

DATE ISSUED: November 12, 2003

REPORT NO. RA-03-34
CMR-03-225

ATTENTION: Honorable Mayor and City Council Members
Honorable Chair and Members of the Redevelopment Agency
Docket of November 25, 2003

SUBJECT: Voltaire Street Bridge Rehabilitation Project

SUMMARY

Issues – Should the City Council and Redevelopment Agency:

- 1) Approve the expenditure of \$170,000 of Series 2000 North Bay Bond Proceeds for the Voltaire Street Overpass Rehabilitation Project and the transfer of funds to the Capital Improvement Program Budget No. 52-519-0?
- 2) Accept the transfer of funds from the Redevelopment Agency in the amount of \$170,000?
- 3) Amend and increase the Capital Improvement Program Budget No. 52-519-0 to include the \$170,000 in Agency public improvement contributions?
- 4) Make certain findings that the Project is of benefit to the North Bay Redevelopment Project Area?

City Manager's Recommendation –

- 1) Accept the transfer of funds from the Redevelopment Agency in the amount of \$170,000.
- 2) Amend and increase the Capital Improvement Program Budget No. 52-519-0 to include the \$170,000 in Agency public improvement contributions.

- 3) Make certain findings that the Project is of benefit to the North Bay Redevelopment Project Area.

Executive Director's Recommendation –

- 1) Approve the expenditure of \$170,000 of Series 2000 North Bay Bond Proceeds for the Voltaire Street Overpass Rehabilitation Project and the transfer of funds to the Capital Improvement Program Budget No. 52-519-0.
- 2) Make certain findings that the Project is of benefit to the North Bay Redevelopment Project Area.

Other Recommendations - The North Bay Project Area Committee (“PAC”) voted against approval of the expenditure of \$170,000 at the October 1, 2003 PAC meeting.

Environmental Review – This activity is not a “project” and therefore exempt from CEQA pursuant to State CEQA Guidelines Section 15060 (c) (3).

Fiscal Impact – \$170,000 is available from the North Bay Redevelopment Project Area Series 2000 bond proceeds.

BACKGROUND:

The Voltaire Street Bridge (“Bridge”) was constructed in 1959 and crosses Nimitz Boulevard in the Ocean Beach community. The bridge has two lanes in each direction, with sidewalks on each side with a center median. This configuration provides for a 25-foot curb-to-curb width for each direction of travel, which does not meet current City standards. City standards require two 12-foot lanes with a two-foot shoulder for each direction of travel. The bridge currently has a poor structure rating (“SR”) of 75.4. The primary cause for the poor rating is the substandard shoulder width that exists on the bridge. Additionally, the existing barrier rail type has been identified as deficient for traffic loading and is a candidate for replacement.

The Project was initially only going to address barrier rail replacement. However, due to the Functionally Obsolete (“FO”) status and poor Structure Rating of the bridge, the Project was expanded to address the width deficiencies as well as the barrier rail deficiency.

Meetings were previously held with the City staff, Caltrans, Simon Wong Engineering and community members representing the area. The goal of these meetings was to deal with the substandard bridge construction and what could be done to address these issues, which include merging from two lanes into one, pedestrian safety and lack of on street parking for the businesses. The following alternatives were identified.

Alternative	Description
A	One through lane in each direction, parallel parking at each curb and left turn lanes
B	One through lane in each direction, diagonal and parallel parking and existing sidewalks widened
C	One through lane in each direction, diagonal and parallel parking with median remaining
D	Bridge width increased to provide for required lane and shoulder widths
E	Two through lanes with interior barrier rail installed between vehicular and pedestrian traffic

Through discussions with the community and the City’s Engineering and Capital Projects, Alternative A was preferred to address the existing deficient conditions of the bridge. Alternative A proposes to reduce the number of through lanes on the bridge to address the merging issue. This will eliminate the FO status and will increase the SR to 95.0. Parallel parking may be accommodated on both sides of the bridge and the sidewalk on both sides would be increased up to 2-feet. The existing steel rail would be replaced and ornamental street lights would be installed. The proposed Project would improve traffic safety and create a more attractive pedestrian environment on a key section within the Voltaire corridor.

DISCUSSION:

This bridge qualifies for Federal funding for both the barrier rail replacement and bridge rehabilitation. The Highway Bridge Replacement and Rehabilitation (“HBRR”) Program provides funding to local agencies to replace substandard traffic barriers and to rehabilitate bridges with SR less than 80. Rehabilitation would provide for the required barrier rail and bring the bridge up to current City standards for lane, sidewalk and shoulder widths.

Reimbursement from the HBRR Program would be made at a ratio of eighty percent of the total cost, which includes conceptual studies, final design and construction.

Alternative	Federal Funds	Local Match	Total Cost
A	\$539,368	\$144,632	\$684,000
B	\$561,776	\$150,224	\$712,000
C	\$505,800	\$136,200	\$642,000
D	\$627,200	\$156,800	\$784,000
E	\$504,800	\$126,200	\$631,000

Taking into consideration the City’s current budget constraints, the General Fund is not able to provide the needed funding. Additionally, the City’s Engineering and Capital Projects Department evaluated this Project and determined that it is not a high priority for funding through the Capital Improvement Program. The Bridge would be competing against all City projects such as State Route 56 and West Mission Bay Bridge expansion.

The use of North Bay Redevelopment funds will complement efforts to develop housing units on Voltaire as well as support the long-term Agency goal to strengthen Voltaire as a viable

pedestrian-oriented neighborhood. This Project is consistent with the North Bay Redevelopment Plan. In addition, the Voltaire Bridge Project was added to the Second Five-Year Implementation Plan, which was approved by the North Bay Project Area Committee, July 2, 2003 and by the Redevelopment Agency, July 29, 2003.

Respectfully submitted,

Todd Hooks
Deputy Executive Director/
Deputy Director
Redevelopment Agency

Approved: Hank Cunningham
Assistant Executive Director
Redevelopment Agency/Community &
Economic Development Director

Approved: Bruce Herring
Deputy City Manager

Attachment: 1. Findings

ATTACHMENT NO. 1
FINDINGS

SUBJECT IMPROVEMENTS:
VOLTAIRE STREET BRIDGE REHABILITATION PROJECT – NORTH BAY
REDEVELOPMENT PROJECT AREA

I. FINDINGS OF BENEFIT

The subject improvements for which the Redevelopment Agency of the City of San Diego (Agency) proposes to pay will benefit the North Bay Redevelopment Project Area or the immediate neighborhood in which the Project Area is located in that:

- A. These improvements are within the North Bay Redevelopment Project.
- B. The improvements will enhance portions of the North Bay Redevelopment Project Area for the benefit of nearby users as well as residents.
- C. The rehabilitation of the Voltaire Street Overpass will address the existing deficiencies, safety conditions and potential liability for the City of San Diego (City).
- D. This public improvement will improve the positive neighborhood characteristics in North Bay, while correcting physical vulnerabilities in the community.

II. NO OTHER REASONABLE MEANS OF FINANCING

There are no other reasonable means available to the community for financing the subject improvements for which the Agency proposes to pay in that:

City of San Diego

- A. The Fiscal Year 2004 General Fund Budget for the City has a net increase of approximately \$10 million over Fiscal Year 2003 General Fund Budget, approximately \$30 million in General Fund department reductions were necessary to offset necessary increase in both personnel and non-personnel expenses. Additionally, the Fiscal Year 2004 Budget excludes any action the State may take that will impact the Budget.
- B. The City's capital improvement budget is funded primarily with water and sewer fees, developer impact fees, grant funds, enterprise fund revenues, Facility Benefit Assessment funds, Gas Tax and Transnet funds. The Fiscal Year 2004 CIP Budget increased 18.1% from the Fiscal Year 2003 Budget. The Fiscal Year 2004 CIP Budget provides for the sewer upgrade of the City's Metropolitan Wastewater System, water projects, Park and Recreation projects, library projects, transportation projects and special projects.
- C. Most major tax revenue categories continue to show signs of growth although, revenue estimates reflect an uncertain economy. Moderate growth is anticipated for

most Fiscal Year 2004 major revenues. The economic growth rates for major revenue categories are property tax (8.0%), sales tax (3%), Transient Occupancy Tax (5.5%) and Motor Vehicle License fees (3%).

- D. The City's Fiscal Year 2004 CIP Budget is embodied in Volumes IV and V of the City's Budget. The Agency's Fiscal Year 2004 Program Budget was adopted June 2003. The CIP and the Agency's Budget were developed in accordance with City and Council Policy, and each project activity was evaluated and incorporated in the respective budgets. Projects are funded based on need and the availability of appropriate funding sources. The City's CIP Budget totals \$502,335,451 million, an increase of \$90.9 million over Fiscal Year 2003. This can be attributed to the increase in CIP budgets for projects within Metropolitan Wastewater, Water and Library Departments.
- E. Revenue forecasts for Fiscal Year 2004 suggest that the rate of growth of the City's primary sources of revenue is expected to be less than the Fiscal Year 2003. General Fund revenues are not expected to keep pace with General Fund expenditures. The threat of reductions from the State could further compound the need for deep decreases in the General Fund.

III. ELIMINATION OF BLIGHTING CONDITIONS

The payment of funds toward the cost of the rehabilitation of the subject improvements will assist in the elimination of one or more blighting conditions inside the North Bay Redevelopment Project Area. The proposed improvements are consistent with the Implementation Plan adopted for the Project Area pursuant to Health and Safety Code Section 33490, in that:

- A. The improvement will address structures that suffer from dilapidation and deterioration or defective design or physical construction.
- B. The improvement will address structures that are underused, due to substandard design, deferred maintenance and inadequate public improvements.
- C. The improvement will eliminate uses that create a hostile environment to potential workers and residents.
- D. The improvement will address in adequate parking in the area by adding on street parking.