area and catalogue every single asset the City owns so we can adequately forecast when we need to perform preventative maintenance. The incorporation of performance measures and the ongoing condition assessments should also occur.

Streamline Permitting Processes for Undergrounding Utilities

Upon the completion of undergrounding, some communities have had to wait up to six months to have the street lights turned on due to the City permitting process. We should coordinate with the utility companies to determine ways to make the permitting process more efficient.

Develop Performance Measures and Levels of Service

The City must have clear standards and goals prior to investing considerable amounts of money into our infrastructure backlog. Therefore, I am requesting that the Infrastructure Committee prioritize establishing performance measures and levels of service that can be incorporated into the multi-year CIP plan. These performance measures should establish clear benchmarks for priorities such as how often a street should be repaved.

PROJECT PRIORITIES:

Increase Street Repavement Rate

The Infrastructure Committee should support Mayor Faulconer's proposal of repaving 1,000 miles of streets in the next five years by extending the lease revenue bond program.

Storm Water Channel Maintenance

The City has been working for years to get the necessary permits to begin maintenance work on its storm water system. Currently we have several locations throughout the City which pose serious safety and environmental hazards when they flood. The financial cost to the City every time one of these locations fails is immense. For example, Murphy Canyon Channel is currently being addressed after flooding out three times in December. I would like to see Alvarado Creek addressed in the next year as it continues to have a negative impact on businesses in Grantville when it floods.

Municipal Storm Water Permit

The Municipal Storm Water Permit adopted in May 2013 requires the City of San Diego to come into compliance with stringent water quality standards by 2018. In November 2014, Prop 1 was passed by the voters of California. Within this bond are several opportunities for the City of San Diego to apply for grants. The purposes of the bond include reducing pollution, protecting watershed health, and improving water quality. The City of San Diego should commit to applying for these grants in order to help us come into compliance with the Municipal Storm Water Permit.

Condition Assessments

The City will be receiving the first round of several condition assessments in the spring of 2015. The Infrastructure Committee should analyze these assessments to determine if they provide essential and adequate information that can be utilized by the City. Once we ensure that additional information is not required, the completion of the remainder of the assessments should be a priority.

Prioritize Additional Development of Joint-Use Fields

We should work to coordinate with the San Diego Unified School District to leverage Prop S and Prop Z funds for the development of joint-use fields within the City. These funds will provide the initial capital required to complete much needed fields. The ongoing maintenance is then provided by the City. Joint-use fields are a great example of collaboration between governmental agencies and help accomplish the desire of many communities for more parks.

Traffic Signal Optimization

We should work to incorporate traffic signal optimization technology into our streets with the highest volume of traffic and major thoroughfares such as Friars Road in Mission Valley. Signal optimization has been found to improve efficiency by up to 20%. In addition, the State recently recognized this technology as having climate benefits because it reduces the idling of cars.

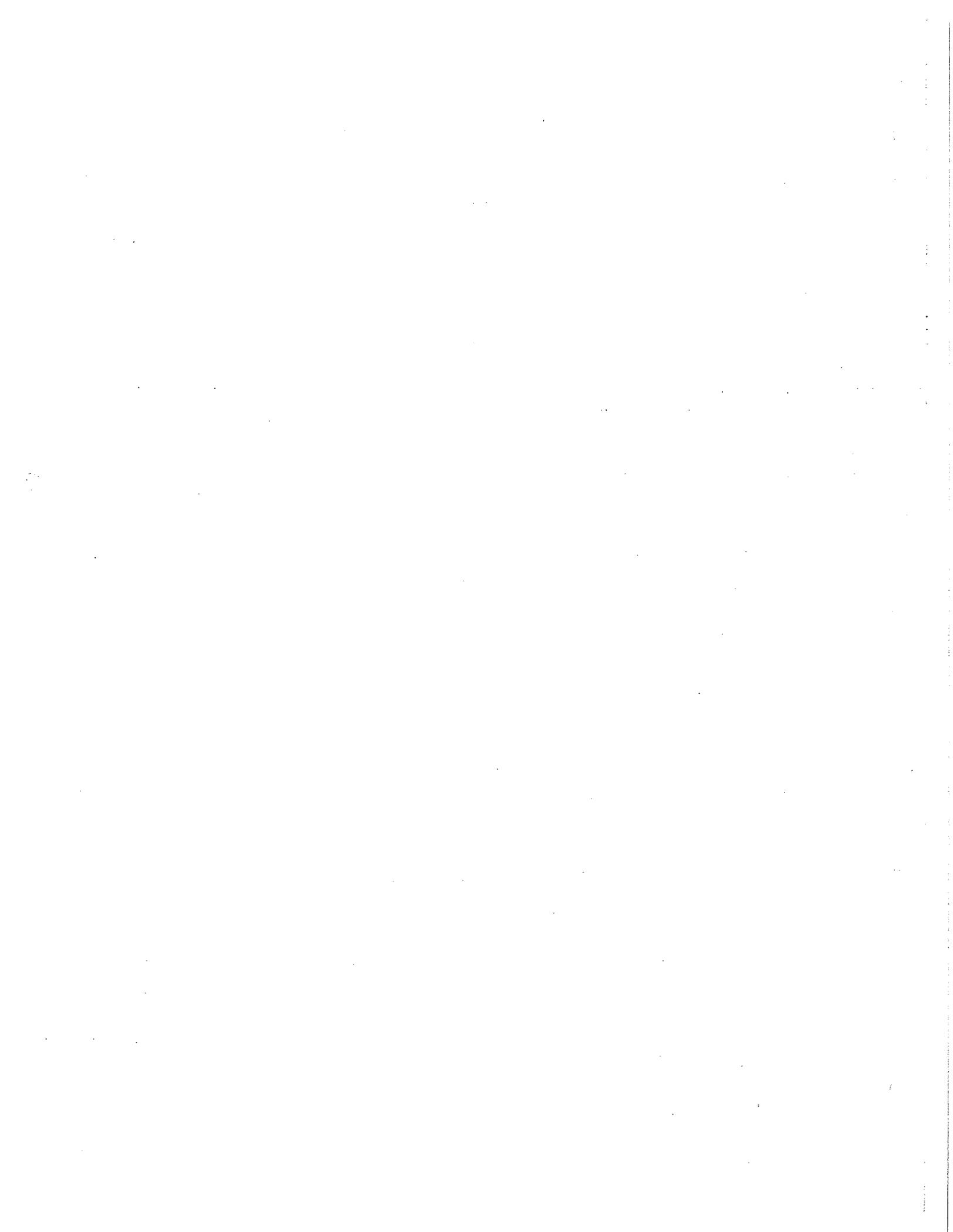
San Diego River Path

The City Council approved the San Diego River Park Master Plan in 2013. Part of the master plan addressed the completion of a river path. There are large segments of the path that are already completed and others that are underway by private developers and SANDAG. The City should work with the adjacent property owners and the River Park Coalition to move toward connecting the final portions of the path.

INFORMATIONAL REPORTS:

- Examine the fiscal impact of the City's Prevailing Wage Ordinance on infrastructure projects
- Examine the City's total capacity to issue additional lease revenue bonds
- Analyze the frequency, cause, and fiscal impact of change orders on total infrastructure project costs
- Examine staff capacity needs for increased infrastructure spending
- Review of the effectiveness of Council Policy 800-14 "Prioritizing Capital Improvement Program Projects"

cc: Honorable Mayor Kevin Faulconer
Honorable City Councilmembers
Andrea Tevlin, Independent Budget Analyst





City of San Diego
Eighth District

MEMORANDUM

DATE: January 20, 2015
TO: Committee Chair Mark Kersey
FROM: Councilmember David Alvarez 
SUBJECT: Infrastructure Committee Questions

As the Infrastructure Committee embarks on its 2015 responsibilities, I have a series of questions the Committee is best positioned to have answered and addressed. I suggest the following be submitted to relevant staff for written responses so the Committee and Council can be informed on these crucial financial issues:

- 1. Lease Revenue Bond Debt:** Conduct a survey of other similarly-sized cities and the amount and type of lease revenue bond debt they carry. Where do San Diego's current debt obligations and near-term potential obligations stand in comparison?
- 2. Financing Capacity:** Respond to the IBA regarding additional financing capacity (IBA Report 14-43 REV, *Revenue Options to Address Critical Infrastructure and Affordable Housing Needs*, p. 6). According to the IBA, there are limited City assets to secure lease revenue bonds. What additional financing capacity remains beyond Enhanced Option B?
- 3. Street Assessment:** Provide the entire list of streets and Overall Condition Index (OCI) in the 2011 streets condition assessment report (citywide) in a machine-readable electronic format. Any information on the current estimated condition (since 2011) should also be included, as well as the estimated date of improvement, and the method used to arrive at such an estimate (formula, sampling, etc.).
- 4. Sidewalk Responsibility:** The City has a convoluted history of assessment, liability, and responsibility for sidewalks, unimproved streets, and alley maintenance and repair. What is the current state of the law (what repairs, maintenance, and liability does the City currently have) and what are the potential concerns or costs, if any, to the City taking full

responsibility for sidewalks? Please also provide a timeline with milestones should the City decide to move forward with such an action.

5. **Fire Station 6 (Twining Avenue) Assessment:** Provide the latest assessment for this facility as well as all scheduled maintenance. Recent visits have shown deteriorating conditions (kitchen, presence of asbestos, outdated equipment) and it is unclear whether there is a schedule for repair and replacement.
6. **Sherman Heights Community Center Repairs:** The Center has been in operation for 30 years, and roof repair is needed. Provide the latest facilities assessment showing milestones for repair or replacement.
7. **Palm Avenue Traffic Synchronization:** With improvements in signal optimization piloted with a City-Qualcomm program on Lusk Boulevard, what are the prospects of moving this effort to Palm Avenue, specifically between Imperial Beach and Interstate 805? A number of street improvements are continuing in this area, how can this program be integrated with ongoing efforts?