



CITY COUNCIL AGENDA STATEMENT



2/07/08 , Item 1

ITEM TITLE: STATUS REPORT ON THE MISSING INFRASTRUCTURE
MANAGEMENT PROGRAM EFFORT TO DATE

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA APPROVING THE ADA CURB CUTS PRIORITY
LIST

DISCUSSION REGARDING POTENTIAL REVENUE SOURCES
FOR INFRASTRUCTURE NEEDS

SUBMITTED BY: DIRECTOR OF ENGINEERING AND GENERAL SERVICES *[Signature]*
DIRECTOR OF PUBLIC WORKS *[Signature]*

REVIEWED BY: CITY MANAGER *[Signature]*
ASSISTANT CITY MANAGER *[Signature]*

4/5THS VOTE: YES ☐ NO ☒

BACKGROUND

In February of 2006, staff began development of an Infrastructure Management Program for a limited number of the City's public assets including pavement; drainage; missing sidewalks, curbs and gutters, and pedestrian ramps ("missing infrastructure"); deficient cross gutters (included with missing infrastructure for the purposes of this report); and utility wire undergrounding. Since that time, a comprehensive review of best-in-class work in the area of public infrastructure asset management shows that in order to be most effective, this effort should be broadened to include the full range of the City's public infrastructure.

A Council workshop was held on April 5, 2007 to initiate the discussion of infrastructure deficiencies. The focus of that meeting was on pavement and drainage. Based on that discussion, a resolution was subsequently adopted by Council on May 1, 2007, transferring funds from various projects and accounts into the City's Pavement Rehabilitation Program. The City of Chula Vista has a pressing need to develop and implement a broad infrastructure asset management program in order to create a comprehensive asset management approach that ensures the best use of limited funding. This is the next step toward creating what should become an Infrastructure Asset Management Program. Continued work on this effort will take time and a significant investment of resources.

ENVIRONMENTAL REVIEW

The Environmental Review Coordinator has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Class 6 categorical exemption pursuant to Section 15306 (Information Collection) of the State CEQA Guidelines. Thus, at this time, no further environmental review is necessary. As funding is secured and each individual infrastructure project moves forward toward implementation, further environmental review will be required and a CEQA/NEPA determination completed prior to commencing construction of any of the infrastructure or facilities.

RECOMMENDATION

That Council:

- 1) Accept the status report on the Infrastructure Management Program effort to date.
- 2) Approve the resolution approving the ADA Curb Cuts Priority List
- 3) Utilize this opportunity for policy discussion and direction regarding potential revenue sources for infrastructure needs.

BOARDS/COMMISSION RECOMMENDATION

Not applicable.

DISCUSSION

In February of 2006, staff began the development of an Infrastructure Management Program for the following City public assets: curbs and gutters; deficient cross gutters (included with missing infrastructure for the purpose of this report); drainage; missing sidewalks; pavement; pedestrian ramps ("missing infrastructure"); and utility wire undergrounding.

Work in the four focus areas has identified an estimated total funding need of approximately \$392,400,000 to \$396,000,000 (in 2006 dollars) to address gaps and deficiencies identified with this first phase of infrastructure analysis. This amount is now \$404,500,000 to \$408,200,000 in 2007 dollars and was calculated as shown below.

Infrastructure Component	Total Funding Need (2006 Dollars, Rounded)	2007 Dollars
Pavement	\$ 192,000,000 over 10 years \$ 19,200,000 per year	\$197,900,000 \$19,790,000
Drainage		
Priority 1 Tier (Funded Projects)	\$ 28,800,000 (\$ 4,400,000)	\$29,700,000
Subtotal Priority 1 Tier	\$ 24,400,000	\$25,200,000
Priority 2 –4 Tiers	\$ 6,300,000 to \$8,900,000	\$6,500,000 to \$9,200,000
Priority 5 Tier	\$ 1,310,000 to 2,300,000 ¹	\$1,400,000 to \$2,400,000
Storm Drain (Corrugated Metal Pipe)	\$ 29,000,000	\$29,900,000
Missing Infrastructure	\$ 139,400,000	\$143,700,000
Subtotal Partial Infrastructure Funding Need	\$392,400,000 to \$396,000,000	\$404,500,000 \$408,200,000
Utility Wire Undergrounding	\$275,000,000	\$283,500,000

¹ Unable to estimate two of eight projects at this time.

The focus of the initial Council Workshop on April 5, 2007 was on pavement and drainage (Attachment 1). While tonight's focus is on missing infrastructure and utility wire undergrounding, the City of Chula Vista has a pressing need to develop and implement a broad infrastructure asset management program in order to create a comprehensive asset management approach that ensures the best use of limited funding.

SUMMARY OF PREVIOUS COUNCIL WORKSHOP AND ACTIONS

In addition to a summary of the City's infrastructure needs, the following subjects were discussed at length at the April 5, 2007 infrastructure workshop:

- Infrastructure Asset Management Programs
- Drainage Issues
- Pavement Management

Infrastructure Asset Management Programs

No specific actions were taken with respect to this subject, but it was addressed in the agenda statement and presentation at the workshop. The function of an Asset Management System was defined as achieving and maintaining a sustainable level of municipal infrastructure operation which would provide cost effective service at levels that would contribute to attracting and retaining residential and commercial customers. Components of this system would include a financial plan linking the infrastructure capital and operations budgets; cost tracking; an asset inventory system focused on preventive maintenance; an asset condition and capacity evaluation system based on expected service levels; and a comprehensive computerized management information system for the identification, prioritization, and monitoring of infrastructure capital improvement projects. Such a system would also consider the life cycle of an asset, including initial capital cost, ongoing operation and maintenance cost, and replacement costs and salvage at the end of its economically useful life.

The common components in an Asset Management System are:

- A Customer Service and Work Management module to support the implementation of maintenance programs and performance measurement
- An infrastructure information repository integrated with the GIS system
- A right-of-way management system
- Performance management

The City currently has inventory information for much of its infrastructure. Additionally, the City has a Pavement Management System operated by the Engineering and General Services Department and a Work Management System operated by the Public Works Department. However, the City does not have one overall Asset Management System to manage all of the City's infrastructure. These systems are expensive, with an estimated cost of \$4 to \$5 million to implement and ongoing costs of approximately \$600,000 per year. Staff will continue to develop our systems as best as possible given current resources. Should the City move forward at some time

with a comprehensive financing plan for infrastructure management, this would certainly be a recommended element.

Drainage Issues

For this presentation, “drainage” referred to the management of urban runoff and flood control (pipes, culverts, channels, detention basins, etc.), and Corrugated Metal Pipe (CMP), which is part of the City’s storm water conveyance system.

Staff presented the following drainage priority system, grouped into five tiers based on the severity and frequency of flooding.

Location (Alphabetical by Drainage Basin)	Preliminary Cost Estimate (2006 Dollars)	Preliminary Cost Estimate (2007 Dollars)
Priority 1 Tier: Frequent flooding and/or high chance of personal injury or property damage.		
Bonita Basin: Bonita Road and Allen School Road	\$ 500,000	\$ 515,000
Bonita Basin: Canyon from Terra Nova Drive to Bonita Road	\$ 3,900,000	\$ 4,020,000
Central Basin: East of Second Avenue and North of H Street	\$ 1,500,000 (Completed)	\$ 1,546,000
Central Basin: Hilltop Drive, Hilltop Drive, s/o H Street to Shasta Street	\$ 1,800,000	\$ 1,855,000
Long Canyon Basin: Canyon from Corral Canyon and East H to channel	\$ 4,600,000	\$ 4,742,000
Telegraph Canyon Basin: Country Club Drive culvert, channel and First Avenue culvert; Hilltop Park upstream of First Avenue and Millan Court; east of Hilltop Drive south of Telegraph Canyon Road	\$ 5,600,000	\$ 5,772,000
Telegraph Canyon Basin: Fourth Avenue to Third Avenue channel and L Street Culvert	\$ 7,100,000	\$ 7,319,000
Telegraph Canyon Basin: Moss Street and Fifth Avenue	\$ 900,000	\$ 928,000
Telegraph Canyon Basin: Third Avenue and Emerson Street to 900' west; Emerson Street drainage system	\$ 2,900,000 (Completed)	\$ 2,989,000
Total Priority 1 Tier Unfunded Projects	\$24,400,000 excluding funded projects	\$25,151,000
Priority 2 Tier: Occasional flooding with a chance of personal injury or property damage.		
Five recommended projects	\$4,430,000 - \$6,100,000	\$4,566,000 - \$6,288,000
Priority 3 Tier: Frequent nuisance flooding.		
Two recommended projects	\$260,000 - \$600,000	\$ 268,000 - \$ 618,000
Priority 4 Tier: Occasional nuisance flooding.		
Three recommended projects	\$1,600,000 - \$2,200,000	\$1,649,000 - \$2,268,000
Priority 5 Tier: Frequent or routine maintenance manages problem. CIP project could eliminate problem.		
Eight potential projects	\$1,310,000 - \$2,260,000 ²	\$1,350,000 - \$2,330,000

Of the Priority 1 Tier, the Hilltop Drive project (\$1.8 million) was recommended for construction should funding be identified. This project was requested by the impacted residents in the early 1960’s and received City Council support at that time. The project was partially funded as DR-134 and some preliminary work was done. In FY 2005, the project was deleted due to an ongoing

² Unable to estimate two of eight projects at this time.

inability to identify the remainder of the needed funding. During fiscal year 2007-08, we have completed two Tier 1 projects, one on Second Avenue north of H Street and the other on Emerson Street in the Castle Park neighborhood.

Based on the Corrugated Metal Pipe (CMP) needs identified as part of the 2004 Master Plan, the City retained a consultant to televise and prioritize replacement/rehabilitation of the CMP within the city. To date, approximately 14 miles of the City's total known 16 miles of CMP have been televised. We hope to televise these remaining sections in the future, however, many of them are problematic from an access standpoint. The remaining approximately two miles of CMP was not inspected due to access issues. The total CMP need is estimated to be \$29 million (2006). Should new or increased revenue be realized, a CMP program of \$5.8 million annually for five years is recommended.

Funding for drainage projects is problematic, since sources used in the past, such as the Residential Construction Tax and Community Development Block Grants, are now reduced and/or otherwise committed. For example, an increase to the current 70¢ per month per residence Storm Drain Fee to \$2.10 per month would result in an estimated \$1.5 million in revenue; however, this would require voter approval, due to the requirements of Proposition 218. (Note that the annual need for the NPDES program is now estimated at \$2.6 to \$2.8 million.)

At the April 5, 2007 workshop, Council adopted a resolution approving the Drainage Project Priority List and authorizing staff to seek special funding for any project that meets the funding criteria. Since that date, the Bonita Canyon and Long Canyon Stabilization projects have been rated in Tier 1 of the Integrated Regional Water Management Plan (IRWMP). However, this is only a first step in obtaining possible funding for these projects. Future funding under IRWMP is subject to currently undetermined Proposition 84 guidelines.

Pavement Management

The major focus of the previous workshop was pavement management. The City initiated and has maintained a pavement management system since 1986 in accordance with the California Streets and Highways Code, which requires California cities to implement a pavement management system as a condition to obtain funding from the State transportation improvement programs. Pavement assessment is recommended every three to five years. The new Pavement Management System instituted in 2006 is based on visual inspection and rating of every street segment for severity of seven distresses. Approximately 431 centerline miles of streets and 10 centerline miles of alley were inspected and rated according to this methodology in 2006. Based on the street segment's overall condition, it falls into one of the following five categories:

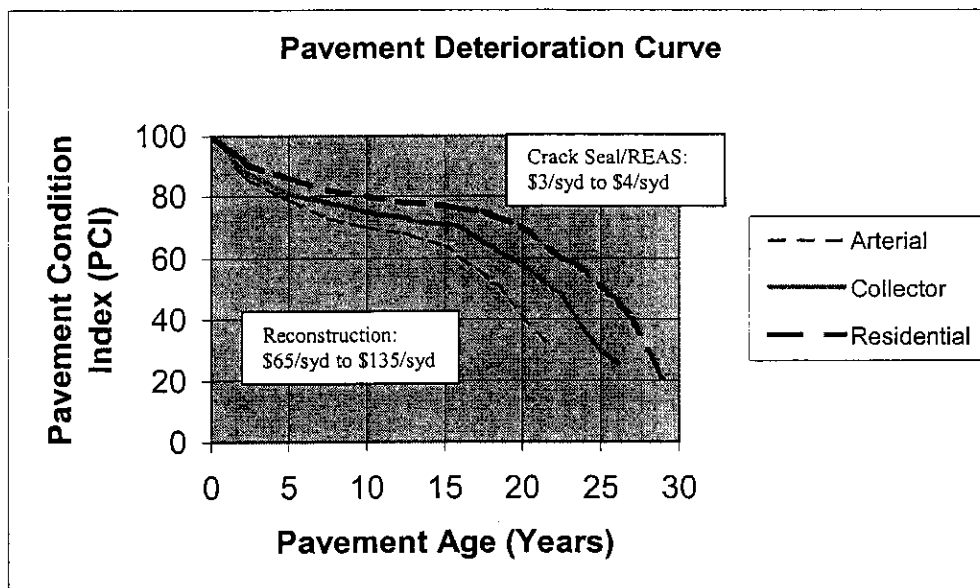
- Excellent to Very Good: 100 down to 85
- Good: 85 down to 70
- Fair: 70 down to 50
- Poor: 50 down to 25
- Very Poor: 25 down to 0

The estimated citywide pavement rating (PCI) was 79 (Good) with the range of scores falling between 13 and 100.

The City's Pavement Management System is based on the philosophy of pavement preventative maintenance – applying the right treatment on the right street at the right time. Previously, the most

common approach to project selection within a network was the “worst-first” strategy. In this case, the pavements that are selected for treatment are those that are closest to failure. Accordingly, the treatments that are applied are more expensive and more time-consuming to construct. The worst-first strategy quickly depletes available funding focusing on streets that cannot get worse. In the meantime, streets in acceptable condition continue to deteriorate due to lack of attention, opportunities to expand the useful service life cost effectively are lost and the backlog continues to grow as these once acceptable streets quickly drop into the “major rehabilitation needed” category. The result is a quickly growing backlog that outpaces any progress made by sinking all available funding into the worst streets.

The type of pavement rehabilitation method is based on the condition and category (residential, collector or arterial) of a street. Treatment methods range from crack sealing and Rubber Emulsified Aggregate Slurry (REAS) Seals and Chip Seals for the streets in the “good” to “excellent” rating category to the total reconstruction of the base and pavement of a street when it is in a “poor” condition. As shown on the Pavement Deterioration graph below, it is desirable to rehabilitate pavement before severe deterioration occurs and the cost increases exponentially.



Several pavement funding scenarios were presented to Council. Although the ideal funding scenario of \$19.2 million per year would theoretically increase the City’s overall PCI from 79 to 81, it was recognized that this level of funding would not be immediately attainable. However, a level of funding based on the City’s existing (2006) five-year plan for use of Transnet funds, plus Proposition 42 funds, would only provide \$40 million over 10 years and would result in an estimated decrease in Citywide PCI from 79 to 64 and an increase in the City’s backlog to \$160 million, almost four times the current estimate.

At the April 5, 2007 workshop, Council adopted a resolution endorsing the continued implementation of a Pavement Management System. Since insufficient Councilmembers were in attendance to obtain a 4/5ths vote for appropriating funds for Pavement Management, this item was carried over to May 1, 2007. On that date, Council adopted Resolution No. 2007-108

(Attachment 2), transferring in funds from the current Transnet fund balance, as well as from the fund balance from the North Broadway Reconstruction project (STM354) and the Fourth Avenue Reconstruction project (STL309) for a total of \$11,504,665. Council also preliminarily approved Transnet funding of approximately \$6 million and anticipated Proposition 1B funding of \$3.5 million for a total of \$9.5 million for Fiscal Year 2007-08.

Since that date, the City awarded a REAS seal contract for \$1,795,603.66 on August 14, 2007 for rehabilitation of residential streets Citywide, and a chip seal contract for \$3,202,378.60 on September 25, 2007 for rehabilitation of collector and arterial streets Citywide. Both of these contracts were based on the recommended programs of the Pavement Management System. In January of 2008, the City awarded a dig-out contract of approximately \$450,000 which will be a precursor to a larger REAS sealing contract to be let this spring. The value of that REAS project is expected to be approximately \$3.5 million.

MISSING PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Introduction

Older portions of Chula Vista, particularly in the southwest portion of the City, lack the complete public facilities enjoyed, and often taken for granted, in other areas of the City. Some older public improvements are now deemed substandard or beyond their useful lives and in need of upgrading or replacement. These public improvements include curbs, gutters, sidewalks, driveways, transit stops, street lighting, bikeways, improved alleyways, and adequate street drainage systems.

These public facilities are essential in providing mobility, assuring public health and safety, stimulating development and redevelopment, and promoting community pride. Therefore, developing and implementing programs to construct missing public improvements and to upgrade existing substandard facilities, while balancing the need to preserve existing public facilities, is essential to ultimately assuring full public access and quality of life for all of our citizens.

Background and History

For the most part, full roadway improvements (curb, gutter, sidewalk, and asphalt concrete pavement) were constructed as development occurred within the City of Chula Vista or, in older areas west of Interstate-805, constructed under various public capital improvement programs first initiated in the 1950s. These improvements, in large part, were paid for by the abutting property owners through the price of a new home or property or through assessment district financing.

In older, formerly unincorporated areas of the county that developed well before their annexations to the City, roadway improvements often consisted of only asphalt concrete pavement, sanitary sewers, and minimal storm drainage improvements. This is particularly characteristic of large neighborhoods within the Montgomery Annexation area, such as Castle Park "A" and "B", Woodlawn Park, and the Otay Town area, to name a few. Prior to the annexation vote for Montgomery in 1985, the City committed to not imposing assessment districts to fund the cost of public improvements for ten years.

In all areas of the City, staff has kept inventories of missing and substandard public improvements. The City's Capital Improvement Program (CIP) has included a number of on-going programs to:

- Fund the improvement of dirt alleyways through assessment district proceedings per City Council Policy No. 505-01. (Attachment 3). Alleys are required to be paved with Portland Cement Concrete, with a minimum thickness of five inches in residential areas and six inches in commercial and industrial areas. No reconstruction by City forces is allowed on existing alleys which have not been improved to these standards.
- Construct missing “in-fill” sidewalk improvements through assessment district proceedings under City Council Policy No. 505-01 or other funding sources, such as Safe Routes to Schools.
- Remove or modify deep cross-gutters in major streets through the construction of underground storm drain systems and/or the adjustment of street grades.

In the 1990's, the City added a program to construct pedestrian access ramps at street corners in response to requirements established under the Americans with Disabilities Act (ADA) of 1990, which became effective on July 26, 1992. Recently, mandatory compliance with ADA standards has become increasingly complex and costly, thereby reducing the number of locations that can be retrofitted annually with pedestrian access ramps. This has also had the effect of reducing the funds available for other types of work, such as the construction of new sidewalks and storm drainage facilities.

Section 5610 of the Streets and Highways Code, as well as Section 12.12.070 of the Chula Vista Municipal Code, requires that abutting property owners repair and maintain curbs, gutters, sidewalks, and driveways in a non-hazardous condition for pedestrian traffic. This requirement is clarified by City Council Policy No. 576-13 (Attachment 4), which states that the City is responsible for repairing curbs and gutters in which a hazardous condition exists and for repairing sidewalks in which a hazardous condition is the result of City street trees adjacent to the sidewalk.

The Department of Public Works' annual operating budget includes funding for the removal and replacement of curbs, gutters, sidewalks, and driveways damaged by City street trees. This work is bid out annually and is performed under public works contract. Additional funding has been programmed over the past several years in the CIP to repair concrete improvements under public works contracts in eligible areas using Community Development Block Grant funds.

Until the mid-1990s, the City had a dedicated concrete crew that performed repair of curbs, gutters, sidewalks, and driveways under the provisions of City Council Policy No. 576-13 on a half-time basis. The crew was discontinued due to the need to reduce the City's operating budget at that time. When City crews performed this work, there was a general sense among City staff that hazardous conditions were being corrected in a timely manner and that there was not significant backlog of areas in need of repair. The current backlog is significant.

Existing Conditions

New Development

All new developments in the City are required to construct full roadway, alley, and other improvements, even if the development is private. Current design and construction standards are the most stringent in the City's history and have been developed based upon staff's experience in maintaining, repairing, and reconstructing these facilities. For example, tree root barriers are now placed along the edges of sidewalks to prevent the uplift of sidewalks due to shallow tree roots; in addition, specific types of trees with shallow and intrusive root systems are no longer

allowed within the public right-of-way or within City tree planting easements. As materials and construction standards and methods improve in all areas, staff has recommended, and the City Council has adopted, these standards and methods to further improve upon the long-term durability and functionality of public facilities.

These necessary changes in design and construction standards and methods will reduce future costs of maintenance, repair, and reconstruction of facilities built over the past ten to fifteen years. However, significant areas of the City were constructed under different, and as we now know, less effective and less durable standards. In these older areas, demands and costs for maintenance, repair, and reconstruction are significant and will continue to be significant into the foreseeable future.

The good news, though, is that the infrastructure built under newer and more current standards has a considerably longer life expectancy than infrastructure built under older, outdated standards and will require less maintenance in the long-term. Therefore, it is possible that future citywide maintenance-related costs will stabilize, provided regular and minimal maintenance of newer facilities is not neglected in favor of repairing and reconstructing older facilities or building new facilities where none had existed.

Existing Development

Some areas of the City, primarily within Western Chula Vista (including the Montgomery Annexation area), still have only minimal street improvements and no sidewalks. In areas developed prior to the early-1970s, some alleys are unimproved. Some cross-gutters have been constructed with relatively steep slopes that result in traffic safety problems. Additionally, prior to 1992 most developments did not include curb ramps and therefore do not meet the Americans with Disabilities Act standards.

Missing improvements are shown on Exhibit 1 for the entire City. Since provision of sidewalks along school routes is a priority, we have shown elementary school attendance boundaries. Additionally, a ¼ mile radius is shown around each elementary school. The elementary school areas with the greatest amount of deficiencies are as follows:

1. Harborside Elementary
2. Rosebank Elementary
3. Castle Park Elementary
4. Otay Elementary
5. Rohr Elementary
6. Valle Lindo Elementary
7. Lauderbach Elementary

The attached table (Attachment 5) itemizes the missing ramps, missing curb, gutter and sidewalk, and missing sidewalk per school district and the estimated cost. There were two locations which had existing sidewalk but no curb and gutter, and these were included under missing curb gutter and sidewalk, since it was assumed that a new sidewalk would probably need to be constructed in order to accommodate the other improvements. A total of 914 pedestrian ramps are missing Citywide. An approximate total of 310,000 linear feet of street has missing improvements.

General cost estimates were provided for these missing improvements. Based on recent contracts, the average cost of an ADA-compliant curb ramp was estimated at \$6500 each. Sidewalk cost was estimated at \$150 per linear foot for a five-foot wide sidewalk, and the cost for constructing monolithic curb, gutter and sidewalk was estimated at \$725 per linear foot. The latter unit cost also included overlay of half the existing paved width for a residential street, and additional paved surface along the side. Cost for acquiring right-of-way or constructing retaining walls are not included, since this estimate only covers the cost for an average street. Total curb, gutter and sidewalk cost Citywide is estimated to be approximately \$130 million, while ramp cost is estimated at \$8 million.

Cross-gutters cannot really be considered missing improvements. Instead, cross gutters were evaluated if they crossed a collector or arterial street. Since the cross-gutters are "dips" within the roadway, they were evaluated based on the degree of driving hazard that they present. Criteria used in the evaluation include the street classification, traffic volume, the grade differential on either side of the cross-gutter, and whether there is an adjacent stop sign. The results of our survey are shown on Attachment 6. A total of 87 cross-gutters were evaluated. All locations where citizens' requests have been received, plus all cross-gutters that cross collector or arterial streets, have been included. No cost estimates were provided for cross-gutters because they need to be evaluated on an individual basis. Depending on the work required, costs can range from under \$10,000 to over \$100,000 if a new storm drain system needs to be constructed.

The City is only required by law to install pedestrian ramps on newly constructed or altered streets or whenever pedestrian walkways on sidewalks and across streets are newly constructed or altered. Alterations include, but are not limited to: renovation, rehabilitation, reconstruction, resurfacing of paths or vehicular roadways, or changes or rearrangement of structural parts or elements of a facility. Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations. As previously described, our program for constructing pedestrian ramps has been reduced because the new regulations have required additional surveying to verify the accuracy of the grades. The DOJ Title II of the ADA requires State and local government entities to prioritize the installation of curb ramps on walkways serving the following:

1. State and local government offices and facilities;
2. Transportation;
3. Places of public accommodation; and
4. Places of employment.

Staff has prioritized the installation of pedestrian ramps in two tiers (Attachment 7). The first priority tier includes 19 locations where there is an existing ramp that does not connect to another ramp on the other side of the street. The second tier includes all other locations. Each tier is then prioritized according to the following criteria:

Pedestrian ramps in blocks containing the following facilities (2 points each):

1. Government services buildings, offices and facilities
2. Public and private schools
3. Mass transit access points (Hubs)

Pedestrian ramps in the following areas (1 point each):

1. At or near bus stops
2. Near places of public accommodation
3. Near places of employment
4. Residents' requests received

In the past, the pedestrian ramp program consisted of ramps requested by citizens/school officials. The highest priority projects have been those near schools and/or senior citizen facilities.

Bicycle Infrastructure Planning

There are two current plans that address bicycle infrastructure needs within Chula Vista. One of these is the Bayshore Bikeway Master Plan, prepared by the San Diego Association of Governments (SANDAG) in March 2006. The Bayshore Bikeway is 24 miles long and forms a loop starting at the Broadway Pier in San Diego, traversing the Bayfront along National City and Chula Vista, as well as the Silver Strand, with the south end at 13th Street in Imperial Beach. The current bikeway includes Class I bike paths, as well as Class II bike lanes and Class III bike routes.

In Chula Vista, the separate bike path ends at E Street. The plan recommends that a bike path be constructed in the San Diego Gas and Electric (SDG&E) right of way from the existing path at E Street south to Main Street. The cost for constructing this facility was estimated at \$1,938,000. The plan also recognizes that this work cannot be completed until the transmission towers along the bayfront are undergrounded. In the short term, the plan also recommends installation of Class II bicycle lanes on Bay Blvd. between F Street and J Street. These improvements were completed in the last quarter of 2007 when the Bay Boulevard pavement was rehabilitated. This past year, the County has contributed \$50,000 to partially finance the commencement of preliminary engineering on the bike path. SANDAG is working with the City on the remaining Bayshore Bikeway facilities.

On January 25, 2005, Council adopted the 2005 Chula Vista Bicycle Master Plan. This updated the City's previous 1996 Bicycle Master Plan in conjunction with the City's General Plan update. The objectives of the new plan included:

- To provide bicyclists the opportunity to ride to any chosen destination, thereby making the bicycle a viable transportation alternative
- To provide a system of bicycle routes with the maximum amount of safety
- To provide the facilities and services necessary for the bikeway system
- To foster the development of an interconnecting bikeway system throughout the region

The 2005 Bicycle Master Plan recommended a total of 18 Capital Improvement Projects, with a total estimated cost of \$4,253,678. Where applicable, the City has submitted for State and Federal grants in order to obtain additional funds. Two of the recommended projects are part of the Bayshore Bikeway: the bike path between E Street and F Street and the recently completed Bay Boulevard bike lane between F Street and J Street.

Financing

The most common source of funding for the construction of missing and/or deficient street improvements has been **Transnet**, the ½ percent sales tax increase approved by San Diego County voters. Chula Vista annual revenue from this source is approximately \$5.5 million. The Transnet Extension, which takes effect in Fiscal Year 2008-09, is more restrictive – at least 70 percent of the funding must be used for congestion relief projects. An exception is made for “Smart Growth” or pedestrian/transit-oriented areas, where pedestrian-oriented repair or construction projects may be included as part of the 70 percent. These include several areas in the Otay Ranch currently under development, as well as the following areas:

- Urban Core, including Third Avenue, F Street, the Broadway and H Street corridors
- Palomar Gateway at Palomar Street and Industrial Blvd.
- Third Avenue at Palomar Street
- Otay Ranch Village Five at East Palomar Street east of La Media Road
- Chula Vista Bayfront
- Heritage Village (Otay Ranch Village One) at East Palomar Street near Monarche Drive
- Southwestern College

The City has received a \$2.0 million grant from the San Diego Association of Governments (SANDAG) Pilot Smart Growth Incentive Program to construct street improvements in the Palomar Gateway District in order to enhance planned residential and commercial development in the area. This project is currently in final design.

The following infrastructure project is being funded by Transnet and is in the Fiscal Year 2006-07 and 2007-08 Capital Improvement Program (CIP):

- STL291: \$1,676,000 for sidewalk improvements along Fourth Avenue between “L” Street and Orange Avenue. This is being constructed in conjunction with the Fourth Ave. Utility Undergrounding District.

TDA (Transportation Development Act) has been a popular source for funding the construction of missing sidewalks. However, this can only be used as a supplementary funding source. This is partially because it does not fund other improvements which must be installed with sidewalks, such as curb and gutter and additional pavement. This is also due to the fact that funding is competitive on a regional basis, and projects with other sources of funding are awarded higher scores.

Local agencies can also obtain automatic funding for certain types of planning efforts from TDA through SANDAG. This includes the City’s 2005 Bicycle Master Plan Update, as well as a Pedestrian Master Plan. City staff has distributed a Request for Proposals for this latter plan, and it is anticipated that the contract will be awarded by June 2008, so that the work can be performed in Fiscal Year 2008-09.

The following projects were included in the Fiscal Year 2006-07 and 2007-08 Capital Improvement Program and were partially funded by TDA. Note that matching funds have frequently been provided from the Transnet allocation.

- STL286: \$224,285 for sidewalk improvements along Otay Lakes Road from Allen School Lane/Camino Elevado to Surrey Drive
- STL287: \$623,572 for Castle Park Elementary School Sidewalk Improvements (Gas Tax funds were also appropriated.)
- \$138,575 for the Bay Blvd. Bike Lane between F Street and J Street (included in STL-316, Pavement Rehabilitation)

The Safe Routes to Schools Program (SRTS) is a Federal-Aid program of the U.S. Department of Transportation's Federal Highway Administration (FHWA). The Program was created by Section 1404 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act* (SAFETEA-LU). The SRTS Program is funded over five Federal fiscal years (FY 2005-2009) and is administered by the California Department of Transportation (Caltrans).

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. Projects must fall under the category of infrastructure (capital) or non-infrastructure (education and encouragement). The purposes of the program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

The SRTS program is a "reimbursement" program. The SRTS funds are 100 percent reimbursable. No local match is required. The funding cap for an infrastructure project is set at \$1,000,000. The City has recently been approved by the FHWA for a grant under this program for \$621,115. This will fund the construction of some missing pedestrian improvements in the Otay Elementary and Rice Elementary school areas. Staff is currently working with Caltrans to obtain an "Authorization to Proceed with Preliminary Engineering."

The State also funds and administers a **Safe Routes to Schools Program (SR2S)**. Established in 1999, California's Safe Routes to School (SR2S) program came into effect from the passage of Assembly Bill 1475 (AB 1475). In 2001, Senate Bill 10 (SB 10) was enacted, which extended the program for three additional years. In 2004, SB 1087 was enacted to extend the program three more years. A new bill, AB 57, was adopted in October 2007 to extend the program until January 1, 2013.

Section 2333.5 of the Streets and Highways Code calls for the Department of Transportation, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition.

The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance the safety of pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

This California SR2S program should not be confused with the Federal Highway Administration's Safe Routes to School (SRTS) program authorized under SAFETEA-LU. Although both programs have similar goals and objectives, their funding source, local funding match requirements and other program requirements are different. The California program requires a 10 percent minimum local funding match. The maximum amount of SR2S funds that will be allocated to any single project is \$900,000.

Community-Based Transportation Planning Grants are available from the California Dept. of Transportation on a reimbursement basis. The maximum grant amount is \$300,000 and a 20 percent local match (of which up to half may be in-kind services) is required. This program promotes the integration of transportation and land use planning with community values to promote a livable community. Goals include the following:

- Smart land use with opportunities for affordable housing and jobs
- Congestion relief and efficient movement of people, goods and services
- A safe and healthy community
- Reduced air pollution and conservation of energy and resources
- Pedestrian, bicycle and transit mobility and access
- Protection of sensitive habitat
- Public and stakeholder participation

The City recently received notification that it has obtained a grant for \$241,600 from this program for the Kids Walk and Bike to School program. The grant involves collaboration with the South Bay Partnership and includes community meetings and walking audits of each of the City's 36 public elementary schools. The walking audits will focus on the ¼-mile radius around each school, involving the public, the South Bay Partnership and City staff in identifying infrastructure priorities. Council has authorized acceptance of this grant by resolution on January 8, 2008. The City's match of \$60,400 will come from Transnet funds appropriated for the School Zone Traffic Calming Program.

Assessment Districts: Since 1983 the City has had an Assessment District program for construction of street improvements that has been used primarily in residential neighborhoods. At least 60 percent of property owners by front footage need to sign a petition requesting the formation of an assessment district. An election is then held among the affected property owners in accordance with Proposition 218, and if 50 percent or more of the property owners by financial responsibility vote in favor of the district it passes. Most assessment districts have required property owners to pay for the construction of the new improvements, while the City or the utilities would cover design and staff costs, the cost of utility relocation and the cost of rehabilitating existing pavement. Costs have generally been apportioned to property owners based on street front footage. Under the Western Chula Vista Financing Plan (see below), a more favorable cost sharing methodology has been offered. Each property owner has only been required to pay for the construction cost of driveway apron(s) associated with the property.

This financing method generally works best in single-family residential neighborhoods where the houses are owner-occupied.

Western Chula Vista Financing Plan: As part of the Capital Improvement Budget for Fiscal Years 2003-04 and 2004-05, the City Council approved a two-pronged financing plan for infrastructure improvements in western Chula Vista. This plan included:

- A \$9 million bond issue to be repaid from the City's Residential Construction Tax (RCT) revenues to fund drainage and park improvements; and,
- A \$9.5 million loan from the US Department of Housing and Urban Development's (HUD) Section 108 loan program to be repaid through the City's annual Community Development Block Grant (CDBG) entitlement from HUD to fund street improvements in the Castle Park area. In this area, residents have been asked to pay for the cost of driveway improvements through assessment district proceedings.

Street improvements already constructed with these funds include:

- Sidewalk and street improvements on Tobias Drive between Naples Street and Oxford Street
- Sidewalk and street improvements on Dixon Drive between Naples Street and Oxford Street

Community Development Block Grant (CDBG) funds are received from the U.S. Department of Housing and Urban Development and can be used for capital improvement projects within areas that meet the HUD low income criteria. This has been a past source of income for infrastructure projects, and it is anticipated that it will continue to be used in the future. However, the amount of available funding from this source will be reduced due to the commencement of debt service on the Western Chula Vista Financing Program.

A current project using CDBG funds is STL318: ADA Curb Ramps FY06-07. This project provides for the construction of ADA-compliant ramps throughout the City, and has a total appropriated amount of \$209,130. Ramps have been selected in accordance with the proposed ranking shown in Attachment 7.

Western Chula Vista Transportation Development Impact Fee (WTDIF): A Transportation Development Impact Fee (TDIF) has been in effect in Eastern Chula Vista since January 1988. These developer exactions have paid for the construction/ expansion of most of the backbone arterial streets in eastern Chula Vista, including East H Street, Main Street, Olympic Parkway and Telegraph Canyon Road. The fee was most recently amended in December 2005, and is now \$10,777 per low density Single Family Dwelling (1 EDU).

Since the City's existing TDIF complies with the requirement for the eastern territories, the City needs to enact a DIF for transportation facilities covering development impact in the western area of the City. It is anticipated that staff will present its recommendations to Council within the next few weeks. This fee is anticipated to be \$3,243 per EDU. Facilities will generally include expansion and/ or upgrading of existing infrastructure, such as Interstate 5 and 805, mid-bayfront roadways, Regional Arterial System projects and bicycle and pedestrian facilities. Since the construction of missing infrastructure benefits both existing users and new development, it has been determined that only 21 percent of the cost of such improvements can

be financed by the WTDIF. This is based on the City's projected population increase between 2007 and 2030.

The Transnet Extension legislation requires each local agency in the San Diego region to contribute \$2,000 in exactions from the private sector for each new residential housing unit. Each local agency is responsible for implementing an impact fee or other Funding Program effective July 1, 2008. This revenue must be used to construct improvements to the Regional Arterial System and regional express bus and rail transit. The City Council is scheduled to hold a public hearing on the WTDIF on Tuesday, February 19, 2008.

Recommendations and Conclusions

As discussed above, staff is currently involved in several actions to identify infrastructure deficiencies and priorities and obtain project funding. This includes the following:

- Pedestrian Master Plan
- Kids Walk and Bike to Schools Program
- Safe Routes to Schools Improvements at Otay and Rice Elementary Schools
- ADA Curb Cuts (Ramps) Prioritization
- Western Chula Vista Financing Program
- Western Chula Vista Transportation Development Impact Fee (WTDIF)

Staff has identified most of the missing infrastructure within the City. However, the areas with missing curb, gutter and sidewalk have not yet been prioritized, although a major focus has been the areas surrounding the City's elementary schools. It is anticipated that a concerted effort towards prioritizing infrastructure deficiencies will be undertaken during Fiscal Years 2007-08 and 2008-09 as part of the Pedestrian Master Plan and the Kids Walk and Bike to Schools Program. It is therefore recommended that Council action on prioritizing missing curb, gutter and sidewalk be postponed until the completion of these efforts. This will allow such recommendations to be made with Citywide citizen and input.

As previously discussed, staff has inventoried and prioritized all the missing pedestrian ramps (curb cuts) in locations where there are existing sidewalks. The ranking system has followed Federal American with Disabilities Act (ADA) guidelines. It is recommended that staff continue to pursue an annual program of installing missing ramps and that Council adopt the current priority list.

Staff has had some recent successes in obtaining infrastructure funding, particularly for the Safe Routes to Schools improvements and the Kids Walk and Bike to School Program. Additionally, staff has pursued new funding sources, such as the WTDIF. It is recommended that staff continue to pursue alternative funding sources as a top priority and that staff be provided with sufficient resources for this function.

The City's current Bicycle Master Plan was adopted in January 2005. SANDAG currently requires that the Bicycle Master Plan be updated every five years in order for a city to be eligible for TDA funding. It is therefore recommended that staff apply for TDA funding in Fiscal Year 2008-09 to hire a consultant to update the City's Bicycle Master Plan. This would allow sufficient time before 2010 for the preparation, review and approval process.

Potential Infrastructure Funding Sources

Dollars available for tonight's focus areas present a common municipal challenge. As spending from general funds rises faster than revenues and as public safety services expenses consume more general funds, dollars available for infrastructure needs have become scarce to non-existent.

While a recent movement at the State level to implement new funding for infrastructure will help in the area of transportation, these measures by themselves will not be sufficient to overcome past years' under investment. Simply stated, more resources must be identified, collected and committed. We will be challenged to consider how best to leverage finite resources most effectively. Additional revenue streams implemented by other California cities are summarized below.

Increase Sales Tax Locally: Another source of revenue would be passage of a municipal sales tax increase. Vista, National City and El Cajon have recently enacted a municipal sales tax that was approved by the voters.

- Vista voters enacted a 30-year ½ percent sales tax in 2006 for general governmental purposes. The City cited the need for funding of capital needs including new fire stations, new city hall, space for anti-gang and narcotics deputies, new sports fields, as well as operational priorities including additional staff for one of the new fire stations and an increase in deputies to deal with gang and graffiti.
- National City voters enacted a one percent sales tax in 2006 that is deposited into the City's General Fund and anticipated to generate \$70 to \$90 million over its ten-year imposition. It was justified as necessary to avoid layoffs in the Police and Fire Departments and at the new library. It should be noted that a signature-gathering drive has led to a 2008 ballot measure to consider repealing the increase.
- In November 2004, El Cajon voters enacted a ½ percent sales tax projected to generate \$62 million over ten years specifically earmarked for replacement of aging police and fire structures with earthquake-reinforced facilities, a new Emergency Operations Center and new animal control facilities.

These examples may demonstrate that local residents will vote for a sales tax increase if the revenue will finance improvements that they feel are important.

Devote More Local Sales Tax to Road Maintenance and/or Municipal Infrastructure: Most transportation sales taxes allocate 20 to 25 percent of revenues to the maintenance of local streets. If the local sales tax ordinance allows adjustments to the distribution of the sales tax revenue, counties could increase this share to address projected maintenance shortfalls. Voter approval is needed to accomplish this. Sonoma's recently enacted sales tax devoted 40% to be allocated back to the cities and the county for local street and road purposes.

Citywide Assessment Districts: Cities can propose a property assessment for transportation system maintenance and operations in general, pavement maintenance or street lighting. Such an action would require a two-thirds approval of a given jurisdiction's voters. This would be similar to assessments that cities have implemented for storm drainage and sanitary sewers. Examples of current benefit assessment districts are noted in the table below.

Jurisdiction	Service Provided	Parcel Cost (Annually)
City of San Jose	Sanitary and Storm Sewers	\$271
City of San Jose	Library	\$25
San Diego County	Vector Control	\$11
Santa Clara Valley Water District	Flood Control	\$30
Santa Clara Valley Water District	Clean and Safe Creeks	\$41
Santa Clara County	Vector Control	\$ 5
Alameda County	Street Lighting	\$15
Note: Parcel Cost based on single-family residential household		

Local Bond Measure: Recently, cities have successfully gained voter approval of bond measures to improve park, library, police, and fire facilities. This option can be used to improve a local jurisdiction's infrastructure. Such a measure could be structured to address any of the infrastructure areas discussed in this report, such as drainage and/or major rehabilitation of the City's pavement infrastructure along with system enhancements like pedestrian safety improvements, pedestrian curb ramp installation, traffic signal upgrades for congestion relief, and street trees/median island landscaping for aesthetic enhancements. The evaluation of such a measure for infrastructure would need to be weighed against other community priorities, and packaged accordingly.

UTILITY WIRE UNDERGROUNDING

Introduction

Utility Undergrounding is a major component of the City's Infrastructure Program. Few municipal projects can improve the appearance of a City block or a neighborhood as significantly as the removal of overhead utility wires and utility poles. In addition to being unsightly, these overhead utilities can pose an obstacle to emergency vehicles and safety equipment. Unfortunately, the task of undergrounding is very difficult, time consuming and extremely expensive. Further complicating the matter is that undergrounding requires coordination with, and cooperation from, the affected utility companies and the individual property owners. Finally, City resources to fund these projects are extremely limited and the sources traditionally used are insufficient to make meaningful progress.

A successful utility undergrounding program will require the City to explore all available options, not just the traditional ones. It will require an examination of how we have dealt with undergrounding in the past, how we identify, prioritize and fund projects in the future and how we engage our neighborhoods in the process. In addition to the standard 20A districts previously formed by the City (and discussed below), other types of Undergrounding Districts and alternative funding sources need to be considered. Additionally, our current ranking criteria should be reviewed to determine whether any changes should be made depending on the type of district.

Overall Status of Utility Undergrounding in Chula Vista

Historically, the City of Chula Vista has undergrounded utilities through one of three ways. Utilities have been undergrounded as a part of capital improvement projects, as part of separate

undergrounding districts, and in new developments through the subdivision process (Municipal Code Chapter 15.32).

Currently the City has approximately 164.36 miles of aboveground electric distribution wires. San Diego Gas and Electric (SDG&E) estimates that it will cost approximately 275 million dollars (2007 basis of \$1.673 million per mile) to complete the undergrounding of these lines. The City's Franchise Agreement with SDG&E provides for the allocation of \$2.0 million per year (20A funds collected on customers' utility bills, as specified in the California Public Utilities Commission (PUC) Rule 20). Based on these figures, it would take at least 137.5 years to finish this work. This does not take inflation into account. Historically, the other overhead utility companies have done the work needed to underground their associated facilities without charging the City, but that could change in the future.

As of March 31, 2007, approximately \$42.46 million of 20A funds have been allocated to undergrounding overhead utilities within the City since 1968. (This includes an estimated allocation of \$2.0 million in 2007 for projects currently under construction.) The total amount of funds expended was \$30,359,630. A majority of these funds were expended from the early 1990's to the present. During this period, 16 Undergrounding Districts were completed at a cost of approximately \$24.23 million dollars. This does not include any funds expended for the City's street improvements or relocation of City facilities, such as streetlights. Six additional 20A funded districts have been formed and are expected to cost approximately \$20.0 million in 20A funds for the Bayfront Undergrounding District and approximately \$10.22 million for the other five districts, which are located on Fourth Avenue, J Street and L Street. Considering the City's current allocation balance of approximately \$10.10 million, this means that it will be at least another ten years before the City can consider adding additional projects to the program. This is assuming that current cost estimates for the City's portion of the Bayfront undergrounding and the other undergrounding districts don't escalate further.

The requirements for the undergrounding of utilities in new subdivisions are contained in Article I of Chapter 15.32 of the Municipal Code. These regulations were originally adopted in 1968 and were amended various times through 1992. This section requires developers to underground future electrical distribution and transmission lines and existing distribution and transmission lines within or adjacent to the subdivision. An exception is made for existing transmission lines of 60,000 volts or more located on common poles with distribution lines. These regulations also apply to condominium conversions, subdivisions created by parcel map and construction of new structures and additions/alterations with a permit valuation of \$20,000 or more, excluding construction/alteration of single-family dwellings on existing individual lots. Due primarily to these regulations, it is estimated that over 90 percent of Chula Vista east of I-805 has underground utilities. Infill development in western Chula Vista should result in additional undergrounding of existing overhead utilities.

The City's recent and proposed utility undergrounding districts are shown on Exhibit 2.

20 A Districts

The PUC Rule 20 defines three types of undergrounding situations. Rule 20A is the most commonly used, and it is based on allocating a certain portion of the utility revenue obtained from consumers/property owners in a jurisdiction to the undergrounding of overhead electrical facilities within that jurisdiction. An ordinance needs to be passed creating an underground

district where both existing and new facilities will be located, and the district must extend for a minimum distance of one block or 600 feet, whichever is lesser. The governing body must determine, after consultation with the utility companies and holding public hearings, that the undergrounding is in the general public interest for one or more of the following reasons:

1. The undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric facilities;
2. The street or right-of-way carries a heavy volume of pedestrian or vehicular traffic;
3. The street or right-of-way adjoins or passes through a civic area, public recreational or scenic area;
4. The street is considered an arterial or major collector

Although the courts have held that the interpretation of these categories is up to the jurisdiction, residential streets generally do not qualify for undergrounding using these funds, unless they are in a scenic, recreational or historically significant area.

Subsequent to 1982 , the PUC allowed local agencies to use 20A funds for the conversion of private laterals within an undergrounding district. Council Policy 585-01, adopted by Resolution No. 16934 on December 15, 1992, addresses this issue (Attachment 8). Property owners have been required to trench and install their own conduit, and then apply for reimbursement from the City. The City would then use its share of 20A funds to reimburse the property owners. However, this method has often been cumbersome, since City staff has needed to wait for all property owners to complete their individual laterals before the undergrounding project can be completed.

A recent PUC ruling allows the City to directly include laterals providing electrical service as part of the undergrounding district designed and constructed by the local utility. This eliminates the need for individual property owners to hire a contractor to install the underground conduit connecting to their meters. This method has been used for the Quintard Street undergrounding district and is recommended for future projects because of the reduction in staff time and effort and less project delay.

On December 11, 2007 Council adopted Ordinance 3096 to amend Chapter 15.32 of the Chula Vista Municipal Code to reflect changes to PUC Rule 20A. This chapter now includes the options of either having the utility company construct private utility laterals or leaving the responsibility of lateral construction with the property owners. It discusses posting requirements, utility company responsibilities and property owner responsibilities under both options.

20 B/A Districts, 20 B Districts and 20 C Districts

Since almost all 20A funds are committed for at least the next 10 years various options will be explored to see if they are viable and acceptable. Rule 20B districts can be formed if either all property owners served from the overhead facilities agree in writing to have the changes made on their property at their cost or if legislation has been enacted requiring such wiring changes to be made and authorizing the utility to discontinue its overhead service. The most common way to form this type of district is through formation of an assessment district, since it is very difficult to have 100 percent of the property owners agree to finance undergrounding. An assessment district will allow the high cost of undergrounding to be spread over ten or more years. Either 1911 Act or 1913/1915 Assessment District proceedings can be used, and the district passes if 50

percent or more of the weighted vote (based on property owners' financial obligation) is in favor of establishing the district.

One advantage to the 20B District at this time is that SDG&E currently has a separate schedule for these districts, so the design and construction work is frequently completed more quickly. SDG&E's charges are lower since the salvage cost of the overhead facilities is subtracted from the billed amount. If the District is formed through an assessment district by a municipality, SDG&E does not charge tax on its labor or materials. The main additional cost relates to the time and effort to establish the assessment district and to bill the property owners. The local municipality frequently pays for all or a portion of the cost of establishing the assessment district by paying for the staff costs associated with managing and administering the district, by writing the Engineer's Report and other documentation or paying for a private firm to write the Engineer's Report.

Another option is the use of 20 B/A Districts. A Rule 20 B/A District is an Undergrounding District where the majority of the cost is borne by the benefiting property owners, generally through the formation of an assessment district, but some of the cost is paid by the City with available 20A funds. This approach allows the City to stretch its available undergrounding resources while giving some relief to property owners.

Rule 20C does not require the formation of a district per se. It is an undergrounding project which does not fall under either Category 20A or 20B. It is based on mutual agreement between a utility and an applicant. The applicant is required to pay in advance a nonrefundable sum equal to the estimated cost of the underground facilities less the estimated net salvage value and depreciation of the replaced overhead facilities. This type of District would avoid the cost of setting up an assessment district but a tax on SDG&E's labor and materials would be included in the cost. This would probably only be feasible and preferable when only a few property owners, such as developers, are involved.

All these forms of undergrounding offer options that need to be explored. Assessment Districts are never an easy or preferred option and they are more expensive and cumbersome than 20 A projects. Successful implementation of these types of projects will require developing strong neighborhood consensus, clear guidelines that make them less intimidating and a fair approach to hardship cases.

Other Funding Sources

Due to the limited 20A funds available and the unpopularity of Assessment Districts, agencies have started looking for alternative funding sources for their undergrounding programs. The City has conducted a survey of various cities in California to determine what type of funding sources have commonly been used. The results have been summarized in the attached table (Attachment 9). As expected, 20A funding is the most common source of funding. Fourteen of the agencies used this funding source exclusively.

Several agencies have used the 20B process. As previously discussed, these districts are often paid by property owner contributions through the formation of Assessment Districts. These districts tend to be most successful in areas with above-average property values and owner-occupied homes, such as Del Mar, Irvine, Laguna Beach, Orange County, Rancho Palos Verdes and Sausalito. However, sometimes other municipal funding sources are used to subsidize these

districts. Such sources include Transnet or other transportation funding if the undergrounding is being done on streets where there are CIP projects for pavement rehabilitation/street improvements. Other sources include Redevelopment Agency funds, Community Development Block Grants (CDBG) or Business Improvement District funds (BID).

The use of CDBG and Redevelopment Agency funds is not recommended, since these funds have already been committed to fund or finance various other infrastructure improvement projects. Transnet funds are often used to fund improvements in the streets where undergrounding projects are proposed, such as constructing missing sidewalks and installing/relocating streetlights. Therefore, the use of Transnet to fund the cost of undergrounding is not recommended, since these funds are needed for pavement rehabilitation and construction of street improvements.

The City currently has only one Business Improvement District, which assesses property owners in the Third Avenue Urban Core area to finance the installation and maintenance of improvements along Third Avenue between E Street and G Street. Third Avenue has already been undergrounded, along with other commercial corridors, such as Broadway and H Street. However, if the City were to form additional BIDs in areas that have not yet been undergrounded, this could be considered as a method to finance the undergrounding.

One of the more common methods of alternative financing has been to negotiate an additional Franchise Fee earmarked for utility undergrounding that is included in the municipality's Franchise Agreement with the local electric utility. The revenues to pay for this fee are frequently generated through imposition of a Utility Surcharge. This generally involves adding a fee that is a fixed percentage of the monthly charge as a separate line item on the residents' utility bills.

The City's current Franchise Agreements with SDG&E were adopted through passage of Ordinance 2987 on November 16, 2004 and took effect on January 1, 2005. Section 4 of the Ordinance states that SDG&E shall pay the City 1.25% of the gross receipts for provision of electrical service within the City boundaries. This fee is not directly reflected in a separate utility surcharge on customers' bills. Additionally, the revenue from the franchise fee is deposited in the City's general fund and is not used for utility undergrounding.

The City of San Diego is the only agency in San Diego County that has imposed a Utility Surcharge. In December 2002 the PUC gave final approval to the an amendment of their Franchise Agreement with SDG&E to increase the Franchise Fee, previously 3% of gross receipts. The electric surcharge on residents' bills would increase from 1.9% to 5.78%, under the condition that, out of the 3.72% increase, 3.35% would be used for utility undergrounding projects within the City of San Diego. Thus, in San Diego the surcharge is estimated to raise about \$36 million of additional undergrounding funds per year, in addition to the \$10 million per year in 20A funds previously collected. These additional funds are not bound by the regulations for project selection stipulated in Rule 20A and are allocated among all the Council Members' Districts to be earmarked for local projects. The main requirement is that new project blocks be adjacent to previously undergrounded areas wherever possible.

Utility Surcharges are not without critics and are seen by many as an unwarranted tax. The charge was imposed in San Diego without a vote and there were objections by residents and citizens' groups as a result. It is not clear whether the imposition of this charge could be

considered to trigger the voting procedures mandated by Proposition 218 and/or Proposition 13. However, it is unlikely that the PUC would have approved of these changes if their attorneys had considered them to be in violation of State statutes.

Some cities have had significant support for utility undergrounding, even if an additional fee is involved. According to the City of San Francisco's Utility Undergrounding Task Force Report dated January 26, 2007, they recommended to the Board of Supervisors that they request the California Public Utilities Commission to approve an electric bill surcharge within City to implement a five percent surcharge on the utility bills to pay for undergrounding the remaining utility lines. San Francisco has used up its share of 20A funds for the next twelve years. According to their survey, 66 percent of the renters and 89 percent of the property owners who responded were "very interested" in seeing the remaining utilities undergrounded. Ninety-two percent of owners and 78 percent of renters said they would "definitely" or "probably" support paying \$2 to \$4 more per month. Their proposed program would be modeled on the City of San Diego's surcharge and undergrounding program.

Undergrounding Priorities and Ranking Criteria

On November 22, 2005, Council accepted the Staff Report on Utility Undergrounding Program Funding and Priorities (Attachment 10). As presented in the report, the City's Utility Underground Conversion Program was instituted in 1968. The enclosed Rating System for Undergrounding of Utilities Transmission and Distribution Facilities Projects was originally approved by Council in November 1972 and revised in July 1979. In accordance with the priorities included in Rule 20A, the City's system gave points for the following categories:

1. Exposure (Traffic and entrance to the City)
2. Aesthetic Benefit (Current utilities and public facilities)
3. Relationship to Approved Undergrounding Districts/Previously Undergrounded Facilities
4. Associated Construction (Street scheduled for widening)
5. Property Owner Funding

Based on these priorities, the Council approved subsequent Utility Underground Programs in 1979, 1984 and 1991. Five projects are remaining from these priority lists. Additionally, the City's current Memorandum of Understanding (MOU) and Franchise Agreement with SDG&E gives priority to the Bayfront undergrounding. These projects are currently scheduled to be completed in accordance with the following priority list:

1. Bayfront Electrical Transmission Facilities
2. Fourth Avenue from L Street to Orange Avenue
3. L Street from Monserate Avenue to Nacion Avenue
4. L Street from Broadway to Third Avenue
5. J Street from Broadway to Hilltop Drive
6. J Street from Hilltop Drive to Lori Lane

Utility Undergrounding Districts have already been formed for all six of these locations. The top three projects are all currently in progress. The Bayfront and Fourth Avenue projects are currently under construction. On December 4, 2007, Council adopted Resolution 2007-275 setting August 1, 2008 as the date by which property owners within Undergrounding District 134 (L Street from Monserate Ave. to Nacion Ave.) need to be ready to

receive underground utility service. It is anticipated that construction will commence on this project within the next few weeks.

Based on the City's cost of the Bayfront Project (estimated at approximately \$20 million), the City's 20A funds will be depleted for several years into the future. As discussed in the November 2005 staff report, it appears that the City will not have sufficient funds to construct the remaining three projects until calendar years 2013 to 2015 at the earliest. This schedule will need to be reevaluated after construction of all the top three projects have been completed (estimated at 2008) and there is a final accounting of the City's share of 20A funds.

The City's consultant has reviewed the City's existing rating system, as well as the guidelines provided in Rule 20A and has prepared additional recommendations for prioritizing projects that will use 20A funding. These recommendations addressed the following issues:

- Does the project comply with PUC criteria?
- Is the street fully improved? Is there sufficient right-of-way to construct additional improvements and to underground utilities?
- Are there any planned City-financed improvements in a potential project area that should be coordinated with the undergrounding of utilities?

The revised list of priorities does include several important criteria that pertain to the ability to construct a project, such as the availability of necessary right-of-way and coordination with other construction projects. However, the City's existing criteria also includes additional factors, such as proximity to existing or approved undergrounding districts, that should be retained.

The recommended rating system is included as Attachment 11. It combines elements of both systems and attempts to simplify the rating process. This rating system is not intended to replace the PUC regulations. Only streets that comply with PUC regulations would be rated. This would exclude most residential streets.

This rating system would not pertain to 20B or 20C districts that are funded through property owner contributions. Since it is assumed that only a minority of property owners would be willing to bear the entire cost of an undergrounding district, which could be \$15,000 or more for an average property owner with a 50-foot street frontage, these districts could be handled on a first-come first-served basis. If the City were to adopt an alternative financing method, such as an increase in the franchise fee or a utility surcharge, a different rating system should be considered, because these funds would not be tied to the Rule 20A criteria.

Recommendations and Conclusions

In summary, there are basically two types of Utility Undergrounding Districts. The first type is called a Rule 20A District and is financed through a line item on residents' utility bills. Through the electric franchise agreement, SDG&E has agreed to a steady revenue stream of \$2.0 million per year. These districts are subject to the Public Utility Commission Rule 20A, which requires that streets considered for undergrounding be a major thoroughfare, carry heavy traffic, have a large concentration of overhead facilities, and/or be located in a scenic, recreational, civic or historic area.

The second type of district includes Rule 20B and 20C Districts and uses alternative financing sources, which could include municipal funding sources, property owner funding (including Assessment Districts) or funding through utility surcharges. The location of these districts is not as restricted, so residential neighborhoods can be undergrounded. The City has not yet formed or constructed any of these districts.

It is currently recommended that the City postpone expanding the current list of 20A projects. As previously discussed, it is estimated that the existing list of City projects will use the City's allotment for the next ten years. Since the exact cost of the top three priority projects may not be known until the end of 2009, it would be advisable to wait until the audits are completed on these projects and the future availability of these funds is known with more certainty. The rating system can then be reviewed again and revisions can be adopted.

The only way to expand utility undergrounding into residential neighborhoods would be for the City to consider the establishment of 20B and 20C districts and alternative funding sources. As previously stated, there are already extensive competition and existing commitments for the use of City funding sources such as the Residential Construction Tax and Community Development Block Grants, and Transnet is needed for pavement rehabilitation and construction of street improvements. Most property owners would probably not be willing to pay the total costs associated with undergrounding their neighborhoods, even with the formation of Assessment Districts and spreading the costs over ten or more years.

However, there may be more support for a Utility Surcharge, particularly at the level of \$2.00 to \$4.00 per month. It is therefore recommended that staff explore the option of amending the Franchise Agreement with SDG&E to increase the Franchise Fee and/or impose a Utility Surcharge. It is important to obtain the cooperation of SDG&E personnel, since the City would not want to endanger the concessions obtained with negotiation of the recent Franchise Agreement. A legal opinion on the need to conduct an election should also be obtained. Whether or not the City needs to go through an election process, it is important to obtain support from community members before moving forward. A community survey is recommended as one of the initial steps toward exploring this issue.

DECISION MAKER CONFLICT

Staff has reviewed the property holdings and determined there is no disqualifying conflict of interest for any Councilmember. This action relates to curb cut construction throughout the City and will affect the owners of more than 18,000 parcels of property, a significant segment of property owners, in substantially the same manner. Pursuant to California Code of Regulations sections 18707 and 18707.1, the public generally exception applies, resulting in no disqualifying conflict.

FISCAL IMPACT

It is important to note that much of the advanced planning activities that the Engineering and General Services and Public Works Departments engage in to develop this report and continue our efforts toward a comprehensive infrastructure management system either have no dedicated funding source or are funded from funding sources that could be utilized for actual capital purposes. Accepting the report and adopting the resolution proposed does not change that issue and does not generate any new funding sources at this time to continue this effort.

ATTACHMENTS

- Attachment 1: April 5, 2007 Report on the Missing Infrastructure Management Program Effort to Date
 - Attachment 2: Resolution No. 2007-108 adopted May 1, 2007
 - Attachment 3: Council Policy No. 505-01
 - Attachment 4: Council Policy No. 576-13
 - Attachment 5: Missing Pedestrian Infrastructure by School
 - Attachment 6: Cross-Gutter Priority List
 - Attachment 7: ADA Curb Cuts Priority List
 - Attachment 8: Council Policy No. 585-01
 - Attachment 9: Utility Undergrounding Funding Survey
 - Attachment 10: November 22, 2005 Staff Report on Utility Undergrounding Funding and Priorities
 - Attachment 11: Recommended Utility Undergrounding Rating System
-
- Exhibit 1: Missing Pedestrian Infrastructure Map
 - Exhibit 2: Utility Undergrounding Projects Map

Prepared by: Elizabeth Chopp, Senior Civil Engineer, Engineering and General Services Dept.

M:\ENGINEERING\AGENDA\CAS2008\02-07-08 WKSP\INFRASTRUCTURE STATUS REPORT PART 2-2REV.DOC



CITY COUNCIL AGENDA STATEMENT



04/05/07 Workshop

ITEM TITLE: STATUS REPORT ON THE MISSING INFRASTRUCTURE
MANAGEMENT PROGRAM EFFORT TO DATE

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA
VISTA APPROVING THE DRAINAGE PROJECT PRIORITY LIST
AND AUTHORIZING STAFF TO SEEK SPECIAL FUNDING FOR
ANY PROJECT THAT MEETS THE FUNDING CRITERIA

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA
VISTA REAFFIRMING ITS COMMITMENT TO THE
IMPLEMENTATION OF A TRUE PAVEMENT MANAGEMENT
SYSTEM

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA
VISTA APPROVING A PAVEMENT MANAGEMENT PROGRAM
BASED ON \$11,504,665 IN FISCAL YEAR 2007 AND \$9.5 MILLION
IN FISCAL YEAR 2008, AND THEREFORE TRANSFERRING \$2
MILLION FROM NORTH BROADWAY BASIN RECONSTRUCTION
(STM354) AND \$5 MILLION FROM 4TH AVENUE
RECONSTRUCTION BETWEEN DAVIDSON AND SR54 (STL309)
INTO PAVEMENT REHABILITATION PROGRAM - FUTURE
ALLOCATIONS (STL238) (4/5THS VOTE REQUIRED)

POLICY DISCUSSION AND DIRECTION REGARDING POTENTIAL
REVENUE SOURCES FOR INFRASTRUCTURE AND/OR
PAVEMENT NEEDS

SUBMITTED BY:

CITY ENGINEER *ST*
DIRECTOR OF GENERAL SERVICES *J. G.*
DIRECTOR OF PUBLIC WORKS OPERATIONS *B.*

REVIEWED BY:

INTERIM CITY MANAGER *JH*

4/5THS VOTE: YES X NO

BACKGROUND

In February of 2006, staff began development of an Infrastructure Management Program for a limited number of the City's public assets including pavement; drainage; missing sidewalks, curbs and gutters, and pedestrian ramps ("missing infrastructure"); deficient cross gutters (included with missing infrastructure for the purposes of this report); and utility wire undergrounding. Since that time, a comprehensive review of best-in-class work in the area of public infrastructure asset management shows that in order to be most effective, this effort should be broadened to include the full range of the City's public infrastructure.

While tonight's focus is on pavement and drainage, the City of Chula Vista has a pressing need to develop and implement a broad infrastructure asset management program in order to create a comprehensive asset management approach that ensures the best use of limited funding. This is just the first step toward creating what should become an Infrastructure Asset Management Program; continued work on this effort will take time and a significant investment of resources.

ENVIRONMENTAL REVIEW

The Environmental Review Coordinator has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the adoption of the Drainage Project Priority List is not a project as defined under Section 15378 of the State CEQA Guidelines; therefore, pursuant to Section 15060 (c)(3) of the State CEQA Guidelines the activity is not subject to CEQA. Although environmental review is not necessary at this time, as funding is secured and each individual drainage project moves forward toward implementation, environmental review will be required and a CEQA determination completed prior to commencing construction of any of the facilities. Implementation of the Pavement Management Program qualifies for a Class 1 categorical exemption pursuant to Section 15301(c) (Existing Facilities) of the State CEQA Guidelines because the project is the rehabilitation of existing streets, sidewalks, gutters, etc. for the purpose of public safety. Thus, no further environmental review is necessary for the Pavement Management Program.

RECOMMENDATION

That Council:

- 1) Accept the status report on the Infrastructure Management Program effort to date.
- 2) Approve the Resolution approving the drainage project priority list and authorizing staff to seek special funding opportunities for any project that meets the funding criteria.
- 3) Approve the Resolution endorsing the continued implementation of a Pavement Management System.
- 4) Approve the Resolution approving a pavement management program based on \$11,504,665 million in FY 2007 and \$9.5 million in FY 2008 and transferring \$2.0 million from North Broadway Basin Reconstruction Project (STM354) and \$5.0 million from 4th Avenue Reconstruction between Davidson & SR54 Project (STL309) into Pavement Rehabilitation Program – Future Allocations (STL238).

- 5) Utilize this opportunity for policy discussion and direction regarding potential revenue sources for infrastructure and/or pavement needs.

BOARDS/COMMISSION RECOMMENDATION

Not applicable.

DISCUSSION

In February of 2006, staff began the development of an Infrastructure Management Program for a limited number of the City's public assets including pavement; drainage; missing sidewalks, curbs and gutters, and pedestrian ramps ("missing infrastructure"); deficient cross gutters (included with missing infrastructure for the purposes of this report); and utility wire undergrounding.

Work in the four focus areas has identified an estimated total funding need of approximately \$392,400,000 to \$396,000,000 (in 2006 dollars) to address gaps and deficiencies identified with this first phase of infrastructure analysis. The specific component parts of this estimate are as follows:

Infrastructure Component	Total Funding Need (2006 Dollars, Rounded)
Pavement	\$ 192,000,000 over 10 years \$ 19,200,000 per year
Drainage	
Priority 1 Tier	\$ 28,800,000
(Funded Projects)	(\$ 4,400,000)
Subtotal Priority 1 Tier	\$ 24,400,000
Priority 2 -4 Tiers	\$ 6,300,000 to \$8,900,000
Priority 5 Tier	\$ 1,310,000 to 2,300,000 ¹
Storm Drain (Corrugated Metal Pipe)	\$ 29,000,000
Missing Infrastructure	\$ 139,400,000
Subtotal Partial Infrastructure Funding Need	\$392,400,000 to \$396,000,000
Utility Wire Undergrounding ²	\$275,000,000

As part of this effort, a comprehensive review of the best-in-class work in the area of public infrastructure asset management shows that in order to be most effective, this undertaking should be broadened to include the full range of municipal public infrastructure.

While tonight's focus is on pavement and drainage, the City of Chula Vista has a pressing need to develop and implement a broad infrastructure asset management program in order to

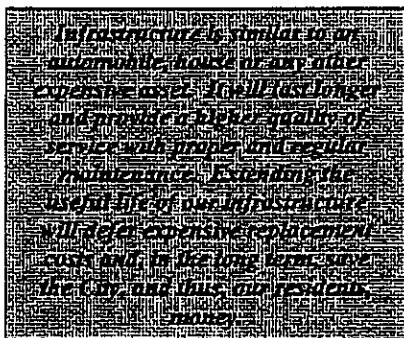
¹ Unable to estimate two of eight projects at this time.

² Utility wire undergrounding is presented separately as it is not typically included within municipal infrastructure asset management programs and because it has a separate, restricted funding source (Rule 20A funds).

create a comprehensive asset management approach that ensures the best use of limited funding. This is just the first step toward creating what should become an Infrastructure Asset Management Program; continued work on this effort will take time and a significant investment of resources.

The Need for an Infrastructure Asset Management Program

In FY 2007, within the public works function, the City will spend over \$56 million in capital and operating funds to provide municipal infrastructure services to the public and to plan, design, operate, maintain, and replace public works infrastructure. To highlight just some of the City's backbone infrastructure responsibilities, these monies will go toward maintaining 1,113 lane miles of roads including traffic striping, pavement markings, roadside signs, street trees and planted parkways; 18.9 million square feet of sidewalk; 3.9 million square feet of curb and gutter; 229 miles of storm drain system; 471 miles of sewer lines; 8,501 street lights; and 250 signalized intersections.



Like much of North America, the City's public infrastructure is nearing a critical point in maintenance and funding lifecycles. Asset management is not new, but is considered a relatively new concept when applied to municipal infrastructure.

The City's best-in-class research shows that few cities have been able to fully undertake this effort. Cities in Canada appear to have made the most progress; Portland, Oregon appears to be the west coast standout.

The emphasis on infrastructure asset management is being driven by the widely accepted fact that cities historically have managed their infrastructure poorly. This has resulted in a national concern for municipal infrastructure, which is in poor condition and is continuing to deteriorate to the point of negatively impacting the economic strength of cities, as well as health concerns of citizens.

While the City begins to aggressively manage its infrastructure, Chula Vista continues to grow and develop and so do the demands and expectations placed on its infrastructure and services. We face the same challenges as other cities to apply limited resources to satisfy increasing public expectations, minimize the risk of critical infrastructure failure, and plan for the long-term financial sustainability of our public infrastructure and services.

The City took the first step to creating a comprehensive Infrastructure Asset Management Program in February of 2006 thereby furthering efforts to create an integrated approach to growth planning. For the City, as owner, planner and operator of all Chula Vista's infrastructure, except water, there should be a seamless process between growth planning and rehabilitation planning. Planning, engineering and operational initiatives should all be considered as well in developing solutions to the City's infrastructure challenges, whether they be new challenges resulting from growth or on-going challenges resulting from the ownership and operation of major infrastructure.

Over time, the Infrastructure Asset Management Program will evolve to become the City's primary infrastructure policy document. An early step in this evolution will be to consider and incorporate the City's policies related to management of existing infrastructure, followed by the development of a seamless integration of growth policy and rehabilitation policy. A further step in this evolution will be to fully integrate the tools available for financing infrastructure with the prioritization and decision making related to infrastructure planning and management.

The City of Chula Vista has a pressing need to develop and implement a broad infrastructure asset management program in order to create a comprehensive asset management approach. Continued work on the effort to create an Infrastructure Asset Management Program will take time and a significant investment of resources. Undertaking this effort and taking it to completion will demonstrate to the property owners, residents and businesses in our city that the most effective infrastructure planning mechanisms will be developed and implemented.

What is an Infrastructure Asset Management Program?

In its simplest form, an Infrastructure Asset Management Program begins with a systematic program to inventory and evaluate the condition and capacity of infrastructure assets and then combines that data with a management and improvement program, which integrates operations and maintenance with capital renewal/improvements over multiple budget cycles.

When implemented and managed properly, an Infrastructure Asset Management Program can provide a municipality with a roadmap to achieve an infrastructure that meets expected performance levels at the lowest possible cost.

Minimization of expenditures on municipal infrastructure may seem like the least cost alternative to infrastructure management, but only defers needed expenditures until infrastructure assets fail and require replacement—almost always at a much greater cost due to parts, labor, method of replacement and collateral damages. These increased costs are often hidden but are real costs that unnecessarily increase costs to residents and negatively affect the quality of services provided to customers.

This briefing document is intended to:

- Summarize the management principles underlying the infrastructure asset management approach that has been undertaken;
- Provide a general summary of work to date in the areas of missing infrastructure and utility wire undergrounding;
- Report in more detail the current status of the condition of the infrastructure in the areas of pavement and drainage;
- Recommend prioritization of identified drainage projects and an overview of storm drain pipe needs;
- Provide general information regarding current funding and potential new revenue streams; and,
- Make recommendations regarding the most immediate cost effective actions in the area of pavement.

The primary management objective of an Infrastructure Asset Management Program is to reach and maintain a sustainable level of municipal infrastructure operation, maintenance, and renewal which:

- Provides planned service levels of the infrastructure at the most cost-effective user costs.
- Provides service levels that contribute to attracting and retaining residential, business, and commercial customers.

Cities that are creating and implementing a comprehensive Infrastructure Asset Management System indicate that the following management tools are necessary to achieve these objectives:

- Improved budget preparation, analysis, and management, which allow tracking of costs for operations and assets.
- Development of a financial plan that links infrastructure operating budget with the capital budget.
- Implementation of an asset inventory system that enables the management of the infrastructure as a whole with the implementation of preventative maintenance focused on preservation and to help avoid a reactive failure repair approach to asset replacement.
- Development and implementation of an asset condition and capacity evaluation system that relates asset condition and capacity to expected service levels. This condition and capacity assessment system must look at the infrastructure systems as whole units rather than as a conglomeration of unrelated individual assets. This allows more effective decisions on trade-offs between asset maintenance and asset replacement.
- Development and implementation of a comprehensive computerized management information system for the identification, prioritization, and monitoring of infrastructure capital improvements projects. This system must provide a systematic, quantitative approach for evaluating the costs of operation/maintenance compared with asset renewal/replacement. This is an aspect of asset management that utilizes data upon which to base management decisions concerning costs of operation/maintenance versus renewal/replacement of assets.

Most cities will say they perform all of the above at least in the form of *subjective* consideration by management personnel without a formalized asset management approach. Cities are now moving toward creating integrated prioritization plans based on *objective* data and agreed upon criteria for priority setting.

Best-in-class asset management programs are highly automated and have four key components in common:

1. Customer Service and Work Management to support the day-to-day activities of the operations branches and supply summary data to an infrastructure information repository. The Customer Service module unifies the service delivery to the resident and provides the framework for service levels, performance measures, and standard reporting. The Work Management system supports the implementation of planned maintenance, capital project management and costing,

and provides the information necessary to support performance measurement. It also facilitates mobile computing for field activities.

2. An Infrastructure Information Repository functions as a knowledge bank, facilitating collaboration vertically within public works departments/divisions and horizontally across infrastructure types. It provides all the information needed to manage public works infrastructure throughout the life cycle and enables a wide range of queries and reports for analysis and modeling. It also contains summary and aggregate data from other business systems as well as integrates infrastructure inventory data about each asset into the GIS database and other external files.
3. A Right-of-Way Management System standardizes the procedures and software used to coordinate and control activities on the public right-of-way. This system is integral to the Work Management system.
4. Performance Measurement lays the groundwork for long term infrastructure planning and service improvement.

An Infrastructure Asset Management Program systematically and quantitatively utilizes all of the above tools to continually assess and improve the infrastructure as a whole system (to maintain service levels) rather than considering the infrastructure as independent discrete assets that are repaired as they fail.

While the City of Chula Vista has partially completed inventory and condition assessment information for some of its infrastructure, the public works infrastructure and the related public services are managed across three departments—Engineering, General Services and Public Works, using software applications and extensive paper and manual systems. Existing work management tools and processes are not integrated across the Departments and rely on ad-hoc processes to plan, schedule, approve, coordinate, and report field work. We do not have the tools to coordinate all activities on City streets and rights-of-way to minimize impacts to traffic, neighborhoods, businesses, and the infrastructure itself. City staff produce good results, but it requires significant effort and diligence to manage and coordinate the many construction, maintenance, and third party activities that occur on City streets.

Agencies reporting costs associated with the implementation of an automated, integrated, comprehensive system estimated \$4 million to \$5 million for implementation with ongoing costs of approximately \$600,000 annually.

Infrastructure Asset Life-Cycle Management

Ideally an Infrastructure Asset Management Program is based upon life-cycle management. Asset life-cycle management involves optimizing the following three inter-related costs of a capital asset over its useful economic life:

- Initial capital cost of an asset (planning, design and construction).
- The cost of operating and maintaining (O&M) that asset over its useful (economic) life, including increased costs as the asset naturally deteriorates over time.
- The replacement cost of that asset at the end of its economically useful life.

A critical aspect of infrastructure assets management is that maintenance and capital renewal of individual assets are considered interrelated. Maintenance of the assets should be performed until the point where it is more cost effective to replace or rehabilitate the asset to retain the asset's expected operability.

Infrastructure asset management, when performed properly, looks at systems and subsystems as a whole and focuses investment in maintenance and capital replacement to make the best use of available funding by avoiding catastrophic failure.

Approaching asset management utilizing life-cycle management would constitute a significant change in budget planning for the City; however, it is recommended as a most responsible and realistic alternative toward sustainability of public assets.

Chula Vista's Infrastructure System

Attachment 1 is a template that has been developed as a result of a review of best-in-class practices. It both provides the comprehensive list of infrastructure assets that might be tracked by the City and shows what the summary results of the first two levels of an Infrastructure Asset Management Program could include. If the City were able to invest the time and effort required to create a true Infrastructure Asset Management Program, a full inventory and valuation component followed by a condition assessment and gap analysis (dollars required to bring the asset from current condition to acceptable condition) would be completed.

Master Planning Efforts To Date and Tonight's Focus

Prior to the effort that began in February 2006, master planning components included the following: Comprehensive Master Plans, with specific recommended priorities, were completed and adopted by Council for wastewater and bicycle facilities; the City currently maintains an accurate inventory of traffic control devices and streetlights; the State of California maintains a listing and ranking system for the City's 18 identified bridges.

Considering the list of assets recommended for inclusion with an Asset Management Program, these provide a good start; however, much more time and attention is required to move this effort to the next level.

Tonight's workshop provides an overview and currently planned or recommended next steps for the February 2006 focus areas:

- Utility Wire Undergrounding
- Missing sidewalks, curbs, gutters, pedestrian ramps, and deficient cross gutters
- Drainage
- Pavement

Work in each of these areas has resulted in the start of an inventory process utilizing our Geographic Information System (GIS). The first generation of GIS maps resulting from the data gathered during the inventory and condition assessment processes will be provided during the workshop.

UTILITY WIRE UNDERGROUNDING

Utility wire undergrounding is not typically considered an item of municipal infrastructure because it is an asset that is primarily the responsibility of the local utility and it has a discreet and separate funding source and therefore does not usually compete for General Fund dollars. However, it was included in the City's first phase of analysis due to a Council referral and a previous tendency to wrap this activity into infrastructure discussions.

Starting in 1968, developers have been required to install underground electric and communications utilities in new subdivisions. However, approximately 164.63 miles of existing overhead electrical distribution lines remain, predominantly in western Chula Vista. San Diego Gas and Electric (SDG&E) estimates that it would cost approximately \$275 million (2006 dollars) and take about 138 years to place these lines underground. The communications utilities (e.g., Cox, SBC, etc.) have generally cooperated by installing their facilities in SDG&E's joint trench at no extra charge to the City.

In order to underground these utilities, the City is required to form Utility Undergrounding Districts in accordance with rules established by the California Public Utilities Commission. The City receives an annual allocation of funds (known as Rule 20A funds) from SDG&E that must be spent on undergrounding projects.

The City's current franchise agreement with SDG&E sets this amount at a constant \$2.0 million per year, which is greater than the standard formula would have realized (about \$840,000 per year). Current 20A rules require that these funds be spent primarily on undergrounding projects on major transportation corridors and city gateways. However, other California cities have created additional funding opportunities to accelerate already allowed 20A projects as well as allow for undergrounding wires in neighborhoods. These alternative funding mechanisms include special surcharges on electric bills, assessment districts (Rule 20B funds), and realization of what is known as "Rule 20C" funding through developer partnerships. The City of San Diego has an aggressive undergrounding program due to the implementation of a surcharge that generates from \$10 million to \$36 million annually.

As of March 31, 2006, the City has allocated a total of approximately \$30.36 million in Rule 20A funds to underground utilities within the City. This includes sixteen undergrounding districts that have been completed since 1995 for approximately \$24.23 million. These projects require a tremendous amount of coordination between the City, SDG&E and other utility companies. A significant public outreach effort is required to secure right-of-way and to complete the PUC required district formation process. City resources must be allocated for ancillary street and appurtenance design. These related activities are considered "unfunded" as they do not qualify for use of 20A funds; these labor-intensive activities appear as administrative costs to the project.

The City has six utility undergrounding districts that have been formed and are part of the current program. Five of these districts are located on Fourth Avenue, L Street and J Street and were estimated in November 2005 to cost a total of \$10.22 million in 20A funds. The Bayfront Undergrounding District, which is currently under construction, is estimated by SDG&E to cost approximately \$20.0 million and is scheduled to be completed by June

RESOLUTION NO. 2007-108

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA TRANSFERRING \$4,504,665 FROM THE CURRENT PAVEMENT APPROPRIATION, \$2 MILLION FROM THE AVAILABLE BALANCE IN THE NORTH BROADWAY BASIN RECONSTRUCTION PROJECT (STM354), AND \$5 MILLION FROM THE AVAILABLE BALANCE IN THE FOURTH AVENUE RECONSTRUCTION BETWEEN DAVIDSON AND SR54 PROJECT (STL309), FOR A TOTAL OF \$11,504,665, INTO THE PAVEMENT REHABILITATION PROGRAM - FUTURE ALLOCATIONS (STL238) FOR PAVEMENT MAINTENANCE IN FISCAL YEAR 2007/2008, AND PRELIMINARILY APPROVING TRANSNET FUNDING OF APPROXIMATELY \$6 MILLION AND ANTICIPATED PROPOSITION B FUNDING OF APPROXIMATELY \$3.5 MILLION FOR PAVEMENT REHABILITATION PROGRAM - FUTURE ALLOCATIONS (STL238) FOR PAVEMENT MAINTENANCE IN FISCAL YEAR 2008

WHEREAS, the California Streets and Highways Code requires California cities to implement a pavement management system as a condition to obtain funding from the State transportation improvement programs; and

WHEREAS, the City of Chula Vista initiated and has maintained a pavement management system since 1986 in accordance with the California Streets and Highways Code; and

WHEREAS, the most recent contract for pavement testing and management services was awarded by the City Council to Nichols Engineering (Consultant) on January 10, 2006; and

WHEREAS, the Consultant conducted an expert evaluation of the pavement surface of all City streets, ranked each street based on a Pavement Condition Index (PCI) and recommended an appropriate maintenance strategy based on street PCI's; and

WHEREAS, the current estimated citywide PCI is 79 (on a scale of 0 to 100) with the range of scores falling between 13 and 100; and

WHEREAS, the Consultant estimates that approximately \$19.2 million per year will be required for the next ten years to maintain the current PCI and address the City's estimated \$43 million pavement backlog; and

WHEREAS, approximately \$4,504,665 remains in the current year capital program pavement appropriation; and

WHEREAS, the North Broadway Basin Reconstruction (STM354) and Fourth Avenue Reconstruction between Davidson and SR54 (STL309) projects were identified outside of a pavement management system; and

WHEREAS, \$2,000,000 was included in the Fiscal Year 2006 appropriation, \$400,000 in Transnet funding was identified for Fiscal Year 2007, and \$4,300,000 in Transnet funding was projected for Fiscal Year 2008 for the North Broadway Basin Reconstruction (STM354); and

WHEREAS, \$2,000,000 was appropriated in Fiscal Year 2006 and \$3,000,000 in Transnet funding was appropriated in Fiscal Year 2007 for the Fourth Avenue Reconstruction between Davidson and SR54 (STL309); and

WHEREAS, staff recommends that all streets be included in the data analyzed by the pavement management software and treated within the five-year program in which they appear; and

WHEREAS, staff recommends that the maximum available funding be applied toward pavement maintenance in Fiscal Year 2007 and Fiscal Year 2008; and

WHEREAS, the preliminary Fiscal Year 2008 budget projection includes Transnet funding of approximately \$6.0 million and anticipated Proposition B funding of approximately \$3.5 million available for paving projects.

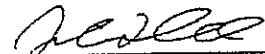
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chula Vista as follows:

1. That it approves the transfer of \$21,651 of the available balance from Pavement Rehabilitation (STL293) into Pavement Rehabilitation Program – Future Allocations (STL238) for pavement maintenance.
2. That it approves the transfer of \$22,214 of the available balance from Local Street Pavement Rehabilitation (STL300) into Pavement Rehabilitation Program – Future Allocations (STL238) for pavement maintenance.
3. That it approves the transfer of \$1,387,400 of the available balance from Pavement Rehabilitation (STL310) into Pavement Rehabilitation Program – Future Allocations (STL238) for pavement maintenance.
4. That it approves the transfer of \$973,400 of the available balance from Pavement Rehabilitation 2005/2006 (STL315) into Pavement Rehabilitation Program – Future Allocations (STL238) for pavement maintenance.
5. That it approves the transfer of \$2,100,000 of the available balance from Pavement Rehabilitation 2006/2007 (STL316) into Pavement Rehabilitation Program – Future Allocations (STL238) for pavement maintenance.

6. That it approves the transfer of \$2.0 million of the available balance from the North Broadway Basin Reconstruction Project (STM354), and \$5 million of the available balance from the Fourth Avenue Reconstruction between Davidson and SR54 Project (STL309), for a combined total of \$11,504,665, into Pavement Rehabilitation Program - Future Allocations (STL238), for pavement maintenance.

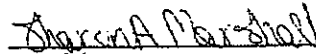
BE IT FURTHER RESOLVED by the City Council of the City of Chula Vista that it preliminarily approves including Transnet funding of approximately \$6 million and anticipated Proposition B funding of approximately \$3.5 million in Pavement Rehabilitation Program - Future Allocations (STL238) for pavement maintenance in Fiscal Year 2008.

Presented by



Scott Tulloch
Acting Assistant City Manager/City Engineer

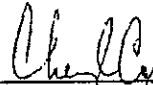
Approved as to form by



Ann Moore
City Attorney

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 1st day of May 2007 by the following vote:

AYES:	Councilmembers:	Castaneda, McCann, Ramirez, and Cox
NAYS:	Councilmembers:	None
ABSENT:	Councilmembers:	None
ABSTAIN:	Councilmembers:	Rindone



Cheryl Cox, Mayor

ATTEST:


Susan Bigelow, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)
CITY OF CHULA VISTA)

I, Susan Bigelow, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2007-108 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 1st day of May 2007.

Executed this 1st day of May 2007.


Susan Bigelow, MMC, City Clerk

COUNCIL POLICY CITY OF CHULA VISTA			
SUBJECT: FORMATION OF ASSESSMENT DISTRICTS WITH CITY PARTICIPATION FOR CONSTRUCTION OF INFILL STREET IMPROVEMENTS	POLICY NUMBER	EFFECTIVE DATE	PAGE
	505-01	1/27/04	1 of 5
ADOPTED BY: Resolution No. 11373		DATED: 8/30/83	
AMENDED BY: Resolution No. 2004-031 (1/27/04)			
<p>BACKGROUND</p> <p>There are many properties within the western area of the City of Chula Vista (particularly in the Montgomery area) that do not have full street improvements. Council adopted council Policy No. 505-01 by Resolution No. 11373 on August 30, 1983, to provide guidelines for the City's financial participation in Assessment District formation under the 1911 Block Act Program. These guidelines addressed certain financial issues, however, over time questions arose regarding district administration that were not addressed by the policy. These issues include the acquisition of right-of-way and the application of deferral payments and agreements made for the construction of street improvements.</p> <p>Additionally, changes in assessment law since 1983 have affected the establishment of these districts. The process of forming Assessment Districts under the 1911 Block Act has become more cumbersome since the passage of Proposition 218. The necessity of treating all properties in a district equitably has lead to reconsideration of the original policy regarding undeveloped lots and industrial/commercial lots.</p> <p>Finally, the City has recently established a new program for the financing of infill street improvements in the Montgomery area called the CDBG Street Rehabilitation Program. Under this program, the City will finance all construction and design costs for infill street improvements except for the construction of driveway aprons. Since it is expected that several Assessment Districts will be formed under this program, it was considered advisable to reconsider the City's policy at this time.</p> <p>PURPOSE</p> <p>To establish a new City policy and rescind the current City policy on establishment of Assessment Districts for the construction of infill street improvements.</p> <p>POLICY</p> <p>The City Council establishes the following policy for City participation in the establishment of Assessment Districts for the construction of infill street improvements:</p>			

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: FORMATION OF ASSESSMENT DISTRICTS WITH CITY PARTICIPATION FOR CONSTRUCTION OF INFILL STREET IMPROVEMENTS	POLICY NUMBER	EFFECTIVE DATE	PAGE
	505-01	1/27/04	2 of 5

ADOPTED BY: Resolution No. 11373

DATED: 8/30/83

AMENDED BY: Resolution No. 2004-031 (1/27/04)

1. General Procedure:

- a. Assessment Districts for the construction of infill street improvements will be formed with the participation of the City using either the Improvement Act of 1911 as enacted and amended in the California Streets and Highways Code (particularly Chapter 27 thereof, commonly referred to as "The Block Act") or the Municipal Improvement Act of 1931 (Division 12 of the California Streets and Highways Code) as amended by City ordinances. The assessment balloting process shall be conducted in accordance with Chapter XIII of the California Constitution (Proposition 218) or applicable State law.
- b. Where a minimal number of property owners in a block have infill street improvements and it would be impractical to form an Assessment District, council may authorize the City to enter into a reimbursement agreement with an individual property owner for the financing of the property owner's share of construction costs. Said agreement shall be for a maximum of ten years at an interest rate to be determined by Council.

2. District Composition

- a. A District is comprised of both sides of a public street between two intersections, where both sides of the public street do not have full improvements (including curbs, gutters and sidewalks). A public street shall be defined as right-of-way dedicated to and accepted by the city as a public roadway, or dedicated to another public agency as a public roadway and acquired by the City, which provides primary access to adjoining properties.
- b. Where full improvements have already been constructed on one side of a public street a District will be comprised of that side of such public street between intersections on which full improvements have not been constructed.
- c. At the option of Council and if property owners indicate such an interest, the District may include additional contiguous blocks in the District in conformance with 2a. and 2b. above.
- d. City participation in District formation in areas with a primary land use designation as commercial and/or industrial shall be limited to the overlay or reconstruction of existing roadway travel areas with the exception of

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: FORMATION OF ASSESSMENT
DISTRICTS WITH CITY PARTICIPATION FOR
CONSTRUCTION OF INFILL STREET
IMPROVEMENTS**

**POLICY
NUMBER**

**EFFECTIVE
DATE**

PAGE

505-01

1/27/04

3 of 5

ADOPTED BY: Resolution No. 11373

DATED: 8/30/83

AMENDED BY: Resolution No. 2004-031 (1/27/04)

occasional commercial properties (such as corner lots) located in areas primarily classified as residential. In the latter instance, such commercial properties shall be treated in the same way as adjoining residential properties.

- e. The City shall not participate in the formation of a District for a block, which is primarily undeveloped. Where isolated undeveloped properties are located in a block, which is otherwise developed, the City will provide the same benefits provided to developed lots if agreement can be reached with the owner of such undeveloped property which will include the location and width of driveways. If agreement is not reached, the City shall construct pavement to the width where the curb and gutter would have been constructed, but install an asphalt berm in place of curb, gutter and sidewalk.
- f. The City shall not participate in District formation for improvements to private streets.
- g. The City's financial participation in District formation for improvements to public alleys shall be limited to utility relocation, replacement of existing improvements and all engineering, inspection and administrative services. Public alleys are defined as right-of-way dedicated to or accepted by the City as a public roadway, or dedicated to another public agency and acquired by the City, which generally provides secondary access to the adjoining properties along the sides or rear of such properties.

3. Right-of-Way Issues:

- a. It is desirable for the City to have the standard 56 feet of right of way width for construction of full street improvements on both sides of a two-way street; however, at the sole discretion of the City Manager (or designee), the acceptable right of way width for construction of street improvements may be reduced on a project-by-project basis to a minimum of 46 feet.
- b. If existing street right is less than 46 feet, right of way acquisition will be required. Property owners within the proposed District boundaries must unanimously agree to dedicate sufficient right of way to meet this requirement to the City at no cost to the City in order for District formation to proceed. The City will not pay for right of way acquisition or undertake condemnation proceedings under this policy.

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: FORMATION OF ASSESSMENT DISTRICTS WITH CITY PARTICIPATION FOR CONSTRUCTION OF INFILL STREET IMPROVEMENTS	POLICY NUMBER	EFFECTIVE DATE	PAGE
	505-01	1/27/04	4 of 5

ADOPTED BY: Resolution No. 11373

DATED: 8/30/83

AMENDED BY: Resolution No. 2004-031 (1/27/04)

4. Deferrals

Property owners who construct improvements on their properties above a specific value are required to construct infill street improvements. They may apply for a deferral on constructing such improvements based on the existing conditions of the surrounding area. If the deferral application is approved, the property owner must sign an agreement with the City, which is secured through either a lien on the property or by payment of a cash deposit.

- a. If the deferral is secured by a lien, the lien or portion of the lien associated with the deferral of construction of infill street improvements to be installed and financed through an Assessment District will be released after formation of such District including such property has been accepted as complete by the City Council and/ or City Manager. This property will be assessed for the special benefit received by such property from the improvements to be financed through the new District in accordance with applicable sections of the California Streets and Highways Code.
- b. If the deferral is secured by a cash bond covering the cost of curb, gutter and sidewalk, such bond plus the interest that has or should have accumulated since the date of payment will be applied as a credit to be subtracted from the portion of District costs allocated to the property. This will only apply to the amount paid to cover the cost of the portion of the public street or public alley to be installed and financed through the District.
- c. After formation of the District and construction of all facilities is complete, it will be determined if the current owners of the properties with cash bond deferrals are eligible to receive refunds. The portion of the cash bond associated with infill improvements for the street or alley installed and financed through the District will be determined and added to the interest which the City has or would have earned on this amount from the quarter when the deposit was made, to the quarter when the construction contract was awarded. The amount payable by the property owner under the District will be subtracted from the cash bond plus interest. If the resulting difference is positive, such difference shall be refunded to the property owners.

**COUNCIL POLICY
CITY OF CHULA VISTA**

**SUBJECT: FORMATION OF ASSESSMENT
DISTRICTS WITH CITY PARTICIPATION FOR
CONSTRUCTION OF INFILL STREET
IMPROVEMENTS**

**POLICY
NUMBER**

**EFFECTIVE
DATE**

PAGE

505-01

1/27/04

5 of 5

ADOPTED BY: Resolution No. 11373

DATED: 8/30/83

AMENDED BY: Resolution No. 2004-031 (1/27/04)

- d. Should the provisions of Section 4, Deferrals, conflict with the provisions of a Deferral Agreement properly executed by the City designee and the property owner prior to approval of this Council Policy, the Deferral Agreement will govern.

5. CDBG Financing:

It is anticipated that additional funding for the construction of infill street improvements in the Montgomery area will be available if a low interest loan is received under the Community Development Block Grant (CDBG) Section 108 Program. Under this program, the previous provisions of this policy will apply in addition to the following additions/ exceptions:

- a. Only public streets in developed residential areas will be eligible for this additional CDBG funding. Alleys will not be eligible.
- b. The following costs will be paid by the City: rehabilitation of the existing roadway; additional roadway pavement; curb, gutter and sidewalk; relocation of existing utilities, design, inspection and administrative costs; repair or replacement of existing damaged improvements outside the existing road right of way. Right-of-way acquisition costs are not included.
- c. The following costs will be paid by the property owners: paved driveway aprons and repair or replacement of existing private improvements encroaching on the existing road right-of-way.

COUNCIL POLICY CITY OF CHULA VISTA			
SUBJECT: SIDEWALKS - MAINTENANCE	POLICY NUMBER	EFFECTIVE DATE	PAGE
	576-13	03-20-73	1 OF 2
ADOPTED BY: Resolution No. 6785		DATED: 03-20-73	
<p><u>BACKGROUND</u></p> <p>Problems have arisen in the past regarding the obligations of the City for the repair and maintenance of sidewalks where damage has been the result of root growth of City street trees and it is, therefore, desired to clarify the policy of the City in this regard. Section 6510 of the Streets and Highways Code and Section 27.2 of the City Code imposes the responsibility for the maintenance of sidewalks upon the property owner abutting the sidewalk. The maintenance is usually accomplished on a cooperative basis between the City government and the property owners. As improperly maintained sidewalks present a hazard to pedestrians, the following policy provides a proper arrangement for maintenance. This policy amends Resolution No. 4675.</p> <p><u>PURPOSE</u></p> <p>Amending Resolution No. 4675 establishing a sidewalk maintenance policy in accordance with the provisions of Section 6510 of the Streets and Highways Code of the State of California and Section 27.2 of the Chula Vista City Code.</p> <p><u>POLICY</u></p> <ol style="list-style-type: none"> 1. <u>Sidewalk Maintenance</u> <ol style="list-style-type: none"> a. City recognizes the primary responsibility of the abutting property owner to maintain the sidewalk abutting his property in a non-hazardous condition for pedestrian traffic. It shall be the responsibility of the property owner to prevent vegetation, either from his property or the parkway area, to grow in such a manner so as to obstruct the streets, sidewalks, curbs and gutters. b. It shall be the responsibility of the property owner to notify the Director of Public Works when any City street tree in a public right of way adjacent to his property is obstructing the street, sidewalk, curb and gutter. 2. <u>Sidewalk Repairs</u> <ol style="list-style-type: none"> a. <u>Interim Repairs.</u> Where hazardous condition is brought to the attention of the City, such a differential settling or elevating, deterioration, cracks or any other condition which might contribute to the hazardous condition of the sidewalk, the City will inspect the condition and make interim repairs. b. <u>Permanent Repairs.</u> If permanent repairs require the removal and replacement of sidewalk, the City will participate in the removal and replacement to the extent of the removal and preparation of the grade for the installation of a new sidewalk except under conditions outlined in No. 4 and No. 5. The property owner will secure a licensed and bonded contractor to make installation of the new sidewalk at his expense. A no-fee permit will be issued to the contractor. Any repairs required within a street intersection of alley entrance will be made at the expense of the City. 			

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: SIDEWALKS - MAINTENANCE

**POLICY
NUMBER**

576-13

**EFFECTIVE
DATE**

03-20-73

PAGE

2 OF 2

ADOPTED BY: Resolution No. 6785

DATED: 03-20-73

3. Curb and Gutter Repairs

Where a hazardous condition is brought to the attention of the City involving the curb and gutter, such as differential settling or elevating, deterioration, cracks or other condition which might contribute to the hazardous condition of the curb and gutter, the City will make repairs.

4. Property Owner's Sole Responsibility for Repairs

Where it can be shown that a hazardous condition is the result of a property owner's action, the City will require the repairs to be made at the sole expense of the property owner.

5. City's Sole Responsibility for Repairs

Where it can be shown that a hazardous condition is the result of City street trees adjacent to the sidewalk, all costs of sidewalk repair and/or replacement will be borne by the City in accordance with Council Resolution No. 6192.

ATTACHMENT 5

Missing Improvements

School Name	Total Costs Per School	Ramp Cost Per School @ \$6,500 ea	Missing Ramps	All Curb and Sidewalk Cost Per School	Curb/Sidewalk @ \$725/Linear foot	Curb & Sidewalk Length	Sidewalk @ \$150/Linear foot	Sidewalk Length	Total Length (feet)
ALLEN	\$6,401,658	\$143,000	22	\$6,258,658	\$2,007,981	2,770	\$4,250,677	28,338	31,107
CASILLAS	\$602,703	\$208,000	32	\$394,703			\$394,703	2,631	2,631
CASTLE PARK	\$25,256,657	\$494,000	76	\$24,762,657	\$24,494,270	33,785	\$268,387	1,789	35,574
CHULA VISTA HILLS	\$620,287	\$162,500	25	\$457,787			\$457,787	3,052	3,052
CLEAR VIEW	\$904,036	\$143,000	22	\$761,036			\$761,036	5,074	5,074
COOK	\$2,814,274	\$143,000	22	\$2,671,274	\$2,589,165	3,571	\$82,109	547	4,119
DISCOVERY	\$97,500	\$97,500	15						
EASTLAKE	\$130,000	\$130,000	20						
FEASTER	\$1,436,566	\$221,000	34	\$1,215,566	\$172,731	238	\$1,042,834	6,952	7,190
GREG ROGERS	\$326,263	\$227,500	35	\$98,763			\$98,763	658	658
HALECREST	\$513,500	\$513,500	79						
HARBORSIDE	\$24,782,823	\$312,000	48	\$24,470,823	\$23,550,771	32,484	\$920,052	6,134	38,618
HILLTOP DRIVE	\$2,121,508	\$617,500	95	\$1,504,008	\$186,115	257	\$1,317,893	8,786	9,043
KELLOGG	\$325,000	\$325,000	50						
LAUDERBACH	\$8,326,489	\$91,000	14	\$8,235,489	\$6,298,029	8,687	\$1,937,460	12,916	21,603
LOMA VERDE	\$381,530	\$175,500	27	\$206,030	\$46,596	64	\$159,435	1,063	1,127
MARSHALL	\$6,500	\$6,500	1						
MONTGOMERY	\$4,378,125	\$110,500	17	\$4,267,625	\$3,462,707	4,776	\$804,919	5,366	10,142
MUELLER	\$3,438,196	\$572,000	88	\$2,866,196	\$1,017,116	1,403	\$1,849,080	12,327	13,730
OLYMPIC VIEW	\$13,000	\$13,000	2						
OTAY	\$12,282,930	\$520,000	80	\$11,762,930	\$11,170,977	15,408	\$591,953	3,946	19,355
PALOMAR	\$844,573	\$637,000	98	\$207,573	\$112,532	155	\$95,041	634	789
PARKVIEW	\$299,000	\$299,000	46						
RICE	\$5,789,797	\$279,500	43	\$5,510,297	\$4,480,527	6,180	\$1,029,771	6,865	13,045
ROHR	\$14,337,943	\$344,500	53	\$13,993,443	\$13,902,701	19,176	\$90,741	605	19,781
ROSEBANK	\$11,019,869	\$364,000	56	\$10,655,869	\$7,068,895	9,750	\$3,586,974	23,913	33,663
TIFFANY	\$305,500	\$305,500	47						
VALLE LINDO	\$10,778,013	\$286,000	44	\$10,492,013	\$6,274,785	8,655	\$4,217,228	28,115	36,770
VISTA SQUARE	\$799,274	\$208,000	32	\$591,274	\$258,192	356	\$333,082	2,221	2,577
GRAND TOTAL	\$139,333,516	\$7,949,500	1,223	\$131,384,016	\$107,094,091	147,716	\$24,289,925	161,933	309,649

Summary:

Missing Curb/Gutter & Sidewalk:	147,716 LF	\$107,094,091
Missing Sidewalk:	161,933 LF	\$24,289,925
TOTAL:	309,649 LF	\$131,384,016
Missing Ramps:	1,223 EA	\$7,949,500
GRAND TOTAL:		\$139,333,516

CROSS-GUTTER Priority List

RANKING	LOCATION	CLASS	ADT @	ALGEBRAIC	SPEED	STOP SIGN	TOTAL POINTS	
			LOS "C"	ROAD GRADE DIFFERENCE	LIMIT	Y/N	ASSIGNED	PRORATED TO 100
1	Orange Avenue & Hilltop Drive (West)	4-Lane Major	30,000	13.1	40	N	136	100
2	Palomar Street & Third Avenue (West)	Class I	22,000	13.5	35	N	124	90.9
3	I Street & Hilltop Drive (West)	Class III	7,500	14.7	25	N	115	84.6
4	L Street & Hilltop Drive (East)	Class I	22,000	10.5	35	N	112	82.3
5	Melrose Avenue & East Orange Avenue (South)	Class III	7,500	12.4	30	N	109	80.2
6	D Street & Broadway	Class II	12,000	12.5	25	N	109	79.9
7	Fifth Avenue & F Street (North)	Class II	12,000	11.5	30	N	108	79.2
8	Oleander Avenue & Olympic Parkway	Class III	7,500	12.5	25	N	106	78.3
9	Second Avenue & Cypress Street	Class II	12,000	10.0	30	N	102	74.9
10	C Street & Broadway	Class I	22,000	7.8	35	N	101	74.5
11	Fifth Avenue & L Street (North)	Class II	12,000	9.8	30	N	101	74.4
12	G Street & Vista Way	Class II	12,000	9.8	30	N	101	74.4
13	Second Avenue & Palomar Street	Class II	12,000	9.5	30	N	100	73.5
14	First Avenue & J Street (North)	Class II	12,000	14.4	30	Y	99	72.8
15	Fifth Avenue & H Street	Class II	12,000	9.2	30	N	99	72.7
16	Second Avenue & L Street	Class II	12,000	8.9	30	N	98	71.8
17	Melrose Avenue & Main Street	Class III	7,500	9.4	30	N	97	71.6
18	First Avenue & Oxford Street (South)	Class III	7,500	14.5	30	Y	97	71.5
19	E Street & First Avenue (East)	Class I	22,000	7.5	30	N	97	71.5
20	Flower Street & Broadway (East)	Residential	1,200	11.3	25	N	96	70.3
21	Sierra Way & Second Avenue (East)	Class II	12,000	14.2	25	Y	95	70.1
22	Melrose Avenue & East Naples Street	Class II	12,000	13.3	30	Y	95	69.7
23	Melrose Avenue & East Orange Avenue (North)	Class II	12,000	8.9	25	N	95	69.6
24	K Street & Fourth Avenue (East)	Class II	12,000	8.0	30	N	94	69.2
25	K Street & Third Avenue (East)	Class II	12,000	8.0	30	N	94	69.2
26	First Avenue & Palomar Street (South)	Class III	7,500	9.0	25	N	93	68.2
27	Fifth Avenue & E Street (North)	Class II	12,000	7.5	30	N	92	67.8
28	First Avenue & L Street (North)	Class II	12,000	7.4	30	N	92	67.5
29	East I Street & Robert Avenue (East)	Class III	7,500	8.7	25	N	92	67.4
30	Jefferson Avenue & K Street (South)	Residential	1,200	15.4	25	Y	92	67.3
31	Second Avenue & Orange Avenue (North)	Class II	12,000	8.1	25	N	92	67.3
32	Second Avenue & J Street (South)	Class II	12,000	7.2	30	N	91	66.9
33	First Avenue & Palomar Street (North)	Class III	7,500	8.5	25	N	91	66.8
34	Melrose Avenue & East Oxford Street	Class II	12,000	13.0	25	Y	91	66.6
35	Hilltop Drive & Main Street (North)	Class I	22,000	5.0	35	N	90	66.5
36	Melrose Avenue & East Palomar Street	Class II	12,000	12.9	25	Y	90	66.3
37	Madison Avenue & K Street (South)	Residential	1,200	14.8	25	Y	89	65.6
38	Fifth Avenue & L Street (South)	Class II	12,000	6.7	30	N	89	65.5
39	Third Avenue & E Street (North)	Class I	22,000	4.5	35	N	89	65.1
40	Fifth Avenue & E Street (South)	Class II	12,000	6.5	30	N	88	64.9
41	Fifth Avenue & D Street (South)	Class II	12,000	11.5	30	Y	88	64.5
42	Fifth Avenue & I Street (South)	Class II	12,000	6.0	30	N	86	63.5
43	Naples Street & Third Avenue (East)	Class II	12,000	6.0	30	N	86	63.5
44	Oxford Street & Third Avenue (East)	Class II	12,000	6.0	30	N	86	63.5
45	Oleander Avenue & East Naples Street (North)	Class II	12,000	6.5	25	N	85	62.7
46	Nacion Avenue & East Naples Street (North)	Class III	7,500	12.1	25	Y	85	62.4
47	D Street & Fourth Avenue	Class II	12,000	10.6	30	Y	84	62.0

CROSS-GUTTER Priority List

RANKING	LOCATION	CLASS	ADT @	ALGEBRAIC	SPEED	STOP SIGN	TOTAL POINTS	
			LOS "C"	ROAD GRADE DIFFERENCE	LIMIT	Y/N	ASSIGNED	PRORATED TO 100
48	Hilltop Drive & Oxford Street (North)	Class II	12,000	11.3	25	Y	84	61.8
49	Oleander Avenue & East Naples Street (South)	Class II	12,000	5.8	25	N	83	60.7
50	D Street & Third Avenue	Class II	12,000	10.1	30	Y	82	60.5
51	Buena Vista Way & East H Street	Class III	7,500	5.9	25	N	81	59.3
52	Fifth Avenue & I Street (North)	Class II	12,000	4.3	30	N	80	58.6
53	Melrose Avenue & East L Street	Class II	12,000	9.4	30	Y	80	58.5
54	I Street & First Avenue (West)	Class III	7,500	10.3	25	Y	78	57.2
55	East Rienstra Street & Max Avenue (East)	Residential	1,200	11.8	25	Y	78	57.0
56	Madison Avenue & K Street (North)	Residential	1,200	11.8	25	Y	78	57.0
57	Lantana Avenue & Jasmine Street	Residential	1,200	6.3	25	N	76	56.0
58	Second Avenue & Madrona Street	Class II	12,000	3.0	30	N	75	54.9
59	Second Avenue & J Street (North)	Class II	12,000	8.1	30	Y	75	54.8
60	Oleander Avenue & Main Street	Class III	7,500	4.3	25	N	75	54.8
61	F Street & First Avenue (East)	Class II	12,000	7.5	30	Y	72	53.1
62	East Prospect Street & Helix Avenue (West)	Residential	1,200	5.1	25	N	71	52.5
63	Fifth Avenue & D Street (North)	Class II	12,000	7.3	30	Y	71	52.5
64	First Avenue & Prospect Street (South)	Class III	7,500	3.5	25	N	71	52.5
65	Telegraph Canyon Road & Hilltop Drive	Class II	12,000	6.5	35	Y	71	52.4
66	Paseo Ladera & East J Street	Class II	12,000	6.5	35	Y	71	52.4
67	Woodlawn Avenue & J Street (North)	Residential	1,200	10.1	25	Y	71	52.2
68	K Street & Second Avenue (East)	Class II	12,000	6.8	30	Y	69	51.1
69	East Prospect Street & Helix Avenue (East)	Residential	1,200	4.5	25	N	69	50.8
70	East Oxford Street & Nacion Avenue (West)	Class III	7,500	7.1	30	Y	68	50.3
71	G Street & First Avenue (East)	Class II	12,000	6.5	30	Y	68	50.2
72	First Avenue & Oxford Street (North)	Class III	7,500	7.5	25	Y	67	49.2
73	I Street & First Avenue (East)	Class III	7,500	7.4	25	Y	67	48.9
74	Montgomery Street & Third Avenue (East)	Residential	1,200	2.6	30	N	65	47.6
75	First Avenue & G Street (North)	Class II	12,000	5.5	30	Y	64	47.4
76	Jefferson Avenue & K Street (North)	Residential	1,200	8.4	25	Y	64	47.3
77	East Rienstra Street & Max Avenue (West)	Residential	1,200	7.9	25	Y	62	45.9
78	Nacion Avenue & East Naples Street (South)	Class III	7,500	5.3	30	Y	61	45.1
79	Woodlawn Avenue & J Street (South)	Residential	1,200	7.5	25	Y	61	44.7
80	Colorado Avenue & J Street (North)	Residential	1,200	6.5	30	Y	60	44.0
81	Colorado Avenue & J Street (South)	Residential	1,200	6.5	30	Y	60	44.0
82	Jefferson Avenue & J Street (North)	Residential	1,200	7.1	25	Y	59	43.6
83	Theresa Way & East Quintard Street (North)	Residential	1,200	6.2	25	Y	56	41.0
84	Country Club Drive & L Street (North)	Residential	1,200	6.0	25	Y	55	40.4
85	Melrose Avenue & East Rienstra Street (North)	Residential	1,200	5.3	25	Y	52	38.4
86	Judson Way & East Prospect Street (South)	Residential	1,200	4.8	25	Y	50	37.0
87	Melrose Avenue & East Rienstra Street (South)	Residential	1,200	3.7	25	Y	46	33.8
Number of Locations: 87								

City of Chula Vista
Engineering Department
ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXISTING TRAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
1	EAST H ST	ACROSS ENTRANCE TO BVHS	1	T	1	P	EXST		1	EXST		2		Y		Y	Y			4
2	EAST NAPLES ST	CUYAMACA AVE	1	T	1	P	1	EXST	EXST			2		Y	Y					4
3	OTAY LAKES RD *	SONGBIRD LN	1	T	1	P				1			Y			Y	Y			4
4	BONITA RD	ALLEN SCHOOL RD	2	T	1	P	EXST	1	EXST			2				Y	Y		Y	3
5	THIRD AVE *	MONTGOMERY ST	2	FOUR-WAY	2	P		EXST	1	1		1				Y	Y		Y	3
6	CUYAMACA AVE	EAST PALOMAR DR (COOK ELEMENTARY)	3	T	1	P	EXST	EXST	1			2		Y						2
7	FIRST AVE *	FLOWER ST	3	T	1	P	1	EXST				1		Y						2
8	INDUSTRIAL BLVD *	ADA ST	3	T	1	P	EXST	1				1					Y		Y	2
9	L ST	INDUSTRIAL BL	3	FOUR-WAY	1	P	EXST	1	EXST	EXST		3				Y	Y			2
10	MAIN ST	ALBANY AVE	3	T	2	P	EXST	1	1	EXST		2				Y	Y			2
11	MAIN ST	FOURTH AVE	3	FOUR-WAY	1	P			EXST	1		1				Y	Y			2
12	MAIN ST	HILLTOP DR	3	T	1	P	EXST	1		EXST		2				Y	Y			2
13	MAIN ST *	DEL MONTE AVE	3	FOUR-WAY	2	P	1	1	EXST			1				Y	Y			2
14	MAIN ST *	THIRD AVE	3	FOUR-WAY	2	P	EXST		1	1		1				Y	Y			2
15	THIRD AVE	ANITA ST	3	T	1	P	1	EXST				1				Y	Y			2
16	THIRD AVE	AVENIDA ROSA	3	DRIVEWAY	1	P			1	EXST		1				Y	Y			2
17	THIRD AVE *	EMERSON ST	3	T	1	P			EXST	1		1				Y	Y			2
18	HILLTOP DRIVE	EL RANCHO VISTA	4	FOUR-WAY	1	P	EXST	EXST	1			2						Y		1
19	NAPLES ST *	DEL MAR AVE	4	FOUR-WAY	1	P	1			EXST		1				Y				1
20	OLEANDER AVE *	AZALEA ST	4	T	1	P		1	EXST	EXST		2				Y				1
21	OTAY LAKES RD *	ALLEN SCHOOL LN / CAMINO ELEVADO	4	FOUR-WAY	2	P	EXST	EXST	1	1		2						Y		1
22	BONITA RD	HILLTOP DR, NORTH SIDE		T	1	P	1			EXST		1								
23	COLORADO AVE	KEARNEY ST		T	1	P			EXST	1		1								
24	EAST MILLAN ST	MYRA AVE		T	1	P			1	EXST		1								
25	INDUSTRIAL BLVD *	DOROTHY ST		T	1	P	EXST	1				1								
26	KEARNEY ST	CHURCH AVE		FOUR-WAY	3	P	1	EXST	1	1		1								
27	KEARNEY ST	RIVERLAWN AVE		T	1	P	EXST	1				1								
28	L ST *	SECOND AVE		FOUR-WAY	2	P	EXST	1	1	EXST		2								
29	MADISON AVE	SIERRA WY		T	1	P	1			EXST		1								
30	MONTGOMERY ST	BANNER AVE		FOUR-WAY	2	P	1	EXST	EXST	1		2								
31	MOSS ST	COLORADO AVE		T	1	P		EXST	1			1								
32	MOSS ST	WOODLAWN AVE		T	1	P		EXST	1			1								
33	OXFORD ST	FIRST AV		FOUR-WAY	3	P	EXST	1	1	1		1								
34	PENELOPE DR	CARLA AVE		T	1	P		1	EXST			1								

City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Pedestrian Ramps	BUILT	PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO EXISTING RAMP EXISTING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)	
35	SMITH AVE	CASSELMAN ST		T	1	P		1			EXST		1									
36	BUENA VISTA WY	CALLE SANTIAGO	1	T	6	P		2	1	1	2			Y	Y		Y	Y			6	
37	BUENA VISTA WY	CERRITOS CT	1	T	3	P		1	1		1			Y	Y		Y	Y			6	
38	EAST OXFORD ST	OCELOT AVE	1	T	2	P		1			1			Y	Y		Y	Y			6	
39	BUENA VISTA WY	CALIENTE LP NORTH	2	T	2	P		1	1					Y	Y		Y				5	
40	BUENA VISTA WY	CALIENTE LP SOUTH	2	T	2	P		1	1					Y	Y		Y				5	
41	VALENCIA LP	AVENIDA YSIDORA	2	T	2	P		1			1			Y	Y			Y			5	
42	VALENCIA LP	VALENCIA CT	2	T	2	P			1	1				Y	Y			Y			5	
43	AZALEA ST	LILAC AVE	3	T	2	P		1			1			Y	Y						4	
44	BUENA VISTA WY	BUENA VISTA CT	3	T	2	P		1	1					Y	Y		Y	Y			4	
45	BUENA VISTA WY	LA MANCHA PL	3	T	2	P				1	1			Y			Y	Y			4	
46	C ST *	EUCALYPTUS PARK EXIT	3	DRIVEWAY	2	P			1	1				Y			Y	Y			4	
47	CREST DR	DOUGLAS ST	3	FOUR-WAY	4	P		1	1	1	1			Y			Y	Y			4	
48	HIDDEN VISTA DR	WINDROSE WY	3	T	2	P			1	1				Y	Y						4	
49	MARINA PARKWAY	MARINA WAY	3	T	1	P			1					Y			Y			Y	4	
50	TOBIAS DRIVE *	PROSPECT CT	3	FOUR-WAY	4	P		1	1	1	1			Y	Y		Y	Y			4	
51	VASSAR AVE	ELMHURST ST	3	T	3	P		1	1	1				Y	Y			Y			4	
52	WINDROSE WY	MOON VIEW DR	3	T	2	P		1			1			Y	Y						4	
53	ALBANY AVE	ALLEY B/W ANITA & CARVER	4	T	2	P		1	1					Y	Y			Y			3	
54	C ST *	ENTRANCE TO CANTERBURY APTS	4	T	2	P			1	1				Y			Y				3	
55	CALLE SANTIAGO	VALENCIA LP	4	T	4	P		1	1	1	1			Y				Y			3	
56	CUYAMACA AVE	EAST SIERRA WAY (COOK ELEMENTARY SCHOOL)	4	T	3	P		1	1	1					Y					Y	3	
57	F ST (SOUTH SIDE) *	WEST OF BROADWAY (AT 636 F ST. ALLEY TYPE D/W. AT APARTMENTS)	4	DRIVEWAY	2	P						2					Y	Y		Y	3	
58	FIFTH AVE	D ST	4	FOUR-WAY	2	P				1	1			Y			Y			Y	3	
59	SOUTH GREENSVIEW DRIVE	1390 SOUTH GREENSVIEW DRIVE (SUNSET VIEW PARK)	4	MID-BLOCK	1	P						1		Y						Y	3	
60	TEAL ST	SKYLARK WY	4	T	2	P		1			1			Y				Y			3	
61	WALNUT DR	MAPLE DR	4	T	2	P				1	1			Y				Y			3	
62	BISHOP ST	FRIAR PL	5	T	2	P			1	1				Y							2	
63	CANYON DR	VIA HACIENDA	5	T	4	P		1	1	1	1			Y							2	
64	COLORADO AVE	CRESTED BUTTE ST	5	T	2	P				1	1			Y	Y						2	
65	CONNOLLEY AVE	SUZANNE LN	5	T	2	P				1	1			Y							2	
66	CONNOLLEY AVE	TAMARINDO WY	5	T	2	P				1	1			Y							2	
67	CORTE DE VELA	CALLE CANDELERO	5	T	2	P				1	1			Y							2	
68	CREST DR	ENTRANCE TO CONDOS N/O TEL CYN RD	5	DRIVEWAY	2	P				1	1						Y	Y			2	
69	CREST DR	LORI LANE	5	T	2	P		1			1						Y			Y	2	

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO. EXCLUDED FROM THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
70	CREST DR	TIFFANY COURT	5	T	2	P			1	1						Y			Y	2
71	D ST	BRIGHTWOOD AVE	5	T	2	P		1	1				Y							2
72	DATE AVE	MCINTOSH ST	5	T	2	P	1			1			Y							2
73	DENNIS AVE	EAST MILLAN ST	5	T	2	P	1			1			Y							2
74	DOUGLAS ST	DOVER CT	5	T	2	P	1			1			Y							2
75	EAST QUINTARD ST	JUDSON WY	5	T	2	P	1			1				Y						2
76	EAST SAN MIGUEL DR	CUYAMACA AVE	5	T	2	P	1	1						Y						2
77	FIRST AVE	SHERWOOD ST	5	T	2	P			1	1			Y							2
78	FOURTH AVE *	ORSETT ST	5	T	1	P	1							Y						2
79	J ST	EAST PARK LN	5	T	2	P	1			1						Y	Y			2
80	LILAC AVE	JUNIPER ST	5	MID-BLOCK	2	P	1	1						Y						2
81	MALTA AVE	MYRA CT	5	T	2	P	1			1				Y						2
82	MALTA AVE	TALUS ST	5	T	2	P			1	1				Y						2
83	MAX AVE	EAST QUINTARD ST	5	FOUR-WAY	4	P	1	1	1	1				Y						2
84	MAX AVE	MALTA AVE	5	T	2	P			1	1				Y						2
85	MAX AVE	QUAIL DR	5	T	2	P	1	1						Y						2
86	MONTCALM ST	MONTEREY AVE	5	FOUR-WAY	4	P	1	1	1	1				Y						2
87	MYRA CT	MALITO CT	5	T	2	P			1	1				Y						2
88	NOLAN AVE	EAST ONEIDA ST	5	T	2	P	1			1				Y						2
89	OAKLAWN AVE	ENTRANCE TO APTS. N/O H ST, EAST SIDE	5	DRIVEWAY	2	P			1	1					Y					2
90	OAKLAWN AVE	ENTRANCE TO APTS. N/O H ST, WEST SIDE	5	DRIVEWAY	2	P	1	1							Y					2
91	OAKLAWN AVE	IN FRONT OF 494 OAKLAWN AVE, BETWEEN G ST AND H ST, BOTH SIDES OF ST	5	FOUR-WAY	4	P					4						Y		Y	2
92	OLEANDER AVE *	MANZANITA ST	5	T	2	P	1	1								Y			Y	2
93	ORDVIEW CT	ORSETT ST	5	T	2	P	1			1				Y						2
94	PALOMAR ST *	ORANGE AVE	5	T	2	P			1	1						Y	Y			2
95	PROSPECT CT	MONTEREY CT	5	T	2	P		1	1					Y						2
96	SAN MARCOS PL	JAMUL AVE	5	T	2	P			1	1				Y						2
97	SECOND AVE	KING ST	5	T	2	P			1	1						Y			Y	2
98	SECOND AVE	MURRAY ST	5	T	2	P			1	1						Y			Y	2
99	SECOND AVE	SHASTA ST	5	T	1	P	1									Y			Y	2
100	SECOND AVE	WHITNEY-MANKATO ST	5	T	2	P			1	1						Y			Y	2
101	SIERRA WY *	EAST PARK LN	5	T	2	P		1	1					Y						2
102	SMITH AVE	OTIS ST	5	FOUR-WAY	4	P	1	1	1	1				Y						2
103	SMITH AVE	ROOSEVELT ST	5	T	2	P	1	1						Y						2
104	THERESA WAY	EAST QUEEN ANNE DR	5	T	2	P	1			1							Y		Y	2

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO EXIST RAMP EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
105	THIRD AVE *	TREMONT ST	5	FOUR-WAY	2	P	EXST	EXST	1	1		2				Y	Y			2
106	THRUSH ST	ROBIN PL	5	T	2	P	1	EXST		1			Y			Y				2
107	TOBIAS DR	SHERWOOD ST	5	T	2	P	1	1					Y				Y			2
108	WOODLAWN AVE *	ENTRANCE TO PW OPS YARD	5	DRIVEWAY	2	P	1	1								Y	Y			2
109	WOODLAWN AVE *	S/O E ST. AT CARWASH	5	DRIVEWAY	2	P			1	1						Y	Y			2
110	XAVIER AVE	ELMHURST ST	5	T	2	P		1	1					Y						2
111	XAVIER AVE	YALE ST	5	T	2	P			1	1				Y						2
112	ALPINE-MINOT AVE	MINOT AVE, NORTH OF F ST	6	T	2	P		1	1	1				Y		Y				2
113	ALPINE-MINOT AVE	MINOT AVE, SOUTH OF E ST	5	T	2	P	1			1						Y				1
114	ANITA ST	MOBILE HOME STREET W/FOURTH AVE	6	DRIVEWAY	2	P	1			1						Y				1
115	BEECH AVE	DAVISON ST	6	FOUR-WAY	2	P	1			1							Y			1
116	C ST *	N DEL MAR AVE	6	T	1	P	1	1								Y				1
117	CASSELMAN PL	CORTE MARIA AVE	6	T	2	P	1	1									Y			1
118	CREEKWOOD WY	LAKESHORE DR	6	T	2	P	1			1						Y				1
119	CRESTED BUTTE ST	ALLEY W/O BROADWAY	6	T	2	P		1	1								Y			1
120	DALE CT	TIFFANY WY	6	T	2	P	1			1							Y			1
121	DAVIDSON ST	EAST PARK LN	6	FOUR-WAY	4	P	1	1	1	1							Y			1
122	DOUGLAS ST *	CREST DR	6	FOUR-WAY	4	P	1	1	1	1						Y				1
123	EAST H ST *	E/O HILLTOP DR, NORTH SIDE	6	DRIVEWAY	2	P	1			1						Y				1
124	EAST J ST	PASEO LADERA	6	T	2	P	1			1						Y				1
125	EAST QUINTARD ST	ECKMAN AVE	6	FOUR-WAY	4	P	1	1	1	1								Y		1
126	EL CAPITAN DR	MONSERATE AVE	6	T	2	P		1	1								Y			1
127	EL LORO ST	EL LUGAR ST	6	T	2	P		1	1								Y			1
128	F ST *	E/O SECOND AVE, SOUTH SIDE, 180 F ST	6	DRIVEWAY	2	P		1	1							Y				1
129	FIRST AVE	MITSCHER ST	6	T	2	P	1	1										Y		1
130	FIRST AVE	SHASTA ST	6	T	2	P			1	1									Y	1
131	FLOWER ST	CEDAR AVE	6	T	2	P	1	1									Y			1
132	FLOYD AVE	ALLVIEW CT	6	T	2	P	1	1											Y	1
133	FLOYD AVE	BERLAND WAY	6	FOUR-WAY	4	P	1	1	1	1									Y	1
134	FLOYD AVE	SKYHILL CT	6	T	2	P	1	1											Y	1
135	FLOYD AVE	WILLOWCREST WAY	6	T	2	P	1	1											Y	1
136	G ST	ALPINE AVE	6	T	2	P		1	1										Y	1
137	G ST *	SOUTH SIDE E/O THIRD AVE ALLEY	6	T	2	P		1	1										Y	1
138	GARRETT AVE	KEARNEY ST	6	FOUR-WAY	4	P	1	1	1	1							Y			1
139	H ST, SOUTH SIDE *	ELM AVE, SOUTH OF H ST	6	T	2	P			1	1						Y			Y	1
140	HILLTOP DR	PALOMAR DR	6	FOUR-WAY	4	P	1	1	1	1						Y				1

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
141	HILLTOP DR *	SIERRA WY	6	FOUR-WAY	4	P	1	1	1	1						Y				1
142	INKOPAH ST	MONTEREY CT	6	T	2	P		1	1								Y			1
143	J ST	BEECH AVE	6	T	2	P	1			1									Y	1
144	J ST (NORTH SIDE)	I-5 FREEWAY RAMP, EAST OF	6	FOUR-WAY	2	P	1			1						Y				1
145	J ST (NORTH SIDE)	I-5 FREEWAY RAMP, WEST OF	6	FOUR-WAY	2	P	1			1						Y				1
146	JOSSSELYN AVE	EAST ONEIDA ST	6	T	2	P			1	1							Y			1
147	JUDSON WY	EAST PAISLEY ST	6	T	2	P			1	1							Y			1
148	K ST	MADISON AVE, NORTH SIDE	6	T	2	P	1			1									Y	1
149	K ST	MADISON AVE, SOUTH SIDE	6	T	2	P		1	1										Y	1
150	KEARNEY ST	TWIN OAKS AVE	6	FOUR-WAY	4	P	1	1	1	1							Y			1
151	LAKESHORE DR *	CREEKWOOD WY	6	T	2	P	1			1						Y				1
152	LORI LN *	DAVID DR	6	T	2	P	1	1								Y				1
153	LORI LN *	HALECREST DR	6	T	2	P		1	1							Y				1
154	MELROSE AVE	CHERYL PL	6	T	2	P			1	1						Y				1
155	MELROSE AVE	EAST OLYMPIA ST	6	T	2	P	1	1								Y				1
156	MELROSE AVE	EAST ORLANDO ST	6	T	2	P	1	1								Y				1
157	N SECOND AVE	BAYVIEW WY	6	T	1	P		1								Y				1
158	N SECOND AVE *	ACROSS BAYVIEW WY, PRIVATE D/W EAST SIDE	6	DRIVEWAY	2	P			1	1						Y				1
159	N SECOND AVE *	ENTRANCE TO KOA, S/O SR54	6	DRIVEWAY	1	P			1							Y				1
160	N SECOND AVE *	S/O BAYVIEW WY, PRIVATE D/W EAST SIDE	6	DRIVEWAY	1	P				1						Y				1
161	N SECOND AVE *	S/O BAYVIEW WY, PRIVATE D/W WEST SIDE	6	DRIVEWAY	2	P	1	1								Y				1
162	OASIS AVE	NANETTE ST	6	T	2	P			1	1						Y				1
163	OLEANDER AVE	PRIVATE DRIVEWAY EAST SIDE N/O TCR	6	T	2	P			1	1						Y				1
164	OLEANDER AVE *	SEQUOIA ST	6	T	2	P	1	1								Y				1
165	OLEANDER AVE *	THRUSH ST	6	T	2	P	1	1								Y				1
166	OLIVE AVE	TALLOW COURT	6	T	2	P			1	1									Y	1
167	OLYMPIC PW	CONCORD WY /ACROSS FROM	6	T	2	P				1	1					Y				1
168	ORANGE AVE	EAST OF ALBANY AVE	6	MID-BLOCK	1	P					1								Y	1
169	OTAY VALLEY RD *	RIOS AVE	6	T	2	P			1	1						Y				1
170	SECOND AVE	KEARNEY ST	6	FOUR-WAY	4	P	1	1	1	1									Y	1
171	SECOND AVE	MILLAN ST	6	T	2	P			1	1									Y	1
172	SECOND AVE	VANCE ST	6	T	2	P			1	1						Y				1
173	SEQUOIA CT	OCALA AVE	6	T	2	P	1	1									Y			1
174	SONOMA CT	EAST ONEIDA ST	6	T	2	P		1	1								Y			1
175	THRUSH ST	RAVEN AVE	6	FOUR-WAY	4	P	1	1	1	1							Y			1
176	THRUSH ST	WAXWING LN	6	T	2	P		1	1								Y			1

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED	NW COR	NW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
177	TOBIAS DR	PRIVATE ROAD S/O E OXFORD ST	6	DRIVEWAY	2	P			1	1										1
178	TOBIAS DR	QUINTARD ST	6	FOUR-WAY	1	P	EXST	EXST	1	EXST		3					Y			1
179	WHITNEY ST	CARLA AVE	6	T	2	P	1			1									Y	1
180	WILKER DR	TIFFANY WY	6	T	2	P	1			1										1
181	WOODLAWN AVE	SIERRA WY	6	FOUR-WAY	4	P	1	1	1	1							Y			1
182	ALVARADO ST	DEL MAR CT		T	2	P	1			1							Y			1
183	ANITA ST	TROLLEY RR		FOUR-WAY	2	P			1	1										
184	APACHE DR	Condo st at 1503 Apache Dr		T	2	P	1			1										
185	BANNER AVE	ALLEY B/W MONTGOMERY & ZENITH		FOUR-WAY	4	P	1	1	1	1										
186	BANNER AVE	ALLEY B/W TREMONT & MONTGOMERY		FOUR-WAY	4	P	1	1	1	1										
187	BANNER AVE	ALLEY B/W ZENITH & MAIN ST		FOUR-WAY	4	P	1	1	1	1										
188	BANNER AVE	TREMONT ST		FOUR-WAY	2	P		1	1											
189	BANNER AVE	ZENITH ST		FOUR-WAY	4	P	1	1	1	1										
190	BAYSIDE PW	QUAY AVE (CV MARINA)		T	1	P	1		EXST											
191	BEECH AVE	CENTER ST		FOUR-WAY	4	P	1	1	1	1										
192	BEECH AVE	JAMES ST		T	2	P		1	1											
193	BEECH AVE	MADRONA ST		FOUR-WAY	4	P	1	1	1	1										
194	BISHOP ST	TOBIAS DR		T	2	P	1	1												
195	BONITA RD	HILLTOP DR, SOUTH SIDE		T	1	P			1											
196	CANYON DR	CUMBRE VIEW		T	1	P	EXST	1	EXST	EXST		3								
197	CARLA AVE	EAST MANKATO ST		T	2	P			1	1										
198	CARLA AVE	EAST SHASTA ST		T	2	P			1	1										
199	CEDAR AVE	JAMES ST		T	2	P		1	1											
200	CITRUS WY	TAMARINDO WY		T	2	P	1			1										
201	COUNTRY VISTAS LN	CANYON DR		T	2	P	1			1										
202	COUNTRY VISTAS LN	CANYON RIDGE DR		T	2	P	1			1										
203	D ST	GUAVA AVE		FOUR-WAY	2	P	1			1										
204	D ST	LAS FLORES DR		T	2	P	1	1												
205	DATE AVE	C ST		T	2	P		1	1											
206	DATE AVE	JAMES ST		T	2	P		1	1											
207	DATE AVE	SEA VALE CT		T	2	P	1	1												
208	DAVID DR	DOUGLAS ST		T	2	P	1			1										
209	DAVID DR	FIFIELD ST		T	2	P			1	1										
210	DAVID DR	WILKER DR		T	2	P		1	1											
211	DAVIDSON ST	CEDAR AVE		FOUR-WAY	4	P	1	1	1	1										
212	DEL MAR AVE	CYPRESS ST		T	2	P			1	1										

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	"BUILT, PROPOSED"	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST. RAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Pieces of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
213	DOUGLAS ST	DURWARD ST		T	2	P	1			1										
214	DOUGLAS ST	HALECREST DR		T	2	P			1	1										
215	DURWARD ST	FIFIELD ST		T	2	P			1	1										
216	DURWARD ST	TIFFANY WY		T	2	P	1	1												
217	EAST MOSS ST	MARIA WY		T	2	P	1			1										
218	EAST OXFORD ST	HELIK AVE		T	2	P		1	1											
219	EAST OXFORD ST	JOSSELYN AVE		T	2	P		1	1											
220	EAST OXFORD ST	JUDSON WY		FOUR-WAY	4	P	1	1	1	1										
221	EAST OXFORD ST	MISSION AVE		T	2	P		1	1											
222	EAST OXFORD ST	MONTEREY AVE		T	2	P		1	1	1										
223	EAST OXFORD ST	MYRA AVE		T	2	P	1			1										
224	EAST OXFORD ST	NACION AVE		T	2	P	1	1												
225	EAST OXFORD ST	NAPA AVE		FOUR-WAY	4	P	1	1	1	1										
226	EAST OXFORD ST	NEPTUNE DR		FOUR-WAY	4	P	1	1	1	1										
227	EAST OXFORD ST	NOLAN AVE		FOUR-WAY	4	P	1	1	1	1										
228	EAST OXFORD ST	OASIS AVE		T	2	P	1			1										
229	EAST OXFORD ST	OCALA AVE		T	2	P	1			1										
230	EAST PAISLEY ST	HELIK AVE		FOUR-WAY	4	P	1	1	1	1										
231	EAST PALOMAR ST	PECAN PL		T	2	P	1			1										
232	EAST PROSPECT ST	THERESA WY		T	2	P		1	1											
233	EAST QUINTARD ST	MYRA CT		T	2	P	1			1										
234	EAST QUINTARD ST	THERESA WY		T	2	P	1			1										
235	EAST WHITNEY ST	CARLA AVE		T	2	P			1	1										
236	FIFTH AVE	KEARNEY ST		T	2	P			1	1										
237	FIG AVE	HALSEY ST		FOUR-WAY	4	P	1	1	1	1										
238	FINCH PL	THRUSH ST		T	2	P			1	1										
239	FIRST AVE	BONITA RD		T	2	P			1	1										
240	FIRST AVE	CASITAS CT		T	2	P			1	1										
241	FIRST AVE	DAVIDSON ST		T	2	P			1	1										
242	FIRST AVE	HALSEY ST		T	2	P	1	1												
243	FIRST AVE	KING ST		FOUR-WAY	4	P	1	1	1	1										
244	FIRST AVE	LEOMA LN		T	2	P	1	1												
245	FIRST AVE	MONTEBELLO ST		T	2	P			1	1										
246	FIRST AVE	MURRAY ST		T	2	P	1	1												
247	FIRST AVE	WHITNEY ST		T	2	P			1	1										
248	FLOWER ST	BRIGHTWOOD AVE, NORTHSIDE		T	2	P	1			1										

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See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	% of Ramps Needed	PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO EXIST RAMP EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
249	FLOWER ST	BRIGHTWOOD AVE, SOUTHSIDE		T	2	P		1	1											
250	FLOWER ST	GUAVA AVE		T	2	P	1			1										
251	G ST	COLORADO AVE		T	2	P		1	1											
252	G ST	WOODLAWN AVE		T	2	P		1	1											
253	GARRETT AVE	GLOVER PL		T	2	P	1	1												
254	GARRETT AVE	JASON PL		T	2	P	1	1												
255	GOTHAM ST	CORNELL AVE		T	2	P		1	1											
256	GOTHAM ST	VASSAR AVE		T	2	P		1	1											
257	GOTHAM ST	WAYNE AVE		T	2	P	1			1										
258	HALSEY ST	BRIGHTWOOD AVE		FOUR-WAY	4	P	1	1	1	1										
259	HALSEY ST	COLORADO AVE		T	2	P			1	1										
260	HALSEY ST	ELDER AVE		FOUR-WAY	4	P	1	1	1	1										
261	HALSEY ST	GUAVA AVE		FOUR-WAY	4	P	1	1	1	1										
262	HEATHER CT	LAUREL AVE		T	2	P	1	1												
263	HILLTOP DR	VISTA WY W/O HILLTOP DR		FOUR-WAY	1	P		1												
264	HORIZON VIEW DR	BAY LEAF DR		T	2	P	1			1										
265	INKOPAH ST	MISSION CT		T	2	P		1	1											
266	INKOPAH ST	NEPTUNE DR		T	2	P		1	1											
267	INKOPAH ST	NOLAN LN		T	2	P		1	1											
268	INKOPAH ST	NORMA CT		T	2	P		1	1											
269	ITHACA ST	ETON CT		T	2	P		1	1											
270	ITHACA ST	ITHACA CT		T	2	P		1	1											
271	ITHACA ST	LOYOLA CT		T	2	P	1			1										
272	ITHACA ST	SCRIPPS AVE		T	2	P	1			1										
273	JADE AVE	JASPER AVE		T	2	P	1	1												
274	JAMUL CT	OSSA AVE		T	2	P	1			1										
275	JASMINE ST	CAMELLIA CT		T	2	P	1			1										
276	JASMINE ST	CARISSA CT		T	2	P	1			1										
277	JEFFERSON AVE	SIERRA WY		FOUR-WAY	1	P	1	EXST	EXST	EXST		3								
278	JEFFERSON AVE	CRESTED BUTTE ST		FOUR-WAY	3	P	1	1	1											
279	JUDSON WY	EAST OLYMPIA ST		T	2	P			1	1										
280	JUDSON WY	EAST ONEIDA ST		FOUR-WAY	4	P	1	1	1	1										
281	JUDSON WY	EAST ORLANDO ST		T	2	P			1	1										
282	JUDSON WY	EAST PROSPECT ST		FOUR-WAY	4	P	1	1	1	1										
283	JUDSON WY	EAST QUEEN ANNE DR		T	2	P		1	1											
284	K ST	COLORADO AVE		FOUR-WAY	2	P			1	1										

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See comments at the end of report

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	"BUILT, PROPOSED"	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO. EXISTING RAMP EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
285	K ST	JEFFERSON AVE		FOUR-WAY	4	P	1	1	1	1										
286	K ST	OAKLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
287	K ST	RIVERLAWN AVE		T	2	P		1	1											
288	K ST	WOODLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
289	KEARNEY ST	ALLEY WEST OF FIRST AVE		T	1	P				1										
290	KEARNEY ST	ALPINE AVE		T	1	P	1													
291	KEARNEY ST	BRIGHTWOOD AVE		FOUR-WAY	4	P	1	1	1	1										
292	KEARNEY ST	DEL MAR AVE		FOUR-WAY	4	P	1	1	1	1										
293	KEARNEY ST	ELDER AVE		FOUR-WAY	4	P	1	1	1	1										
294	KEARNEY ST	FIG AVE		T	2	P		1	1											
295	KEARNEY ST	GARRETT AVE		FOUR-WAY	4	P	1	1	1	1										
296	KEARNEY ST	GUAVA AVE		T	2	P		1	1											
297	KEARNEY ST	JEFFERSON AVE		FOUR-WAY	4	P	1	1	1	1										
298	KEARNEY ST	MADISON AVE		FOUR-WAY	4	P	1	1	1	1										
299	KEARNEY ST	WOODLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
300	L ST	S/S E/O COUNTRY CLUB PRIVATE ST		DRIVEWAY	2	P		1	1											
301	LANSLEY WY	LAS FLORES DR		T	2	P		1	1											
302	LANTANA AVE	WISTERIA ST		T	2	P		1	1											
303	LARKHAVEN DR	MEADOWLARK AV		T	2	P			1	1										
304	LARKHAVEN DR	WOODLARK LN		T	2	P	1	1												
305	LAUREL AVE	AZALEA ST		T	2	P	1	1												
306	LAUREL AVE	WISTERIA ST		T	2	P	1	1												
307	LILAC AVE	JASMINE ST		T	2	P	1	1												
308	LILAC AVE	LAUREL AVE		T	2	P			1	1										
309	LILAC AVE	WISTERIA ST		T	2	P		1	1											
310	LOTUS DR	SPRUCE RD		T	1	P		1												
311	MADISON AVE	WHITNEY ST		T	2	P			1	1										
312	MADISON AVE	CRESTED BUTTE ST		T	2	P		1	1											
313	MARIETTA ST	GUAVA AV		T	2	P	1	1												
314	MARIPOSA CI	MARIPOSA CI		T	2	P			1	1										
315	MARIPOSA CI	MARIPOSA CI		T	2	P	1	1												
316	MAX AVE	RAINIER CT		FOUR-WAY	4	P	1	1	1	1										
317	MELROSE AVE	MYRA AVE		T	2	P	1	1												
318	MELROSE AVE	SHEFFIELD CT		T	2	P	1	1												
319	MINOT AVE	HALSEY ST		FOUR-WAY	4	P	1	1	1	1										
320	MISSION AVE	EAST ONEIDA ST		T	2	P	1			1										

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See comments at the end of report

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT	PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO EXISTING RAMP EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
321	MONSERATE AVE	EAST OLYMPIA ST		FOUR-WAY	4	P		1	1	1	1										
322	MONSERATE AVE	EAST ONEIDA ST		FOUR-WAY	4	P		1	1	1	1										
323	MONSERATE AVE	EAST ORLANDO ST		FOUR-WAY	4	P		1	1	1	1										
324	MONSERATE AVE	EAST OXFORD ST		FOUR-WAY	4	P		1	1	1	1										
325	MONSERATE AVE	EAST PAISLEY ST		FOUR-WAY	4	P		1	1	1	1										
326	MONSERATE AVE	EAST PROSPECT ST		T	2	P		1	1												
327	MONSERATE AVE	EAST QUINTARD ST		FOUR-WAY	4	P		1	1	1	1										
328	MONTCLAIR ST	OSAGE AVE		T	2	P				1	1										
329	MONTBELLO ST	LAS FLORES DR		T	2	P		1			1										
330	MONTEREY AVE	EAST ONEIDA ST		T	2	P		1			1										
331	MOSS ST	CORTE MARIA AVE		T	2	P				1	1										
332	MOSS ST	OAKLAWN AVE		T	2	P			1	1											
333	MOSS ST	VISTA WY		FOUR-WAY	4	P		1	1	1	1										
334	MOUNTAIN VIEW LN	PEARLWOOD ST		T	2	P		1			1										
335	MYRA AVE	MYRA AVE ENTRANCE TO SWEETWATER TANK		DRIVEWAY	2	P			1												
336	NACION AVE	EAST MILLAN ST		FOUR-WAY	4	P		1	1	1	1										
337	NACION AVE	EAST PALOMAR ST		FOUR-WAY	4	P		1	1	1	1										
338	NACION AVE	OAK CT		T	2	P		1	1												
339	NACION AVE	PEARLWOOD ST		T	2	P		1	1												
340	NACION AVE	THERESA WY		T	2	P		1	1												
341	NAPA AVE	E EMERSON ST		T	2	P		1			1										
342	NAPA AVE	EAST ONEIDA ST		T	2	P		1			1										
343	NEPTUNE DR	MONTCLAIR ST		FOUR-WAY	4	P		1	1	1	1										
344	NOLAN AVE	E EMERSON ST		T	2	P				1	1										
345	NOLAN AVE	EAST RIENSTRA ST		FOUR-WAY	4	P		1	1	1	1										
346	NOLAN AVE	NOCTURNE CT		T	2	P		1	1												
347	NOLAN AVE	QUINCE PL		T	2	P				1	1										
348	NOLAN AVE	QUINOA CT		T	2	P				1	1										
349	NOLAN WY	NOVA PL		T	2	P				1	1										
350	NOLAN WY	ROMAN WY		T	2	P				1	1										
351	OAKLAWN AVE	K ST		FOUR-WAY	4	P		1	1	1	1										
352	OAKLAWN AVE	KEARNEY ST		FOUR-WAY	4	P		1	1	1	1										
353	OAKLAWN AVE	SIERRA WY		FOUR-WAY	2	P		1	1												
354	OCALA AVE	TARATA CT		T	2	P				1	1										
355	OCALA AVE	TIMBER CT		T	2	P				1	1										
356	OLEANDER AVE	JAMUL CT		T	2	P		1	1												

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See comments at the end of report

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT / PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO. EXISTING RAMP EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
357	OLIVE AVE	TALLOW CT		T	2	P			1	1										
358	OLIVE AVE	TEAK CT		T	2	P			1	1										
359	ORLANDO CT	TOBIAS DR		T	2	P			1	1										
360	OSAGE AVE	JAMUL CT		T	2	P			1	1										
361	OSAGE AVE	MONTCALM ST		T	2	P			1	1										
362	OSSA AVE	INKOPAH ST		T	2	P	1	1												
363	PRINCESS MANOR CT	EAST RIENSTRA ST		T	2	P		1	1											
364	QUAIL PL	NACION AVE		T	2	P	1	1												
365	QUINCE PL	NACION AVE		T	2	P	1	1												
366	QUINCE PL	NAPA CT		T	2	P	1			1										
367	QUINCE ST	OCALA CT		T	2	P			1	1										
368	REGENCY WY	RIOS AVE		T	2	P			1	1										
369	RIDGEVIEW CT	RIDGEVIEW WY		T	2	P	1	1												
370	RIDGEVIEW WY	ENTRANCE N/O CMNO ELEVADO WEST SIDE		T	2	P	1	1												
371	RIOS AVE	ENTRANCE TO CONDOS S/O OTAY VALLEY RD		T	2	P			1	1										
372	RUTGERS AVE	ENTRANCE TO PRIVATE ROAD		DRIVEWAY	2	P			1	1										
373	S RANCHO DEL REY PW	IN RANCHO DEL REY PW, BY DEL REY BLVD		T	4	P	1	1	1	1										
374	SAN MIGUEL DR	COUNTRY CLUB DR		T	2	P	1			1										
375	SAN MIGUEL DR	VISTA WY		T	2	P		1	1											
376	SANDALWOOD DR	CORALWOOD CT		T	2	P		1	1											
377	SANDALWOOD DR	EUCALYPTUS CT		T	2	P		1	1											
378	SATINWOOD WY	OCALA AVE		FOUR-WAY	4	P	1	1	1	1										
379	SATINWOOD WY	SATINWOOD CT		T	2	P	1			1										
380	SHASTA ST	ELM AVE		T	2	P	1			1										
381	SHASTA ST	FIG AVE		T	2	P		1	1											
382	SHASTA ST	GUAVA AVE		T	2	P		1	1											
383	SHASTA ST	LINDA LN		T	2	P		1	1											
384	SHEFFIELD CT	ENTRANCE TO CONDOS		DRIVEWAY	2	P			1	1										
385	SHEFFIELD CT	EXIT FROM CONDOS		DRIVEWAY	2	P	1	1												
386	SIERRA WY	RIVERLAWN AVE		T	2	P	1	1												
387	SMITH AVE	VANCE ST		T	2	P	1	1												
388	SMOKY CI	HIDDEN VISTA DR		T	2	P	1	1												
389	SMOKY CI	TRAM PL		T	2	P	1			1										
390	SPRUCE ST	PEARLWOOD ST		T	2	P		1	1											
391	SURREY DR	BRONCO PL		T	2	P		1	1											
392	SURREY DR	BUCKAROO LN		T	1	P				1										

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See comments at the end of report

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Pedestrian Ramps	BUILT	PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO EXIST RAMP EXCLUDING THIS PROPOSED	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
393	SURREY DR	MAVERICK PL		T	2	P		1	1												
394	SURREY DR	MUSTANG PL		T	2	P		1	1												
395	SURREY DR	RAWHIDE CT		T	1	P	1														
396	SURREY DR	STALLION PL		T	2	P		1	1												
397	SURREY DR	SURREY PL		T	2	P	1				1										
398	SURREY DR	WAGONWHEEL WY		T	1	P					1										
399	SURREY DR	WRANGLER CT		T	2	P				1	1										
400	TAMARACK ST	TAMARACK CT		T	2	P	1				1										
401	TANBARK ST	TANBARK CT		T	2	P	1				1										
402	TESOTA CT	OCALA AVE		T	2	P				1	1										
403	TIFFANY WY	DAVID DR		T	2	P				1	1										
404	TULANE AVE	HARVARD ST		T	2	P	1				1										
405	WAYNE AVE	HARVARD ST		T	2	P				1	1										
406	WHITNEY ST	CORTE HELENA AVE		T	2	P				1	1										
407	WHITNEY-MANKATO ST	WHITNEY ST		T	2	P		1	1		1										
408	WINDSOR CI	MELROSE AVE		T	2	P			1	1											
409	WINDSOR CI	WINDSOR CI		T	2	P				1	1										
410	WOODLAWN AVE	HALSEY ST		T	2	P	1	1													
411	WOODLAWN AVE	K ST		FOUR-WAY	4	P	1	1	1	1											

MISSING RAMPS PRIORITY 1: 14

TOTAL MISSING:	917	RAMPS
	16	MISSING FROM '94 LIST
TOTAL RAMPS:		BUILT
	947	BUILT (in '94 list)

* Locations included in the 1994 list

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See comments at the end of report

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COUNCIL POLICY CITY OF CHULA VISTA			
SUBJECT: USE OF UTILITY FUNDS FOR UNDERGROUND CONVERSION OF PRIVATE SERVICE LATERALS	POLICY NUMBER 585-01	EFFECTIVE DATE 07/11/00	PAGE 1 of 3
ADOPTED BY: Resolution No. 11977		DATED: 04/02/85	
AMENDED BY: Resolution No. 16934 (12/15/92), Resolution No. 2000-233 (07/11/00)			
<u>BACKGROUND</u>			
<p>In 1982, the California Public Utilities Commission (CPUC) by Decision 82-01-18 gave the authority to the local agencies to request electric utilities to expand allocation funds for the conversion of electric lateral services for each customer in utility allocation funded undergrounding districts. On October 18, 1983, Pacific Telephone (now Pacific Bell) filed a change in tariff with the CPUC so that communications utilities would also be in conformance with Decision 82-01-18. Cox Cable TV (now Cox Communications), is not governed by the CPUC, but chooses to cooperate with the program by providing conduit and service wires up to 100 feet in length at no cost. Decision 82-01-18 provides the mechanism to reduce the property owner's cost for the conversion from the distribution line to the residence. This cost depends on the distance from the property line to the point of connection with the customer's wiring and varies from customer to customer. On December 6, 1999, the California Public Utilities Commission (CPUC) approved a revision to San Diego Gas & Electric's (SDG&E) Rule 20, "Replacement of Overhead with Underground Electric Facilities", allocation funds. This revision of SDG&E Rule 20 gives the City the option to fund the conversion of the electric meter panel cost as part of the allocation costs. The CPUC decision permits the use of utility funds to provide up to 100 feet of the property owner's service lateral (trenching and underground conduit) and all or portion of the cost of modifications to the existing overhead electrical service panel and/or installation of "pull can". The net result is a reduction in cost that will benefit the individual property owner. Under the City Code it is the property owner's responsibility to provide and maintain the underground supporting structure needed on the property.</p>			
<u>PURPOSE</u>			
<p>To establish a policy for the use of utility funds for conversion of the customer's service laterals to encourage property owner acceptance for desirable conversion district projects.</p>			
<u>POLICY</u>			
<p>The City Council establishes the following policy for the use of utility funds for underground conversion of private service laterals:</p>			
<p>1. <u>General Provisions</u></p>			
<p>Funding shall be limited to the following facilities which customer traditionally supplies/installs:</p>			
<p>(1) Trenching and underground conduits from property line to point of connection.</p>			
<p>(2) Portion of electric service panel conversion and/or "pull can" installation.</p>			

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: USE OF UTILITY FUNDS FOR UNDERGROUND CONVERSION OF PRIVATE SERVICE LATERALS	POLICY NUMBER	EFFECTIVE DATE	PAGE
	585-01	07/11/00	2 of 3

ADOPTED BY: Resolution No. 11977

DATED: 04/02/85

AMENDED BY: Resolution No. 16934 (12/15/92), Resolution No. 2000-233 (07/11/00)

A. Funding shall be as follows:

- (1) Cost of the trenching and conduits within the trench not to exceed thirty-five dollars per linear foot (\$35/LF) for the required length of trenching on the property up to a maximum of 100 feet.
- (2) Residential and commercial underground work requiring the installation of a service connection box, commonly called as "Pull Cans," and/or service panel conversion (installation of "Myers" adapter) of existing meter service panel will be reimbursed \$300. Commercial and multi-family dwelling units (apartments and condominiums) with at least 200-ampere service panel will be reimbursed \$400.

2. Implementation Procedures

- A. Underground Utility Advisory Committee (UUAC) members shall determine the length of service laterals (trenching and underground conduits) and electric panel conversion that is (1) eligible for utility funding for each property within the conversion district and (2) the length of conduit and wire that the appropriate utility company will provide free of charge.
- B. UUAC members shall agree on a "reasonable" cost per lineal foot of lateral conversion and electric panel conversion. This cost shall be reviewed and updated if necessary to compensate for the inflation rate.
- C. All property owners within the conversion district shall be informed of the estimated utility fund amount proposed for reimbursement prior to the public hearing on the conversion district formation.
- D. The City shall inform San Diego Gas & Electric (SDG&E) in writing as to the final amount of utility funds required for work on private property within 30 days of the established "Customer Ready Date" as approved by the City Council. SDG&E shall deposit into the City account the requested funds within 30 days of the receipt of the City's written notice.
- E. The City shall pay the appropriate amount of reimbursement due each property owners when:

- (1) The customer has satisfactorily completed their service lateral conversion;

**COUNCIL POLICY
CITY OF CHULA VISTA**

SUBJECT: USE OF UTILITY FUNDS FOR UNDERGROUND CONVERSION OF PRIVATE SERVICE LATERALS	POLICY NUMBER	EFFECTIVE DATE	PAGE
	585-01	07/11/00	3 of 3

ADOPTED BY: Resolution No. 11977

DATED: 04/02/85

AMENDED BY: Resolution No. 16934 (12/15/92), Resolution No. 2000-233 (07/11/00)

(2) the electric metering equipment has passed a City inspection certifying it ready to receive underground service; and

(3) the property owner has submitted to the City a signed statement certifying to the cost of the service lateral conversion work to include the extent of the "Pull Can" and/or electric panel conversion work on the property. Copies of the contractor's invoice pertaining to the work performed and SDG&E's "Electric Meter and Service Location" form shall be attached to the signed statement.

F. Within 30 days after SDG&E's official notice to the City that all electric service conversions within the district have been completed, the City shall refund to SDG&E any monies not disbursed to the property owners.

NOTES:

(1) The service laterals shall be defined as: trench, backfill, and any necessary conduit from the customer's property line to the underground sweep at the base of the customer's termination facility. In those cases where the service conduit enters the customer's building, the service lateral will terminate at the point where the conduit enters the building.

(2) For the purpose of this policy utility is defined as any company providing electric, telephone communications, cable television and data transmission services.

UTILITY UNDERGROUNDING SURVEY
City of Chula Vista
07/24/2006

Agency	Contact	Phone	Email	COMMENTS
Alameda - Cnty			info@acpwva.org	No Response
Anaheim	Dukku Lee	(714) 765-4126		20A; 4% Surcharge (increase in Franchise Fee)
Bakersfield			PW_CIP@bakersfieldcity.us	No Response
Carlsbad	Marshall Plantz	(760) 602-2766		20A
Coronado	Ed Walton	(619) 522-7320		20A
Del Mar		(858) 755-9313		20A; 20B using Asst. Dist.
El Cajon	Trev Holman	(619) 441-1665		20A
Encinitas		(760) 633-2601		20A
Escondido	Henry	(760) 839-4574		20A
Fresno - Cnty	Jim May	(559) 262-4109	jmay@co.fresno.ca.us	No Response
Glendale		(818) 548-2011		No Response
Imperial Beach	Hank Levien			20A
Irvine	John Young	(949) 724-7308		20A; 20B using Ass. Dist
La Mesa	Matt Souttere	(619) 667-1171		20A
Laguna Beach			www.lagunabeachcity.net	20A; Asst. Dist.
Lemon Grove	Robert Larkins	(619) 825-3805		20A
Los Angeles - City	Steve Chen	(213) 485-4516		Similar to 20A; use of General Fund.
Los Angeles - Cnty	Ali Zadeh	(626) 458-3125		20A; 20B using Gen. Fund, CDBG, franchise fees
Manhattan Beach	Stephanie	(310) 802-5368	www.citymb.info	20A; 20B using Asst. Dists.
Marin - Cnty			DPW_Webmaster@co.marin.ca.us	No Response
Modesto			www.ci.modesto.ca.us	Utility rate increase
Monterey - City			suggest@ci.monterey.ca.us	No Response
Monterey - Cnty	Peter Le	(831) 755-4809		20A; 20B grant from PG&E for approval of power plant.
National City		(619) 336-4226		20A
Oakland	Victor Lassey	(510) 615-5425	vlassev@oaklandnet.com	20A; 20B using Ass. Dist. Or RDA
Oceanside		(760) 435-5095		20A
Orange - Cnty	Tina Taverner	(714) 834-4766		20A & 20B using Transnet, RDA, Ass. Dist.
Pasadena	Danny Wooten	(626) 744-7401		Surcharge on electric bills
Poway	Ken Kwan	(858) 668-4650		20A; 20B using Transnet, other CIP funds & General Fund
Rancho Palos Verdes			www.palosverdes.com/rpv	20A; 20B using Asst. Dists.
Rolling Hills			www.palosverdes.com/rh	20A; 20B using Asst. Dists.
Sacramento - City		(916) 808-5656		No Response
Sacramento - Cnty	Dan Regan	(916) 874-7056	regand@saccounty.net	20A; 20B using PropA, FTEA, and PBID Association.
San Bernardino - City		(909) 384-5140		No Response
San Bernardino - Cnty	Sherman Davis	(909) 387-7946	sdavisr@dpw.sbcounty.gov	20A; 20B using General Fund/other funds
San Diego - City	Nate Bruner	(619) 533-3777		20A; 4 1/2% Surcharge (increase in Franchise Fee)
San Diego - Cnty	Lawrence Hirsch	(858) 694-2215	Lawrence.Hirsch@sdcounty.ca.gov	20A; 20B using Transnet, CDBG, CIP funds.
San Francisco	Lynn Fong/Amber Seaton	(415) 554-6167	dpw@sfdpw.org	No Response
San Jose			Webmaster.pw@sanjoseca.gov	No Response
San Luis Obispo - City	Kelly Lindsay	(805) 781-7034		No Response
San Luis Obispo - Cnty			pwd@co.slo.ca.us	No Response
San Marcos	Paul Vo	(710) 744-1050x3215		20A; 20B using Transnet and other CIP funds
San Mateo - Cnty			nmerrill@co.sanmateo.ca.us	No Response
Santa Barbara - City	Homer	(805) 564-5467		20A
Santa Barbara - Cnty			pwweb@co.santa-barbara.ca.us	No Response
Santee	Rob Zaino	(619) 258-4100x174		20A
Sausalito			www.ci.sausalito.ca.us	20A; 20B using Asst. Dists.
Sunnyvale			www.ci.sunnyvale.ca.us	20A
Ventura - City		(805) 667-4127		20A; 5% Surcharge (Franchise Fee)
Ventura - Cnty			alan.brown@mail.co.ventura.ca.us	No Response
Vista		(760) 726-1340		20A

Prepared by Patricia J. Petersen

COUNCIL AGENDA STATEMENT

Item 13
Meeting Date 11/22/05

ITEM TITLE: Staff Report on Utility Undergrounding Program Funding and Priorities

SUBMITTED BY: City Engineer *SK*

REVIEWED BY: City Manager *JI for PR* (4/5ths Vote: Yes ___ No X)

In August 2005 an Information Item was presented to Council regarding the City's Utility Undergrounding Program. This item discussed the estimated costs for the Undergrounding Districts that have not yet been constructed and the ramifications of expediting the design and construction of L Street from Monserate Avenue to Nacion Avenue. This report provides more details on said project and the overall City Utility Undergrounding Program. Staff has subsequently met with representatives of the property owners in the L Street Undergrounding District, as well as the utility companies and is presenting the following report outlining currently projected schedules and costs involved for the recommended alternative.

RECOMMENDATIONS: That Council accept the staff report.

BOARDS/ COMMISSIONS RECOMMENDATION: Not applicable.

DISCUSSION:

Background

The City's policy regarding the undergrounding of utilities is addressed in Chapter 15.32 of the Municipal Code. All new developments in the City must have underground utilities, which shall include electrical, communications and cable television services. Such utilities can be undergrounded in existing areas with overhead utilities through formation of Utility Undergrounding Districts. A public hearing is held for all property owners within the boundary of the proposed district, which is then formed through the adoption of a Council resolution. San Diego Gas & Electric (SDG&E) generally takes the lead in the design and construction of undergrounding projects in developed areas, although SBC, Cox Communications and other cable companies are also involved. Actual design and construction activity is subject to SDG&E staffing and scheduling. The funding and execution of such Undergrounding Districts must comply with Rule 20 of the California Public Utilities Commission. Rule 20A provides for the undergrounding of existing overhead electrical facilities at SDG&E's expense where both the City and SDG&E agree that it is in the general public interest. Rule 20B provides for the undergrounding of existing electrical facilities at the expense of either a group of property owners or a municipality.

Underground Conversion Program

The City's Utility Underground Conversion Program was instituted in 1968. The Council approved subsequent Utility Undergrounding Programs in 1979, 1984 and 1991. Streets were selected for the

Undergrounding Program in accordance with the City's rating system, which was originally approved by Council in November 1972 and revised in July 1979 (Attachment A). The streets in the 1991 program included Fourth Avenue, E Street, F Street, Palomar Street, Broadway, Main Street, L Street, Otay Lakes Road and J Street. An update to the Undergrounding Program was included as an Attachment to Ordinance 2746, which was adopted on September 15, 1998 (Attachment B). This did not revise the City's list of priorities, but presented a schedule for the completion of the priority projects. Since that date, the City has added one undergrounding project at Council's request, Quintard Street from Third Avenue to Orange Avenue. This District was formed in November 2002 and construction has since been completed.

The district formation process has been completed for all 15 projects included on the 1998 list (Attachment B) and construction has been completed on 9. As noted above, one additional project was completed at Council's request, bringing the totals to 16 identified projects, 10 completed to date. Target project dates shown in the 1998 list have been modified through the years due to competing priorities and in consideration of available funding. The following table reflects the projects remaining from the 1998 list that have been officially established as Utility Undergrounding Districts by Council with the most recent estimated construction dates and costs. Note that the three J Street projects have been combined into two larger projects.

Location	Estimated Project Completion	Estimated Cost
Fourth Avenue from L Street to Orange Avenue	2007	\$2,967,000
L Street from Monserate Avenue to Nacion Avenue (includes Nolan Way)	2007 ¹	\$1,654,000
L Street from Broadway to Third Avenue	2013	\$2,009,000
J Street from Broadway to Hilltop Drive	2014	\$2,038,259
J Street from Hilltop Drive to Lori Lane	2015	\$1,553,320
Total Estimated Cost (2005 Dollars)		\$10,221,579

The Fourth Avenue Undergrounding District construction is currently in progress. This project is being done in conjunction with STL-291, Fourth Avenue Sidewalk Improvements between L Street and Orange Avenue. SDG&E has completed the initial design for this project, and the 30 percent design has been provided to the utility companies for comments. The construction of this project is scheduled for completion by mid-2007.

In addition to citywide undergrounding projects, the City entered into a Memorandum of Understanding (MOU) with SDG&E on October 12, 2004 that included agreements regarding the undergrounding of the Bayfront 138KV transmission lines. On November 9, 2004 Council approved two new ten-year franchise agreements with SDG&E for the provision of gas and electrical service. Both the MOU and the electrical franchise agreement affirmed the importance of undergrounding said transmission lines along the Bayfront as a major utility priority of the City. In the MOU, the

¹ Although all construction work is scheduled for completion by the end of 2007, funding will not be deducted from the 20A funds until 2008 as shown on Attachment C.

City agreed to designate its entire unspent 20A allocation for Bayfront undergrounding, in addition to half its \$2 million annual allocation from 2004 to 2013. Approximately \$6.7 million out of the City's allocation balance of \$8.7 million (as of March 31, 2005) is set-aside for the Bayfront Project. It is currently estimated that the total Project cost will be approximately \$17 million. As further discussed in the MOU, the City may borrow ahead a maximum of \$10 million (5-year allocation) interest-free to finance the Bayfront Undergrounding Project. Due to the structure of the MOU, the Bayfront project is tracked separately from citywide projects. Attachment C provides a detailed breakdown of the funding projections.

Current Issues and Recommended Action Plan

Residents within the boundary of the proposed district on L Street from Monserate to Nacion have requested that the City expedite the undergrounding of their utilities. Staff has investigated several options and recommends that the next two Undergrounding Districts be completed in the following order to fulfill commitments made to residents:

1. Complete the construction of the Fourth Avenue Undergrounding District
2. Design/construct L Street District from Monserate Avenue to Nacion Avenue

This recommended action plan would expedite construction of the L Street District between Monserate Avenue and Nacion Avenue without disrupting the construction of the Fourth Avenue Project and disappointing the property owners along Fourth Avenue who have already been notified of the construction schedule for this project. It is important to note that this L Street project also includes Nolan Way. The schedule for each project is dependent on SDG&E's workload and the amount of 20A funds that are available each year. After discussions with SDG&E and the other utilities representatives, staff concluded that the L Street District, between Monserate and Nacion Avenues can be designed in 2006 and completed in 2007. Two representatives of the property owners participated in said discussions with SDG&E and concurred with the recommended schedule.

Next Steps

Staff has met with a group of property owners from Alpine and Minot Avenues who have requested that their streets be included on a priority list for utility undergrounding. It does not appear that their neighborhood would have a high ranking based on the City's existing criteria and the Rule 20A regulations, which give priority to streets with heavy volumes of traffic, a heavy concentration of overhead electrical facilities or location in civic or recreational areas. Staff is currently working with these property owners in an attempt to address their main concern, which involves pavement rehabilitation.

However, given this neighborhood request, continuing competing priorities and the fact that the project priority list has not been updated since 1998, it is recommended that staff return to Council in 2006 so that Council can have the opportunity to:

1. Consider the current big picture regarding remaining overhead utilities;
2. Discuss funding options;
3. Revisit the rating criteria in consideration of current Council priorities; and,

4. Create an updated citywide priority list for utility undergrounding projects.

FISCAL IMPACT:

Selection of the recommended action plan will not have any fiscal impact on the City.

Attachments:

- A. Rating System for Undergrounding of Utilities
- B. Utility Undergrounding Table included as part of Ordinance 2746
- C. Utility Undergrounding Program Funding Projections

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RECOMMENDED RATING SYSTEM FOR 20A PROJECTS

<u>RATING CATEGORY</u>	<u>POINTS</u>
<u>Average Daily Traffic (ADT) and Street Classification</u>	
<input type="checkbox"/> 10,000 ADT or greater	20
<input type="checkbox"/> < 10,000 ADT and classified as Arterial or Class I Collector	15
<input type="checkbox"/> < 10,000 ADT and classified as Class II or III Collector	10
<u>Location</u>	
<input type="checkbox"/> Adjacent to Civic, Scenic, Recreational or Historic Area OR	10
<input type="checkbox"/> Entrance to City or within ¼ mile of freeway interchange	10
<u>Relationship to Approved Undergrounding Districts/ Previously Undergrounded Facilities</u>	
<input type="checkbox"/> Project is closing link between approved underground districts and/ or previously undergrounded areas	10
<input type="checkbox"/> Project connects to an approved underground district or previously undergrounded area	5
<u>Concentration of Overhead Lines</u>	
<input type="checkbox"/> Light to moderate	5
<input type="checkbox"/> Heavy to full capacity	10
<input type="checkbox"/> Both distribution and transmission lines	15
<u>Association with Public Construction: Road Widening, Reconstruction or Construction of Missing Street Improvements (such as sidewalks)</u>	
<input type="checkbox"/> Construction within two years	25
<input type="checkbox"/> Construction within two to five years	15
<u>R/W and Road Improvement Status</u>	
<input type="checkbox"/> Road has ultimate R/W and improvements	20
<input type="checkbox"/> Road has missing improvements but ultimate R/W	10
<input type="checkbox"/> Marginal R/W and improvements for undergrounding	0
<input type="checkbox"/> Inadequate R/W for undergrounding	-20
TOTAL POSSIBLE POINTS	100

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EXHIBIT 1a

MISSING PEDESTRIAN INFRASTRUCTURE (West Side)

Engineering Department
Infrastructure Services Division

- DRAFT -

Legend

- Missing Sidewalk and Cur
- Missing Sidewalk
- Missing Pedramp

Slow CIP Projects
Fast CIP Projects
Project Funding Method
Status Not Yet Firmed

- 1/4 Mile School Buffer
- School Attendance Boundary
- School Name
- Attendance
- Infrastructure Cost
- Private School

Redevelopment Area

1-70

This map was prepared by the City of Chula Vista Engineering Department, Infrastructure Services Division. It is intended to provide a general overview of the missing pedestrian infrastructure in the West Side of Chula Vista. It is not intended to be used for legal purposes. The City of Chula Vista does not warrant the accuracy or completeness of the information shown on this map. The City of Chula Vista is not responsible for any errors or omissions on this map. The City of Chula Vista is not responsible for any damages, including consequential damages, arising from the use of this map. The City of Chula Vista is not responsible for any claims, including attorney's fees, arising from the use of this map. The City of Chula Vista is not responsible for any claims, including attorney's fees, arising from the use of this map.



January 15, 2018

Project: Missing Pedestrian Infrastructure (West Side)

Map: Missing Pedestrian Infrastructure (West Side)

Scale: 1" = 100'

Legend: See Legend

Notes: See Notes

Revision: 1.0

Author: [Name]

Checker: [Name]

Approver: [Name]

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EXHIBIT 16



MISSING PEDESTRIAN INFRASTRUCTURE (East Side)

Engineering Department
Infrastructure Services Division

- DRAFT -

Legend

- Missing Sidewalk and Cur
- Missing Sidewalk
- Missing Pedramp

- Draw CP Projects
- Current Projects
 - Future Projects

1/4 Mile School Buffer

School Attendance Boundary

School Name
Attendance
Infrastructure Cost

Private School

Redevelopment Areas

This Map is the City of Chula Vista's best estimate of the missing pedestrian infrastructure. It is not a guarantee of the accuracy of the information presented on this map and shall not be used for any purpose other than for informational purposes only. The City of Chula Vista is not responsible for any errors or omissions on this map. The City of Chula Vista is not responsible for any damages or injuries resulting from the use of this map.



Revised: 10/1/2018
Infrastructure Services Division

Utility Undergrounding Projects

Engineering Department
Infrastructure Services Division

- DRAFT -

Transmission Substations

Transmission Lines

069KV, OH

069KV, UG

138KV, OH

City Boundary

Utility Poles

All Other Streets

Arterial/Collector Streets

Total Expended For Utility Undergrounding: \$30,359,632

Total Expended Since 1995: \$24,950,255

Finished Projects (Partial List)

1. Obay Lakes Road: Sanita Road to Camino del Corvo Grande 2006; \$8,013,153
2. E Street: Broadway to Fourth Av. 1998; \$948,765
3. Orange Ave. Palomar St. to Fourth Av. 2001; \$375,411
4. Broadway: 1 Street to 1 Street 1995; \$138,734
5. Main Street: Industrial St. to Third Av. 2002; \$1,437,000
6. Quintard Street: Third Av. to Orange Av. 2005; \$233,277
7. Palomar Street: 1.5 to Industrial St. 2005; \$632,895
8. Broadway: C St. to E St. 2005; \$1,857,836
9. Fourth Ave: H St. to I St. 2004; \$3,716,979
10. Main Street: Industrial St. to Broadway 2003; \$700,188
11. E Street: Fourth Av. to Torrey Lane 2005; \$1,518,400
12. Main Street: Broadway to Third Av. 2002; \$736,790
13. Fourth Ave: G St. to H St. 1997; 2,294,192
14. F Street: Church Av. to Second Av. 1998; \$632,630
15. Broadway: Main St. to I St. 1995; \$474,240
16. Obay Valley Road: Broadway to Mirvale 1997; \$828,794
17. Obay Lakes Road: E. H St. to Torrey Dr. 1999; \$712,134

Estimated Total Current Projects: \$30,221,579

Current Projects

1. Fourth Avenue: 1 Street to Orange Avenue, Broadway to Hilltop Drive: \$2,947,000
2. I Street: Monserate Ave. to Nacion; Hilltop Drive to Lori Lane: \$1,434,000
3. I Street: Broadway to Third Av.: \$2,009,000
4. J Street: Broadway to Hilltop Drive: \$2,036,359
5. J Street: Hilltop Drive to Lori Lane: \$2,553,210
6. Bayfront: Bayfront Undergrounding Project: \$70,000,000

Big Note:
The City of Chula Vista does not guarantee the accuracy of information contained on this map and assumes no liability against the use of this data in making land use decisions.

RESOLUTION NO. 2008-_____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
CHULA VISTA APPROVING THE ADA CURB CUTS
PRIORITY LIST

WHEREAS, States and local governments nationwide are required to construct pedestrian ramps (curb cuts) at street corners in accordance with the federal Americans with Disabilities Act (ADA) of 1990, which became effective on July 26, 1992; and

WHEREAS, the Department of Justice Title II of the ADA requires state and local governments to prioritize the installation of curb cuts on walkways serving State and local government offices and facilities, public transportation hubs, places of public accommodation and places of employment; and

WHEREAS, staff has identified the locations with existing sidewalk and missing curb cuts Citywide and has prioritized them in accordance with ADA requirements (Exhibit 1); and

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Chula Vista that it approves the ADA Curb Cuts Priority List.

Presented by:

Approved as to form by:

Jack Griffin
Director of Engineering and
General Services


Ann Moore
City Attorney

City of Chula Vista
Engineering Department
ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT/PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
1	EAST H ST	ACROSS ENTRANCE TO BVHS	1	T	1	P	EXST		1	EXST		2		Y		Y	Y			4
2	EAST NAPLES ST	CUYAMACA AVE	1	T	1	P	1	EXST	EXST			2		Y	Y					4
3	OTAY LAKES RD *	SONGBIRD LN	1	T	1	P				1			Y			Y	Y			4
4	BONITA RD	ALLEN SCHOOL RD	2	T	1	P	EXST	1	EXST			2				Y	Y		Y	3
5	THIRD AVE *	MONTGOMERY ST	2	FOUR-WAY	2	P		EXST	1	1		1				Y	Y		Y	3
6	CUYAMACA AVE	EAST PALOMAR DR (COOK ELEMENTARY)	3	T	1	P	EXST	EXST	1			2		Y						2
7	FIRST AVE *	FLOWER ST	3	T	1	P	1	EXST				1		Y						2
8	INDUSTRIAL BLVD *	ADA ST	3	T	1	P	EXST	1		EXST		1					Y		Y	2
9	L ST	INDUSTRIAL BL	3	FOUR-WAY	1	P	EXST	1	EXST	EXST		3				Y	Y			2
10	MAIN ST	ALBANY AVE	3	T	2	P	EXST	1	1	EXST		2				Y	Y			2
11	MAIN ST	FOURTH AVE	3	FOUR-WAY	1	P			EXST	1		1				Y	Y			2
12	MAIN ST	HILLTOP DR	3	T	1	P	EXST	1		EXST		2				Y	Y			2
13	MAIN ST *	DEL MONTE AVE	3	FOUR-WAY	2	P	1	1	EXST			1				Y	Y			2
14	MAIN ST *	THIRD AVE	3	FOUR-WAY	2	P	EXST		1	1		1				Y	Y			2
15	THIRD AVE	ANITA ST	3	T	1	P	1	EXST				1				Y	Y			2
16	THIRD AVE	AVENIDA ROSA	3	DRIVEWAY	1	P			1	EXST		1				Y	Y			2
17	THIRD AVE *	EMERSON ST	3	T	1	P			EXST	1		1				Y	Y			2
18	HILLTOP DRIVE	EL RANCHO VISTA	4	FOUR-WAY	1	P	EXST	EXST	1			2						Y		1
19	NAPLES ST *	DEL MAR AVE	4	FOUR-WAY	1	P	1			EXST		1				Y				1
20	OLEANDER AVE *	AZALEA ST	4	T	1	P		1	EXST	EXST		2				Y				1
21	OTAY LAKES RD *	ALLEN SCHOOL LN / CAMINO ELEVADO	4	FOUR-WAY	2	P	EXST	EXST	1	1		2						Y		1
22	BONITA RD	HILLTOP DR, NORTH SIDE		T	1	P	1			EXST		1								
23	COLORADO AVE	KEARNEY ST		T	1	P			EXST	1		1								
24	EAST MILLAN ST	MYRA AVE		T	1	P			1	EXST		1								
25	INDUSTRIAL BLVD *	DOROTHY ST		T	1	P	EXST	1				1								
26	KEARNEY ST	CHURCH AVE		FOUR-WAY	3	P	1	EXST	1	1		1								
27	KEARNEY ST	RIVERLAWN AVE		T	1	P	EXST	1				1								
28	L ST *	SECOND AVE		FOUR-WAY	2	P	EXST	1	1	EXST		2								
29	MADISON AVE	SIERRA WY		T	1	P	1			EXST		1								
30	MONTGOMERY ST	BANNER AVE		FOUR-WAY	2	P	1	EXST	EXST	1		2								
31	MOSS ST	COLORADO AVE		T	1	P		EXST	1			1								
32	MOSS ST	WOODLAWN AVE		T	1	P		EXST	1			1								
33	OXFORD ST	FIRST AV		FOUR-WAY	3	P	EXST	1	1	1		1								
34	PENELOPE DR	CARLA AVE		T	1	P		1	EXST			1								

EXHIBIT 1

City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Requested	BUILT	PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	NO. EXIST. RAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
35	SMITH AVE	CASSELMAN ST		T	1	P		1			EXST		1								
36	BUENA VISTA WY	CALLE SANTIAGO	1	T	6	P		2	1	1	2			Y	Y		Y	Y			6
37	BUENA VISTA WY	CERRITOS CT	1	T	3	P		1	1		1			Y	Y		Y	Y			6
38	EAST OXFORD ST	OCLOT AVE	1	T	2	P		1			1			Y	Y		Y	Y			6
39	BUENA VISTA WY	CAJIENTE LP NORTH	2	T	2	P		1	1					Y	Y		Y				5
40	BUENA VISTA WY	CAJIENTE LP SOUTH	2	T	2	P		1	1					Y	Y		Y				5
41	VALENCIA LP	AVENIDA YSIDORA	2	T	2	P		1			1			Y	Y			Y			5
42	VALENCIA LP	VALENCIA CT	2	T	2	P			1	1				Y	Y			Y			5
43	AZALEA ST	LILAC AVE	3	T	2	P		1			1			Y	Y						4
44	BUENA VISTA WY	BUENA VISTA CT	3	T	2	P		1	1					Y			Y	Y			4
45	BUENA VISTA WY	LA MANCHA PL	3	T	2	P				1	1			Y			Y	Y			4
46	C ST *	EUCALYPTUS PARK EXIT	3	DRIVEWAY	4	P			1	1				Y			Y	Y			4
47	CREST DR	DOUGLAS ST	3	FOUR-WAY	2	P		1	1	1	1			Y			Y	Y			4
48	HIDDEN VISTA DR	WINDROSE WY	3	T	2	P			1	1				Y	Y						4
49	MARINA PARKWAY	MARINA WAY	3	T	1	P			1					Y			Y			Y	4
50	TOBIAS DRIVE *	PROSPECT CT	3	FOUR-WAY	4	P		1	1	1	1				Y		Y	Y			4
51	VASSAR AVE	ELMHURST ST	3	T	3	P		1	1	1				Y	Y						4
52	WINDROSE WY	MOON VIEW DR	3	T	2	P		1			1			Y	Y						4
53	ALBANY AVE	ALLEY B/W ANITA & CARVER	4	T	2	P		1	1						Y			Y			3
54	C ST *	ENTRANCE TO CANTERBURY APTS	4	T	2	P			1	1				Y			Y				3
55	CALLE SANTIAGO	VALENCIA LP	4	T	4	P		1	1	1	1			Y				Y			3
56	CUYAMACA AVE	EAST SIERRA WAY (COOK ELEMENTARY SCHOOL)	4	T	3	P		1	1	1					Y				Y		3
57	F ST (SOUTH SIDE) *	WEST OF BROADWAY (AT 636 F ST. ALLEY TYPE DW, AT APARTMENTS)	4	DRIVEWAY	2	P						2					Y	Y		Y	3
58	FIFTH AVE	D ST	4	FOUR-WAY	2	P				1	1			Y						Y	3
59	SOUTH GREENSVIEW DRIVE	1390 SOUTH GREENSVIEW DRIVE (SUNSET VIEW PARK)	4	MID-BLOCK	1	P						1		Y						Y	3
60	TEAL ST	SKYLARK WY	4	T	2	P		1			1			Y	Y			Y			3
61	WALNUT DR	MAPLE DR	4	T	2	P				1	1			Y				Y			3
62	BISHOP ST	FRIAR PL	5	T	2	P			1	1				Y							2
63	CANYON DR	VIA HACIENDA	5	T	4	P		1	1	1	1			Y							2
64	COLORADO AVE	CRESTED BUTTE ST	5	T	2	P				1	1				Y						2
65	CONNOLLEY AVE	SUZANNE LN	5	T	2	P				1	1			Y	Y						2
66	CONNOLLEY AVE	TAMARINDO WY	5	T	2	P				1	1			Y							2
67	CORTE DE VELA	CALLE CANDELERO	5	T	2	P				1	1			Y							2
68	CREST DR	ENTRANCE TO CONDOS W/O TEL CYN RD	5	DRIVEWAY	2	P				1	1						Y	Y			2
69	CREST DR	LORI LANE	5	T	2	P		1			1						Y			Y	2

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See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED*	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
70	CREST DR	TIFFANY COURT	5	T	2	P			1	1			Y			Y			Y	2
71	D ST	BRIGHTWOOD AVE	5	T	2	P		1	1				Y							2
72	DATE AVE	MCINTOSH ST	5	T	2	P	1			1			Y							2
73	DENNIS AVE	EAST MILLAN ST	5	T	2	P	1			1			Y							2
74	DOUGLAS ST	DOVER CT	5	T	2	P	1			1			Y							2
75	EAST QUINTARD ST	JUDSON WY	5	T	2	P	1			1				Y						2
76	EAST SAN MIGUEL DR	CUYAMACA AVE	5	T	2	P	1	1						Y						2
77	FIRST AVE	SHERWOOD ST	5	T	2	P			1	1			Y							2
78	FOURTH AVE *	ORSETT ST	5	T	1	P	1							Y						2
79	J ST	EAST PARK LN	5	T	2	P	1			1						Y	Y			2
80	LILAC AVE	JUNIPER ST	5	MID-BLOCK	2	P	1	1						Y						2
81	MALTA AVE	MYRA CT	5	T	2	P	1			1				Y						2
82	MALTA AVE	TALUS ST	5	T	2	P			1	1				Y						2
83	MAX AVE	EAST QUINTARD ST	5	FOUR-WAY	4	P	1	1	1	1				Y						2
84	MAX AVE	MALTA AVE	5	T	2	P			1	1				Y						2
85	MAX AVE	QUAIL DR	5	T	2	P	1	1						Y						2
86	MONTCALM ST	MONTEREY AVE	5	FOUR-WAY	4	P	1	1	1	1				Y						2
87	MYRA CT	MALITO CT	5	T	2	P			1	1				Y						2
88	NOLAN AVE	EAST ONEIDA ST	5	T	2	P	1			1				Y						2
89	OAKLAWN AVE	ENTRANCE TO APTS, N/O H ST, EAST SIDE	5	DRIVEWAY	2	P			1	1					Y					2
90	OAKLAWN AVE	ENTRANCE TO APTS, N/O H ST, WEST SIDE	5	DRIVEWAY	2	P	1	1							Y					2
91	OAKLAWN AVE	IN FRONT OF 494 OAKLAWN AVE, BETWEEN G ST AND H ST, BOTH SIDES OF ST	5	FOUR-WAY	4	P					4						Y		Y	2
92	OLEANDER AVE *	MANZANITA ST	5	T	2	P	1	1								Y			Y	2
93	ORDVIEW CT	ORSETT ST	5	T	2	P	1			1				Y						2
94	PALOMAR ST *	ORANGE AVE	5	T	2	P			1	1						Y	Y			2
95	PROSPECT CT	MONTEREY CT	5	T	2	P		1	1					Y						2
96	SAN MARCOS PL	JAMUL AVE	5	T	2	P			1	1				Y						2
97	SECOND AVE	KING ST	5	T	2	P			1	1						Y			Y	2
98	SECOND AVE	MURRAY ST	5	T	2	P			1	1						Y			Y	2
99	SECOND AVE	SHASTA ST	5	T	1	P	1									Y			Y	2
100	SECOND AVE	WHITNEY-MANKATO ST	5	T	2	P			1	1						Y			Y	2
101	SIERRA WY *	EAST PARK LN	5	T	2	P		1	1					Y						2
102	SMITH AVE	OTIS ST	5	FOUR-WAY	4	P	1	1	1	1				Y						2
103	SMITH AVE	ROOSEVELT ST	5	T	2	P	1	1						Y						2
104	THERESA WAY	EAST QUEEN ANNE DR	5	T	2	P	1			1							Y		Y	2

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See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
105	THIRD AVE *	TREMONT ST	6	FOUR-WAY	2	P	EXST	EXST	1	1		2				Y	Y			2
106	THRUSH ST	ROBIN PL	5	T	2	P	1			1			Y							2
107	TOBIAS DR	SHERWOOD ST	5	T	2	P	1	1					Y							2
108	WOODLAWN AVE *	ENTRANCE TO PW OPS YARD	5	DRIVEWAY	2	P	1	1								Y	Y			2
109	WOODLAWN AVE *	S/O E ST. AT CARWASH	5	DRIVEWAY	2	P			1	1						Y	Y			2
110	XAVIER AVE	ELMHURST ST	5	T	2	P		1	1					Y						2
111	XAVIER AVE	YALE ST	5	T	2	P			1	1				Y						2
112	ALPINE-MINOT AVE	MINOT AVE, NORTH OF F ST	6	T	2	P		1	1							Y				1
113	ALPINE-MINOT AVE	MINOT AVE, SOUTH OF E ST	6	T	2	P	1			1						Y				1
114	ANITA ST	MOBILE HOME STREET W/FOURTH AVE	6	DRIVEWAY	2	P	1			1						Y				1
115	BEECH AVE	DAVIDSON ST	6	FOUR-WAY	2	P	1			1							Y			1
116	C ST *	N DEL MAR AVE	6	T	1	P	1									Y				1
117	CASSELMAN PL	CORTE MARIA AVE	6	T	2	P	1	1									Y			1
118	CREEKWOOD WY	LAKE SHORE DR	6	T	2	P	1			1						Y				1
119	CRESTED BUTTE ST	ALLEY W/O BROADWAY	6	T	2	P		1	1								Y			1
120	DALE CT	TIFFANY WY	6	T	2	P	1			1							Y			1
121	DAVIDSON ST	EAST PARK LN	6	FOUR-WAY	4	P	1	1	1	1							Y			1
122	DOUGLAS ST *	CREST DR	6	FOUR-WAY	4	P	1	1	1	1						Y				1
123	EAST H ST *	E/O HILLTOP DR, NORTH SIDE	6	DRIVEWAY	2	P	1			1						Y				1
124	EAST J ST	PASEO LADERA	6	T	2	P	1			1						Y				1
125	EAST QUINTARD ST	ECKMAN AVE	6	FOUR-WAY	4	P	1	1	1	1								Y		1
126	EL CAPITAN DR	MONSERATE AVE	6	T	2	P		1	1								Y			1
127	EL LORO ST	EL LUGAR ST	6	T	2	P		1	1								Y			1
128	F ST *	E/O SECOND AVE, SOUTH SIDE, 180 F ST	6	DRIVEWAY	2	P		1	1							Y				1
129	FIRST AVE	MITSCHER ST	6	T	2	P	1	1										Y		1
130	FIRST AVE	SHASTA ST	6	T	2	P			1	1								Y		1
131	FLOWER ST	CEDAR AVE	6	T	2	P	1	1									Y			1
132	FLOYD AVE	ALLVIEW CT	6	T	2	P	1	1										Y		1
133	FLOYD AVE	BERLAND WAY	6	FOUR-WAY	4	P	1	1	1	1									Y	1
134	FLOYD AVE	SKYHILL CT	6	T	2	P	1	1											Y	1
135	FLOYD AVE	WILLOWCREST WAY	6	T	2	P	1	1											Y	1
136	G ST	ALPINE AVE	6	T	2	P		1	1										Y	1
137	G ST *	SOUTH SIDE E/O THIRD AVE ALLEY	6	T	2	P		1	1										Y	1
138	GARRETT AVE	KEARNEY ST	6	FOUR-WAY	4	P	1	1	1	1									Y	1
139	H ST, SOUTH SIDE *	ELM AVE, SOUTH OF H ST	6	T	2	P			1	1						Y				1
140	HILLTOP DR	PALOMAR DR	6	FOUR-WAY	4	P	1	1	1	1						Y				1

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See comments at the end of report

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT/PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST. RAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
141	HILLTOP DR *	SIERRA WY	6	FOUR-WAY	4	P	1	1	1	1						Y				1
142	INKOPAH ST	MONTEREY CT	6	T	2	P		1	1								Y			1
143	J ST	BEECH AVE	6	T	2	P	1			1								Y		1
144	J ST (NORTH SIDE)	I-5 FREEWAY RAMP, EAST OF	6	FOUR-WAY	2	P	1			1						Y				1
145	J ST (NORTH SIDE)	I-5 FREEWAY RAMP, WEST OF	6	FOUR-WAY	2	P	1			1						Y				1
146	JOSSELYN AVE	EAST ONEIDA ST	6	T	2	P			1	1							Y			1
147	JUDSON WY	EAST PAISLEY ST	6	T	2	P			1	1							Y			1
148	K ST	MADISON AVE, NORTH SIDE	6	T	2	P	1			1								Y		1
149	K ST	MADISON AVE, SOUTH SIDE	6	T	2	P		1	1									Y		1
150	KEARNEY ST	TWIN OAKS AVE	6	FOUR-WAY	4	P	1	1	1	1							Y			1
151	LAKESHORE DR *	CREEKWOOD WY	6	T	2	P	1			1						Y				1
152	LORI LN *	DAVID DR	6	T	2	P	1	1								Y				1
153	LORI LN *	HALECREST DR	6	T	2	P		1	1							Y				1
154	MELROSE AVE	CHERYL PL	6	T	2	P			1	1						Y				1
155	MELROSE AVE	EAST OLYMPIA ST	6	T	2	P	1	1								Y				1
156	MELROSE AVE	EAST ORLANDO ST	6	T	2	P	1	1								Y				1
157	N SECOND AVE	BAYVIEW WY	6	T	1	P		1								Y				1
158	N SECOND AVE *	ACROSS BAYVIEW WY, PRIVATE D/W EAST SIDE	6	DRIVEWAY	2	P			1	1						Y				1
159	N SECOND AVE *	ENTRANCE TO KOA, S/O SR54	6	DRIVEWAY	1	P			1							Y				1
160	N SECOND AVE *	S/O BAYVIEW WY, PRIVATE D/W EAST SIDE	6	DRIVEWAY	1	P				1						Y				1
161	N SECOND AVE *	S/O BAYVIEW WY, PRIVATE D/W WEST SIDE	6	DRIVEWAY	2	P	1	1								Y				1
162	OASIS AVE	NANETTE ST	6	T	2	P			1	1						Y				1
163	OLEANDER AVE	PRIVATE DRIVEWAY EAST SIDE N/O TCR	6	T	2	P			1	1						Y				1
164	OLEANDER AVE *	SEQUOIA ST	6	T	2	P	1	1								Y				1
165	OLEANDER AVE *	THRUSH ST	6	T	2	P	1	1								Y				1
166	OLIVE AVE	TALLOW COURT	6	T	2	P			1	1								Y		1
167	OLYMPIC PW	CONCORD WY /ACROSS FROM	6	T	2	P				1	1					Y				1
168	ORANGE AVE	EAST OF ALBANY AVE	6	MID-BLOCK	1	P					1							Y		1
169	OTAY VALLEY RD *	RIOS AVE	6	T	2	P			1	1						Y				1
170	SECOND AVE	KEARNEY ST	6	FOUR-WAY	4	P	1	1	1	1								Y		1
171	SECOND AVE	MILLAN ST	6	T	2	P			1	1								Y		1
172	SECOND AVE	VANCE ST	6	T	2	P			1	1						Y				1
173	SEQUOIA CT	OCALA AVE	6	T	2	P	1	1									Y			1
174	SONOMA CT	EAST ONEIDA ST	6	T	2	P		1	1								Y			1
175	THRUSH ST	RAVEN AVE	6	FOUR-WAY	4	P	1	1	1	1							Y			1
176	THRUSH ST	WAXWING LN	6	T	2	P		1	1								Y			1

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See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	RESULT, PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXISTING RAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
177	TOBIAS DR	PRIVATE ROAD S/O E OXFORD ST	6	DRIVEWAY	2	P			1	1										1
178	TOBIAS DR	QUINTARD ST	6	FOUR-WAY	1	P	EXST	EXST	1	EXST		3				Y				1
179	WHITNEY ST	CARLA AVE	6	T	2	P	1			1									Y	1
180	WILER DR	TIFFANY WY	6	T	2	P	1			1										1
181	WOODLAWN AVE	SIERRA WY	6	FOUR-WAY	4	P	1	1	1	1							Y			1
182	ALVARADO ST	DEL MAR CT		T	2	P	1			1										1
183	ANITA ST	TROLLEY RR		FOUR-WAY	2	P			1	1										
184	APACHE DR	Condo st at 1503 Apache Dr		T	2	P	1			1										
185	BANNER AVE	ALLEY B/W MONTGOMERY & ZENITH		FOUR-WAY	4	P	1	1	1	1										
186	BANNER AVE	ALLEY B/W TREMONT & MONTGOMERY		FOUR-WAY	4	P	1	1	1	1										
187	BANNER AVE	ALLEY B/W ZENITH & MAIN ST		FOUR-WAY	4	P	1	1	1	1										
188	BANNER AVE	TREMONT ST		FOUR-WAY	2	P		1	1											
189	BANNER AVE	ZENITH ST		FOUR-WAY	4	P	1	1	1	1										
190	BAYSIDE PW	QUAY AVE (CV MARINA)		T	1	P	1		EXST											
191	BEECH AVE	CENTER ST		FOUR-WAY	4	P	1	1	1	1										
192	BEECH AVE	JAMES ST		T	2	P		1	1											
193	BEECH AVE	MADRONA ST		FOUR-WAY	4	P	1	1	1	1										
194	BISHOP ST	TOBIAS DR		T	2	P	1	1												
195	BONITA RD	HILLTOP DR, SOUTH SIDE		T	1	P			1											
196	CANYON DR	CUMBRE VIEW		T	1	P	EXST	1	EXST	EXST		3								
197	CARLA AVE	EAST MANKATO ST		T	2	P			1	1										
198	CARLA AVE	EAST SHASTA ST		T	2	P			1	1										
199	CEDAR AVE	JAMES ST		T	2	P		1	1											
200	CITRUS WY	TAMARINDO WY		T	2	P	1			1										
201	COUNTRY VISTAS LN	CANYON DR		T	2	P	1			1										
202	COUNTRY VISTAS LN	CANYON RIDGE DR		T	2	P	1			1										
203	D ST	GUAVA AVE		FOUR-WAY	2	P	1			1										
204	D ST	LAS FLORES DR		T	2	P	1	1												
205	DATE AVE	C ST		T	2	P		1	1											
206	DATE AVE	JAMES ST		T	2	P		1	1											
207	DATE AVE	SEA VALE CT		T	2	P	1	1												
208	DAVID DR	DOUGLAS ST		T	2	P	1			1										
209	DAVID DR	FIFIELD ST		T	2	P			1	1										
210	DAVID DR	WILER DR		T	2	P		1	1											
211	DAVIDSON ST	CEDAR AVE		FOUR-WAY	4	P	1	1	1	1										
212	DEL MAR AVE	CYPRESS ST		T	2	P			1	1										

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See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
213	DOUGLAS ST	DURWARD ST		T	2	P	1			1										
214	DOUGLAS ST	HALECREST DR		T	2	P			1	1										
215	DURWARD ST	FIFIELD ST		T	2	P			1	1										
216	DURWARD ST	TIFFANY WY		T	2	P	1	1												
217	EAST MOSS ST	MARIA WY		T	2	P	1			1										
218	EAST OXFORD ST	HELIx AVE		T	2	P		1	1											
219	EAST OXFORD ST	JOSSLYN AVE		T	2	P		1	1											
220	EAST OXFORD ST	JUDSON WY		FOUR-WAY	4	P	1	1	1	1										
221	EAST OXFORD ST	MISSION AVE		T	2	P		1	1											
222	EAST OXFORD ST	MONTEREY AVE		T	2	P		1	1											
223	EAST OXFORD ST	MYRA AVE		T	2	P	1			1										
224	EAST OXFORD ST	NACION AVE		T	2	P	1	1												
225	EAST OXFORD ST	NAPA AVE		FOUR-WAY	4	P	1	1	1	1										
226	EAST OXFORD ST	NEPTUNE DR		FOUR-WAY	4	P	1	1	1	1										
227	EAST OXFORD ST	NOLAN AVE		FOUR-WAY	4	P	1	1	1	1										
228	EAST OXFORD ST	OASIS AVE		T	2	P	1			1										
229	EAST OXFORD ST	OCALA AVE		T	2	P	1			1										
230	EAST PAISLEY ST	HELIx AVE		FOUR-WAY	4	P	1	1	1	1										
231	EAST PALOMAR ST	PECAN PL		T	2	P	1			1										
232	EAST PROSPECT ST	THERESA WY		T	2	P		1	1											
233	EAST QUINTARD ST	MYRA CT		T	2	P	1			1										
234	EAST QUINTARD ST	THERESA WY		T	2	P	1			1										
235	EAST WHITNEY ST	CARLA AVE		T	2	P			1	1										
236	FIFTH AVE	KEARNEY ST		T	2	P			1	1										
237	FIG AVE	HALSEY ST		FOUR-WAY	4	P	1	1	1	1										
238	FINCH PL	THRUSH ST		T	2	P			1	1										
239	FIRST AVE	BONITA RD		T	2	P			1	1										
240	FIRST AVE	CASITAS CT		T	2	P			1	1										
241	FIRST AVE	DAVIDSON ST		T	2	P			1	1										
242	FIRST AVE	HALSEY ST		T	2	P	1	1												
243	FIRST AVE	KING ST		FOUR-WAY	4	P	1	1	1	1										
244	FIRST AVE	LEOMA LN		T	2	P	1	1												
245	FIRST AVE	MONTEBELLO ST		T	2	P			1	1										
246	FIRST AVE	MURRAY ST		T	2	P	1	1												
247	FIRST AVE	WHITNEY ST		T	2	P			1	1										
248	FLOWER ST	BRIGHTWOOD AVE, NORTHSIDE		T	2	P	1			1										

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City of Chula Vista

Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Requested	BUILT, PROPOSED*	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST. RAMP'S EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
249	FLOWER ST	BRIGHTWOOD AVE, SOUTHSIDE		T	2	P		1	1											
250	FLOWER ST	GUAVA AVE			2	P	1			1										
251	G ST	COLORADO AVE		T	2	P		1	1											
252	G ST	WOODLAWN AVE		T	2	P		1	1											
253	GARRETT AVE	GLOVER PL		T	2	P	1	1												
254	GARRETT AVE	JASON PL		T	2	P	1	1												
255	GOTHAM ST	CORNELL AVE		T	2	P		1	1											
256	GOTHAM ST	VASSAR AVE		T	2	P		1	1											
257	GOTHAM ST	WAYNE AVE		T	2	P	1			1										
258	HALSEY ST	BRIGHTWOOD AVE		FOUR-WAY	4	P	1	1	1	1										
259	HALSEY ST	COLORADO AVE		T	2	P			1	1										
260	HALSEY ST	ELDER AVE		FOUR-WAY	4	P	1	1	1	1										
261	HALSEY ST	GUAVA AVE		FOUR-WAY	4	P	1	1	1	1										
262	HEATHER CT	LAUREL AVE		T	2	P	1	1												
263	HILLTOP DR	VISTA WY W/O HILLTOP DR		FOUR-WAY	1	P		1												
264	HORIZON VIEW DR	BAY LEAF DR		T	2	P	1			1										
265	INKOPAH ST	MISSION CT		T	2	P		1	1											
266	INKOPAH ST	NEPTUNE DR		T	2	P		1	1											
267	INKOPAH ST	NOLAN LN		T	2	P		1	1											
268	INKOPAH ST	NORMA CT		T	2	P		1	1											
269	ITHACA ST	ETON CT		T	2	P		1	1											
270	ITHACA ST	ITHACA CT		T	2	P		1	1											
271	ITHACA ST	LOYOLA CT		T	2	P	1			1										
272	ITHACA ST	SCRIPPS AVE		T	2	P	1			1										
273	JADE AVE	JASPER AVE		T	2	P	1	1												
274	JAMUL CT	OSSA AVE		T	2	P	1			1										
275	JASMINE ST	CAMELLIA CT		T	2	P	1			1										
276	JASMINE ST	CARISSA CT		T	2	P	1			1										
277	JEFFERSON AVE	SIERRA WY		FOUR-WAY	1	P	1	EXST	EXST	EXST		3								
278	JEFFERSON AVE *	CRESTED BUTTE ST		FOUR-WAY	3	P	1	1	1											
279	JUDSON WY	EAST OLYMPIA ST		T	2	P			1	1										
280	JUDSON WY	EAST ONEIDA ST		FOUR-WAY	4	P	1	1	1	1										
281	JUDSON WY	EAST ORLANDO ST		T	2	P			1	1										
282	JUDSON WY	EAST PROSPECT ST		FOUR-WAY	4	P	1	1	1	1										
283	JUDSON WY	EAST QUEEN ANNE DR		T	2	P		1	1											
284	K ST	COLORADO AVE		FOUR-WAY	2	P			1	1										

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Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT, PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST. RAMPS EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
285	K ST	JEFFERSON AVE		FOUR-WAY	4	P	1	1	1	1										
286	K ST	OAKLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
287	K ST	RIVERLAWN AVE		T	2	P		1	1											
288	K ST	WOODLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
289	KEARNEY ST	ALLEY WEST OF FIRST AVE		T	1	P				1										
290	KEARNEY ST	ALPINE AVE		T	1	P	1													
291	KEARNEY ST	BRIGHTWOOD AVE		FOUR-WAY	4	P	1	1	1	1										
292	KEARNEY ST	DEL MAR AVE		FOUR-WAY	4	P	1	1	1	1										
293	KEARNEY ST	ELDER AVE		FOUR-WAY	4	P	1	1	1	1										
294	KEARNEY ST	FIG AVE		T	2	P		1	1											
295	KEARNEY ST	GARRETT AVE		FOUR-WAY	4	P	1	1	1	1										
296	KEARNEY ST	GUAVA AVE		T	2	P		1	1											
297	KEARNEY ST	JEFFERSON AVE		FOUR-WAY	4	P	1	1	1	1										
298	KEARNEY ST	MADISON AVE		FOUR-WAY	4	P	1	1	1	1										
299	KEARNEY ST	WOODLAWN AVE		FOUR-WAY	4	P	1	1	1	1										
300	L ST *	S/S E/O COUNTRY CLUB PRIVATE ST		DRIVEWAY	2	P		1	1											
301	LANSLEY WY	LAS FLORES DR		T	2	P		1	1											
302	LANTANA AVE	WISTERIA ST		T	2	P		1	1											
303	LARKHAVEN DR	MEADOWLARK AV		T	2	P			1	1										
304	LARKHAVEN DR	WOODLARK LN		T	2	P	1	1												
305	LAUREL AVE	AZALEA ST		T	2	P	1	1												
306	LAUREL AVE	WISTERIA ST		T	2	P	1	1												
307	LILAC AVE	JASMINE ST		T	2	P	1	1												
308	LILAC AVE	LAUREL AVE		T	2	P			1	1										
309	LILAC AVE	WISTERIA ST		T	2	P		1	1											
310	LOTUS DR	SPRUCE RD		T	1	P		1												
311	MADISON AVE	WHITNEY ST		T	2	P			1	1										
312	MADISON AVE *	CRESTED BUTTE ST		T	2	P		1	1											
313	MARIETTA ST	GUAVA AV		T	2	P	1	1												
314	MARIPOSA CI	MARIPOSA CI		T	2	P			1	1										
315	MARIPOSA CI	MARIPOSA CI		T	2	P	1	1												
316	MAX AVE	RAINIER CT		FOUR-WAY	4	P	1	1	1	1										
317	MELROSE AVE	MYRA AVE		T	2	P	1	1												
318	MELROSE AVE	SHEFFIELD CT		T	2	P	1	1												
319	MINOT AVE	HALSEY ST		FOUR-WAY	4	P	1	1	1	1										
320	MISSION AVE	EAST ONEIDA ST		T	2	P	1			1										

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Engineering Department

ADA Curb-Cuts (Pedestrian Ramps) Program -

Location No	Street 1	Street 2	Priority	Intersection Type	No. of Ramps Needed	BUILT / PROPOSED	NW COR	SW COR	SE COR	NE COR	NOT CORNER OR UNIDENTIFIED	No. EXIST RAMPs EXCLUDING THIS PROGRAM	State & Local Government Offices & Facilities (2)	Public & Private Schools (2)	Mass Transit Access Points (Hubs) (2)	Bus Stops (1)	Public Accommodation & Commercial Areas (1)	Places of Employment (1)	Residents' Requests (1)	TOTAL POINTS (10 MAX)
321	MONSERATE AVE	EAST OLYMPIA ST		FOUR-WAY	4	P	1	1	1	1										
322	MONSERATE AVE	EAST ONEIDA ST		FOUR-WAY	4	P	1	1	1	1										
323	MONSERATE AVE	EAST ORLANDO ST		FOUR-WAY	4	P	1	1	1	1										
324	MONSERATE AVE	EAST OXFORD ST		FOUR-WAY	4	P	1	1	1	1										
325	MONSERATE AVE	EAST PAISLEY ST		FOUR-WAY	4	P	1	1	1	1										
326	MONSERATE AVE	EAST PROSPECT ST		T	2	P	1	1												
327	MONSERATE AVE	EAST QUINTARD ST		FOUR-WAY	4	P	1	1	1	1										
328	MONTCLAIR ST	OSAGE AVE		T	2	P			1	1										
329	MONTEBELLO ST	LAS FLORES DR		T	2	P	1			1										
330	MONTEREY AVE	EAST ONEIDA ST		T	2	P	1			1										
331	MOSS ST	CORTE MARIA AVE		T	2	P			1	1										
332	MOSS ST	OAKLAWN AVE		T	2	P		1	1											
333	MOSS ST	VISTA WY		FOUR-WAY	4	P	1	1	1	1										
334	MOUNTAIN VIEW LN	PEARLWOOD ST		T	2	P	1			1										
335	MYRA AVE	MYRA AVE ENTRANCE TO SWEETWATER TANK		DRIVEWAY	2	P	1	1												
336	NACION AVE	EAST MILLAN ST		FOUR-WAY	4	P	1	1	1	1										
337	NACION AVE	EAST PALOMAR ST		FOUR-WAY	4	P	1	1	1	1										
338	NACION AVE	OAK CT		T	2	P	1	1												
339	NACION AVE	PEARLWOOD ST		T	2	P	1	1												
340	NACION AVE	THERESA WY		T	2	P	1	1												
341	NAPA AVE	E EMERSON ST		T	2	P	1			1										
342	NAPA AVE	EAST ONEIDA ST		T	2	P	1			1										
343	NEPTUNE DR	MONTCLAIR ST		FOUR-WAY	4	P	1	1	1	1										
344	NOLAN AVE	E EMERSON ST		T	2	P			1	1										
345	NOLAN AVE	EAST RIENSTRA ST		FOUR-WAY	4	P	1	1	1	1										
346	NOLAN AVE	NOCTURNE CT		T	2	P	1	1												
347	NOLAN AVE	QUINCE PL		T	2	P			1	1										
348	NOLAN AVE	QUINOA CT		T	2	P			1	1										
349	NOLAN WY	NOVA PL		T	2	P			1	1										
350	NOLAN WY	ROMAN WY		T	2	P			1	1										
351	OAKLAWN AVE	K ST		FOUR-WAY	4	P	1	1	1	1										
352	OAKLAWN AVE	KEARNEY ST		FOUR-WAY	4	P	1	1	1	1										
353	OAKLAWN AVE	SIERRA WY		FOUR-WAY	2	P	1	1												
354	OCALA AVE	TARATA CT		T	2	P			1	1										
355	OCALA AVE	TIMBER CT		T	2	P			1	1										
356	OLEANDER AVE	JAMUL CT		T	2	P	1	1												

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City of Chula Vista

Engineering Department

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357	OLIVE AVE	TALLOW CT		T	2	P			1	1										
358	OLIVE AVE	TEAK CT		T	2	P			1	1										
359	ORLANDO CT	TOBIAS DR		T	2	P			1	1										
360	OSAGE AVE	JAMUL CT		T	2	P			1	1										
361	OSAGE AVE	MONTCALM ST		T	2	P			1	1										
362	OSSA AVE	INKOPAH ST		T	2	P	1	1												
363	PRINCESS MANOR CT	EAST RIENSTRA ST		T	2	P		1	1											
364	QUAIL PL	NACION AVE		T	2	P	1	1												
365	QUINCE PL	NACION AVE		T	2	P	1	1												
366	QUINCE PL	NAPA CT		T	2	P	1			1										
367	QUINCE ST	OCALA CT		T	2	P			1	1										
368	REGENCY WY	RIOS AVE		T	2	P			1	1										
369	RIDGEVIEW CT	RIDGEVIEW WY		T	2	P	1	1												
370	RIDGEVIEW WY	ENTRANCE N/O CMNO ELEVADO WEST SIDE		T	2	P	1	1												
371	RIOS AVE	ENTRANCE TO CONDOS S/O OTAY VALLEY RD		T	2	P			1	1										
372	RUTGERS AVE	ENTRANCE TO PRIVATE ROAD		DRIVEWAY	2	P			1	1										
373	S RANCHO DEL REY PW	N RANCHO DEL REY PW, BY DEL REY BLVD		T	4	P	1	1	1	1										
374	SAN MIGUEL DR	COUNTRY CLUB DR		T	2	P	1			1										
375	SAN MIGUEL DR	VISTA WY		T	2	P		1	1											
376	SANDALWOOD DR	CORALWOOD CT		T	2	P		1	1											
377	SANDALWOOD DR	EUCALYPTUS CT		T	2	P		1	1											
378	SATINWOOD WY	OCALA AVE		FOUR-WAY	4	P	1	1	1	1										
379	SATINWOOD WY	SATINWOOD CT		T	2	P	1			1										
380	SHASTA ST	ELM AVE		T	2	P	1			1										
381	SHASTA ST	FIG AVE		T	2	P		1	1											
382	SHASTA ST	GUAVA AVE		T	2	P		1	1											
383	SHASTA ST	LINDA LN		T	2	P		1	1											
384	SHEFFIELD CT	ENTRANCE TO CONDOS		DRIVEWAY	2	P			1	1										
385	SHEFFIELD CT	EXIT FROM CONDOS		DRIVEWAY	2	P	1	1												
386	SIERRA WY	RIVERLAWN AVE		T	2	P	1	1												
387	SMITH AVE	VANCE ST		T	2	P	1	1												
388	SMOKY CI	HIDDEN VISTA DR		T	2	P	1	1												
389	SMOKY CI	TRAM PL		T	2	P	1			1										
390	SPRUCE ST	PEARLWOOD ST		T	2	P		1	1											
391	SURREY DR	BRONCO PL		T	2	P		1	1											
392	SURREY DR	BUCKAROO LN		T	1	P				1										

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393	SURREY DR	MAVERICK PL		T	2	P		1	1											
394	SURREY DR	MUSTANG PL		T	2	P		1	1											
395	SURREY DR	RAWHIDE CT		T	1	P	1													
396	SURREY DR	STALLION PL		T	2	P		1	1											
397	SURREY DR	SURREY PL		T	2	P	1			1										
398	SURREY DR	WAGONWHEEL WY		T	1	P				1										
399	SURREY DR	WRANGLER CT		T	2	P			1	1										
400	TAMARACK ST	TAMARACK CT		T	2	P	1			1										
401	TANBARK ST	TANBARK CT		T	2	P	1			1										
402	TESOTA CT	OCALA AVE		T	2	P			1	1										
403	TIFFANY WY	DAVID DR		T	2	P			1	1										
404	TULANE AVE	HARVARD ST		T	2	P	1			1										
405	WAYNE AVE	HARVARD ST		T	2	P			1	1										
406	WHITNEY ST	CORTE HELENA AVE		T	2	P		1	1											
407	WHITNEY-MANKATO ST	WHITNEY ST		T	2	P			1	1										
408	WINDSOR CI	MELROSE AVE		T	2	P		1	1											
409	WINDSOR CI	WINDSOR CI		T	2	P			1	1										
410	WOODLAWN AVE	HALSEY ST		T	2	P	1	1												
411	WOODLAWN AVE	K ST		FOUR-WAY	4	P	1	1	1	1										

MISSING RAMPS PRIORITY 1: 14

TOTAL MISSING:	917	RAMPS
	16	MISSING FROM '94 LIST
TOTAL RAMPS:		BUILT
	947	BUILT (in '94 list)

* Locations included in the 1994 list

8/23/2007

See comments at the end of report

1-PROPOSED PED RAMPS-LOG rev.xls / RAMP LOG

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