



**CITY OF FULLERTON**

**INFRASTRUCTURE AND NATURAL**

**RESOURCES ADVISORY COMMITTEE**

INFRASTRUCTURE CONDITIONS AND  
FUNDING REPORT – FY 19/20

FEBRUARY 2020

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## Executive Summary

### INFRASTRUCTURE AND NATURAL RESOURCES ADVISORY COMMITTEE

In 2018, the City Council undertook an effort to revamp its board, commission, and committee structure through discussions and direction at the City Council meetings on March 6 and 20, and April 17. Through that process, the City made many changes to Commissions and Committee structures, including consolidating three citizen based committees – Energy and Resource Management Committee, Citizens’ Infrastructure Review Committee and Underground Utilities Advisory Committee. These committees were combined into a single Infrastructure and Natural Resources Advisory Committee (INRAC).

The nine members of INRAC are interested Fullerton residents appointed by City Council who serve up to two four-year volunteer terms. The Committee’s purpose is to “advise the City Council on infrastructure, provide input on policies, plans, and broad programs as they relate to energy, natural resources, compliance with environmental laws and the protection of the environment...”

The following are the 2019-20 Members of INRAC:

- Thad Sandford - Chair
- Ryan Alcantara - Vice Chair
- Sonia Carvalho
- Arnel Dino
- Damion Lloyd
- Patrick McNelly
- Gregory Sebourn
- Mark Shapiro
- Patricia Tutor

### PURPOSE OF THE REPORT

The City of Fullerton has deteriorating streets and infrastructure and limited funding. The community continues to express a desire to improve road conditions. In response to these requests for improvements, in 2018/19 the City Council directed use of one time General Fund monies (from sale of undergrounding monies and sale of surplus properties) for street improvements.

Additionally, in 2018/19 the City Council began Strategic Planning discussions. As part of the process, an informal questionnaire was placed online to begin gathering community input. The results – which are available in the April 23, 2019, City Council Special Study Session Agenda materials on the City’s

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website – provided additional feedback. Based on the online questionnaire results with 706 respondents, the following excerpt from the study indicates the top ten priorities for the community:

## QUESTION 6

**Please prioritize use of city resources for the following. Select all that apply.**

1. Street Paving
2. Asphalt Repair (Potholes)
3. Homelessness
4. Drinking Water Quality
5. Police Response Times
6. Water Main Maintenance and Repair
7. Sewer Maintenance and Repair
8. Park and Trail Maintenance
9. Emergency Medical Services - Response Times
10. Traffic Enforcement

5 | [www.opentownhall.com/7358](http://www.opentownhall.com/7358)

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Of the top ten priority items, six related to infrastructure. On April 23, 2019 City Council directed INRAC to review and study the infrastructure conditions and funding levels and subsequently return to City Council with recommendations.

## OPEN AND TRANSPARENT APPROACH TO DEVELOPMENT OF INRAC RECOMMENDATIONS

The volunteers of INRAC began holding regular open public meetings to perform the task assigned by City Council. The information that was reviewed at each meeting is included in an appendix to this report.

As a note, additional reference materials and meeting minutes can be found on the City's website.

Agendas and Minutes: <https://fullerton.legistar.com/Calendar.aspx>

Reference Materials and Additional Information:

[https://www.cityoffullerton.com/gov/departments/public\\_works/infrastructure\\_asset\\_review.asp](https://www.cityoffullerton.com/gov/departments/public_works/infrastructure_asset_review.asp)

## COMMUNITY MEETINGS

In addition to open public meetings which were held approximately every two weeks with all information posted on the City's website under Infrastructure Asset Review, INRAC held two evening Community Meetings. The meetings provided updates on INRAC's progress to the Community including a discussion of the City's current status related to infrastructure and revenue sources. Additionally, the meetings allowed the Committee to gather feedback which helped develop and refine



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recommendations. The meetings were held on August 8, 2019 and January 23, 2020 and were well attended. The responses to the questions from both meetings are included in **Appendix A**. Community members expressed frustration with the situation and a desire to make changes. While the recommended approaches differed, the universal theme of the community feedback was **to invest in the infrastructure – streets and sidewalks in particular**.

### OVERALL SITUATION AND STUDY FINDINGS

After thorough evaluation of Fullerton’s infrastructure assets, INRAC determined that the City has not been able to appropriately fund and maintain its infrastructure. This need for infrastructure maintenance has developed over decades and requires significant investment for noticeable and sustainable improvements. The City has endeavored to balance its budget while attempting to provide a broad range of public services (police services, fire services, parks and trails, recreation and cultural programs, library services, etc.) with an inadequate revenue stream. This has left little to no discretionary funding for infrastructure.

This lack of investment in infrastructure is evident in the **condition of the City’s streets which are currently rated the lowest in Orange County**. The condition and funding of the streets is the single most critical infrastructure problem as determined by this Committee. Many other elements of City infrastructure also require significant ongoing investment. As outlined in greater detail in the report, the conclusion is Fullerton’s infrastructure annual funding needs are as follows:

Level	Recommended Annual Funding	Annual Funding Available	Annual Funding Deficit/Need
Level 1 - High	19,078,000	5,300,000	13,778,000
Level 2 - Medium	18,245,625	9,118,000	9,127,625
Level 3 - Low	51,959,500	50,255,000	1,704,500
TOTAL ANNUAL FUNDING DEFICIT			\$24,610,125

As reflected in the INRAC Progress Report provided at the January 23, 2020 Community meeting, “the issue is critical and must be addressed immediately.”

### INRAC RECOMMENDATIONS

To address this urgent need, INRAC reviewed and debated various options for funding - from reprioritizing the City’s budget, identifying future saving opportunities to reinvest in infrastructure, issuing bonds for improvements, and obtaining grants. While pursuing some of these options, the

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Committee collectively agreed on the direction that the City needs to develop a new revenue measure to sufficiently fund infrastructure.

INRAC has reviewed materials and discussed various options. Because of the importance of funding the infrastructure needs, the Committee decided to provide a single recommendation with that goal in mind.

## **INRAC's Revenue Enhancement Recommendation:**

### *Recommendation – Dedicated Infrastructure Tax – Requires 2/3 Voter Approval*

- Raise the Sales and Use Tax by 1% specifically for City's infrastructure needs
  - To be reviewed in 15 years
  - Develop Citizen's Review Committee for Transparency, Communication, and Oversight
    - Clear Goals/Outcomes for Committee
      - Annual Report and Public Hearing on Report - Project plans, status updates, and expenditures
      - Educational Outreach to the Public
      - Citizen Oversight of Progress and Priorities
      - Ensure that all tax measure revenue is spent for infrastructure purposes as specified in the measure passed by voters.

## **Additional Recommendations**

- *Hire Consultant to review City budget to identify savings that can then be dedicated to street improvements*
- *Review the possibility of a transient occupancy tax (TOT) on vacation-by-owner rentals*
- *Increase focus on Economic Development for Fullerton*
- *Pursue long-term improvements in energy use and sourcing*

## Infrastructure and Funding Report – Study Approach

### STUDY APPROACH

In order to make recommendations, INRAC began to review the infrastructure assets of the City. The Study, which began in June 2019, considered information on a wide variety of infrastructure that the City of Fullerton is responsible to maintain, improve, and ultimately replace at the end of its useful life. As part of its process, INRAC reviewed information to provide insight as to how the City was in the current situation, requiring a large investment to improve infrastructure conditions. The list of historical documents is as follows with the documents included as **Appendix B** to this report.

### HISTORICAL DOCUMENTS REVIEWED BY INRAC

DESCRIPTION	DATE
<u>Infrastructure Advisory Committee Report</u>	4/17/2001
<u>Infrastructure Advisory Committee Report - City Council Agenda Report</u>	4/17/2001
<u>Infrastructure Advisory Committee Report - City Council Minutes</u>	8/21/2001
<u>Citizens Infrastructure Review Committee Letter to City Council</u>	4/26/2017
<u>Roadway Pavement Management Program – PowerPoint Presentation</u>	6/5/2018
<u>Options for Increased Expenditures for Street Improvements – Memo from City Manager to City Council</u>	6/11/2018
<u>Consideration of Options for Increased Revenues / Expenditures for Street Reconstruction / Improvement Projects – City Council Agenda Report</u>	7/17/2018
<u>Discussion on Budget Strategies to Increase Street Infrastructure Funding – City Council Agenda Report</u>	8/7/2018
<u>Citizens Infrastructure Review Committee Letter to City Council</u>	9/18/2018
<u>Public Safety Reorganization / Consolidation Agenda Reports</u>	Various

### Infrastructure Examination – Assets and Current Conditions

INRAC examined each element of the City infrastructure as highlighted in the following table for overall condition, maintenance/improvement needs, funding plan, and needs. While there were additional items briefly discussed (Public Safety Equipment, Brea Dam, High Voltage Streetlights, and Information Technology), the funding needs summarized in this report exclude those items as they are either not public works infrastructure or have a short-term funding need.

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## City's Public Works Infrastructure

<i>ADA Requirements</i>	<i>Airport</i>
<i>Alleys</i>	<i>Bridges</i>
<i>Buildings</i>	<i>Landscape – Trees &amp; Plantings</i>
<i>Monument Signs</i>	<i>Parking Lots</i>
<i>Parking Structures</i>	<i>Parks &amp; Trails</i>
<i>Sewer System</i>	<i>Storm Drain System</i>
<i>Streets</i>	<i>Traffic Systems</i>
<i>Vehicles &amp; Equipment</i>	<i>Water System</i>

**Prioritization of Funding Needs** – Through the evaluation process, INRAC obtained an understanding of each asset listed, including current funding levels and future investment needs. The Committee then prioritized the City's infrastructure needs into three funding levels (1 High, 2 Medium, and 3 Low).

**Funding Options** – As part of the review process, fund options and constraints were considered and discussed.

**Final Recommendations** – After the robust review and consideration by INRAC, funding options were developed by the Committee.

## Infrastructure Examination - Assets and Current Conditions

### INFRASTRUCTURE DATA SHEETS

INRAC spent the majority of its time reviewing the areas of infrastructure. The Study resulted in the completion of an Infrastructure Data Sheet for the City's Assets. The City's assets included streets, trails, 45 bridges, 32.5 miles of alleys, etc. These sheets included information on each asset, current condition, funding sources/amounts, future funding needs, and an annual investment recommendation. The Data Sheets are included in alphabetical order attached as **Appendix C**. It was determined that the infrastructure was in critical need of additional and immediate investment in the amount of approximately **\$24.6 million on an annual basis**.

### FOCUS ON STREETS – LARGEST COMMUNITY INFRASTRUCTURE CONCERN

Although each asset is important and all are discussed later in this section, the streets were a large focus of discussion because of the current conditions. The poor conditions have a daily impact on residents, businesses, and visitors to Fullerton. The following provides an outline of the City's road infrastructure, Pavement Management Program (PMP) condition review, and the maintenance/improvement needed.

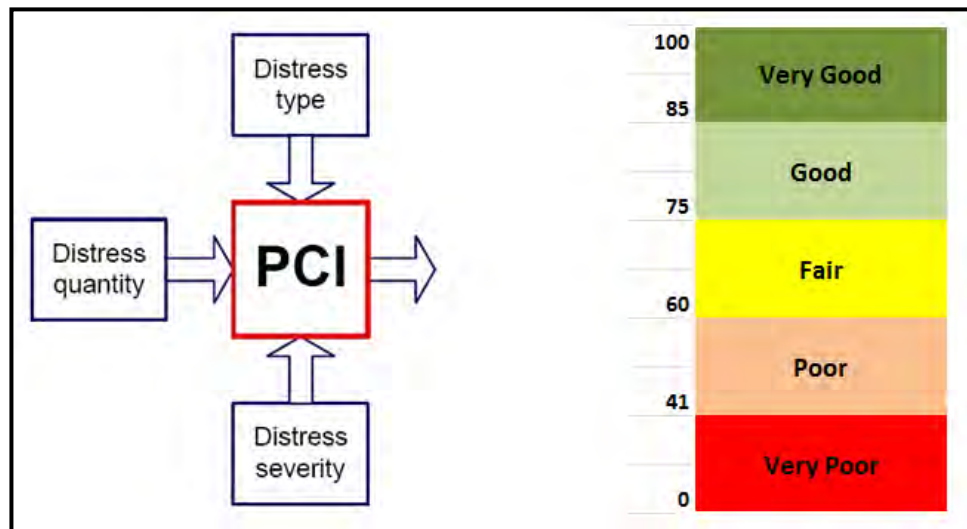
The City maintains 294 miles of streets

- 68 miles of arterial streets (e.g. Harbor, Orangethorpe, Euclid, etc.)
- 226 miles of local, residential or industrial streets
- Typical design 'life' of a roadway surface is 20-25 years.
- Regular maintenance (e.g. slurry seal & overlay) will extend the pavement 'life'.

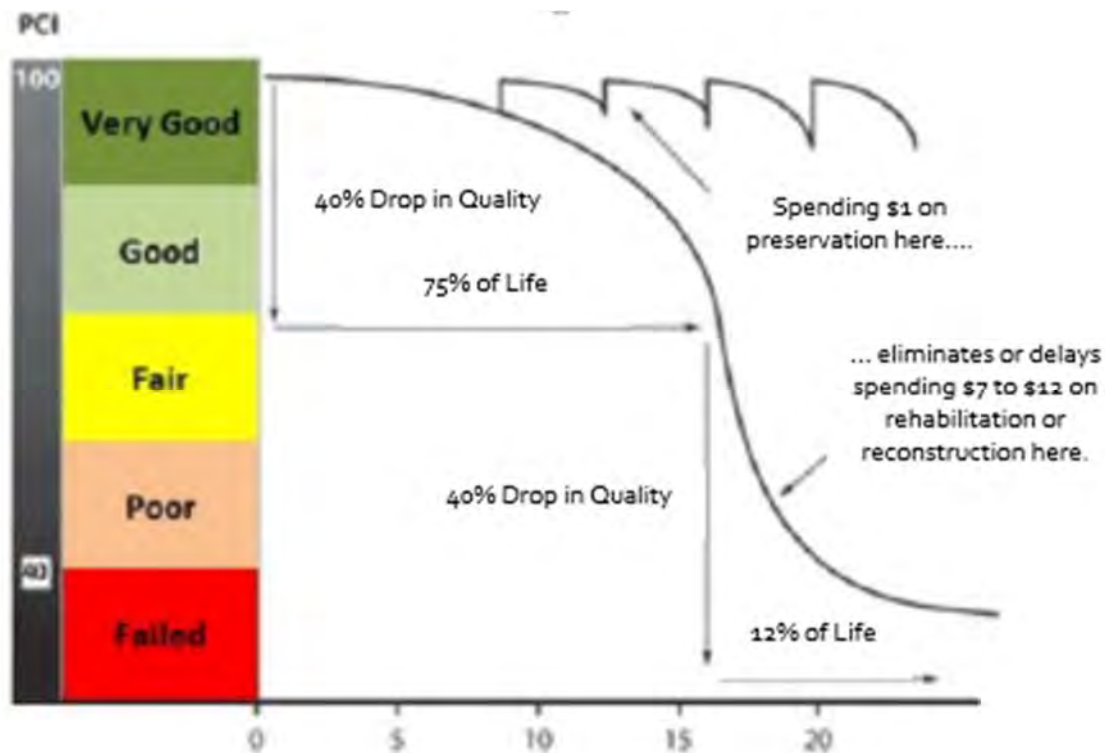
The City's Pavement Management Program (PMP) is updated every two years.

- This review, performed by an independent Engineering Firm, is required by OCTA to remain eligible to receive Measure M2 funds.
- PMP analysis includes inspections of the arterial streets every two years and the local streets every six years.
- The Program determines the existing roadway condition and assigns a Pavement Condition Index (PCI) rating from 0-100 for each roadway segment.
- The PCI is a function of overall condition of the pavement. Condition problems include potholes, cracking, failures, rutting, etc. Fewer problems equate to a higher PCI rating.

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The City's latest PMP was completed in May 2018, with an update due in 2020. Based on the PMP results, the City's overall condition is fair with many streets rated **poor to very poor** ranking the lowest in the County. The condition relates to the age of the City's streets and the lack of robust funding to maintain and rehabilitate them. It should be noted that the worse the street condition is, the more costly it is to improve as shown in the following chart:



The graphic on the following page was developed to provide information on the City's streets – conditions, miles to maintain, funding sources, and construction costs:



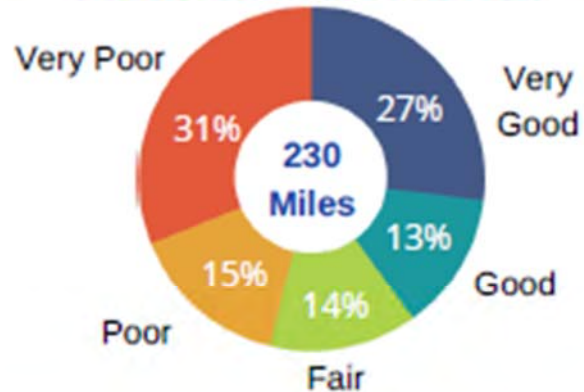
## CITY OF FULLERTON Street Conditions Report Card

A look at Fullerton's street conditions and funding for street repairs.

### Condition of Arterial Streets



### Condition of Local Streets



### Funding vs Costs to Improve Streets to Good Condition



### Percentage of streets in need of major road improvements

**53%** of arterial streets  
**60%** of local streets

### Historic Funding Levels

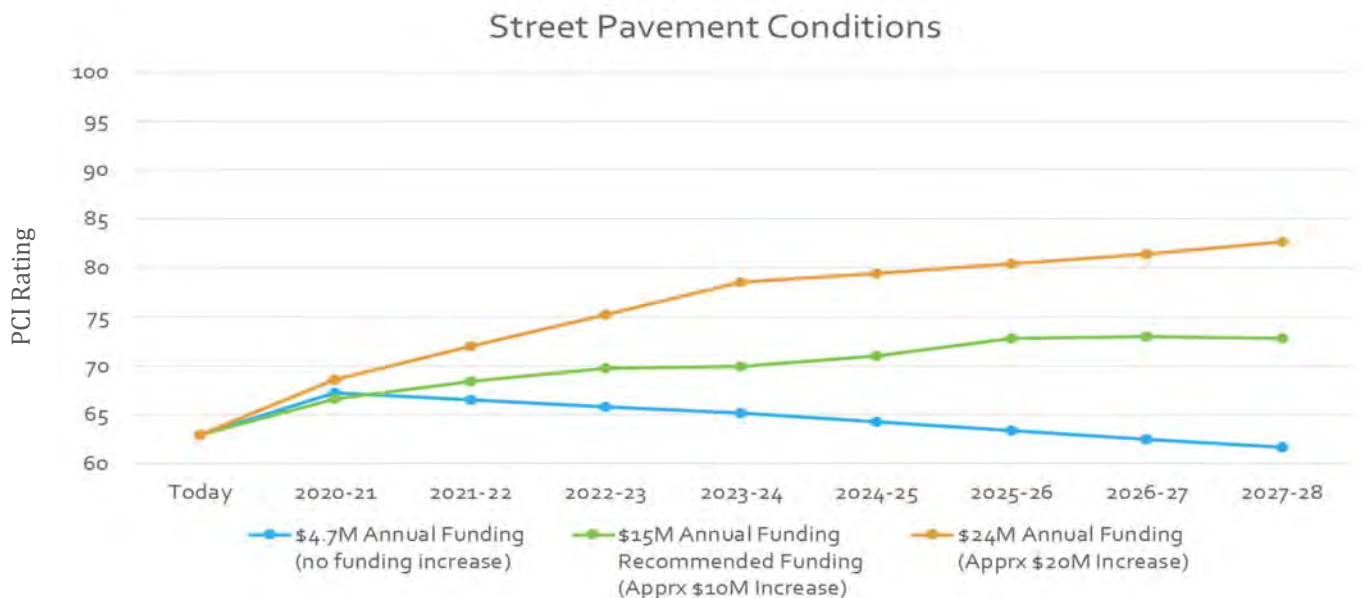


### How much does it cost to fix a road in Fullerton?

**\$3.3M** up to \$3.3 million per mile for major roadways  
**\$1.5M** up to \$1.5 million per mile for local streets

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As shown in the funding information in the prior graphic, the City receives Gas Tax special revenue collected by the State – Gas Tax, SB-1, and Measure M2. This funding is used for roadway maintenance (pothole repair, traffic signs, streetlights, sidewalk repair, etc.) and roadway improvements. The City has approximately \$4.8M to spend annually on non-operational improvements for both arterial and local streets. Based on this current level of annual funding, the road condition and rating is expected to continue to deteriorate. The Committee discussed the current and potential investment levels that would result in improvements in street conditions as shown in the chart below:



The Committee discussed that Fullerton’s streets are some of the worst in Orange County. Recently the City Council has designated certain one-time General Fund revenues to Street Improvements. However, the overall funding needs far outpace the revenue currently available. There was some discussion of the condition of streets in surrounding cities and the amount of dedicated special revenue (non-General Fund) available for street improvements. Some agencies have higher levels of transportation funding due to a larger sales tax base (from car dealerships and other major retailers), which is a factor used in the allocation of transportation funding.

There are some agencies that have dedicated General Fund revenues from an increase in the sales tax rate as in the case of La Habra, and in Placentia with its newly adopted sales tax that is largely dedicated to street improvements.

INRAC’s recommendation for street improvement funding was an increase of approximately \$10.7M to the current approximately \$4.8M – resulting in **a proposed annual investment in streets of \$15.5 million.**



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## OTHER INFRASTRUCTURE

In addition to streets, there are other City-owned assets that require additional funding for their improvement and maintenance at a proper level. See below for a list of total assets including streets. To find more detailed information per each asset, refer to **Appendix C**.

Priority Level	List of Total Assets	Recommended Annual Funding	Annual Funding Existing/Available	Annual Funding Deficit/Need
1	ADA Requirements	\$250,000 <sup>1</sup>	\$0	\$250,000
3	Airport	\$2,100,000	\$2,100,000	\$0
2	Alleys	\$920,000	\$0	\$920,000
1	Bridge Structures (Maint & Replace)	\$108,000	\$0	\$108,000
1	Buildings – Maintenance	\$3,220,000	\$500,000	\$2,720,000
3	Landscape Maint – Rights-of-way	\$1,455,000	\$1,455,000	\$0
2	Landscape Maintenance – Trees	\$3,500,000	\$1,500,000	\$2,000,000
3	Monument Signs	\$0	\$0	\$0
2	Parking Lots	\$282,125	\$75,000	\$207,125
2	Parking Structures	\$595,500	\$225,000	\$370,500
2	Parks & Trails – Facilities	\$1,173,000	\$743,000	\$430,000
2	Parks & Trails – Improvements	\$4,525,000	\$1,175,000	\$3,350,000
2	Parks & Trails – Landscape	\$3,250,000	\$2,900,000	\$350,000
3	Sewer System	\$6,200,000	\$6,200,000	\$0
2	Storm Drain System	\$4,000,000	\$2,500,000	\$1,500,000
3	Street Light System	\$7,000,000 <sup>2</sup>	\$0	N/A
1	Streets – Arterial	\$5,500,000	\$2,400,000	\$3,100,000
1	Streets – Local	\$10,000,000	\$2,400,000	\$7,600,000
3	Streets- Curb & Gutter, Sidewalk & Curb Ramps	\$500,000	\$400,000	\$100,000
3	Traffic Systems	\$1,604,500	\$700,000	\$904,500
3	Vehicles and Related Equipment	\$6,100,000	\$5,400,000	\$700,000
3	Water System	\$34,000,000	\$34,000,000	\$0
	ESTIMATED TOTAL	<b>\$89,283,125</b>	<b>\$64,673,000</b>	<b>\$24,610,125</b>

<sup>1</sup> While Americans with Disability Act (ADA) Requirements are shown as an annual funding need of \$250,000, this is a placeholder amount. The City is currently performing a four-phase update to its ADA Transition Plan to incorporate the latest regulations and anticipates the identified needs may be significantly higher.

<sup>2</sup> Although the Committee is not recommending the funding for Street Light System in the total annual funding need calculation in this report, such need should not be overlooked. It will be one-time expense, not annual, as the City may explore some financing options such as I-Bank loans.

## **AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN**

Per the Americans with Disabilities Act (ADA), the City is currently preparing a new/updated Transition and Self-Evaluation Plan. The Transition Plan involves inspection of all City facilities and buildings for structural and physical obstacles/barriers that prevent access for the disabled. The Self-Evaluation Plan is a department by department analysis of every City program and activity for possible obstacles to disabled persons.

- *Recommended Additional Annual Funding:   **\$250,000** (This number serves as placeholder until transition plans are complete. It is possible the recommended improvements may require significant investment beyond this figure.)*

## **AIRPORT**

Classified by the FAA as General Aviation (not-airline) use and also known as a ‘reliever airport,’ the Fullerton Municipal Airport relieves congestion at commercial service airports and provides aviation access to the overall community. The airport site is 86 acres.

The City is currently designing a new Administration Building to be located to the west of the existing Terminal Building which will be funded by Airport Enterprise Fund and loans/grants.

- *Asset Components:*
  - Lighted 3,121-foot runway
  - Lighted parallel taxiways
  - Six helipads
  - Automated Surface Observing (ASOS) weather station
  - Administration/Terminal building with air traffic control tower leased to FAA
  - Approximately 255 surface aircraft parking spaces
  - Approximately 146 individual aircraft storage hangers
  - Aircraft fuel storage and fuel islands (private)
  - Two City owned buildings leased to private firms for aviation related activities
  - Ten privately owned buildings with long term ground leases
  - Portion of Terminal building leased to restaurant
  - Operational base for CHP, OCFA, City of Anaheim Police, and Mercy Air
  - Portion of land leased for cell tower
- *Recommended Additional Annual Funding:   **None at this time***

## **ALLEYS**

Public rights-of-way, typically 20’ wide roadway used to access rear of private properties.

## INRAC INFRASTRUCTURE AND FUNDING REPORT

- Asset Quantity: 322 public alleys, totaling 32.5 mile
- Estimated Cost: Reconstruction: \$1,120,000 per mile  
Rehabilitation: \$720,000 per mile
- Recommended Additional Annual Funding: **\$920,000\***

\*Following table indicates anticipated improvements

Reconstruction	0.5 mi	\$ 560,000
Rehabilitation	0.5 mi	\$ 360,000
Annual Funding Need	1.0 mi	\$ 920,000

### BRIDGE STRUCTURES

Public access bridge structures open for vehicular and pedestrian use.

- Asset Quantity: 45 bridge structures, plus 10 box culverts
- Estimated Cost: Preventative Maintenance: \$41,000 per EA (average cost)  
Rehabilitation/Replacement: \$2,250,000 per EA (average cost)
- Recommended Additional Annual Funding: **\$108,000\***

\*Anticipate large portion of improvements covered by Caltrans funding with required City match

### BUILDINGS – MAINTENANCE (MAJOR REPAIRS/SYSTEM REPLACEMENT)

Public buildings typically serving City employees and/or the general public, excluding smaller facilities such as restrooms serving park sites.

- Asset Quantity: 31 Buildings
- Recommended Additional Annual Funding: **\$2,720,000**

### LANDSCAPE MAINTENANCE – STREET RIGHT OF WAY

Landscaped areas within street right of way consisting of center medians, plus open areas and planter areas directly adjacent to roadway. Also includes City water reservoir sites.

- Asset Quantity: 42 Street Median Areas; 3 Greenbelt Areas; 5 Slope Areas; 12 Hedges;  
9 Planter Areas (adjacent to streets);

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## Reservoir Sites (Hillcrest Reservoir part of park maintenance)

- Recommended Additional Annual Funding: **None at this time.**

### LANDSCAPE MAINTENANCE - TREES

Trees within street right of way consisting of center medians, plus open areas and planter areas directly adjacent to roadway. Trees also located within public parks. Services include tree trimming, removals, and replacement.

- Asset Quantity: Approximately 41,000± trees
- Recommended Additional Annual Funding: **\$2,000,000**

### MONUMENT SIGNS

Raised monument signs indicating approximate City boundary are used to notify the general public when entering the City of Fullerton.

- Asset Quantity: 5 signs at various locations, typically within the center median of roadway.
- Estimated Improvement Cost:
  - Typical Monument Design (Consultant) \$ 75,000
  - Demolition of Existing \$ 15,000 EA
  - Construction of New (15 signs) \$ 175,000 EA
- Recommended Additional Annual Funding: **None at this time (to be completed if related project can fund additional work)**

### PARKING LOTS

Public parking lots typically serving City facilities, including City employee only parking lots. Additionally, there are many parking lots located in the downtown area serving the adjacent businesses and Transportation Center.

- Asset Quantity: 61 parking lot locations. Hillcrest Park has 7 separate parking lots
- Estimated Cost:
  - Seal Coat: \$ 0.25 SF
  - Patching & Seal Coat \$ 0.25 SF Seal Coat + \$7.50 SF Patch

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Rehabilitation: \$ 6.25 SF

- Recommended Annual Funding Need:

Seal Coat	4 lots	\$ 30,500
Patching & Seal Coat	2 lots	\$ 61,000
Rehabilitation	1 lot	\$ 190,625
Total	7 lots	<b>\$ 282,125</b>

Recommended Additional Annual Funding:      **\$207,125**

### PARKING STRUCTURES

Public parking structures located in the downtown area serving the adjacent businesses and Transportation Center.

- Asset Quantity: 6 public parking structure locations. 2 structures are privately owned with requirement to provide public parking, where the City is responsible for its maintenance.
- The paid parking program at the downtown area will continue; a portion of the revenue could offset the parking structure maintenance costs.
- Recommended Additional Annual Funding:      **\$370,500**

### PARKS & TRAILS – FACILITY MAINTENANCE SERVICES

Public parks and open space within the City open to use by residents and non-residents. Parks can include amenities such as restrooms, spray grounds, play structures, lighting, and sporting facilities but not any adjacent parking lots (see above). Recreational trails are open to hikers, equestrians, mountain bike riders and are generally unimproved pathways. This category relates to maintenance of existing structures (with projects such as roof replacement, restroom fixture change out, park lighting retrofits, etc.) as well as other hardscape such as fence maintenance/repairs, etc.

- Asset Quantity: 50 total public parks within the City (46 City owned and maintained; 2 OC Parks maintained; 1 Army Corp owned, City leased; 1 privately maintained)  
28± miles of recreational trails
- Recommended Additional Annual Funding:      **\$430,000**

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## PARKS & TRAILS - IMPROVEMENTS

See description and asset quantity information above. This category relates to major renovations of parks and trails and addition of new facilities/amenities.

- Recommended Funding Strategy:*

<i><b>Park Type</b></i>	<i><b>Number</b></i>	<i><b>Frequency</b></i>	<i><b>Annual Cost</b></i>
Neighborhood Parks			
Good (no work needed)	20	NA	\$ 0
Rehabilitation	10	Min 2 per year	\$ 400,000
Renovation	4	1 per year	\$ 2,500,000
Specialized			
Good	5	NA	\$ 0
Rehabilitation	3	1 per year	\$ 450,000
Renovation	1	1 every 6 yrs.	\$ 1,000,000
Greenbelt/Preserve			
Good	4	NA	\$ 0
Rehabilitation	2	1 per year	\$ 75,000
Renovation	1	1 every 5 yrs.	\$ 100,000
Total Annual Funding			\$ 4,525,000

- Recommended Additional Annual Funding:*    **\$3,350,000**

## PARKS & TRAILS – LANDSCAPE MAINTENANCE SERVICES

This category relates to the landscape maintenance of the greenscape within the City. Various levels of landscape maintenance services for public parks, trails, and open space, including Irrigation System Repairs/Replacement, Turf Repair/Replacement, Plant Replacement, and Tree Replacement.

- Recommended Funding Strategy:*

Public Works is in the process of evaluating proposals to outsource the maintenance of the City park sites with the exception of irrigation maintenance/repair. With outsourcing, it is expected the regular maintenance activity will be sufficiently funded at the current level. Due to the age of the City's irrigation systems and the need to increase water efficiency, there is a recommendation for an increased ongoing investment to change out the antiquated irrigation to weather based irrigation controls or some other water saving irrigation system.

- Recommended Additional Annual Funding:*    **\$350,000**

## SEWER SYSTEM

The City owns and operates the sanitary sewer system serving all properties within the City limits. The system consists of underground pipes, manholes, and siphons, but does not include pump stations. The City sanitary sewer system's improvement, repair, and operation/maintenance are funded by the Sewer Enterprise Fund and regulated by the California Regional Water Quality Control Board's General Waste Discharge Requirements for Sanitary Sewer Systems. The City's 2014 Sanitary Sewer System Management Plan (SSMP) details the operations and maintenance requirements for the sanitary sewer system.

- Asset Quantity:
  - Approximately 330 miles of piping
    - Including 2.7 miles of privately owned sewer pipes
    - 99% of piping is Vitrified Clay Pipe (VCP)
  - Sewer main pipe sizes range from 6" to 39" in diameter
    - Approximately 80% of pipes are 6" to 8" in diameter
  - 33 siphons ranging in size from 6" to 39" pipes
  - Approximately 6,850 access manholes and 250 lampholes/cleanouts

The Sewer Enterprise Fund is currently generating sufficient revenue to address on-going operations and maintenance plus programmed capital improvement projects.

- Recommended Additional Annual Funding: **None at this time.**

## STORM DRAIN SYSTEM

The City owns and maintains the storm water collection system throughout the City limits. The City drainage systems ultimately connect to Orange County Flood County District facilities. There are also two dams - Brea Dam and Fullerton Dam – owned and operated by the U.S. Army Corp of Engineers within the City. The Amy Corp is responsible for the dam gateworks that is used to control the release of water from behind the dam.

- Asset Components:
  - Street Right of Way
    - Various catch basins (Grate inlets, Curb opening catch basins, Riser inlets)
    - Various pipes (Reinforced Concrete Pipe (RCP), Corrugated Metal Pipe (CMP))
  - Easements (Private Property)
    - Various sizes and types of pipe - Typically Corrugated Metal Pipe (12" to 24" in diameter)

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- Recommended Annual Funding Strategy:

Miscellaneous Repairs and Preventative Maintenance =	\$1,000,000
Major System Upgrades or New Facilities =	\$3,000,000
(To be recommended by Drainage Master Plan)	
Total Annual Funding	\$4,000,000

- Recommended Additional Annual Funding: **\$1,500,000**

### STREET LIGHT SYSTEM

Street lights are adjacent to, and illuminate City public streets. Southern California Edison (SCE) provides the power to the street light systems with the City owning and maintaining the poles, fixtures, conduit and wiring from the SCE power source and transformers. To make the switch to modern street light technology, not only do the SCE transformers need to be replaced (by SCE with SCE indicating the transformer manufacturer may be going out of business), but the City owned circuit wiring and light fixtures must also be replaced.

City has contracted with a consultant to review all street lights to verify ownership, type of electrical system (low or high voltage), type of existing light fixture, and convert low voltage light fixtures to LED fixtures.

- Asset Components:

- Street Lights
  - Verified City owned = 5,851
  - To be Determined = 931
  - Total = 6,782
- Electrical System Type
  - High Voltage = 922
  - Low Voltage = 3,509
  - To be Determined = 2,351
- Light Fixture Type
  - Converted to LED = 3,509
  - Non-LED = 3,273

- Recommended High Voltage Replacement:

- Conversion is estimated at \$10,000 to \$15,000 per pole for an estimated total of over \$35 million.
- Complete conversion within 5 year period
  - \$35M total cost / 5 years = \$7M per year



## INRAC INFRASTRUCTURE AND FUNDING REPORT

- Recommended Additional Annual Funding: **None at this time<sup>3</sup>.**

### STREETS – ARTERIAL (MAJOR) HIGHWAYS

Public right of way, typically two or three lanes in each direction (64' to 84' wide) roadway with high traffic volume. Some arterial roadways include a raised, landscaped center median.

- Asset Quantity: 68 miles
- Estimated Cost:
  - Thin Overlay: \$1,440,000 per mile
  - Thick Overlay: \$1,642,000 – 2,102,000 per mile
  - Reconstruction: \$3,316,000 per mile
- Recommended Funding Strategy:

Overlays	1.5 mi	\$ 2,200,000
Reconstruction	1.0 mi	\$ 3,300,000
TOTAL	2.5 mi	\$ 5,500,000

- Recommended Additional Annual Funding: **\$3,100,000**

### STREETS – LOCAL (RESIDENTIAL) ROADWAYS

Public right of way, typically one lane in each direction (40' wide) roadway with low traffic volume. Mainly residential roadways.

- Asset Quantity: 226 miles
- Recommended Funding Strategy:

Slurry Seal		\$ 500,000
Overlays	6.0 mi	\$ 5,000,000
Reconstruction	3.0 mi	\$ 4,500,000
TOTAL	9.0 mi	\$ 10,000,000

- Recommended Additional Annual Funding: **\$7,600,000**

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<sup>3</sup>Although the Committee is not recommending the funding for Street Light System in the total annual funding need calculation in this report, such need should not be overlooked. It will be one-time expense, not annual, as the City may explore some financing options such as I-Bank loans.

# INRAC INFRASTRUCTURE AND FUNDING REPORT

## STREETS – CURB & GUTTER, SIDEWALK & CURB RAMPS

Concrete curb and gutter adjacent to roadways to convey storm water runoff; concrete sidewalk for pedestrian access; curb ramps to provide access for disabled persons to sidewalk in addition to safe routes to school locations.

- Asset Quantity:

Curb & Gutter:	440± mi (estimated)
Sidewalk:	12,500,000 SF (estimated)
Curb Ramps:	T.B.D.
- Recommended Additional Annual Funding:      **\$100,000**

## TRAFFIC SYSTEMS

City owns and maintains systems to control the flow of traffic throughout the City.

- Asset Quantity:
  - 154 Traffic Signals
  - 22 Traffic Signal Closed Circuit Television (CCTV) Camera Systems
  - Traffic signal video detection systems
  - Pavement striping and markings
  - Traffic signs
  - Traffic signal interconnect fiber optic system/copper wire/wireless systems
  - Traffic management center software, hardware and equipment
  - Radar speed feedback signs
  - In-pavement crosswalk flashers
  - Rectangular Rapid Flashing Beacons at crosswalks (6 locations, 12 beacons)
- Recommended Additional Annual Funding:      **\$904,500**

## VEHICLES AND RELATED EQUIPMENT

City owned and maintained cars, trucks, motorcycles, trailers and other related equipment used by the different City Departments.

- Asset Quantity:  
444 total vehicles, heavy duty trucks, trailers and other miscellaneous equipment (generators, mowers, forklifts, tractors, etc.) including the following assets:

## INRAC INFRASTRUCTURE AND FUNDING REPORT

- Fire Department
  - 1 ambulance
  - 10 heavy duty fire pumpers
  - 2 heavy duty fire ladder trucks
- Police Department
  - 37 Black & White patrol vehicles
  - 47 detective and special purpose vehicles
  - 12 motorcycles

- Recommended Additional Annual Funding:      **\$700,000**

### WATER SYSTEM

The City owns and operates the water distribution system serving all properties within the City limits. The system consists of underground piping, storage reservoirs, wells, pumps, and connections to the Metropolitan Water District of Southern California (MWD) water system. Over 50% of the water pipes are over 50 years old, the maximum useful life. As a result, the water system has been experiencing an average of 100 water pipe breaks a year, which is the highest rate in Orange County.

- Asset Quantity:
  - 423 miles of distribution pipes
  - 15 reservoirs with 67.5 million gallons of storage capacity
  - 12 booster stations
  - 10 active wells
  - 6 active MWD connections
  - 32,000 service connections/meters
  - 4,100 backflow preventers
  - 142,000± population served
  - 22.3 square mile service area

The revised water rate schedule approved by City Council would generate increased revenue to address the system deficiencies, upgrades, and replacement needs.\*

- Recommended Additional Annual Funding: **None at this time.\***

\*Based on February 6, 2020 revisions to Division of Drinking Water Standards (unknown during the rate setting process) and recommendation to remove wells from service, there may be a need to fund expensive import water while treatment plants are being constructed. For the treatment

approach, the City is working in partnership with Orange County Water District – our groundwater management agency – that will be potentially funding and constructing the plants.

## Prioritization of Funding Needs

### PRIORITIZATION OF FUNDING NEEDS

INRAC examined each element of the infrastructure, determining current funding sources and future ongoing needs. As part of the analysis, there was discussion of how to prioritize the needs. The needs outlined in the following tables are an annual investment need based on the assets that the City is responsible to maintain.

There have been many comments related to how the City is in this position. It is in part because other community needs such as public safety, recreation programs for children, library services, community parks and trails are important and require funding. While the City's revenue has stagnated over the years, increased service demand, unfunded mandates, and higher costs of doing business have resulted in little (and none in some years) investment in the City's roadway infrastructure from the General Fund.

The following charts show funding needs from Level 1 Funding Needs to Level 3 Funding Needs, with 1 being the highest priority. The levels were determined by reviewing existing condition of the asset, current funding amount, and expected future asset condition with no increased funding.

As a note, the items within the charts are in alphabetical order rather than priority order.

### LEVEL 1 FUNDING NEEDS – NET \$14M PER YEAR SHORTFALL

Asset	Recommended Annual Funding	Existing Annual Funding (FY19-20 Budget)	Additional Funding Need
ADA Requirements	\$250,000	(1) \$0	\$250,000
Bridges - Preventative	(2) \$18,000	(1) \$0	\$18,000
Bridges - Rehabilitation	(2) \$90,000	(1) \$0	\$90,000
Buildings - Major Repairs/Rehab	\$3,220,000	\$500,000	\$2,720,000
Streets - Arterial	\$5,500,000	\$2,400,000	\$3,100,000
Streets - Local	\$10,000,000	\$2,400,000	\$7,600,000
<b>TOTAL</b>	<b>\$19,078,000</b>	<b>\$5,300,000</b>	<b>\$13,778,000</b>
<i>(1) = No existing funding specifically allocated to asset</i>			
<i>(2) = Assume 88% of project costs covered by CalTrans grant funding</i>			

# INRAC INFRASTRUCTURE AND FUNDING REPORT

## LEVEL 2 FUNDING NEEDS – NET \$9M PER YEAR SHORTFALL

Asset	Recommended Annual Funding	Existing Annual Funding (FY19-20 Budget)	Additional Funding Need
Alleys	\$920,000	(1) \$0	\$920,000
Landscape Maintenance - Trees	\$3,500,000	\$1,500,000	\$2,000,000
Parking Lots	\$282,125	\$75,000	\$207,125
Parking Structure Maintenance	\$595,500	\$225,000	\$370,500
Parks & Trails - Facility	\$1,173,000	\$743,000	\$430,000
Parks & Trails - Landscape	\$3,250,000	\$2,900,000	\$350,000
Parks & Trails - Improvements	\$4,525,000	\$1,175,000	\$3,350,000
Storm Drain System	\$4,000,000	\$2,500,000	\$1,500,000
<b>TOTAL</b>	<b>\$18,245,625</b>	<b>\$9,118,000</b>	<b>\$9,127,625</b>

(1) = No existing funding specifically allocated to asset

## LEVEL 3 FUNDING NEEDS – (NEAR ADEQUATE DEDICATED FUNDING)

Asset	Recommended Annual Funding	Existing Annual Funding (FY19-20 Budget)	Additional Funding Need
Airport	\$2,100,000	\$2,100,000	\$0
Landscape - Street R/W	\$1,455,000	\$1,455,000	\$0
Monument Signs	\$0	\$0	\$0
Sewer System	\$6,200,000	\$6,200,000	\$0
Streets - Parkway (C&G, SW)	\$500,000	\$400,000	\$100,000
Traffic Systems	\$1,604,500	\$700,000	\$904,500
Vehicles & Equipment	\$6,100,000	\$5,400,000	\$700,000
Water System	\$34,000,000	\$34,000,000	\$0
<b>TOTAL</b>	<b>\$51,959,500</b>	<b>\$50,255,000</b>	<b>\$1,704,500</b>



## Funding Options

### DISCUSSION OF AVAILABLE FUNDING OPTIONS

As shown in the funding needs chart, the City faces an annual infrastructure funding shortfall of approximately \$24.6M as well as other Citywide large budget issues that were not addressed as a part of this report. There was discussion of the various funding options - from reprioritization of existing budget to revenue enhancement measures – to help the City close the gap. The review included the following funding options:

- Grants
- Bonds (typically paid for by property taxes)
- Reprioritizing Current City Budget
- Economic Development
- Energy Savings
- Taxes (Parcel Tax / Sales Tax)

### GRANTS

Grants are non-repayable funds given by one party (grant makers), often a government agency, corporation, foundation or trust, to a recipient, often (but not always) a non-profit entity, educational institution, business or individual – including cities. In order to receive a grant, some form of “Grant Writing” often referred to as either a proposal or an application is required. Most grants are made to fund a specific project and require some level of compliance and reporting. The grant writing process involves an applicant submitting a proposal (or submission) to a potential funder, either on the applicant’s own initiative or in response to a Request for Proposal from the founder.

The City of Fullerton has a consultant that specializes in grant writing as well as an interdepartmental team focused on obtaining grants. The City has been successful over the last several years which has resulted in projects such as Raymond and State College Grade Separations – capacity expansion, Wilshire Bike Boulevard (roundabouts to improve bicycle conditions), and partial funding of Woodcrest Park Improvements.

The Committee reviewed more recent grants and the opportunities for additional funding.

### GRANTS AWARDED IN 2019 REQUIRING LOCAL MATCH DOLLARS:

- Water well construction \$1.6M (match \$2.6M)

## INRAC INFRASTRUCTURE AND FUNDING REPORT

- Acquisition of property for West Coyote Hills Interpretative Nature Center grant - \$1M, 'local match' was covered by other grants
- Caltrans road safety plan grant - \$80,000, local match - \$8,000
- Awaiting news on recreation trails grant and traffic signalization. Trails grant is dependent on \$155,720 local match.

The largest infrastructure issue for Fullerton is to fund its deteriorated streets. Unfortunately, there is not a pool of money available for street paving alone. There is funding available for capacity expansion (increasing the size of streets) and Active Transportation Program (ATP) funding for pedestrian and bicycle improvements; however, these are competitive, matching grants. These types of grants pay for the incremental difference related to the capacity and ATP improvements rather than the paving itself.

While the City will continue to pursue grants (which will extend investment dollars if awarded), it is not prudent to rely on this funding source as an ongoing revenue stream and cannot sufficiently fund all of the infrastructure needs. A new, separate revenue stream for infrastructure can provide a set amount of funding to meet matching requirements.

### **BONDS**

A bond is an instrument of indebtedness of the bond issuer (e.g., the City) to the holders (those investors that purchased the bonds with a pre-determined rate of return). Principal and interest is usually payable at fixed intervals (typically semiannually or annually for municipal bonds). A bond instrument is similar to a mortgage in that it provides up-front funding for a large, one-time project. The appropriate use of bonds is for one-time high priority, emergency expenses and not for long-term ongoing expenses. Bonds are paid back with interest; thus the overall total cost of the project substantially increases over time.

Based on the ongoing maintenance needs, INRAC recommends approaching the issue with a “pay-as-you-go” method to avoid increasing costs of the ongoing improvements by paying high interest charges.

### **REPRIORITIZING CURRENT CITY BUDGET**

INRAC spent a great deal of time discussing the City's budget – revenue sources, expenditures, and potential for re-prioritization. The City's budget is complex with various funding sources comprising the General Fund (most flexible revenue source, which can be spent as the City directs), Special Revenue Funds (funds dedicated for special purposes – like Park Dwelling Funds that can only be used to improve parks), and Enterprise Funds (self-supporting funds). Examples include the Water Fund and Sewer Fund, both funded by ratepayers through their utility bill and may only be spent to maintain



# INRAC INFRASTRUCTURE AND FUNDING REPORT

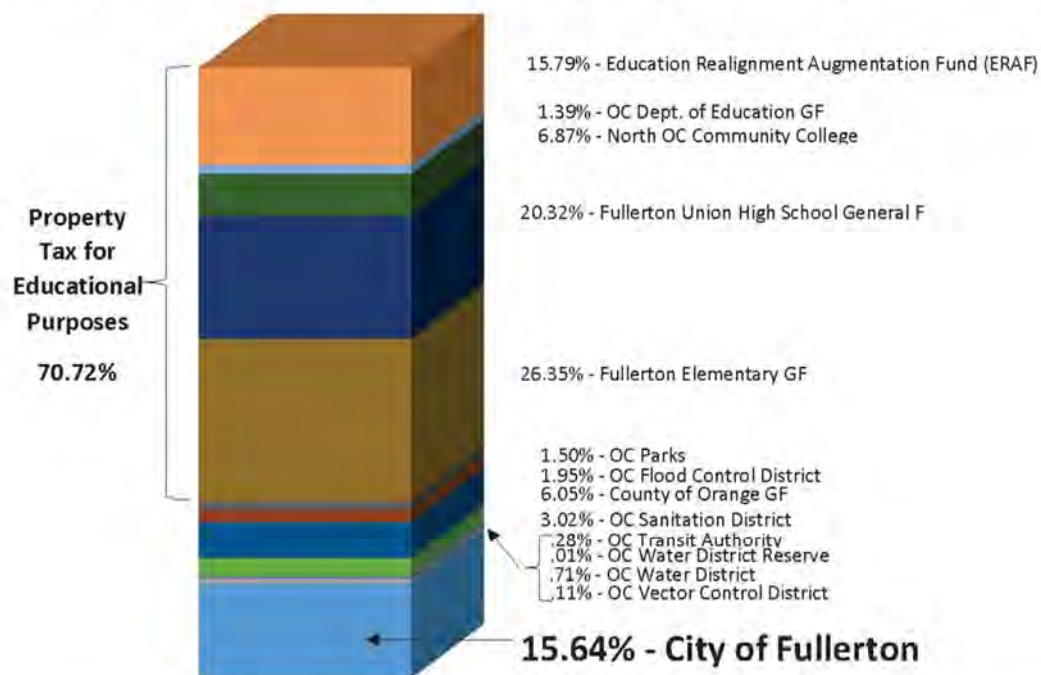
or improve water and sewer systems, respectively). While the special revenue Gas Tax was discussed in the earlier Infrastructure Asset section of the report, the focus of this section – and related review – is the General Fund.

## ***General Fund – Taxes and Revenue***

‘I pay my taxes, you should pave the streets with the money I give you.’

INRAC is made up of community members that have heard that the City should be able to provide all services with the money provided through taxes. The following chart shows how property tax is distributed to various agencies.

### City of Fullerton 1% Property Tax Distribution



The City of Fullerton receives only 15.6 % of the basic levy (1%) property tax you pay each year. The majority of all property tax paid goes to support education. The basic levy 1% property tax does not include additional amounts such as for school bonds, community college bonds, or special assessment charges for mosquito, fire ant assessment, sewer user fee, or other similar charges.

#### *Example:*

Property tax bill is \$4,000. Of this amount, the City of Fullerton receives \$625.60.

Public Safety is 70% of the City General Fund so Police and Fire receive \$437.92

All other Departments receive \$187.68.

Public Works receives approximately **\$43.80** of this example property tax bill to maintain City parks, streets, and other infrastructure needs.

## INRAC INFRASTRUCTURE AND FUNDING REPORT

As can be seen in the chart, 15.6¢ of each property tax dollar returns to the City. This money is used to provide core City services including police, fire protection, parks, trails, library, recreation and cultural programs, and essentially all other City services that do not have a separate funding source. For the City of Fullerton, this equates to approximately \$46 Million. In contrast, the education system (Elementary, High School, Community College, etc.) receives over four times the amount at 70.72¢ of each property tax dollar or \$208 Million per year. Of the amount provided to the education system, Fullerton elementary schools receive \$77.5 Million and high schools receive \$59.7 Million. In comparison, the City's General Fund (to provide public safety, parks and recreation, and other services to our residents and businesses) is \$97 Million.

The City has a significant number of long-term residents that have retained ownership of their home for many years. Long term residents are valuable in many ways; however, decades of home ownership impacts the revenue available for the City to provide services. This is significant as it relates to Fullerton's current infrastructure conditions. A large portion of the City was developed in the 1950's and 1960's meaning two things: 1) the long-term resident's property tax rate – while it has grown over the years – has not kept pace with inflation and cost increases, and 2) the City's infrastructure has aged over those same years requiring significant investment.

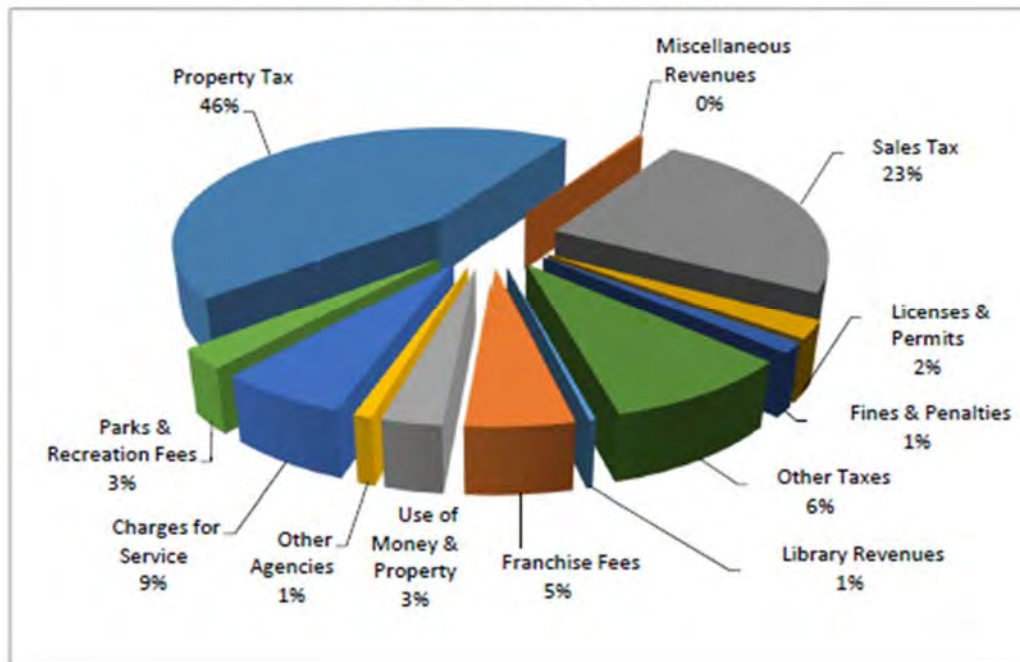
The following chart provides a range of property tax payments, and the amount of funding available to the City to provide all of its General Fund services:

PAID TO COUNTY: (Paid to County for Assessed Property Value)	FULLERTON RECEIVES ONLY: 15.6¢ per dollar paid in prior column (Pays for Police, Fire, Parks, Recreation, Library, Building, Planning, etc.)
\$400	\$62.40 yr / \$5.20 mo
\$1,000	\$156 yr / \$13 mo
\$2,000	\$312 yr / \$26 mo
\$3,000	\$468 yr / \$39 mo
\$5,000	\$780 yr / \$65 mo
\$7,000	\$1,092 yr / \$91 mo
\$9,000	\$1,404 / \$117 mo

As part of the INRAC process, the Committee reviewed the City's revenues and expenditures. The City's sources of General Fund Revenue (most flexible stream of revenue) come mainly from property taxes and sales tax, as shown in the following chart:

# INRAC INFRASTRUCTURE AND FUNDING REPORT

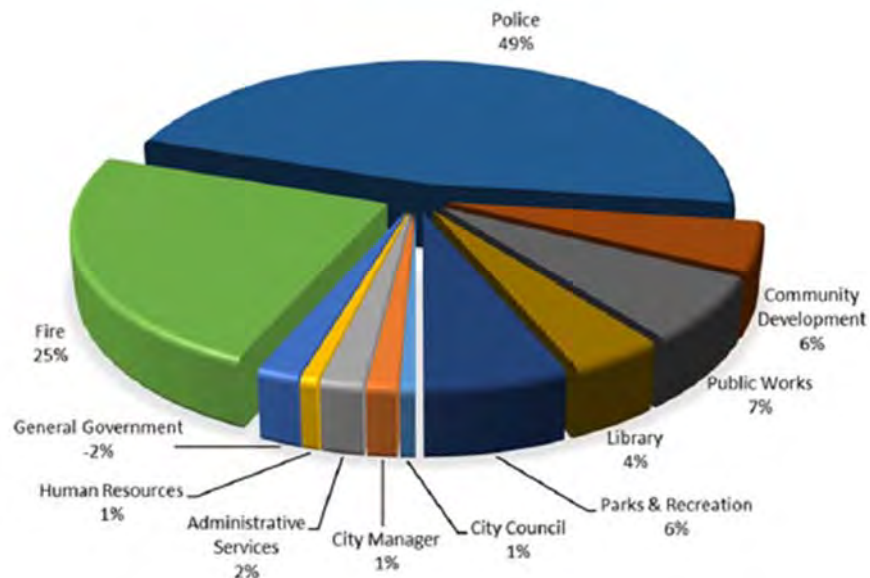
General Fund Revenues for FY 2019-20: \$97,641,934



## *General Fund – How is it spent?*

The following chart shows the way the City utilizes the General Fund and provides its current level of service:

General Fund Expenditures (\$97,641,934)



\*General Government includes \$2,825,000 in savings from anticipated General Fund employee vacancy rate of 4% for FY 2019-20.

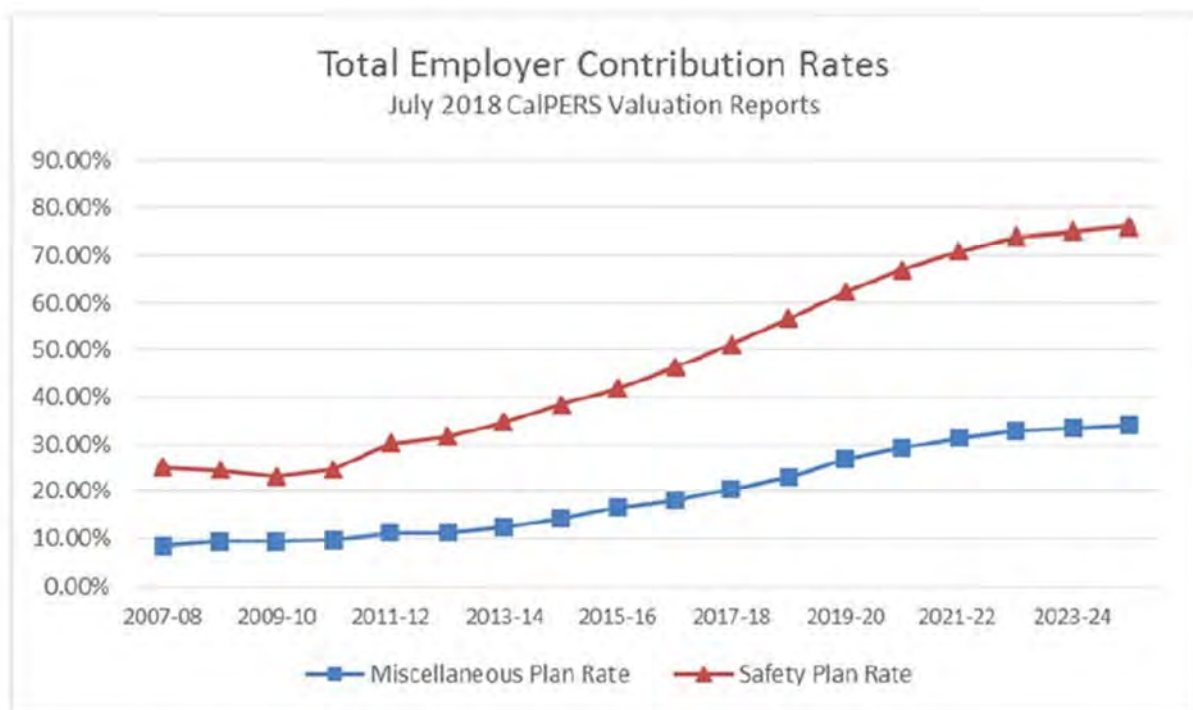
## INRAC INFRASTRUCTURE AND FUNDING REPORT

The largest portion of the General Fund Budget is dedicated to Public Safety, with 74% funding Police and Fire Services. The remaining 26% provides for the City services like recreation programs, library services, parks maintenance, etc. that do not have a sufficient dedicated funding source.

### *General Fund - Pension Costs and Reforms in Process*

There was discussion of pensions and the impact on overall budget with this issue raised at both Community Meetings. Unfortunately, the State and the City pension costs will continue to rise in FY 2019-20 and beyond from decisions made decades ago. Fullerton is not immune to prior poor performance investment returns from CalPERS and decisions from the State Legislature to divest from profitable investments. These costs are projected to again increase by approximately \$2 million in FY 2019-20 and will increase every year for the foreseeable future, which puts a heavy strain on the current year and future year budgets. FY 2019-20 General Fund pension costs are approximately 20% of the total General Fund budget and pension costs are expected to rise to as much as 23% of the General Fund budget over the next ten years before leveling off. The cost increase is primarily related to the growth of the City's Unfunded Accrued Liability (UAL) which is due to many factors, including: actual CalPERS investment returns being lower than assumed over the last ten years, the actuarial assumed investment return rate being reduced from 7.5% to 7.0%, previously negotiated increases to employee "PERS-able" compensation, and cost of living adjustments (COLAs) provided to retirees.

The City's projected contribution rates included in the FY 2019-20 Adopted Budget are shown below:





## INRAC INFRASTRUCTURE AND FUNDING REPORT

The City will have approximately 630 full time employee positions for FY 2019-20 and over 1,300 active retirees in the pension system. Even if the City halted all active employee compensation increases, the normal 2% COLA provided to a retiree, which the City has no control over, will continue to increase the City's UAL. Progress continues towards achieving City Council goals in reducing pension costs to include eliminating Employer Paid Member Contributions (EPMC) and reducing pensionable benefits through employee negotiations. The Fullerton Firefighters Association was the first bargaining unit to negotiate an increase in their employee share pension last fiscal year, with an increase of 1% for each of the three years in their agreement term.

The City has also made great strides to control these costs at the Executive level. The City Council recently approved an amendment to the City Manager agreement with a total employee pension contribution of 13%. The EPMC contributions for Executives will be completely eliminated at the end of the fiscal year. When achievable, reductions in EPMC for various units will be implemented. Additional measures the City will take or has taken to partially offset pension cost increases also include creating a CalPERS "Classic" second tier for Safety employees prior to the 2012 Public Employees' Pension Reform Act (PEPRA), reducing and/or eliminating the EPMC rate for "Classic" employees, and making discounted prepayments of the City's annual Unfunded Accrued Liability. Employees hired into the CalPERS system before January 1, 2013, who have not had a break in service of more than six months are considered CalPERS "classic" employees. Employees hired on or after January 1, 2013, are considered new or "non-classic" employees under the California Public Employees' Pension Reform Act. The City's audited Comprehensive Annual Financial Report (CAFR) contains a significant amount of pension information about the City's plan, benefits, contributions, actuarial methods and assumptions, assets and liabilities, sensitivity of liabilities to assumption changes, and pension expense.

The most recent CAFR, covering the Fiscal Year ending June 30, 2019 is available on the City's website: [https://www.cityoffullerton.com/gov/departments/admin\\_serv/cafr.asp](https://www.cityoffullerton.com/gov/departments/admin_serv/cafr.asp)

### ***General Fund Budget Review Recommendations***

INRAC's review of the budget concluded with the determination that the funding to address critical street and other infrastructure improvements was not easily identified. In fact, there is no dedicated amount of General Fund allocated each year for street capital improvements. INRAC sees the value in a more robust analysis of City services and recommends the City hire an outside consultant to determine if additional funds can be made available through:

- Contracting out City services such as Fire Services
- Reorganizing or delegating to county or adjacent cities – as has been done for the shared Fire Command with the cities of Brea and Fullerton

## INRAC INFRASTRUCTURE AND FUNDING REPORT

While the above listed options may result in long-term savings, the need for investment in infrastructure is critical. Each of these options carries risk and time delays indicating these options are not immediate solutions for the infrastructure.

### **ECONOMIC DEVELOPMENT**

Fullerton is a strong, attractive community. To increase the size of our economic engine the City needs to attract new business. The goal would be to add local jobs to our economy and increase revenues that could be utilized for City improvement. Currently, the growth seems stagnant resulting in a stagnant tax base. It is important to continue to look for economic development opportunities. As an example, the addition of new hotels, new car lots, etc. could have a ripple effect bringing in external business and additional City revenue.

The current anticipated sales tax for Fullerton for FY 2019-20 potential is approximately \$23M. Assuming sales tax rates remain constant, the City would need to double the number of businesses in the City, or every business would need to double its sales, to generate enough in sales to provide an additional \$23M.

Because of the importance of enhancing Fullerton's business base for long-term prosperity, INRAC recommends the City develop a strong campaign for growth. The development and implementation of such a campaign will need to involve elected officials, staff, businesses, the Chamber of Commerce, and service organizations.

### **ENERGY SAVINGS**

There were discussions on operational savings that could result in additional infrastructure projects. While the City has achieved Gold Level Energy Efficiency Status from the North Orange County Energy Partnership through prior projects, there are potentially more energy efficiency opportunities. The following are potential projects INRAC recommends for review and potential implementation:

#### **Energy Efficiency Opportunities**

- Perform third party audit of City facilities and infrastructure
- Investigate upgrades in electrical and power systems specifically to reduce cost
- Upgrades would be paid for in near term savings to yield longer term savings
- Community Choice Aggregation - review opportunity for City to purchase and/or generate power for residents and businesses with potential for rate proceeds to be used for future energy efficiency projects

It is anticipated the savings from these types of programs could lower ongoing operational costs resulting in potential for redirecting that savings to future infrastructure investment.

### **TAXES (PARCEL TAX VS SALES TAX)**

The need for an increased revenue stream resulted in a discussion of taxes.

#### ***Taxes – Parcel Tax***

Definition: Parcel tax is a special tax on all property owners in the City with charges based on a per parcel formula

Pros:

- It can be specific to address the infrastructure
- Property owners could potentially enjoy benefits of good condition streets on terms of increased property values or more attractive rental to others

Cons:

- Parcel tax is completely on city property owners
- Visitors do not share the cost, even when using city infrastructure such as the streets
- It requires a 2/3 voter approval to pass

#### ***Taxes – Sales and Use Tax***

Definition:

- Sales tax is placed on goods purchased within or shipped to the city
- Use tax is placed on vehicles, boats, and airplanes registered in city
- Current State Minimum tax is 7.25%, plus county 0.5%
  - For current tax of 7.75%
  - Of which the city only gets 1 cent per dollar
- An additional 0.5% tax would yield ~ up to \$11.5m/yr.
- An additional 1% tax would yield ~ up to \$23m/yr.
- An additional 1.5% tax would yield ~ up to \$34.5m/yr.

Pros

- Would be paid by both residents and non-residents that shop within the City
- It is paid by individual households, commercial businesses, and institutions
- Based on a person's respective economic activity

## INRAC INFRASTRUCTURE AND FUNDING REPORT

- In proportion to the taxable value of their purchases of goods that are deemed taxable as shown in the following graphic:



- Would not require burdensome changes to:
  - City admin procedures
  - Businesses procedures
- Current rate of inflation is low and expected to be 2% per year.
- Both cost increases and revenue growth should roughly balance

### Cons:

- Requires voter approval at the same election that City Councilmember(s) are elected
- Two-thirds voter approval is required if authorized as a special tax for infrastructure use
- Increasing the Sales & Use Tax may lead to a potential decrease in consumer purchases; thus projected revenue may decrease
- Sales and Use Taxes are subject to actions of the State Legislature.

### ***Sales and Use Tax – Discussion of Special Use vs General Tax***

For a special use tax, a higher level of support is required – with 2/3 voters in support of measure for passage. This special use tax, if adopted, can only be used for its designated purpose – in this case the City’s infrastructure. A general tax requires 50% plus 1 vote but can be used for any need the City has. After much discussion, INRAC determined infrastructure needs must be made a priority for the City.



## Final Recommendations

### COMMITTEE RECOMMENDATIONS FOR FUNDING

The Committee respectfully requests the City Council understand this final recommendation is based on a combination of intensive studies and discussions at more than 20 meetings, data provided by City staff, and input from the public. Based on an infrastructure funding deficit of \$24.6M, the recommendation is to pursue an additional revenue stream dedicated specifically to address infrastructure needs.

The final recommendations are:

#### **Dedicated Infrastructure Tax – Requires 2/3 Voter Approval**

- Raise the Sales and Use Tax by 1% specifically for City’s infrastructure needs
  - To be reviewed in 15 years
  - Develop Citizen’s Review Committee for Transparency, Communication, and Oversight
    - Clear Goals/Outcomes for Committee
      - Annual Report and Public Hearing on Report - Project plans, status updates, and expenditures
      - Educational Outreach to the Public
      - Citizen Oversight of Progress and Priorities
      - Ensure that all tax measure revenue is spent for infrastructure purposes as specified in the measure passed by voters.

#### **Additional Recommendations**

- *Hire Consultant to review City budget to identify savings that can then be dedicated to street improvements*
- *Review the possibility of a transient occupancy tax (TOT) on vacation-by-owner rentals*
- *Increase focus on Economic Development for Fullerton*
- *Pursue long-term improvements in energy use and sourcing*

## Appendices

Appendix A: INRAC Meeting Dates and Summary

Appendix B: Community Meetings – Questions and Responses

Appendix C: Historical Document Review Material

Appendix D: Infrastructure Data Sheets

Appendix E: Facility Condition Assessment

Appendix F: 2018 PMP

## **Appendix A**

### **INRAC Meeting Dates and Summary**

# INRAC INFRASTRUCTURE AND FUNDING REPORT

<u>6/12/2019</u>	Infrastructure Review Approach and Schedule, Historical Documents, Pavement Management Plan Presentation
<u>6/26/2019</u>	Funding Sources Presentation, Infrastructure Asset Presentations (Alleys, Streets & Bridges)
<u>7/10/2019</u>	Infrastructure Asset Presentations (Parking Lots, Parking Structures, Traffic Systems, Airport & Monument Signs), Special Meeting Date and Proposed Agenda/Presentations, Staff Presentation to Council - Streets
<u>7/24/2019</u>	Contract Energy Efficiency Services, INRAC Special Meeting, Infrastructure Asset Presentations (Sewer System, Buildings, Parks & Trails – Maintenance)
<u>8/8/2019</u>	Study Session on City's Infrastructure Assets
<u>8/14/2019</u>	Energy Efficiency Service Contract, August 8 <sup>th</sup> Special Meeting Review, Infrastructure Needs Review Report Format & Presentation, Infrastructure Asset Presentations (Landscape & Trees, Equipment – Vehicles, Storm Drains)
<u>8/28/2019</u>	MWD Connection F01 Repair Project, Infrastructure Asset Presentations
<u>9/25/2019</u>	Infrastructure Asset Presentations, Grant Opportunities and Approach
<u>10/9/2019</u>	City Budget Presentation and Discussion, Infrastructure Asset Presentation, Infrastructure Asset Summary
<u>10/23/2019</u>	Infrastructure Asset Priorities, Infrastructure Asset Report, Outsourcing Discussion
<u>11/13/2019</u>	Infrastructure Asset Priorities/Report, Presentation – Community Choice Energy, Presentation – Human Capital
<u>11/27/2019</u>	Infrastructure Asset Priorities/Report, Pavement Management Plan Scenarios, Infrastructure Report Schedule
<u>12/11/2019</u>	Meeting Times & Dates for 2020, Rules & Procedures for Agenda Items, Define Excused Committee Member Absences, Infrastructure Report Outreach, Infrastructure Data Sheets, Pavement Management Plan Scenarios
<u>12/18/2019</u>	Infrastructure Report Outreach, Committee Member City Budget Presentation, Community Survey Preliminary Results, Infrastructure Report & Presentation, Infrastructure Data Sheets, Public Outreach Special Meeting Date
<u>1/8/2020</u>	Select Chair & Vice Chair for 2020, General Fund Obligations Discussion, Infrastructure Report Outreach, Infrastructure Report Special Meeting Topics, Infrastructure Report & Funding
<u>1/15/2020</u>	City Manager – State of City Discussion, Infrastructure Report Outreach, Infrastructure Report, Jan. 23 Special Meeting Topics, Infrastructure Report & Funding
<u>1/22/2020</u>	Infrastructure Report Jan 23 Special Meeting Topics
<u>1/23/2020</u>	Study Session on City's Infrastructure Assets
<u>2/5/2020</u>	Infrastructure Report Jan 23 Special Meeting Comments, Infrastructure Report Presentation, Infrastructure Written Report, Infrastructure Report Outreach
<u>2/26/2020</u>	SB1 Fund Project FY 20-21, Committee Rules, One-Time Revenue Projects, Infrastructure Final Report

## **Appendix B**

### **Community Meetings – Questions and Responses**

**1<sup>st</sup> Meeting: August 8, 2019**

**2<sup>nd</sup> Meeting: January 23, 2020**

## INFRASTRUCTURE AND NATURAL RESOURCES ADVISORY COMMITTEE

SPECIAL MEETING  
AUGUST 8, 2019, 6:30 P.M.

### PUBLIC COMMENTS AND RESPONSES

The Infrastructure and National Resources Committee (INRAC) has been tasked to review Fullerton's aging infrastructure, with particular attention to the deteriorating streets, and to make recommendations on the level of funding needed to correct the problems. On August 8, 2019 the INRAC provided a progress report to the citizens. That report focused upon the streets. Additional progress reports on the remaining infrastructure will be scheduled in the coming weeks.

We thank the citizens of Fullerton for their interest and their comments. We were able to address a number of questions in the meeting. In addition, we invited the audience to submit written questions &/or comments. Below are the written comments we received together with our interim response.

#### Comment #1

Are you considering street design savings?

When does a "demander" of infrastructure pay for itself?

\$800M infrastructure grants in next 5 years with housing from State.

How much land/what percentage is not paying property tax in Fullerton vs other cities? (i.e. Airport, schools, churches, parks, roads)

**Response:** We will be using the latest technology in the street repairs and reconstruction. It is hard to calculate when maintenance and reconstruction pays for itself, for the city cannot function without an infrastructure. We expect a reconstructed street to be good for about 10 years and then will rapidly begin to deteriorate without additional work. We work to extend the life of each of the streets with needed repairs, and different levels of overlay. When we are unable to fund the necessary work, the streets deteriorate faster. That is our current situation, for the city has been unable to fund the necessary maintenance and overlay work. We are now in the unenviable position of having most of our streets needing much more than simple repairs and crack seals. Further delay will result in worse conditions and much more expensive reconstruction.

#### Comment #2

If funding, do we have capacity to build?

## INRAC INFRASTRUCTURE AND FUNDING REPORT

**Response:** Yes. Practically we have to do the work in manageable sections to minimize the impact to transportation and commerce thru out the city.

**Comment #3**

Cal State Fullerton owes City \$14M

What about planned hotel on the parking lot next to the train station – is the City selling this? Who gets the revenue? And we lose all the parking.

**Response:** The city is currently working with CSUF on this issue. It is not resolved. City's Planning Department is coordinating the proposed hotel development. Any development would include provisions to provide replacement parking. Revenue generation for the City is considered for all projects of this type.

**Comment #4**

Is the City selling 1600 Commonwealth – or giving it away? We need the revenue – sell it, don't give it.

**Response:** The City's intent and preferred option is to sell the property.

**Comment #5**

Have you seen Las Palmas? Multi-million-dollar homes, high taxes, their expensive tires are being torn up!! Fullerton is a GHETTO.

**Comment #6**

Tires aren't cheap. Disgraceful, embarrassing. We have huge medical income in Fullerton.

**Response to comments #5,6** Yes, we are aware. These comments clearly demonstrate the need to improve the funding for our streets.

**Comment #7**

Fix Euclid between Bastanchury and Malvern! Nothing done for 20+ years!

**Response:** Euclid is funded and scheduled to be re-constructed next year between Fern St and Williamson. The plan is to complete Euclid between Bastanchury and Fern the following year.

**Comment #8**

Of 68 approved street tree species, many are known to easily heave pavement because of aggressive root systems. Such species include Floss Silk, Pepper Tree, Sweet Gum, Fern Pine, etc. Such trees are still planted today despite clear risk of hardscape damage.

**Response:** Thank you. We have passed your comments and recommendations to our arborists.



## INRAC INFRASTRUCTURE AND FUNDING REPORT

### Comment #9

Two of my neighbors had the patch in front of their homes re-tarred. They paid for it, they said – True? If so, how much? Thank you! Good report tonight

**Response: We do not have that number or details on their experience. It is nice when folks can assist, but we cannot ask all people to be individually responsible for the maintenance of city streets.**

### Comment #10

Recommend that this INRAC committee and City staff look at the “Legislative Platform” Guiding Principle #3 and Economic Development #11 (online in City’s website).

Search paper files inside City Hall and computer share files and share files to upload/scan past grants and funding.

Recommendations: look at it and apply

- City can update the 2012 Climate Action Plan (compost plan, solar electric generation on City property)
- Fullerton 45 bridges – Caltrans BIRs
- US Economic Development Administration, the Kaufman Foundation
- No Place Like Home funding
- CA Air Resources Board (CARB)
- Technology Advancement office

Google it and find it in City website files from the past

- Groundwater Replenishment System Project
- Local Hazard Mitigation Plan
- California Water Fix
- Beautification of local planning areas
- AB28 = US Sec. of Transportation project and pilot programs (for transportation improvements)
- Caltrans (2006) BPMP = Bridge Preventative Maintenance Program

**Response: Thank you. We are in the process of considering each of these sources.**

### Comment #11

- SB5 bond measure for community center, groundwater clean-up and sustainability
- CIP Tree City USA
- LAO = Legislative Analyst’s Office
- OC Vector Control District may have curb & gutter CIP (capital improvement projects)

**Response: Thank you. We are in the process of considering each of these sources.**

### Comment #12

Accountability; transparency from our Police and Fire. Where is 70 cents on every dollar going? Can we cut back on pensions? More for roads

## INRAC INFRASTRUCTURE AND FUNDING REPORT

**Response:** Most of the property tax money goes to support our schools. Only a small percent (15.64%) of the assessed property tax goes to the city for the general fund. The assessed property tax does not include that specified for special purpose bonds or special assessment fees. Pensions are defined for each employee and not subject to annual budget prioritization. We do have transparency from both Police and Fire departments. Most of their budget goes to personnel cost. Staff levels are managed closely.

### **Comment #13**

Does the City get any money from the companies that send heavy trucks into our neighborhoods that do work on our homes? Example: cement, tree trimmers, etc. They often cause large holes in street asphalt.

**Response:** Streets are open to the general public and therefore available for use by any vehicle of legal size and weight. Any vehicles oversized or overweight are required to obtain permits from the Traffic Division. Such vehicles are subject to enforcement from the Police Department.

### **Comment #14**

We attended this meeting for hopefully to get speedier results for our residential streets. Our home is on San Pablo in Fullerton. Our streets are an embarrassment and our home is beautifully maintained but our streets are dangerous and ugly for the residents. Please, we need to see these repaired soon.

**Response:** We completely understand for your concern is our concern. We hope that thru this study we can help the city improve the funding situation which has led to the deterioration of our streets. As we discussed in the meeting, we will continue to ensure the city prioritizes the street repair by the method outlined to ensure each dollar spent is best spent.

### **Comment #15**

Where are bad streets located? (north of tracks vs south of tracks)

Curb cuts. My neighborhood has people in motorized wheelchairs are using the street to get around.

**Response:** As we were able to show at the meeting the streets have deteriorated all over the city. No one area (such as north or south of the tracks) are better or worse than the other areas. We also try to ensure we give equal attention to local streets and arterial streets. As streets are upgraded, the city does rework the curbs and gutters to meet ADA requirements. Citizens can report specific ADA needs to the City Engineering office. Those needs will be placed on a priority list to be worked as ADA funds become available.

## INRAC INFRASTRUCTURE AND FUNDING REPORT

### Comment #16

Street patchwork on Yale Ave only covered front of 3 houses when patchwork was needed in front of adjacent houses.

**Response:** Thank you. We had the maintenance supervisor make a second inspection. They will address the other patchwork needs.

### Comment #17

The restaurant overlay district passed on 2002 now costs us \$1,600,000 year in maintenance including police and emergency vehicles.

61 alcohol licenses and more to come. We pay the owners profit. Please communicate with the City Council re: what alcohol licenses cost our infrastructure.

Big delivery trucks also beating our pavements. Look at 200-300 N. Malden Ave.

Revenue source: tickets to drivers who do not stop for crosswalks – Malden and Chapman; Wilshire and Harbor, on market night especially.

BTW, downtown sidewalks are really trashy – gum and garbage. Also, too crooked for pedestrians.

Sales tax: where (are) our lobbyists? Shopping malls and theme park that draw customers from entire regions should share the sales tax with cities in the region. I am sure appropriate analysis re: regions/customers can be made.

**Response:** Our downtown area is under constant watch by both the Police and city managers. In the big picture, we want all our city businesses to be successful, to include the restaurants in the downtown area. The city is working with those businesses to improve their oversight and assistance in managing the issues with active night life. We will examine sales tax as one of the options to consider in raising funds to improve the city infrastructure.

### Comment #18

Fullerton is a disgrace. I have driven from here to the East Coast. Fullerton is a shocking mess. We have many very expensive homes. This Fullerton \$ is being stolen by politicians. This is a B.S. meeting. Lying joke. La Habra even has new streets. You're evil thieves. Fullerton, really proud to be here? Well, since it's turning into giving \$ to the Mexicans flocking in – we may as well look like Tijuana. Newsom and the democratic demons are leading this State to \*\*\*\*. Re-elect – get the crooks out. Drain the swamp. It's no better 12 years later. Give me a break. I came back 12 years ago to SHOCKING mess.

**Response:** Thanks for your concern. We are working to make improvements as we discussed in the meeting.

## INFRASTRUCTURE AND NATURAL RESOURCES ADVISORY COMMITTEE

SPECIAL MEETING  
JANUARY 23, 2020 6:30 P.M.

### PUBLIC COMMENTS

The Infrastructure and National Resources Committee (INRAC) has been tasked to review Fullerton's aging infrastructure, with particular attention to the deteriorating streets, and to make recommendations on the level of funding needed to correct the problems. On January 23, 2020 the INRAC provided a progress report to the citizens. That report focused upon the streets. Additional progress reports on the remaining infrastructure will be scheduled in the coming weeks.

We thank the citizens of Fullerton for their interest and their comments. We were able to address a number of questions in the meeting. In addition, we invited the audience to submit written questions &/or comments. Below are the written comments we received together with our interim response.

#### Comment #1

Why are some street in our neighborhood being repaired and not others? Our street, Madonna is in terrible shape, many potholes.

#### Response:

**The city has a survey of every street and as you note many are in bad condition. We have very limited funding, therefore we typically coordinate street repairs with our needed water and/or sewer pipe repairs and replacements. By combining this work, we are able to stretch the limited street funds. It is important to note, the City has strict requirements on the use of funding. (i.e. sewer, water, park, etc. fees cannot be used on street improvements).**

#### Comment #2

Would the proposed legislation to raise the sales tax and require 15% revenue spending on infrastructure be a single item on the ballot and not two separate items?

#### Response:

**They would be two separate ballot measures.**

## INRAC INFRASTRUCTURE AND FUNDING REPORT

### Comment #3

Fullerton residents may be more open to a sales tax if we understand: How did we get here? Why other surrounding cities don't have this problem? Has Fullerton benchmarked itself to other cities?

### Response:

**Yes, we have bench marked with other cities. In regards to street condition, Fullerton has the worst streets in the county. The situation is the result of putting off repairs due to limited funding. There has been increased expenses and no increase in new revenue for many years. Adjacent cities such as La Habra and Placentia have previously passed voter approved tax initiatives to address the revenue needed to address their street conditions.**

### Comment #4

What action will the Infrastructure Committee take to get the City Council to take your two sales tax recommendations seriously and not convert either of those two recommendations into placing 50% +1 vote sales tax measure where all the money raised from it could be spent on salaries and pensions on the November ballot?

### Response:

**It will be our strong recommendation for a special sales and use tax that will specify the funds go for the infrastructure. It will require a 2/3 vote of the citizens.**

### Comment #5

When is next meeting or update?

### Response:

**We hope to brief the city council by the first week of March. The meeting will be announced.**

### Comment #6

Would like Downtown problems fixed:

- Many street lights out parking lots and Santa Fe Ave including bus stop dark
- Bike lockers in SOCO District is a nonstop urinal and doesn't get cleaned well. (need public restrooms)
- Overgrown trees along Harbor Blvd are in need of replacing (tearing up sidewalk)
- City workers are not doing their jobs, we never see them around town unless there are talking with each other (make good use of the money we are already spending)

### Response:

**Thanks for the concerns. We have passed your comments on to the appropriate staff and will follow up to ensure corrective action. We can assure you that the city workers are doing their jobs and working the highest priority tasks each day.**

## INRAC INFRASTRUCTURE AND FUNDING REPORT

### Comment #7

Balance investment in pedestrian infrastructure as well as streets. Not just one or the other. My grandmother fell just earlier tonight due to uneven pavement in front of her home on Woods and Woodcrest. Specifically XXX Woodcrest Ave.

### Response:

**The sidewalks are inspected periodically, and repairs scheduled on the worst locations. We have passed your comments on to the appropriate staff and will follow up to ensure corrective action. We recommend that all citizens report specific issues to the maintenance department. They are typically able to respond in a day or two.**

### Comment #8

- Bed Tax – 5 Hotels
- Road Material
- Death curbs on E. Wilshire between Harbor and Pomona

### Response:

**Excellent idea on the bed tax. We will look into it. Thanks for the comment on the curbs on E Wilshire, we will review this area. Materials for street repairs and improvements are determined based on multiple factors including initial cost, maintenance costs, utility trenching repair needs, future City improvement projects, etc.**

### Comment #9

- Require quarterly updates on progress to Council
- \$1.5M one time + annual. Last year recommendation. Did Council policy get factored in?
- Safety improvements included? Policy before rehab
- Tax exempt property analysis
- Urban 3 – type analysis where costs + revenues generated, net out

### Response:

**The Committee's recommendations to Council will include an oversight committee that will involve regular progress updates from staff. At this time, our recommendations are to gain the needed revenue to address our infrastructure for the long term, any additional funds via Council policy will be an added bonus. All projects are reviewed and discussed with our Traffic Engineer – safety improvements would be implemented as needed/recommended. This committee has not reviewed the number of tax exempt property – we feel this should be addressed by Economic Development.**

## INRAC INFRASTRUCTURE AND FUNDING REPORT

### Comment #10

How do you prioritize street for repaving?  
Do neighbor petitions make a difference?

### **Response:**

**Street repair/improvement is typically coordinated with our needed water and/or sewer replacement projects. By combining the work, we are able to extend our very limited street funding. Due to our funding levels, neighborhood petitions do not make a difference to our planning procedures.**

### Comment #11

- Recommend bankruptcy to the City Council
- We have spent too much money on pensions
- Restructure debt

### **Response:**

**Even with bankruptcy, the city of Stockton was unable to restructure their pension debt and our problems while serious are still within our ability to manage them.**

### Comment #12

Please consider asking for Federal assistance from the current administration. Also, same with State government for funding. Declare a state of emergency!

### **Response:**

**We appreciate this novel approach.**

### Comment #13

All infrastructure decays and has a certain life expectance. Why haven't funds been set aside for repairs? Or what happened to those funds? What is the status of funds loaned to CSUF? Any progress?

### **Response:**

**Funds should have been planned for repairs. Our city had a very large growth in the late 50's and 60's resulting in new streets and other infrastructure elements. Very little maintenance was needed for many years and the budget was prioritized to other items. We now must make those investments. The City Council is continuing to meet with CSUF.**

### Comment #14

How will we ensure that any new revenue from a sales tax or special use tax will be used for infrastructure? For example, how will we make sure that we won't have the same situation as Santa Ana? What accountability will be placed on the City Council?

We support sales tax over parcel tax



## INRAC INFRASTRUCTURE AND FUNDING REPORT

The alternate recommendation requires two things to be approved by voters. What happens if the second one doesn't pass? We lose the secured 15% towards infrastructure. Very much liked the idea of creating "growth" in the City. Brea has done this and has worked well. Fullerton has great areas waiting for a focus of growth.

**Response:**

**We will strongly recommend the special sales and use tax, which will require the funds be used for the infrastructure. If the city council chooses to go for the general tax, we will strongly recommend a citizen approved ordinance that requires a percentage on the additional revenue go for the infrastructure. Our expectation is the ordinance will receive very strong support from the voters.**

**Comment #15**

I am a Fullerton resident and a real estate expert (State licensed appraiser, MAI designated appraiser and a licensed real estate broker). With this background, I URGE you – do not increase property taxes to fund these infrastructure repairs. My experience as an appraiser has demonstrated to me that "voter approved indebtedness" added to property tax bills (think mello-roos impacted communities) has ALWAYS had the effect of decreasing the demand for properties and lowering property values in comparison with nearby communities that are not similarly impacted by additional property taxes.

Also, DO NOT authorize AirBNB style short term rentals. You might succeed in raising bed tax revenue with such a scheme, but you will pay for it with increased policing costs (due to parties, etc).

**Response:**

**Thank you. We are not recommending a property tax.**

## **Appendix C**

### **Historical Document Review Material**

## HISTORICAL DOCUMENT REVIEW MATERIAL

### **Infrastructure Advisory Committee Report**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440354/2001-04-17%20Infrastructure%20Advisory%20Committee%20Report%20-%20April%202001.pdf>

### **Infrastructure Advisory Committee Report - City Council Agenda Report**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440355/2001-04-17%20Infrastructure%20Comm%20%20-%20Final%20Report%20Agenda%20Report.pdf>

### **Infrastructure Advisory Committee Report - City Council Minutes**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440356/2001-08-21%20Infrastructure%20Advisory%20Committee%20Report%20CC%20MINUTES.pdf>

### **Citizens Infrastructure Review Committee Letter to City Council**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440357/2017-04-26%20CIRC%20Letter%20To%20City%20Council.pdf>

### **Roadway Pavement Management Program – PowerPoint Presentation**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440362/2018-06-05%20Roadway%20Pavement%20Managment%20Program%20PPT.pdf>

### **Options for Increased Expenditures for Street Improvements – Memo from City Manager to City Council**

Link: [https://docs.cityoffullerton.com/weblink/2/edoc/1440361/2018-06-11%20Options%20for%20Increased%20Expenditures%20for%20Street%20Improvements%20\(Memo%20from%20City%20Manager\).pdf](https://docs.cityoffullerton.com/weblink/2/edoc/1440361/2018-06-11%20Options%20for%20Increased%20Expenditures%20for%20Street%20Improvements%20(Memo%20from%20City%20Manager).pdf)

### **Consideration of Options for Increased Revenues / Expenditures for Street Reconstruction / Improvement Projects – City Council Agenda Report**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440358/2018-07-17%20Street%20Improvement%20Funding%20Agenda%20Report.pdf>

### **Discussion on Budget Strategies to Increase Street Infrastructure Funding – City Council Agenda Report**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440359/2018-08-07%20Street%20Infrastructure%20Funding%20Agenda%20Report.pdf>

### **Citizens Infrastructure Review Committee Letter to City Council**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440360/2018-09-18%20CIRC%20Letter%20to%20City%20Council.pdf>

### **Public Safety Reorganization / Consolidation Agenda Reports**

Link: <https://docs.cityoffullerton.com/weblink/2/edoc/1440363/Public%20Safety%20Reorganization%20%20Consolidation.pdf>

**Appendix D**

**Infrastructure Data Sheets  
(Alphabetical order)**



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: AMERICANS WITH DISABILITIES (ADA) TRANSITION PLAN**

**Asset Description:** On July 26, 1990, President Bush signed the Americans with Disabilities Act (ADA) into law. There are five Titles within the Act.

- Title I governs employment practices.
- Title II addresses the needs to disabled persons in relation to the facilities, activities and programs of public entities.
- Title III regulates private entities that have public accommodations.
- Title IV governs the telecommunications industry.
- Title V covers other miscellaneous provisions

The City is responsible to address the provisions of Title II. As such, the City is currently preparing a new/updated Transition and Self-Evaluation Plan. The Transition Plan involves inspection of all City facilities and buildings for structural and physical obstacles/barriers that prevent access for the disabled. The Self-Evaluation Plan is a department by department analysis of every City program and activity for possible obstacles to disabled persons. The result of the Transition and Self-Evaluation Plan is a list of recommendations and requirements to improve and/or remove obstacles.

The City will be completing Transition and Self-Evaluation Plan in four phases:

- Phase I – Public Buildings & Facilities
- Phase II – Standalone Parking Lots and Parking Structures
- Phase III – Park Sites, including parking lots and restrooms, etc.
- Phase IV – Citywide Public Street Right of Way

The City will be addressing Phases I and II this fiscal year. Phase III and IV will be programmed for future fiscal years pending funding.

**Asset Components:**

The Transition Plan will include evaluating existing elements and determine if barriers are present. It shall identify and prioritize any existing improvements not in accordance with ADA, State, and local accessibility requirements, in the order of preference advised by the Department of Justice in Title II requirements.

The Transition Plan shall summarize, by facility, all identified barriers to accessibility, associated costs for barrier removal, and recommended solutions with associated costs to achieve compliance requirements. In addition, this plan will prioritize recommendations for barrier removal.

The Self-Evaluation identifies and corrects City policies and practices that are inconsistent with Title II's requirements, such as methods of communication with the public, emergency evacuation techniques, rationale for making decisions that providing access poses an undue financial or administrative burden, or building and construction policies.

Asset Needs:

To Be Determined, however, structural and physical obstacles/barriers are expected to exist within City facilities, including, but not limited to:

- Parking lots
  - Curb ramps, ADA stalls, etc.
- Restrooms
  - Sinks, toilet stalls, handrails, etc.
- City buildings and restrooms
  - Doors, accessible routes, protruding objects, etc.
- Parks
  - Accessible routes, signage, etc.

Total Current Need: To Be Determined

Allowable Funding Sources: General Fund, Grants, Facility Capital Repair, Park Dwelling

Current Annual Funding: \$ 0 specifically to address Plan.

Typically Annual Improvements/Maintenance:

Barrier removal and upgrades are completed as part of overall project improvements, such as:

- Curb ramps during street improvements
- Restroom upgrades during building modifications
- Accessible routes during park improvements

Recommended Strategy & Associated Costs:

Completion of Phases III & IV of the Transition Plan. Cost to complete Phase III is estimated at approximately \$50,000 to \$100,000. Cost to complete Phase IV is estimated at approximately \$500,000 or more.

Costs and schedule to complete barrier removals will be determined upon completion of each phase of the Transition Plan. Appropriate funding levels and sources can be discussed at that time. However, it is expected additional funding will be required to address any recommended priority barrier removals. These funds would be in addition to any funds allocated for typical maintenance needs.

At this time, staff is assuming a cost of at least \$250,000 per year will be required to implement the recommendations and requirements of the Transition Plan.

Recommended Additional Annual Funding:

*\$250,000 (This number serves as placeholder until transition plans are complete. It is anticipated the recommended improvements may require significant investment beyond this figure.)*



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: AIRPORT**

**Asset Description:** Site has been used as an airport since 1913 and was officially dedicated as a public airport in 1928. Airport is classified by the FAA as General Aviation (not-airline) use and is also known as a 'reliever airport,' having the function of relieving congestion at commercial service airports (such as John Wayne, Long Beach, etc.) and providing aviation access to the overall community. The airport site covers 86 acres.

City is currently designing a new Terminal building to be located to the west of the existing Terminal building. The new building will contain office space and a second level multipurpose room with balcony that will be available for rent to the public. See attached exhibit for a conceptual rendering of the new building.

**Asset Components:**

- Lighted 3,121-foot runway
- Lighted parallel taxiways
- Six helipads
- Automated Surface Observing (ASOS) weather station
- Administration/Terminal building with air traffic control tower leased to FAA
- Approximately 255 surface aircraft parking spaces
- Approximately 146 individual aircraft storage hangers
- Aircraft fuel storage and fuel islands (private)
- Two City owned buildings leased to private firms for aviation related activities
- Ten privately owned buildings with long term ground leases
- Portion of Terminal building leased to restaurant
- Operational base for CHP, OCFA, City of Anaheim Police, and Mercy Air
- Portion of land leased for cell tower

**Asset Needs:**

- Runway Pavement Preventative Maintenance (90% FAA funded)
- Runway Shoulder Pavement Rehab (90% FAA funded)
- Taxiway Pavement Preventative Maintenance (90% FAA funded)
- Air side paving areas (90% FAA funded)
- Signage and Landscape Improvements
- Land side parking lot preventive maintenance and rehabilitation
- Repair and upgrades to hangers located in SE corner of property
- Lighting upgrades to LED (potential FAA funding)
- Security (90% FAA funded)
- Generators/electrical upgrades
- Building for City office space (part of proposed Terminal building)

**Approximate Total Current Need:**     \$1M plus approximately \$8M for new Terminal Building



Allowable Funding Sources: General Fund, Airport Enterprise Fund

Current Annual Funding: \$ 2.1M Airport Enterprise Fund (generated revenue from Airport services and fees)

Typically Annual Improvements/Maintenance:

- Runway pavement preventative maintenance – crack sealing, etc.
- Landscape maintenance
- Weed control
- Lighting repairs
- Loan payments (hangar construction). Final payment in 2020.

Recommended Annual Strategy & Associated Costs:

Airport Enterprise Fund is generating sufficient revenue to address all needs and there is currently no backlog of maintenance/improvements to be completed. As such, Staff does not recommend any revisions to the current program. The Airport Manager has prioritized and programmed many of the Airport's future needs as part of the City's 5-year CIP budget.

Airport shall continue to utilize the available FAA Airport Improvement Program (AIP) funding for air side maintenance and improvement projects. With this funding, the FAA provides 90% of the funding with the City matching the remaining 10%. There are also opportunities for the City to obtain funding from Caltrans to reduce the City match to 5%.

The new Terminal building project is expected to utilize an available low interest loan from Caltrans. The expiring loan payment for the hangar construction will be used for the Caltrans loan payment therefore not increasing the existing expenditure liabilities.

Comments:

- Look at additional revenue generation potential/options
- Keep updated fee level/revenue study

Recommended Additional Annual Funding:

*None at this time*



# Fullerton Airport

(P) = Private Building





**Development One, Inc.**

2020 E. 1st Street, Suite 525  
Santa Ana, CA 92705

**Renderings**



**Fullerton Terminal Expansion**

4011 W. Commonwealth Ave.  
Fullerton, CA 92833





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: ALLEYS**

**Asset Description:** Public right of way, typically 20' wide roadway used to access rear of private properties. Construction based on City Standard Drawing #104. City Council Resolution 2016-18 dedicates alleyways as part of the City's street and roadway system.

**Asset Quantity:** 322 public alleys, totaling 32.5 mi

**Asset Needs:** Various levels of pavement rehabilitation (based 2015 inspection report)  
46% (15 mi) eligible for reconstruction  
40% (13 mi) eligible for rehabilitation (grind and overlay)

**Estimated Cost:**

Reconstruction:	\$1,120,000 per mile
Rehabilitation:	\$720,000 per mile

**Approximate Total Current Need:** \$26,300,000

**Allowable Funding Sources:** General Fund, Gas Tax, Measure M2, SB1

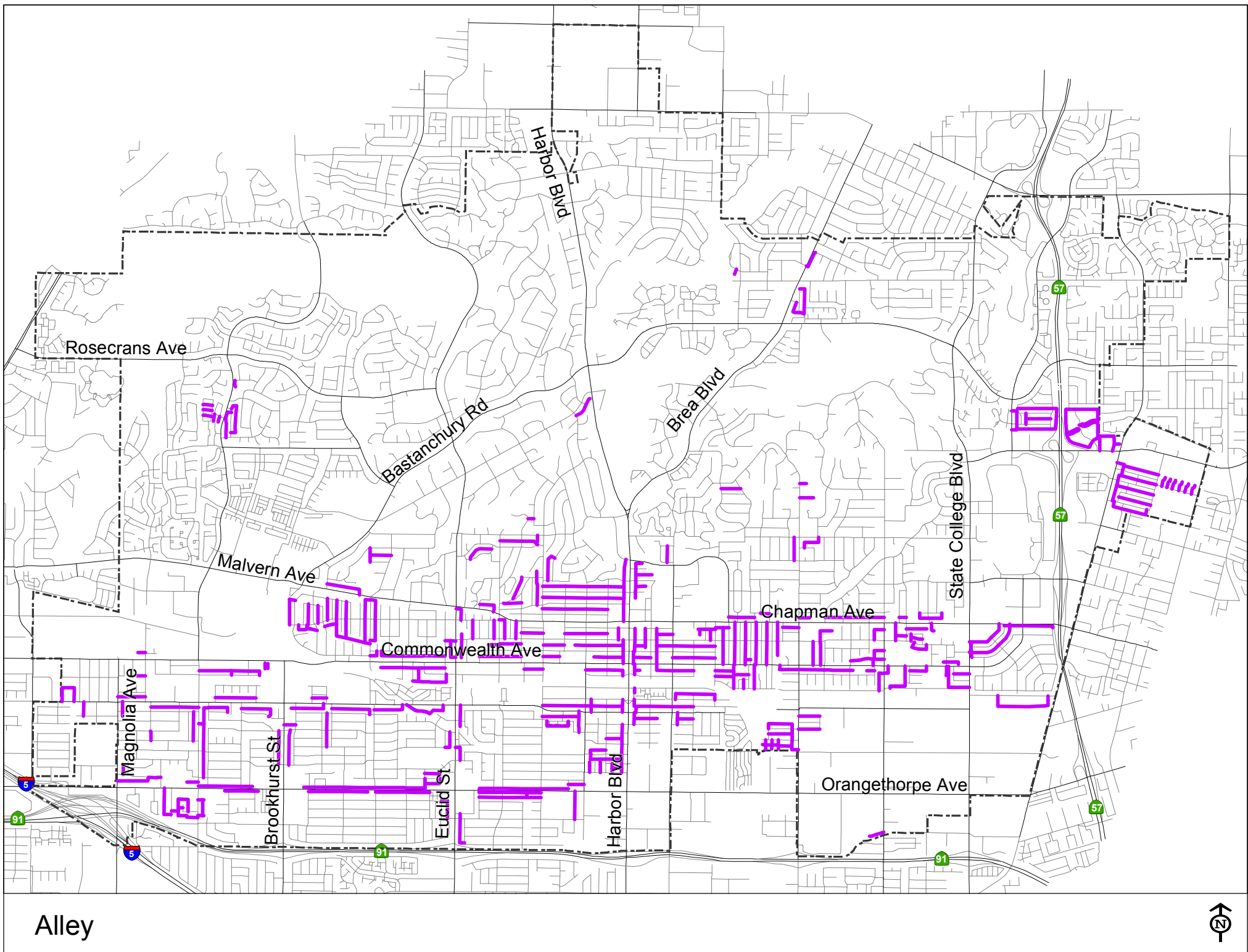
**Current Annual Funding:** None for improvements, Gas Tax for pothole maintenance as needed.

**Typically Annual Improvements/Maintenance:** None specifically scheduled. Pothole maintenance as needed/requested.

**Recommended Annual Strategy & Associated Costs:**

Reconstruction	0.5 mi	\$ 560,000
Rehabilitation	0.5 mi	\$ 360,000
<b>TOTAL ANNUAL FUNDING</b>	<b>1.0 mi</b>	<b>\$ 920,000</b>

**Recommended Additional Annual Funding:** \$920,000



Alley





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: BRIDGE STRUCTURES**

**Asset Description:** Public access bridge structures open for vehicular and pedestrian use. Typically used to provide access over drainage channels (i.e. Fullerton Creek and Brea Creek), but also over active and abandoned railroads.

**Asset Quantity:** 45 bridge structures. In addition, 10 box culverts are also considered bridge structures according to FHWA criteria due to the overall culvert width and multi-cell construction.

**Asset Needs:** Various levels of repair and rehabilitation (based 2017 BPMP report)  
36 require preventive maintenance  
5 require significant rehabilitation and/or replacement

**Estimated Cost:** Preventative Maintenance: \$41,000 per EA (average cost)  
Rehabilitation/Replacement: \$2,250,000 per EA (average cost)

**Approximate Total Current Need:** Preventative Maintenance: \$1,500,000  
Rehabilitation/Replacement: \$11,250,000

**Allowable Funding Sources:** General Fund, Gas Tax, Grants

**Current Annual Funding:** None for rehabilitation, Gas Tax for minor preventative maintenance

**Typically Annual Improvements/Maintenance:** None specifically scheduled. City Maintenance utilizes the bi-annual Caltrans inspection reports to complete minor repairs as needed and/or when funding is available.

**Recommended Annual Strategy & Associated Costs:**

Apply for Highway Bridge Program (HBP) grant fund through Caltrans. Funding is available for Preventative Maintenance Measures and Rehabilitation/Replacement needs. Grant funding pays for approximately 88% of eligible costs, with the City responsible for the remaining 12% of costs. Grant funding is available every fiscal year. Agencies may apply for funding every year.

A Preventative Maintenance project requires preparation of a Bridge Preventative Maintenance Plan (BPMP). This plan details the condition of the bridge structure, including deck, substructure, approach slab, abutments, railings, etc. BPMP also incorporates the bi-annual Caltrans bridge inspection reports.

Preventative Maintenance Project:

- Complete preventative maintenance project on eligible bridges every 10 years.

Bridge Inspection & Report (Consultant)	\$ 150,000
Grant Application (Consultant & Staff)	\$ 50,000
Project Design & Environmental (36 bridges)	\$ 400,000
Construction & Inspection (36 bridges)	\$ 900,000
<b>Total Cost</b>	<b>\$1,500,000</b>
<b>Average annual project cost</b>	<b>\$ 150,000</b>
<b>AVERAGE ANNUAL CITY RESPONSIBILITY (12% of cost)</b>	<b>\$ 18,000</b>

Rehabilitation/Replacement Project:

- Complete rehabilitation/replacement project on one bridge every 3 years.

Bridge Inspection & Report (Consultant)	\$ 25,000
Grant Application (Consultant & Staff)	\$ 25,000
Project Design & Environmental (1 bridge)	\$ 200,000
Construction & Inspection (1 bridge)	\$ 2,000,000
<b>Total Cost</b>	<b>\$ 2,250,000</b>
<b>Average annual project cost</b>	<b>\$ 750,000</b>
<b>AVERAGE ANNUAL CITY RESPONSIBILITY (12% of cost)</b>	<b>\$ 90,000</b>

Recommended Additional Annual Funding:

**\$108,000**







**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: BUILDINGS – MAINTENANCE (MAJOR REPAIRS/SYSTEM REPLACEMENT)**

**Asset Description:** Public buildings typically serving City employees and/or the general public. Buildings does not include smaller facilities such as restrooms serving park sites.

**Asset Quantity:** 31 Buildings

Amtrak Station	Basque Yard – Site	Basque Yard – Admin
Basque Yard – Division Rooms	Basque Yard – Equipment	City Hall
Community Center	Fire Station #1	Fire Station #2
Fire Station #3	Fire Station #4	Fire Station #5
Fire Station #6	Airport Terminal Building	Museum Center
Hillcrest Recreation Center	Hunt Branch Library	Indy Park – Pump House
Indy Park – Gym	Indy Park – Pool	Indy Park – Racquetball
Main Library	Maple Community Center	Muckenthaler – House
Muckenthaler – Lower Studio	Muckenthaler – Upper Studio	Muckenthaler – Site
PD – Amerige Bldg	PD – Commonwealth Bldg	PD – Highland Bldg
Tennis Center		

**Asset Needs:**

Various levels of significant preventive maintenance & significant improvements, not small repairs such as door adjustments, faucet repair, etc. The City recently contracted with consulting firm - emg - to complete an inspection of the City buildings listed above and provide a list of maintenance needs, improvements and expected upgrades required for each location. This full report will be made available for public review shortly.

The report details specific needs and improvements, assigns priorities for the next 20 years, and provides cost estimates for each year.

**Approximate Total Current Need:** Preventative Maintenance & Improvements: \$64,425,500

**Allowable Funding Sources:** General Fund, Facility Capital Repair (Maintenance)

**Current Annual Funding:** \$500,000 General Fund

**Typical Annual Maintenance:**

- Repair of facilities as needed and dependent upon available budget.
- Items unable to be repaired or replaced may be removed from service.

**Recommended Annual Strategy & Associated Costs:**

Staff is recommending following the recommendations of the emg report to address the maintenance needs and improvements to the City buildings. The report estimates the needed cost for the next 20 years is approximately \$64,425,500. This averages approximately \$3,220,000 per year.

**Recommended Additional Annual Funding:** **\$2,720,000**



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: LANDSCAPE MAINTENANCE – STREET RIGHT OF WAY**

**Asset Description:** Landscaped areas within street right of way consisting of center medians, plus open areas and planter areas directly adjacent to roadway. Also includes City water reservoir sites.

**Asset Quantity:**

- 42 Street Median Areas
- 3 Greenbelt Areas
- 5 Slope Areas
- 12 Hedges
- 9 Planter Areas (adjacent to streets)
- 9 Reservoir Sites (Hillcrest Reservoir part of park maintenance)

**Asset Needs:** Various maintenance activities including:

- Plant and Vegetation Trimming
- Plant and Vegetation Replacement
- Weeding and Cleaning
- Debris Removal

**Total Current Need:** Personnel

**Allowable Funding Sources:** General Fund, Sanitation Fund

**Current Annual Funding:** \$1,400,000

**Typical Annual Maintenance:** Various activities including:

- Landscape Medians: Monthly or bi-monthly maintenance
- Slope Areas: Bi-annual maintenance
  - Plastic tarps used on several slopes for winter season (i.e. Harbor Blvd)

This maintenance activity is currently sufficiently funded, but does not have the number of personnel required to complete the maintenance on a regular basis. Landscape Department has multiple vacant personnel positions that significantly impacts the ability to provide timely service to asset. Personnel are also reassigned to other needs, and work is generally completed by utilizing overtime for any available maintenance staff.

**Recommended Annual Strategy & Associated Costs:**

- Increase frequency of landscape area maintenance activities
  - Weekly activity is preferred
  - Schedule is in place, but requires additional staff
- Maintain current funding
  - Fill vacant positions

**Recommended Additional Annual Funding:**

**None at this time.**



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: LANDSCAPE MAINTENANCE - TREES**

**Asset Description:** Trees within street right of way consisting of center medians, plus open areas and planter areas directly adjacent to roadway. Trees also located within public parks.

**Asset Quantity:** Trees: Approximately 41,000±  
(33,000± inventoried with 8,000± estimated to be inventoried)

**Asset Needs:** Various maintenance activities including:

- Tree Trimming
- Tree Removal
- Tree Replacement (Street R/W, see separate data sheet for park sites)

**Approximate Total Current Need:** \$8,700,000

**Allowable Funding Sources:** General Fund, Sanitation Fund

**Current Annual Funding:** \$1,500,000 Sanitation Fund (\$1,200,000 outsourced contract)

**Typical Annual Maintenance:** Various activities including:

- Tree Trimming
  - Work completed by consultant, West Coast Arborists
  - Approximately 10,000 per year – results in approximately 4 year trimming interval
  - Maintain inventory of each tree that is trimmed
- Tree Removals
  - Work completed by consultant, West Coast Arborists
  - Approximately 500 per year
  - Removals typically due to previous drought conditions, old/dead, diseased, and/or infrastructure damage (curb and gutter, sidewalk, etc.)
- Tree Replacement
  - Work completed by consultant, West Coast Arborists
  - Try for 1:1 replacement (currently 250±)
  - Residents may not want a parkway tree replaced

**Recommended Annual Funding:** \$3,500,000

- Increase tree trimming activities to approximately 13,000 per year
  - Results in an approximately 3 year trimming cycle
- Increase tree replacement rate
  - Parks and arterial trees a priority
- Continue inventory of trees in park areas
- Maintain National Arbor Day Foundations “Tree City USA” designation

**Recommended Additional Annual Funding:** \$2,000,000



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: MONUMENT SIGNS**

**Asset Description:** Raised monument signs indicating approximately City boundary. Used to notify general public when entering City of Fullerton. Typically located within the center median of roadway.

**Asset Components:**

City currently has five monument signs at the following locations:

<i>Street</i>	<i>Location</i>	<i>Type*</i>
Bastanchury Rd (E)	West of Hartford Ave	Planter with tree
Nutwood Ave (E)	At NB SR-57 ramps	Planter with tree
Harbor Blvd (S)	North of Houston Ave	Planter with tree
Euclid St (S)	North of WB SR-91 ramps	House
Harbor Blvd (N)	South of Las Palmas	Planter with tree
Yorba Linda Blvd (E)	West of Bradford	Planter with tree

\*See attached photos for examples of each type

Each monument sign is in fair condition, but have a dated appearance.

**Asset Needs:**

- Replacement and updating of existing monument signs
- Install new monument signs at the following potential locations.
  - New locations subject to City Traffic Engineer approval.

<i>Street</i>	<i>Location</i>	<i>Comments</i>
Orangethorpe Ave (W)	Between Campus & Magnolia	Add raised median
Valencia Ave (W)	East of Meade	Within existing median
Malvern Ave (W)	East of Burning Tree	Add raised median
Rosecrans Ave (W)	West of Emery Ranch	Add raised median
Gilbert St (N)	Near existing bridge	Add raised median
Euclid St (N)	South of Country Hills	Add raised median
Brea Blvd (N)	Between San Antonio & Evergreen	Add raised median
State College Blvd (N)	Between Rosalia & Lark Ellen	Add raised median
Associated Rd (N)	Between SR-57 & Imperial	Add raised median
Placentia Ave (N)	North of Rolling Hills	Within existing median
Chapman Ave (E)	West of SR-57	Within existing median
Orangethorpe Ave (E)	West of Placentia	Add raised median
State College Blvd (S)	South of Orangethorpe	Add raised median
Raymond Ave (S)	North of SR-91	Add raised median
Brookhurst St (S)	North of SR-91	Add raised median

Estimated Improvement Cost:

- Typical Monument Design (Consultant) \$ 75,000
- Demolition of Existing \$ 15,000 EA
- Construction of New (new median) \$ 100,000 EA
- Construction of New (existing median) \$ 75,000 EA

Approximate Total Current Need: \$ 1,590,000

Allowable Funding Sources: General Fund, Grant

Current Annual Funding: None.

Typically Annual Improvements/Maintenance:

- Minor repairs completed as required.
- Significant repairs generally result in sign being removed/demolished.

Recommended Annual Strategy & Associated Costs:

Prepare new monument sign design when funds become available. Design shall be used at all new locations and replace the existing monument signs. Design is not intended to include lighting unless solar system is used.

Construction of new/replacement signs could be completed as part of any applicable street improvement project if funding is available. Cost would be reduced if part of a street improvement project.

Recommended Additional Annual Funding:

**None at this time.** Implement if funding becomes available.



Asset: **MONUMENT SIGNS**



*Existing Planter Type*



*Existing House Type*







**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: PARKING LOTS**

**Asset Description:** Public parking lots typically serving City facilities such as buildings, parks, and library; plus City employee only parking lots serving Police Department, Fire Station, and City Yard, etc. Additional public parking lots are located in the downtown area serving the adjacent businesses and Transportation Center.

**Asset Quantity:** 61 parking lot locations. Hillcrest Park has 7 separate parking lots within the park boundary.

**Asset Needs:** Various levels of repair and reconstruction (based 2019 staff inspection report)  
15 do not require maintenance at this time  
36 require pavement preventive maintenance (seal coat)  
3 require enhanced pavement preventive maintenance (minor patching & seal coat)  
7 require pavement reconstruction

**Estimated Cost:**

Seal Coat:	\$ 0.25 SF
Patching & Seal Coat	\$ 0.25 SF Seal Coat + \$7.50 SF Patch
Rehabilitation:	\$ 6.25 SF

**Approximate Total Current Need:**

Seal Coat:	\$ 330,000
Patching & Seal Coat:	\$ 145,000
Rehabilitation:	\$ 1,280,000

**Allowable Funding Sources:** General Fund, Grants

**Current Annual Funding:** None for rehabilitation, \$75,000± General Fund for seal coats.

**Typical Annual Improvements/Maintenance:** Seal and patch repair of parking lots eligible for preventative maintenance measures. Work completed through/by Maintenance Department.

**Recommended Annual Strategy & Associated Costs:**

Using a Citywide Average Parking Lot Area = 30,500 SF

Seal Coat	4 lots	\$ 30,500
Patching & Seal Coat	2 lots	\$ 61,000
Rehabilitation	1 lot	\$ 190,625
<b>ANNUAL FUNDING NEED</b>	<b>7 lots</b>	<b>\$ 282,125</b>

Starting July 18, 2019, a pilot program for paid parking in the downtown area began. Paid parking will be required in surface parking lots and parking structures at a flat \$5 rate on Thursday, Friday and Saturday nights. The results of the pilot program was reviewed by City Council on December 17, 2019 and the City Council voted to continue the paid parking program. The revenue generated will be used to offset (not cover), maintenance, enforcement, safety and security, and administration

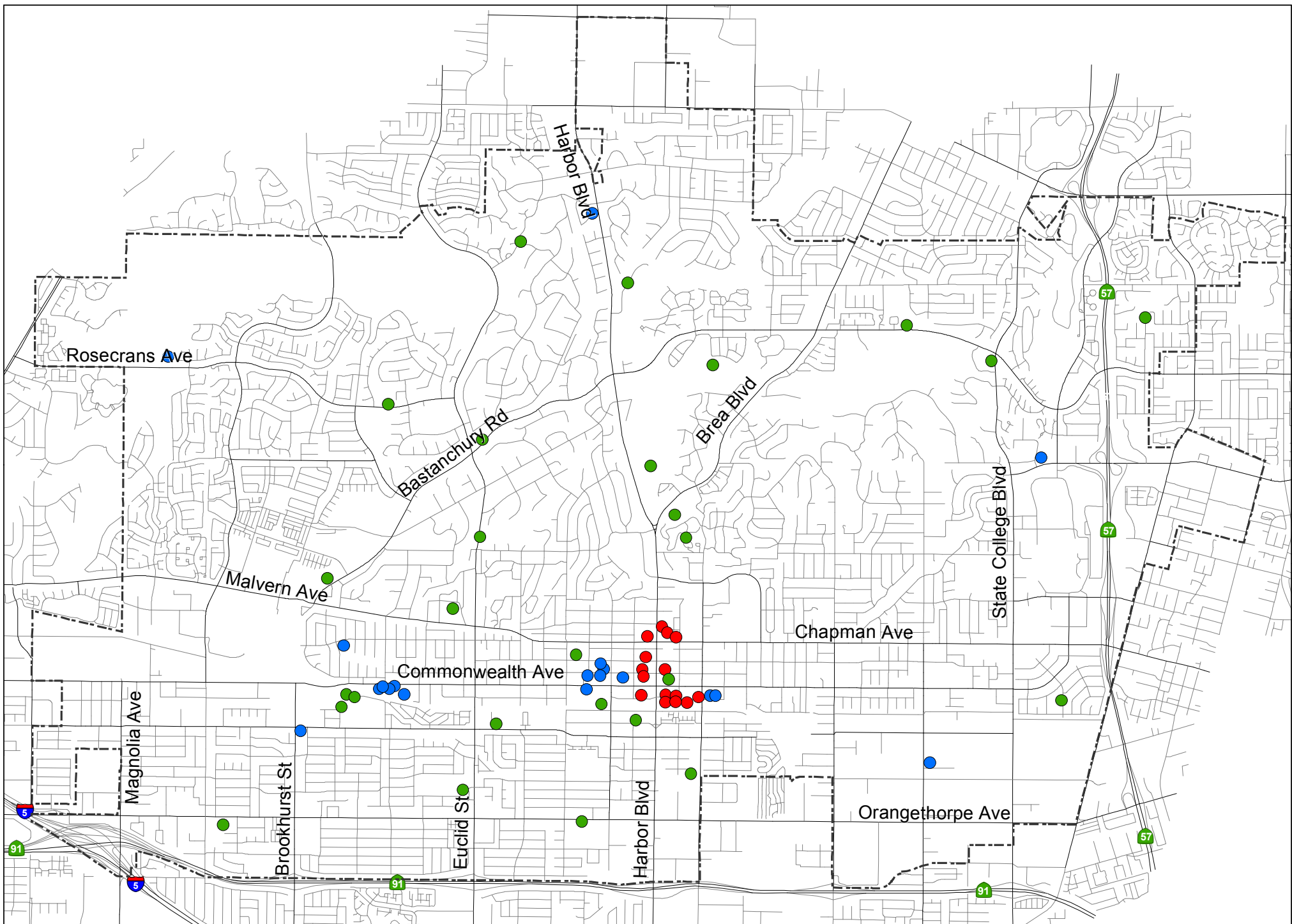


costs associated with the downtown area parking. As such, a portion of the revenue could offset the parking lot maintenance costs. See attached exhibit for the paid parking program.

Comments:

- Look at charging parking fees for events

Recommended Additional Annual Funding:                      **\$207,125**



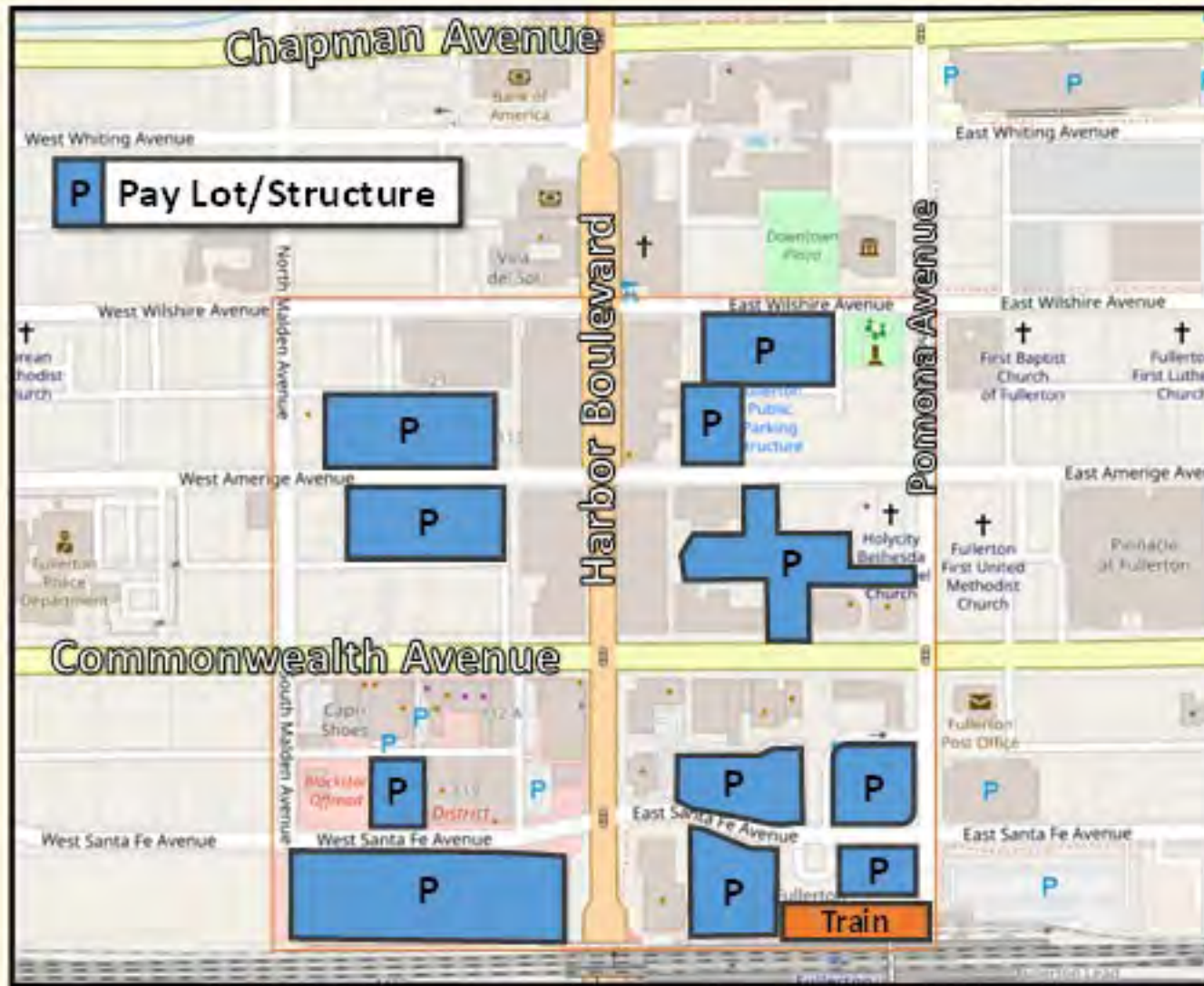
# City Maintained Parking Lots

- Facility
- Park
- Downtown





# Paid Parking Pilot Program



**Downtown  
Game Plan**



**START DATE:**  
**Thursday, July 18th**



**Thursday, Friday  
and Saturday Nights**

**From 9:00 PM to 1:00 AM**

**Contact: Heather Allen**  
**(714) 738-6884**  
**[parking@cityoffullerton.com](mailto:parking@cityoffullerton.com)**

More info at:

**[Fullerton.ParkingGuide.com](http://Fullerton.ParkingGuide.com)**





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: PARKING STRUCTURES**

**Asset Description:** Public parking structures located in the downtown area serving the adjacent businesses and Transportation Center. Typical service life of concrete parking structure is approximately 50 years, however, the components within the structure (mechanical, electrical, etc.) have much shorter services lives.

**Asset Quantity:** 6 public parking structure locations. 2 structures are privately owned with requirement to provide public parking. City is responsible for specific maintenance activities within the private structures.

- Plummer Structure – 230 E. Chapman Ave
- Wilshire Structure – 114 E. Wilshire Ave
- SOCO Structure – 150 W. Santa Fe Ave
- Transportation Center Structure – 122 S. Pomona Ave
- Wilshire Promenade Structure – 141 W. Wilshire Ave (Private)
- City Pointe – 130 E. Chapman Ave (Private)

**Asset Needs:** Various levels of preventive maintenance including:

Inspections	Circulation Fans
Painting	Sump Pumps
Bird and Pest Control	Generators
Lighting	Elevators
Solar Panels (cleaning & inspection)	Sprinkler Systems
Water Backflow Certifications	Security Systems
Façade	Striping and Signage

Various improvements including:

Certified Inspections	Paid Parking Systems
Security System Updates	LED Lighting Conversion (one structure)
Solar Panels (where allowable)	Elevator replacements (as needed)
Structural System Repairs/Replacements	Mechanical System Repairs/Replacements

**Approximate Total Current Need:** Preventative Maintenance: \$ 1,600,000

**Allowable Funding Sources:** General Fund

**Current Annual Funding:** \$ 225,000 General Fund (portion of larger maintenance program)

**Typical Annual Improvements/Maintenance:**

- Regular cleaning by City staff (at least once a week)
- Regular visual inspections by City staff (monthly)
- Water backflow certification
- Elevator inspection and maintenance by contract (monthly)
- Solar panel inspection and cleaning

- Lighting repair/replacement (as needed)
- Striping and signage repairs and update (as needed)
- Unforeseen miscellaneous repairs (as needed)

Routine maintenance activities can extend the life. Routine maintenance can include inspections, structural components (structural systems, waterproofing, slab sealing, painting), operational components (cleaning, doors, electrical, elevators, HVAC, parking control equipment, signs, security systems), and aesthetic components (landscaping, finishes). Repairs and replacement needs would be expected later in the service life, but would include replacing items of the structural, operational and/or aesthetic components.

**Recommended Annual Strategy & Associated Costs:**

Maintain Existing Activities and Funding, including:

Visual Inspection by City Staff	Routine Cleaning (x 6 structures)
Bird & Pest Control (x 4 structures)	Solar Inspection & Cleaning (x 1 structure)
Mechanical System Inspection & Repair (x 6)	Electrical System Inspection & Repair (x 6)
Water Backflow Certification (x 6 structures)	Fire Sprinkler System Inspection & Repair (x 4)
Minor Repairs/replacements	
<b>TOTAL</b>	
<b>\$225,000</b>	

**Additional Activities and Funding**

<i>Item</i>	<i>Cost</i>	<i>Frequency</i>	<i>Annual Cost</i>
Inspection by Qualified Engineer	\$ 10,000 EA	1 structure per year	\$ 10,000
Painting (every 10-12 years) x 4	\$100,000 EA	1 structure per 3 yrs	\$33,000
Elevator Maintenance (monthly) x 3	\$25,000 EA	Annual contract	\$75,000
Elevator Replacement (20 yr life) x 3	\$250,000 EA	Every 20 yrs	\$37,500
Security Upgrades (10 yr life) x 6	\$100,000 EA	Every 10 yrs	\$60,000
Façade & Misc Repairs x 6	\$10,000 EA	Annual	\$60,000
Electric Charging Stations	\$20,000	Annual	\$20,000
Paid Parking Systems	\$25,000	Annual	\$25,000
General Repairs	\$50,000	Annual	\$50,000
<b>TOTAL</b>			<b>\$370,500</b>

**ANNUAL FUNDING NEED: \$595,500**

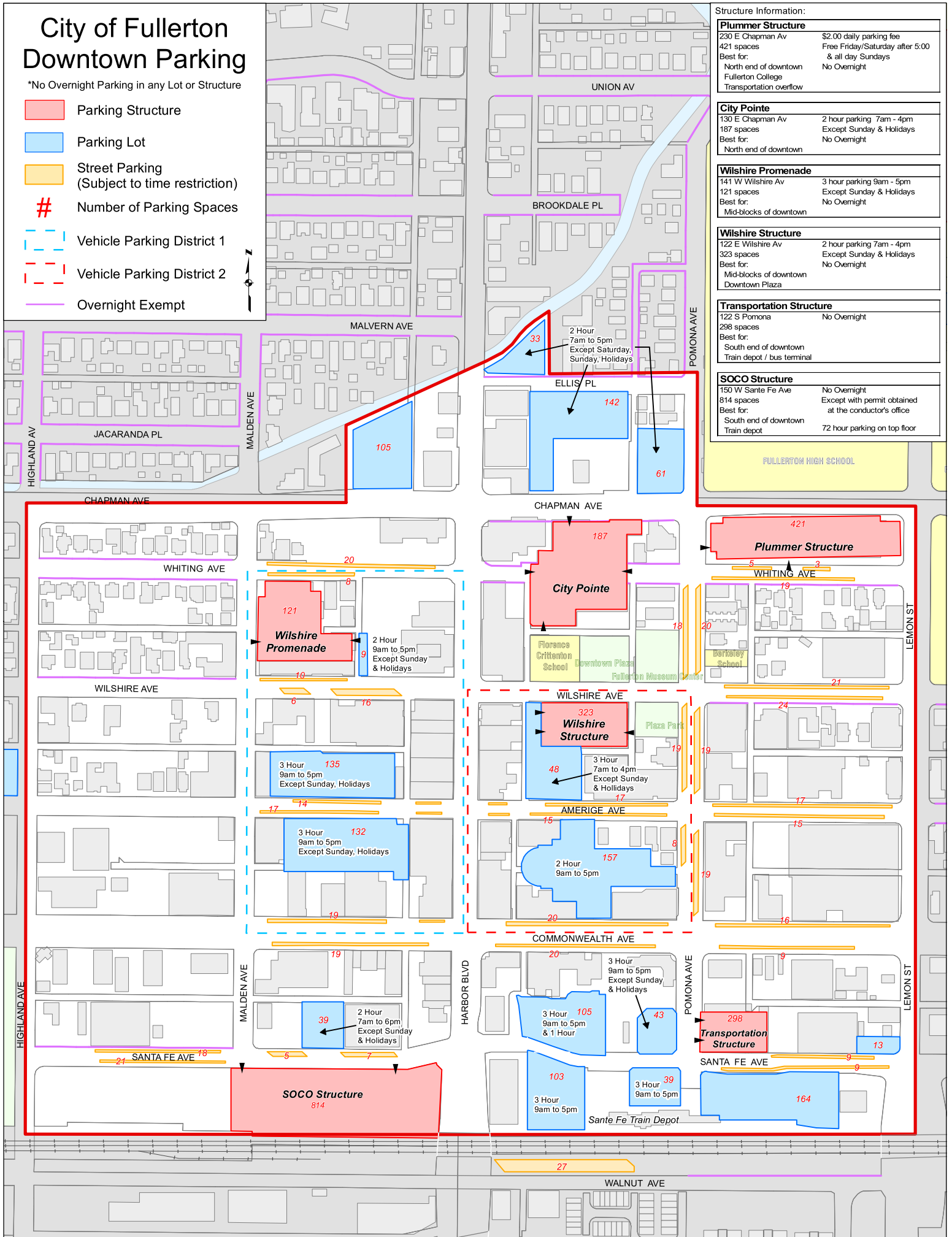
Starting July 18, 2019, a pilot program for paid parking in the downtown area began. Paid parking will be required in surface parking lots and parking structures at a flat \$5 rate on Thursday, Friday and Saturday nights. The results of the pilot program was reviewed by City Council on December 17, 2019 and the City Council voted to continue the paid parking program. The revenue generated will be used to offset (not cover), maintenance, enforcement, safety and security, and administration costs associated with the downtown area parking. As such, a portion of the revenue could offset the parking structure maintenance costs. See attached exhibit for the paid parking program. See attached exhibit for the pilot program.

**Recommended Additional Annual Funding:** **\$370,500**

# City of Fullerton Downtown Parking

\*No Overnight Parking in any Lot or Structure

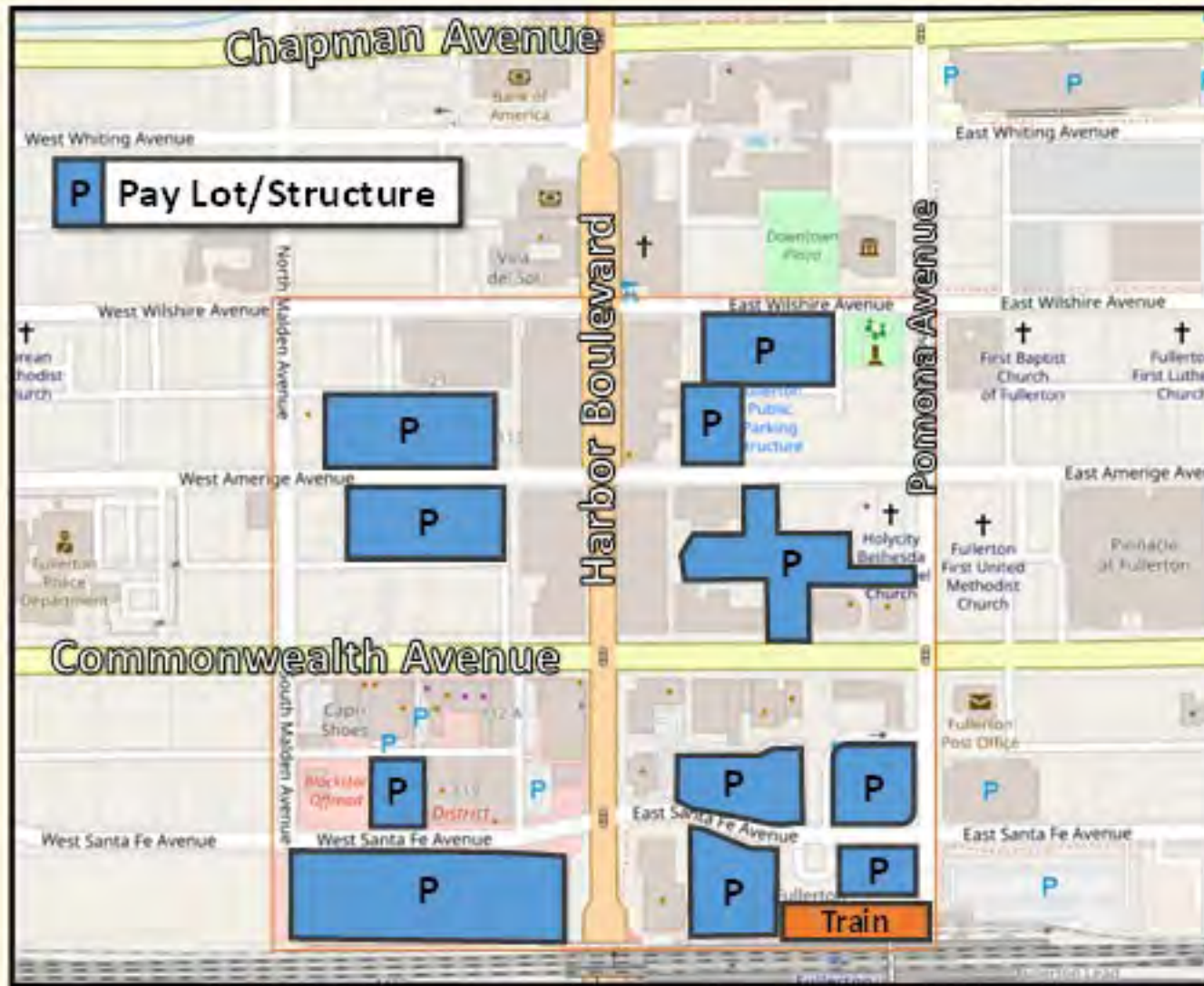
- Parking Structure
- Parking Lot
- Street Parking  
(Subject to time restriction)
- # Number of Parking Spaces
- Vehicle Parking District 1
- Vehicle Parking District 2
- Overnight Exempt



<b>Structure Information:</b>	
<b>Plummer Structure</b>	
230 E Chapman Av	\$2.00 daily parking fee
421 spaces	Free Friday/Saturday after 5:00
Best for:	& all day Sundays
North end of downtown	No Overnight
Fullerton College	
Transportation overflow	
<b>City Point</b>	
130 E Chapman Av	2 hour parking 7am - 4pm
187 spaces	Except Sunday & Holidays
Best for:	No Overnight
North end of downtown	
<b>Wilshire Promenade</b>	
141 W Wilshire Av	3 hour parking 9am - 5pm
121 spaces	Except Sunday & Holidays
Best for:	No Overnight
Mid-blocks of downtown	
<b>Wilshire Structure</b>	
122 E Wilshire Av	2 hour parking 7am - 4pm
323 spaces	Except Sunday & Holidays
Best for:	No Overnight
Mid-blocks of downtown	
Downtown Plaza	
<b>Transportation Structure</b>	
150 S Pomona	No Overnight
298 spaces	
Best for:	
South end of downtown	
Train depot / bus terminal	
<b>SOCO Structure</b>	
150 W Santa Fe Ave	No Overnight
814 spaces	Except with permit obtained at the conductor's office
Best for:	
South end of downtown	
Train depot	72 hour parking on top floor



# Paid Parking Pilot Program



**Downtown  
Game Plan**



**START DATE:**  
**Thursday, July 18th**



**Thursday, Friday  
and Saturday Nights**

**From 9:00 PM to 1:00 AM**

**Contact: Heather Allen**  
**(714) 738-6884**  
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**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: PARKS & TRAILS – FACILITY MAINTENANCE SERVICES**

**Asset Description:** Public parks and open space within the City open to use by residents and non-residents. Parks can include amenities such as restrooms, spray grounds, play structures, lighting, and sporting facilities. Any adjacent parking lots are detailed in a separate Infrastructure Data Sheet. Areas and facilities in the parks can be reserved/rented through the Parks and Recreation Department. Recreational trails are open to hikers, equestrians, mountain bike riders and outdoor enthusiasts and are generally unimproved pathways.

**Asset Quantity:** 50 total public parks within the City  
46 City owned and maintained (1 closed)  
2 OC Parks maintained  
1 Army Corp owned, City leased  
1 privately maintained  
28± miles of recreational trails

**Asset Needs:** Various levels of preventive maintenance including:

Lighting Repairs	Restroom Repairs
Structure Painting	Restroom Sump Pump Maintenance
Fencing Repairs	Hardscape Repairs/Replacement
Spray Ground Equipment Maintenance & Repair/Replacement	Utility Services & Drainage System Repairs/Replacement
Minor Play Ground Structure Repairs	

Significant improvements, such as park site renovations, play structure replacement etc. are detailed in a separate data sheet.

**Approximate Total Current Need:** Preventative Maintenance: \$14,000,000

**Allowable Funding Sources:** General Fund, Facility Capital Repair (Maintenance)

**Current Annual Funding:** \$ 743,000 General Fund

**Typical Annual Maintenance:**

- Restroom Repairs
- Minor Structure and Equipment Repairs
- Minor Hardscape Repairs
- Sprayground Equipment Maintenance/Repair
- Fence Repairs
- Pedestrian Bridge Repairs



Recommended Annual Strategy & Associated Costs:

Maintain Existing Activities and Funding, including:

Playground Equipment Repair	Site Lighting Repair
Paint Restrooms	Minor Repairs
Tot Lot Materials Maintenance	Minor Utility Repairs (sewer, water, etc.)
Minor Hardscape Repairs	Sprayground Equipment Maintenance
Sprayground Materials	
<b>TOTAL</b>	
<b>\$743,000</b>	

Additional Maintenance Activities and Funding

<i>Item</i>	<i>Cost</i>	<i>Frequency</i>	<i>Annual Cost</i>
Lighting Replacement	\$250,000	1 park per year	\$250,000
General Repairs (restrooms, fencing, etc.)	\$100,000	Annual	\$100,000
Hillcrest Fountain Maintenance	\$30,000	Annual	\$30,000
Hillcrest Stairs Minor Maintenance	\$50,000	Annual	\$50,000
<b>TOTAL</b>			<b>\$430,000</b>

**ANNUAL FUNDING NEEDED: \$1,173,000**

Recommended Additional Annual Funding: **\$430,000**

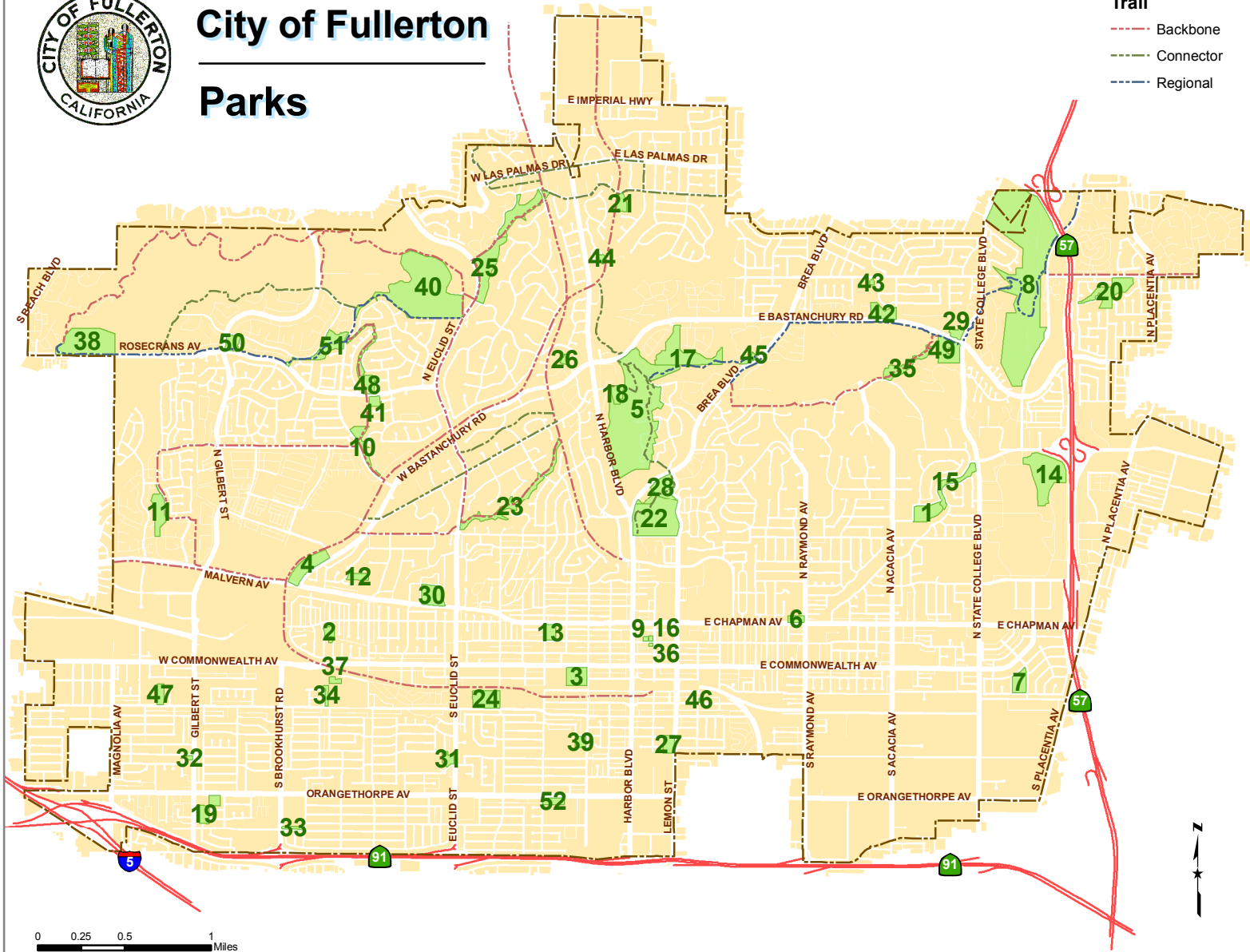


# City of Fullerton

## Parks

Trail

- Backbone
- Connector
- Regional



January 2008

No	NAME	ADDRESS	No	NAME	ADDRESS
1	ACACIA PARK	1910 FULLERTON CREEK RD	27	LEMON PARK	701 S LEMON ST
2	ADLENA PARK	300 N ADLENA DR	28	LIONS FIELD	1440 BREA BLVD
3	AMERIGE PARK	300 W COMMONWEALTH AVE	29	MOUNTAIN VIEW PARK	2601 N STATE COLLEGE BLVD
4	BASTANCHURY PARK	1717 W BASTANCHURY RD	30	MUCKENTHALER CULTURAL CENTER	1201 W MALVERN AVE
5	BREA DAM PARK	1700 N HARBOR BLVD	31	NICOLAS PARK	1015 W HILL AVE
6	BYERRUM PARK	501 N RAYMOND AVE	32	OLIVE PARK	901 S GILBERT ST
7	CHAPMAN PARK	2515 SAN CARLOS DR	33	ORANGETHORPE PARK	1737 W ROBERTA AVE
8	CRAIG REGIONAL PARK	3300 STATE COLLEGE BLVD	34	PACIFIC DRIVE PARK	222 PACIFIC DR
9	DOWNTOWN PLAZA	125 E WILSHIRE AVE	35	PANORAMA NATURE PRESERVE	2100 N LADERA VISTA DR
10	EDWARD H. WHITE II PARK	1550 PARKS RD	36	PLAZA PARK	144 E WILSHIRE AVE
11	EMERY PARK	1201 SUNNY RIDGE DR	37	POOCH PARK	201 S BASQUE AVE
12	FERN PARK	1600 W FERN DR	38	RALPH B. CLARK PARK	2851 ROSECRANS AVE
13	FORD PARK	435 W WILSHIRE AVE	39	RICHMAN PARK	711 S HIGHLAND AVE
14	FULLERTON ARBORETUM	1900 ASSOCIATED RD	40	ROBERT E WARD NATURE PRESERVE	2245 N EUCLID ST
15	FULLERTON CREEK GREENBELT	1910 FULLERTON CREEK RD	41	ROGER B. CHAFFEE PARK	1550 W ROSECRANS AVE
16	FULLERTON MUSEUM CENTER	301 N POMONA AVE	42	ROLLING HILLS PARK	1515 E BASTANCHURY RD
17	FULLERTON SPORTS COMPLEX	560 E SILVER PINE ST	43	ROLLING HILLS SCHOOL PARK	1470 E ROLLING HILLS DR
18	FULLERTON TENNIS CENTER	110 E VALENIA MESA DR	44	SAN JUAN PARK	2920 SAN JUAN PL
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Fullerton is rich with parks and recreational trails.

Everyone from the outdoor enthusiast to the quiet picnicker will appreciate all that our parks have to offer.

	SCHOOL ADJACENT	RESTROOMS	PARKING	PICNIC TABLES	BAR-B-Qs	DRINKING FOUNTAIN	RECREATION TRAILS	BASEBALL / SOFTBALL	BLEACHER SEATING	BASKETBALL	SOCCER	ACTIVITY BLDG	PLAYGROUNDS	ACTIVITY SLAB	COVERED PICNIC AREAS	DOGGY BAG DISPENSERS
KEY: P = Portable Restroom Key = Key Required, restrooms attached to building																
ACACIA PARK	X		X	9	3	X		X			X		X			2
ADLENA PARK		1	X	6	2			X	50	X	X		X	X		2
BASTANCHURY PARK		1	X	7		4	X	X	80	X			X			2
BREA DAM RECREATION AREA		X	X	8	X	X	X								1	
BYERRUM PARK	X		X	4				X		X	X		X	X		1
CHAFFEE PARK	X						X									
CHAPMAN PARK		1	X	2		X		X	100	X	X	X	X	X	X	2
EMERY PARK				2			X			X	X		X	X	X	X
FERN PARK	X		X	2				X		X	X		X	X		
FORD PARK		P	X	3				X		X	X		X			
FULLERTON SPORTS COMPLEX		X	X	6		X	X	X	X							3
GILBERT PARK		P	X	7				X		X	X		X			2
GILMAN PARK		1	X	4		X		X								
GRISSOM PARK			X				X				X					2
HERMOSA SCHOOL PARK	X		X	3	3	X		X		X	X		X			1
HILLCREST PARK		4	X	30	X						X	X	X	X		
INDEPENDENCE PARK			X	6							X	X	X			2
LAGUNA LAKE PARK		X	X	5	X	X	X									1
LAGUNA ROAD SCHOOL PARK	X		X					X		X	X		X			
LEMON PARK	X	1	X	22	X	X		X	100	X	X	X	X	X		
MOUNTAIN VIEW PARK			X	7		X										2
NICOLAS PARK	X	1	X					X	100	X	X		X			1
OLIVE PARK																
ORANGETHORPE PARK	X	KEY	X	13	11	X		X		X	X	X	X	X	X	2
PACIFIC DRIVE PARK	X	1	X	4		X		X	100	X	X		X		X	1
PLAZA PARK				1									X			1
RICHMAN PARK	X	1	X	X	5			X			X		X		X	
ROLLING HILLS PARK	X	P	X	6	2	X							X			3
TRUSLOW PARK				1	X								X			
VALENCIA PARK	X	1	X	8	2	X		X	50	X			X	X	X	
VISTA PARK			X				X									
Bastanchury & State College																
West Coyote Hills Tree Park							X									
West Coyote Hills Park			X	4	2	X	X									2
White Park	X						X									
Woodcrest Park	X	1	X	5	3	X		X	80	X	X		X	X		



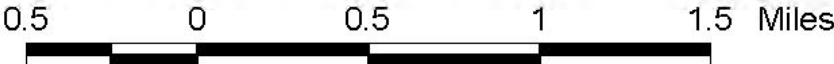
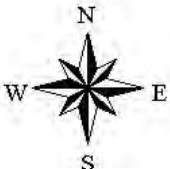
# RECREATIONAL TRAILS

Exhibit RM-2

-  Regional Trail
-  Backbone Trail
-  Connector Trail
-  Trail not yet constructed
-  Trail Head

## Public Parks

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Amended 11/21/00 - City Council Resolution No. 9200  
Amended 10/5/04 - City Council Resolution No. 9654

City of Fullerton  
Development Services Department  
Geographic Information System





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: PARKS & TRAILS - IMPROVEMENTS**

**Asset Description:** Public parks and open space within the City open to use by residents and non-residents. Parks can include amenities such as restrooms, spray grounds, play structures, lighting, and sporting facilities. Any adjacent parking lots are detailed in a separate Infrastructure Data Sheet. Areas and facilities in the parks can be reserved/rented through the Parks and Recreation Department. Recreational trails are open to hikers, equestrians, mountain bike riders and outdoor enthusiasts and are generally unimproved pathways.

**Asset Quantity:**

- 50 total public parks within the City
- 46 City owned and maintained (1 closed)
- 2 OC Parks maintained
- 1 Army Corp owned, City leased
- 1 privately maintained
- 28± miles of recreational trails

The parks are classified as either Neighborhood Parks (34), Specialized Parks (9), or Greenbelts/Preserves (7).

**Asset Needs:** Various rehabilitations and improvements. Note: Regular maintenance items, such as minor repairs, plant and tree replacement, restroom repairs, parking lot repair and improvements, etc. are detailed in separate data sheets.

Rehabilitation would typically involve minor repairs or part replacement to items such as:

Playground and Play Structures	Picnic Pavilions
Picnic Tables	Bar-B-Q's
Spray Pools	Bleachers
Baseball and Softball Backstops & Fence	Soccer Fields and Equipment
Basketball Courts and Equipment	Community Buildings/Snack Bar

Improvements would involve significant renovation/full replacement of the park's existing amenities and/or construction of new amenities such as:

Play Structures	Restroom Buildings
Walkways	Exercise Equipment
Sports Courts	Site Lighting
Picnic Areas	Pavilion Areas

<i>Park Type</i>	<i>Condition Today (2019)</i>		
	<i>Good (no work needed)</i>	<i>Rehabilitation</i>	<i>Renovation</i>
Neighborhood	20	10	4
Specialized	5	3	1
Greenbelt/Preserve	4	2	1
<b>TOTAL</b>	<b>29</b>	<b>15</b>	<b>6</b>

Approximate Total Current Need:

Park Type	Number	Average Cost	Total Cost
Neighborhood			
Good (no work needed)	20	\$ 0	\$ 0
Rehabilitation	10	\$200,000	\$ 2,000,000
Renovation	4	\$ 2,500,000	\$ 10,000,000
Specialized			
Good	5	\$ 0	\$ 0
Rehabilitation	3	\$ 450,000	\$ 1,350,000
Renovation	1	\$6,000,000	\$ 6,000,000
Greenbelt/Preserve			
Good	4	\$ 0	\$ 0
Rehabilitation	2	\$ 75,000	\$ 150,000
Renovation	1	\$ 500,000	\$500,000
<b>TOTAL</b>			<b>\$ 20,000,000</b>

Allowable Funding Sources: General Fund, Park Dwelling Fund

Current Annual Funding: Park Dwelling Fund balance varies depending on volume of development in the City and the amount of resulting fees collected. Average annual amount is \$1,175,000.

Grants - when available. Amounts and specific uses vary.

Typical Annual Improvements/Maintenance:

- Major rehabilitation/improvement of one park site every year or every other year.
- Replacement of amenities such as fencing, safety surfacing, landscaping, lighting, etc. beyond scope of Maintenance Department.
- Minor trail repairs and enhancements

Recommended Annual Strategy & Associated Costs:

Item	Cost	Frequency	Annual Cost
Neighborhood Parks			
Rehabilitation	\$ 200,000	Min 2 per year	\$ 400,000
Renovation	\$ 2,500,000	1 per year	\$ 2,500,000
Specialized			
Rehabilitation	\$ 450,000	1 per year	\$ 450,000
Renovation	\$ 6,000,000	1 every 6 years	\$ 1,000,000
Greenbelt/Preserve			
Rehabilitation	\$ 75,000	1 per year	\$ 75,000
Renovation	\$ 500,000	1 every 5 years	\$ 100,000
<b>ANNUAL FUNDING NEED:</b>			<b>\$ 4,525,000</b>

Recommended Additional Annual Funding: **\$3,350,000**

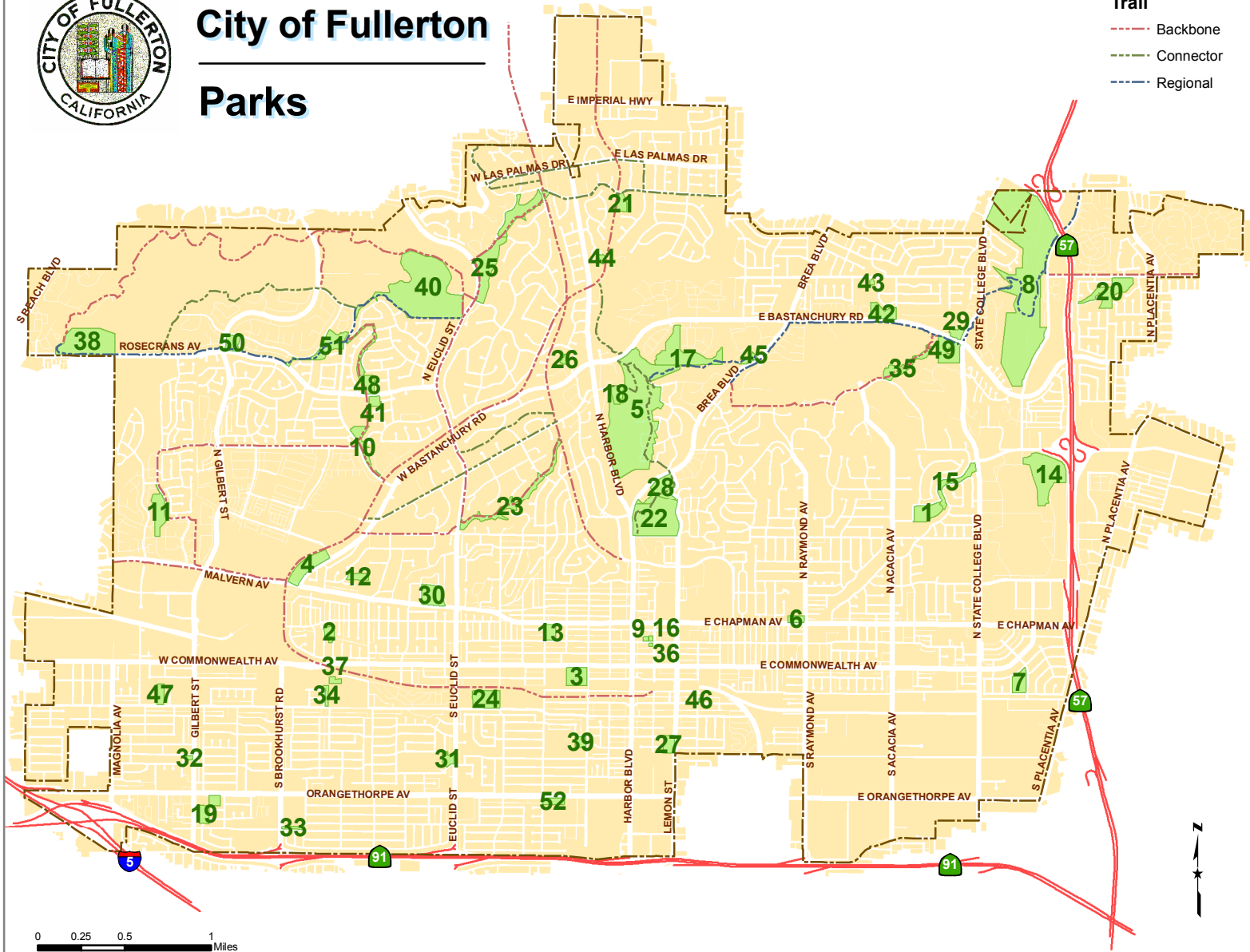


# City of Fullerton

## Parks

Trail

- Backbone
- Connector
- Regional



January 2008

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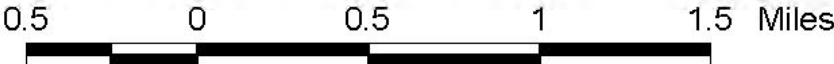
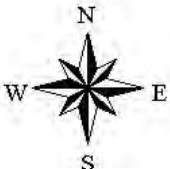
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Exhibit RM-2

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-  Backbone Trail
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Amended 11/21/00 - City Council Resolution No. 9200  
Amended 10/5/04 - City Council Resolution No. 9654

City of Fullerton  
Development Services Department  
Geographic Information System





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: PARKS & TRAILS – LANDSCAPE MAINTENANCE SERVICES**

**Asset Description:** Public parks and open space within the City open to use by residents and non-residents. Parks can include amenities such as restrooms, spray grounds, play structures, lighting, and sporting facilities. Any adjacent parking lots are detailed in a separate Infrastructure Data Sheet. Areas and facilities in the parks can be reserved/rented through the Parks and Recreation Department. Recreational trails are open to hikers, equestrians, mountain bike riders and outdoor enthusiasts and are generally unimproved pathways.

**Asset Quantity:** 50 total public parks within the City  
46 City owned and maintained (1 closed)  
2 OC Parks maintained  
1 Army Corp owned, City leased  
1 privately maintained  
28± miles of recreational trails

**Asset Needs:** Various levels of landscape maintenance including:

- Irrigation System Repairs/Replacement
- Turf Repair/Replacement
- Plant Replacement
- Tree Replacement

Significant improvements, such as park site renovations, play structure replacement etc. are detailed in a separate data sheet.

**Approximate Total Current Need:** Landscape Maintenance: \$14,000,000

**Allowable Funding Sources:** General Fund

**Current Annual Funding:** \$ 2,900,000 General Fund

**Typical Annual Maintenance:**

- Park site and trails general maintenance
- Irrigation Maintenance and Repair
- Turf Maintenance (mowing, etc.)
- Turf Repairs (re-seeding)
- Plant Maintenance (trimming, etc.)
- Plant Replacement (as needed)
- General cleaning
- Litter and debris removal
- Includes Downtown and Civic Center Maintenance

Recommended Annual Strategy & Associated Costs:

Public Works is in the process of evaluating proposals to outsource the maintenance of the City park sites. This would not include irrigation maintenance/repair - City staff would remain responsible for this task. With the age of the irrigation systems, there is a need for additional investment.

With outsourcing, it is expected this landscape maintenance activity itself (excluding need for irrigation improvements) will be sufficiently funded at the current level. Landscape Department has multiple vacant personnel positions that currently has significant impacts to the ability to provide timely service to the asset. With outsourcing, the existing personnel that are currently reassigned to other needs, would be assigned to the remaining City maintenance responsibilities.

The current funding level is expected to result in a level of service 'C' for the parks and trails.

Maintain Existing Activities and Funding, including:

Park site maintenance (outsource)	Irrigation Maintenance and Repair
Plant Maintenance	Plant Replacement
Trail maintenance	Litter and debris removal
<b>TOTAL</b>	
<b>\$2,900,000</b>	

Additional Activities and Funding

<i>Item</i>	<i>Cost</i>	<i>Frequency</i>	<i>Annual Cost</i>
Irrigation Replacement (contract)	\$350,000 EA	1 park per year	\$350,000
<b>TOTAL</b>			<b>\$350,000</b>

**ANNUAL FUNDING NEED: \$3,250,000\***

\*This figure may need to be revised should substantial increase in water costs occur

Recommended Additional Annual Funding: **\$350,000**

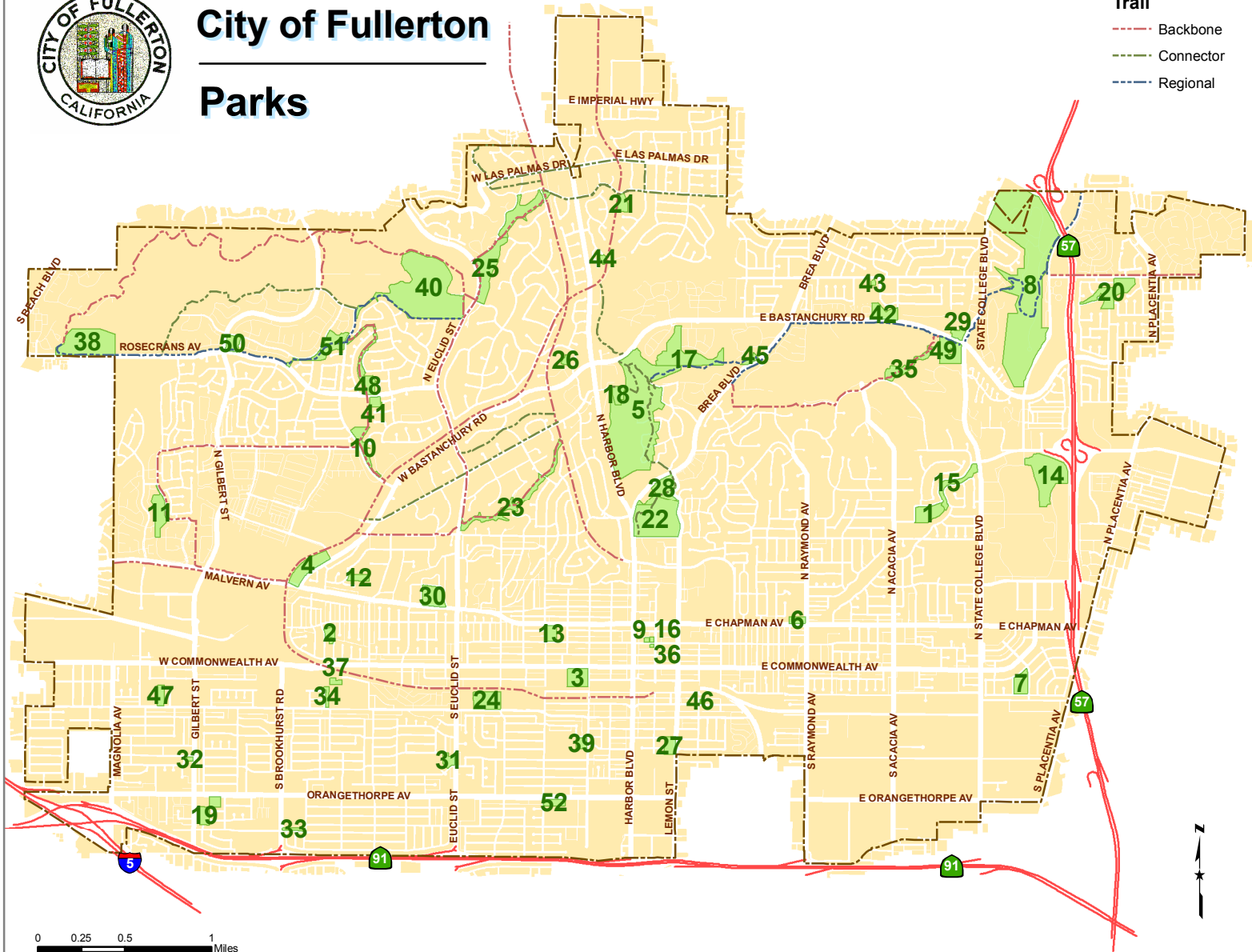


# City of Fullerton

## Parks

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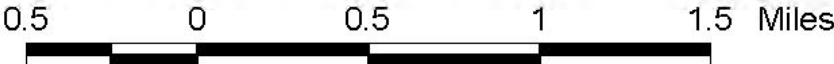
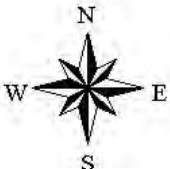
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**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: SEWER SYSTEM**

**Asset Description:** The City owns and operates the sewer waste collection system serving all properties within the City limits. The system consists of underground pipes, manholes, and siphons. The system does not include pump stations. The oldest pipes were built in the early 1920's and therefore reaching 100 years old. The system connects to OCSD trunk sewer main pipes that run within the City. The City is responsible for the sewer main pipes, not the sewer lateral pipes that serve the individual properties. The property owner is responsible for the lateral pipe from the building all the way to the connection with main pipe, even if the main pipe is located in the street right of way.

In 2002 the California Regional Water Quality Control Board enacted Rule R8-2002-014 requiring compliance with the requirements of a new Waste Discharge Requirement. In response to this Rule, the City adopted Ordinance No. 3052 which created the Sewer Enterprise Fund. The revenues from this fund are used solely for the improvement, repair, operation and maintenance of the sewer system. Rates for this fund were passed by the City as Resolution's 9734 and 9758.

In 2006, maintenance and operation of the sewer system became regulated by the California Regional Water Quality Control Board's General Waste Discharge Requirements for Sanitary Sewer Systems, Order No. 2006-003-DWQ. This Order replaced Rule R8-2002-014. In general, this order is very similar to Rule R8-2002-014 and requires the City to properly fund and manage the sewer system and provide maintenance of the system to reduce sewer overflow situations in order to minimize water quality impacts and potential nuisance conditions. The revenue from the Sewer Enterprise Fund is now used to address the requirements of Order No. 2006-003-DWQ.

In 2009, the City completed a Sewer Master Plan study. The focus of the study was to identify system deficiencies in regards to capacity and condition, and develop a 20-year capital improvement program (CIP) to address the deficiencies. The study identified 17 capacity related improvement projects. To date, the City has addressed approximately 75% of these projects.

In 2014, the City updated the Sewer System Management Plan (SSMP). This plan is required by Order No. 2006-003-DWQ and details the operations and maintenance requirements for the sewer system.

**Asset Quantity:**

- Approximately 330 miles of piping
  - Including 2.7 miles of privately owned sewer pipes
  - 99% of piping is Vitrified Clay Pipe (VCP)
- Sewer main pipe sizes range from 6" to 39" in diameter
  - Approximately 80% of pipes are 6" to 8" in diameter
- 33 siphons ranging in size from 6" to 39" pipes
- Approximately 6,850 access manholes and 250 lampholes/cleanouts

Asset Needs: Various levels of preventive maintenance and improvements including:

- Removal of siphons when conditions allow
- Construction of remaining priority improvement projects
- Construction of improvement projects based on identified maintenance issues
  - Cracked/damaged pipes, sags in pipe, etc.
- Replacement of brick manholes with precast manholes
- Replacement of lampholes/cleanouts with precast manholes
- Replacement of approximately 1 mile of sewer main that is older than 100 years

Approximate Total Current Need:     \$55,000,000

Allowable Funding Sources: General Fund, Sewer Enterprise Fund

<u>Current Annual Funding:</u>	\$2,300,000	for Operations and Maintenance
	<u>\$3,900,000</u>	for CIP
	\$6,200,000	Sewer Enterprise Fund

Typical Annual Improvements/Maintenance:

- Video inspection of approximately 50 miles of pipe
- Cleaning and maintenance of 33 siphons (monthly)
- Cleaning and maintenance of approximately 220 miles of sewer pipe
- CIP projects involving replacement and/or upsizing of pipes in accordance with Master Plan or current maintenance issues
  - Projects are typically coordinated with street and water improvement projects.

Recommended Annual Strategy & Associated Costs:

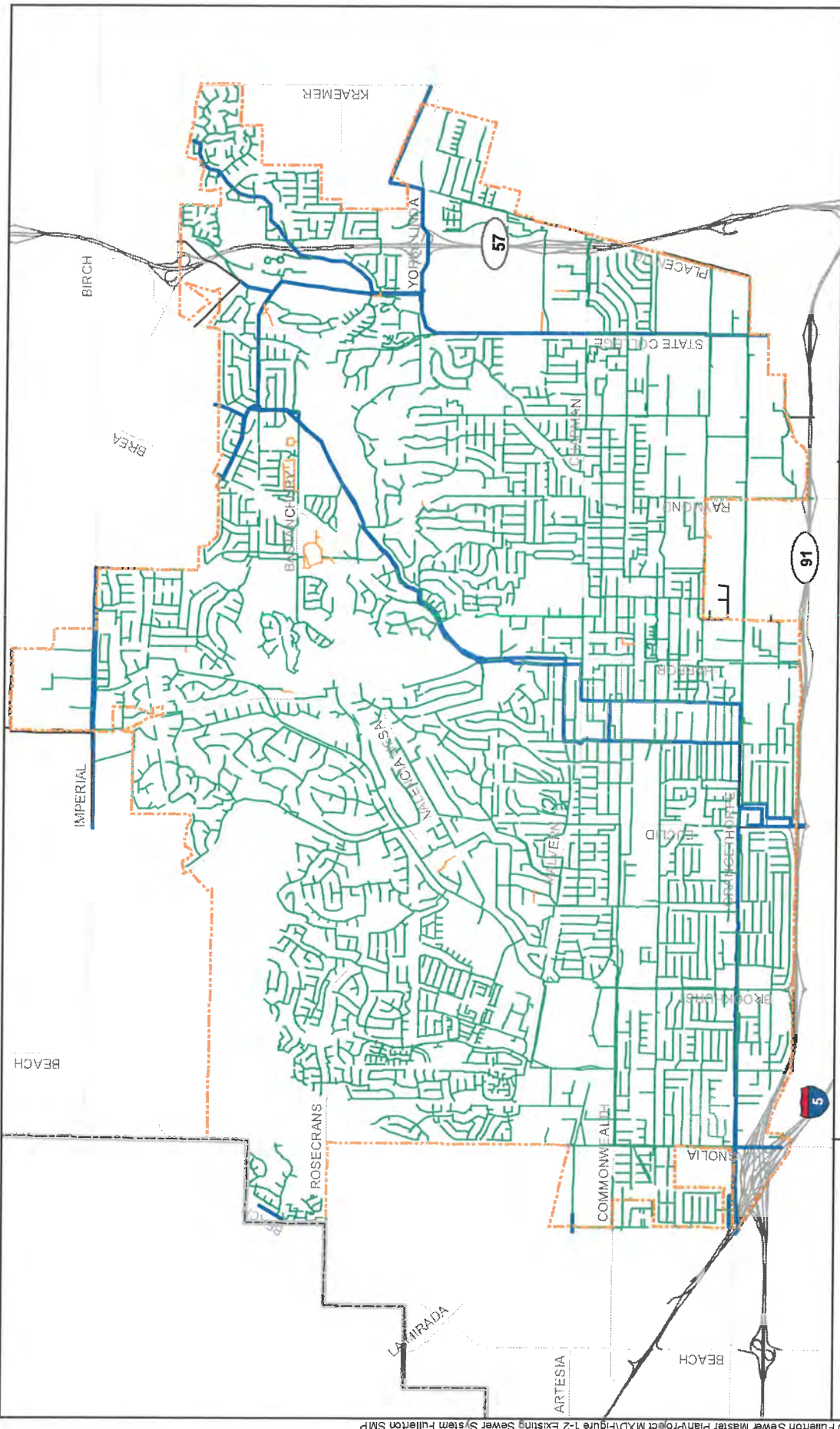
Sewer Enterprise Fund is currently generating sufficient revenue to address on-going operations and maintenance plus programmed capital improvement projects. As such, staff does not recommend any revisions to the current program.

The Sewer Division and CIP Division coordinate annually to determine priority projects and program the projects within the City's 5-year CIP budget.

Sewer Division will also continue inspection, cleaning and maintenance of the sewer mains and siphons, plus implement the requirements of the SSMP.

Recommended Additional Annual Funding:                    **None at this time.**





L:\Projects\GIS\0234-001.00 Fullerton Sewer Master Plan\Project MXD\Figure 1-2 Existing Sewer System Fullerton SMP



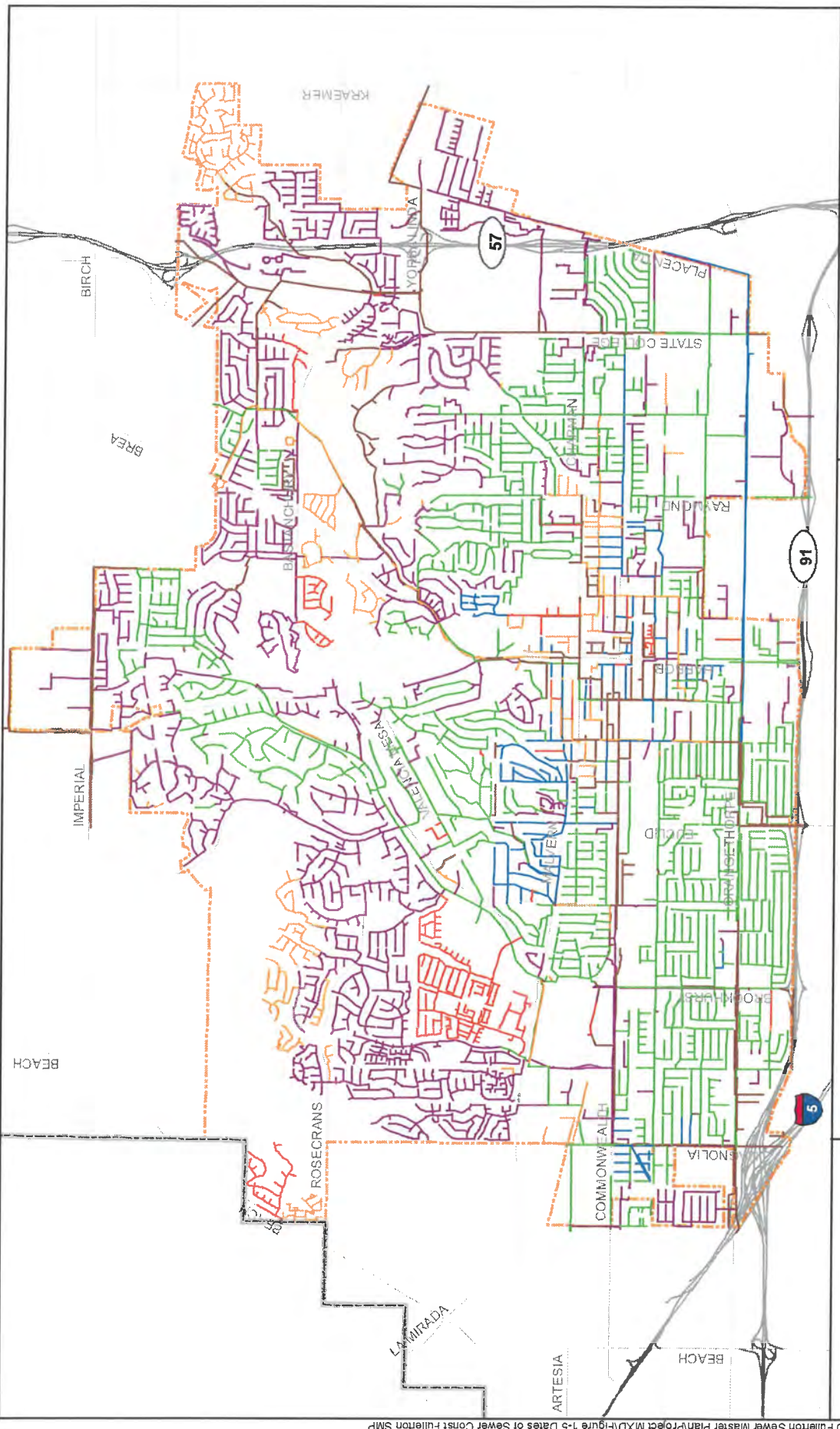
- Fullerton Sewer
- OCSD Trunk Sewer
- Private Sewer
- Other
- County Boundary
- City Boundary
- Freeway
- Major Roads





City of Fullerton  
Sewer Master Plan



Figure 1-2  
Existing Sewer System



**City of Fullerton  
Sewer Master Plan**


**Figure 1-5  
Dates of Sewer  
Construction**

**Year Installed**

- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000-2007
- Unknown

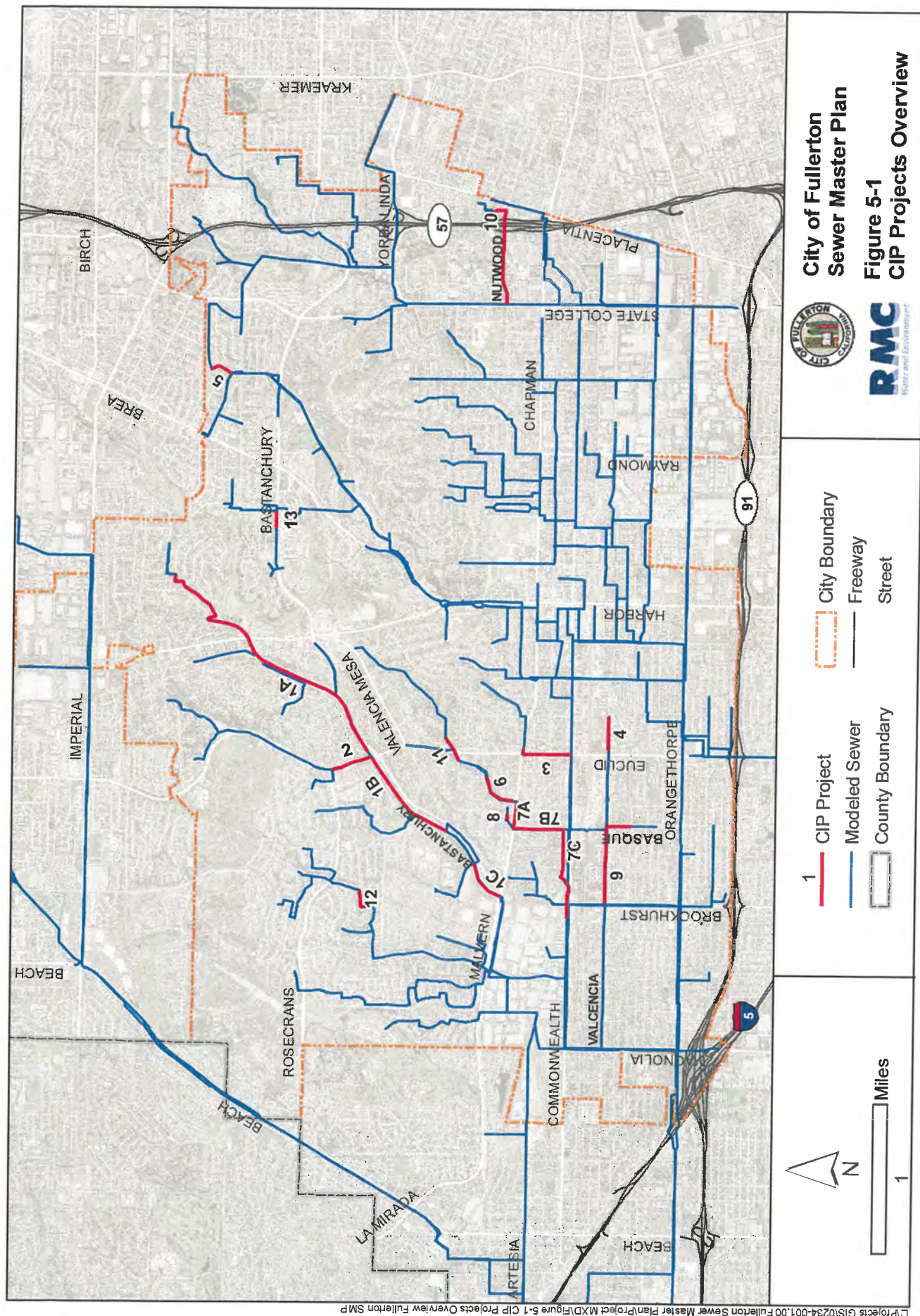
**County Boundary**

**City Boundary**



1 Miles





City of Fullerton  
Sewer Master Plan  
Figure 5-1  
CIP Projects Overview

- 1 CIP Project
- Modeled Sewer
- County Boundary
- City Boundary
- Freeway
- Street



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: STORM DRAIN SYSTEM**

**Asset Description:** The City owns and maintains the storm water collection system throughout the City limits. The system consists of above ground swales and underground pipes, box culverts, catch basins, etc. Pipes and catch basins are typically located in street right of way, however, there are significant systems located within easements on private property.

The City drainage systems ultimately connect to Orange County Flood County District facilities such as Houston Storm Channel, Carbon Creek Channel, Placentia Storm Channel, Fullerton Creek Channel, Brea Creek Channel, or Imperial Channel.

There are also two dams owned and operated by the U.S. Army Corp of Engineers within the City. Brea Dam is located adjacent to the YMCA building and St. Jude Hospital. Fullerton Dam is located within Craig Park. Army Corp responsibility is primarily the dam gateworks that is used to control the release of water from behind the dam.

**Asset Components:**

**Street Right of Way**

- Various sizes and types of catch basins
  - Grate inlets
  - Curb opening catch basins
  - Riser inlets
- Various sizes and types of pipe
  - Reinforced Concrete Pipe (RCP)
    - Pipe size range from 18" to 90" in diameter
    - Typically 18" - 36" in diameter
  - Corrugated Metal Pipe (CMP)
    - Typically 12" to 24" in diameter

**Easements (Private Property)**

- Various sizes and types of pipe
  - Typically Corrugated Metal Pipe
    - Typically 12" to 24" in diameter

**Asset Needs:** Various levels of preventive maintenance and improvements including:

- Lining of pipes within easements
- Replacement of CMP
- Upsizing of existing drainage systems
- Installation of new drainage systems
- Installation of trash and debris screens at catch basins

**Approximate Total Current Need:** T.B.D. as part of Drainage Master Plan update



Allowable Funding Sources: General Fund, Sanitation Fund, Drainage Capital Outlay Fund

Current Annual Funding: Varies depending on revenues, but approximately  
\$ 500,000 Sanitation Fund  
\$2,000,000 Drainage Capital Outlay Fund

Typical Annual Maintenance/Improvements: Various activities including:

- Cleaning of pipes, channels and catch basins
- Repair of damaged pipes
  - Typically CMP that has corroded over time
- Repair of damaged catch basins
  - Typically damaged by vehicles
- Lining of pipes
  - Typically CMP
- Replacement of pipes
  - Typically CMP
- Installation of new drainage systems

Locations for repair and lining of pipes typically determined by Maintenance Department due to issues beyond City staff capabilities.

Recommended Annual Strategy & Associated Costs:

- Lining of existing CMP
- Replacement of CMP where feasible
- Removal of facilities from easement where feasible
- Implement recommendations of the Master Plan of Drainage

Staff is currently updating the City's Master Plan of Drainage. This report reviews and incorporates existing drainage facilities and future land development data within the City boundaries into a comprehensive computer model. This model results in recommendations to improve the existing facilities or install new facilities to accommodate existing and future land development conditions.

Expected Recommended Annual Needs:

Miscellaneous Repairs and Preventative Maintenance = \$1,000,000  
(Pipe lining, small repairs, etc.)

Major System Upgrades or New Facilities = \$3,000,000  
(To be recommended by Drainage Master Plan)

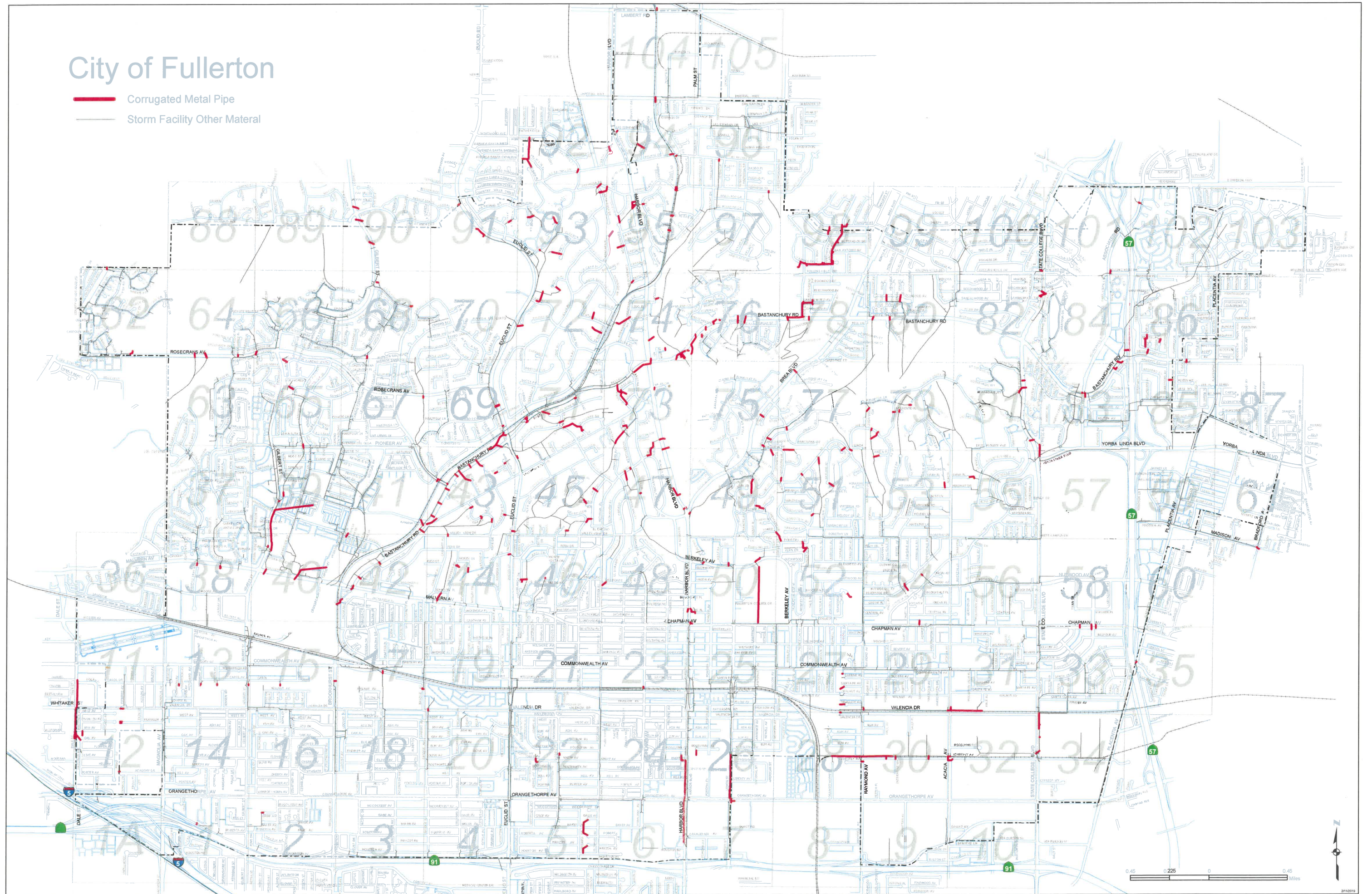
TOTAL= \$4,000,000

Recommended Additional Annual Funding: **\$ 1,500,000**



# City of Fullerton

-  Corrugated Metal Pipe
-  Storm Facility Other Material







**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: STREET LIGHT SYSTEM**

**Asset Description:** Street lights adjacent to, and illuminating City public streets. The majority of street light systems were designed and installed decades ago and are now obsolete. Southern California Edison (SCE) provides the power to the street light systems with the City owning and maintaining the poles, fixtures, conduit and wiring from the SCE power source and transformers.

City owned lighting circuits and fixtures can no longer be reliably and cost effectively operated and maintained. According to SCE, transformer manufacturers are no longer willing to produce and sell the Regulated Output (RO) transformers which the high voltage street light system relies on. Also, the original design utilized mercury vapor (MV) lamps which are now unavailable and banned due to environmental and safety concerns. In the 1980's the lamps were replaced with high pressure sodium vapor (HPSV) lamps, which do not have the same electrical performance characteristics as MV lamps. This causes increased failure of the SCE owned RO transformers due to increased in-rush current as street lights are turned on each night. This older technology is also based on series circuit wiring between the lamp fixtures and the SCE transformer. Modern street light designs and equipment rely on parallel circuit wiring. To make the switch to modern street light technology, not only do the SCE transformers need to be replaced (by SCE), but the City owned circuit wiring and light fixtures must also be replaced.

City has contracted with a consultant to review all street lights to verify ownership, type of electrical system (low or high voltage), type of existing light fixture, and convert low voltage light fixtures to LED fixtures.

**Asset Components:**

- Street Lights
  - Verified City owned = 5,851
  - To be Determined = 931
- Electrical System Type
  - High Voltage = 922
  - Low Voltage = 3,509
  - To be Determined = 2,351
- Light Fixture Type
  - Converted to LED = 3,509
  - Non-LED = 3,493

**Asset Needs:**

- Conversion of street lights on high voltage system to new, upgraded electrical system.
- Conversion of remaining light fixtures to LED.

In May 2019, the City and SCE met to discuss several basic options to address the high voltage system issues. Each option has advantages and disadvantages.

OPTION 1: Outsource --- SCE takes over ownership and maintenance of the street light system completely, including fixtures, poles, and circuit wiring. SCE will install LS-1 street lights, including wood street light poles and overhead wiring. LS-1 flat rate plan of approximately \$10-\$15/month per street light.

- Advantages
  - Lowest upfront short term cost to the City
  - Limited long term labor required for maintenance
  - Limited long term inventory required
  - Utilizes energy efficiency technologies
- Disadvantages
  - Highest long term cost due to increased SCE rates and fees
  - Energy usage cost savings are not passed to the City
  - Fullerton becomes completely reliant on SCE performance, yet retains all of the public accountability for performance
  - Poles must be replaced with SCE LS-1 street light poles, typically wooden
  - Overhead wiring is required, which will not be popular or well received by the public

OPTION 2: No outsourcing --- Fullerton replace outdated circuit wiring and fixtures while SCE replaces their transformers. LS-2 flat rate plan of \$5-\$8/month per street light.

- Advantages
  - Fullerton retains control of street light operation, maintenance, and reliability
  - Lower long term cost due to continued lower SCE rates and fees
  - Utilizes energy efficient technologies, so resulting City electricity usage is drastically reduced and SCE expense are reduced
  - SCE metered service will continue to vary to Fullerton's advantage between metered and cut-flat service and rates
  - Common approach by other cities
- Disadvantages
  - Highest upfront short term cost to the City
  - Long term labor remains a requirement for maintenance
  - Limited long term inventory remains a requirement for maintenance

OPTION 3: No outsourcing --- Utilize series to multiple (STM) transformers, which allows conversion of an existing street light fixture using LED lamps.

- Advantages
  - Low upfront cost to the City
  - Work can be completed by City personnel
  - SCE metered service will continue to vary to Fullerton's advantage between metered and cut-flat service and rates
  - Immediate reliability and maintenance improvement to remaining existing lighting systems as equipment, transformers, and light fixtures are retired and brought into SCE and City inventories.
  - A slow and planned migration to the modern solution can be managed by the City, targeting high priority street light circuits first
- Disadvantages
  - Not a true energy efficient solution so limited electrical usage cost savings
  - The electrical system will not be upgraded, so this is likely an extended temporary solution

#### Short Term Recommendation

- Confirm the validity of SCE presented options and solutions, and research to see what other feasible options exist:
- Invite street light manufacturers to make presentations to the City. These lighting experts will willingly come educate City personnel on this issue.

- Contact other cities to determine how they have addressed this issue. Especially important to obtain feedback from cities both inside and outside SCE territory.

#### Medium Term Recommendation

- Perform detailed cost evaluations of the identified feasible options. Include life cycle and energy efficiency cost savings, as well as labor and equipment costs.

#### Long Term Recommendation

- Hire a consulting firm who specializes in street light design. Their task should be to evaluate City options previously identified, confirm assumptions and calculations, and advise if there are other feasible options that were not considered.
- Make a decision and recommendation to the City Council

Approximate Total Current Need: Estimated \$35 million to replace the existing high voltage systems

Allowable Funding Sources: General Fund, Gas Tax

#### Current Annual Funding:

- \$0 for replacement of existing high voltage street light systems
- Approximately \$700,000 of Gas Tax for maintenance/repairs, electricity costs and staff.
  - Approximately \$550,000 to \$600,000 is for electricity costs

#### Typical Annual Maintenance/Improvements:

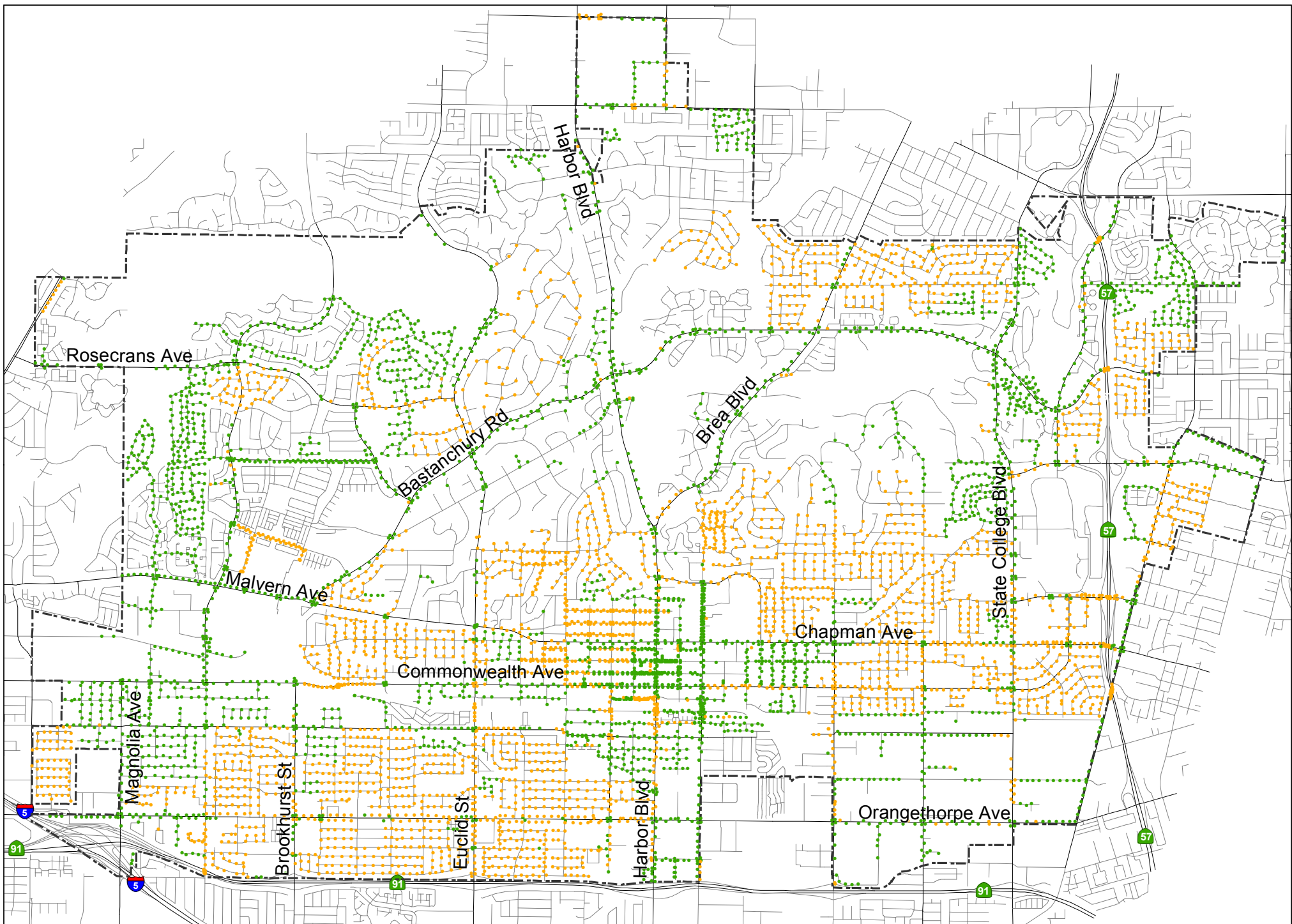
- Replacement of fixtures as needed
- Upgrade of any remaining non-LED fixtures (low voltage system only)
- Repair of street lights knocked down (accidents, etc.)
- Repair of damaged conduit and wiring
- Coordination with SCE for transformer failures or circuit failures

#### Recommended Strategy & Associated Costs:

- Install new, empty conduit and pullboxes as part of street rehabilitation projects for future conversion of high voltage system.
  - Estimated average cost per project is \$50,000
  - Assume 2 to 3 projects per year
- Determine preferred option to address high voltage system needs
  - Determine funding for high voltage system conversion.
  - Conversion is estimated at \$10,000 to \$15,000 per pole for an estimated total of over \$35 million.
- Complete conversion within 5 year period
  - \$35M total cost / 5 years = \$7M per year

#### Recommended Additional Annual Funding:

**None at this time.** Although the Committee is not recommending the funding for Street Light System in the total annual funding need calculation in this report, such need should not be overlooked. It will be one-time expense, not annual, as the City may explore some financing options such as I-Bank loans.



## City Street Lights

LED ●  
Other ●





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: STREETS – ARTERIAL (MAJOR) HIGHWAYS**

**Asset Description:** Public right of way, typically two or three lanes in each direction (64' to 84' wide) roadway with high traffic volume. Construction typically based on City Standard Drawings #101 or #102. Some arterial roadways include a raised, landscaped center median.

**Asset Quantity:** 68 miles

**Asset Needs:** Various levels of pavement rehabilitation (based 2018 PMP report)  
33% (22 mi) – Very Good Condition – No work required  
14% (9 mi) – Good Condition – eligible for crack seal, minor patching if required  
23% (16 mi) – Fair Condition – eligible for spot patching and thin overlay  
14% (10 mi) – Poor Condition – eligible for thick overlay  
16% (11 mi) – Very Poor Condition – eligible for reconstruction

**Estimated Cost:**

Thin Overlay:	\$1,440,000 per mile
Thick Overlay:	\$1,642,000 – 2,102,000 per mile
Reconstruction:	\$3,316,000 per mile

**Approximate Total Current Need:** \$76,421,120

**Allowable Funding Sources:** General Fund, Gas Tax, Measure M2, SB1

**Current Annual Funding:** \$2,400,000 – SB1

**Typically Annual Improvements/Maintenance:** Reconstruction or overlay of approx. 1 mile.

**Recommended Annual Strategy & Associated Costs:**

Overlays	1.5 mi	\$ 2,200,000
Reconstruction	1.0 mi	\$ 3,300,000
<b>ANNUAL FUNDING NEED:</b>	<b>2.5 mi</b>	<b>\$ 5,500,000</b>

**Comments:**

- Look at a qualified contractor list to reduce project time and cost
- Coordinate with Bicycle User Sub-Committee

**Recommended Additional Annual Funding:** **\$3,100,000**



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: STREETS – LOCAL (RESIDENTIAL) ROADWAYS**

**Asset Description:** Public right of way, typically one lane in each direction (40' wide) roadway with low traffic volume. Construction typically based on City Standard Drawing #103. Mainly residential roadways.

**Asset Quantity:** 226 miles

**Asset Needs:** Various levels of pavement rehabilitation (based 2018 PMP report)  
27% (61 mi) - Very Good Condition – No work required  
13% (29 mi) – Good Condition - eligible for crack seal and slurry seal  
14% (32 mi) – Fair Condition – eligible for spot patching and thin overlay  
16% (36 mi) – Poor Condition – eligible for thick overlay  
30% (68 mi) – Very Poor Condition – eligible for reconstruction

**Estimated Cost:**

Slurry Seal:	\$128,000 per mile
Overlay:	\$674,000 – 1,094,000 per mile
Reconstruction:	\$1,538,000 per mile

**Approximate Total Current Need:** \$161,327,840

**Allowable Funding Sources:** General Fund, Gas Tax, Measure M2, SB1

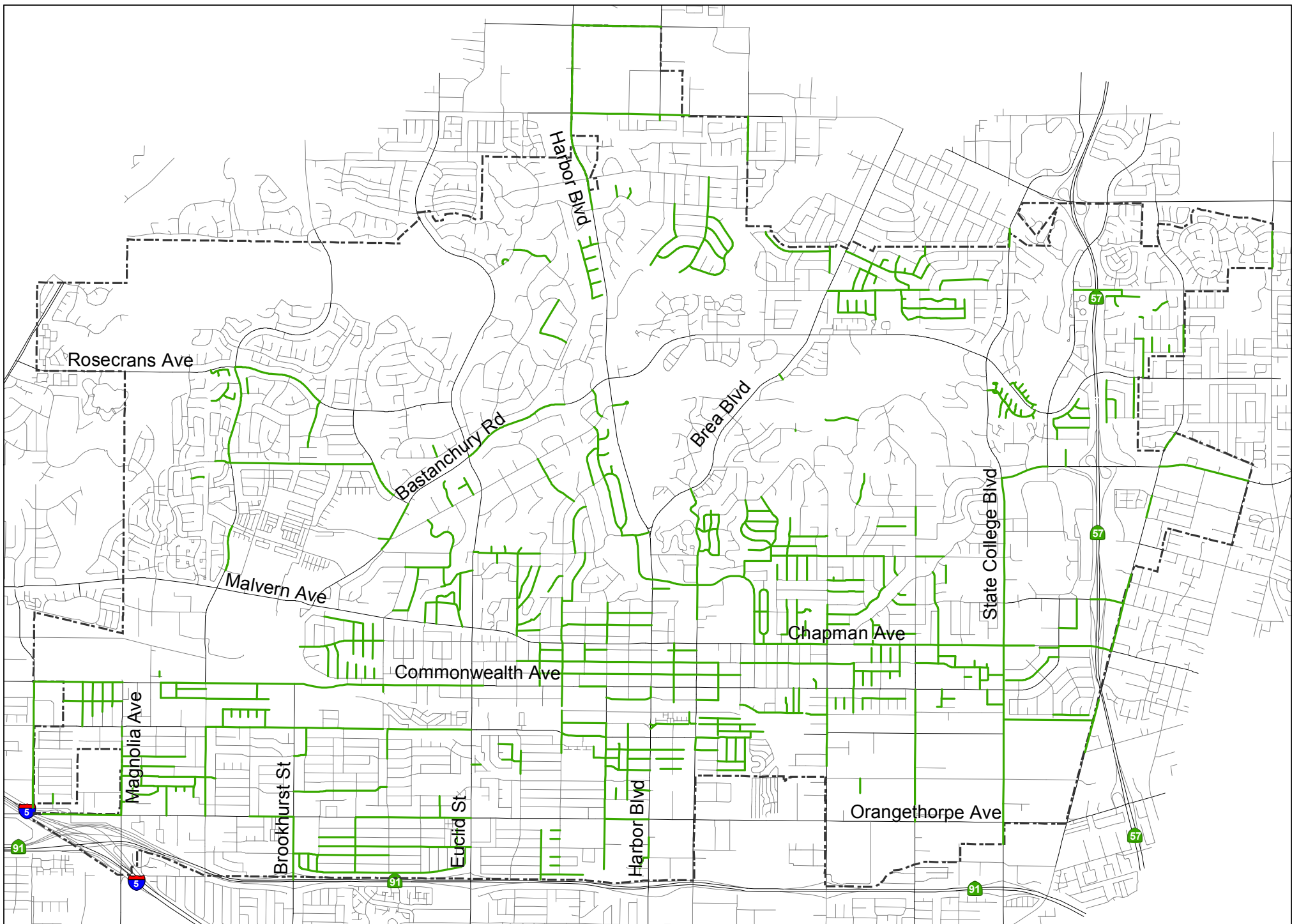
**Current Annual Funding:** \$400,000 - Gas Tax, \$2,000,000 - Measure M2

**Typically Annual Improvements/Maintenance:** Various rehab of approx. 2.5 - 3 miles.

**Recommended Annual Strategy & Associated Costs:**

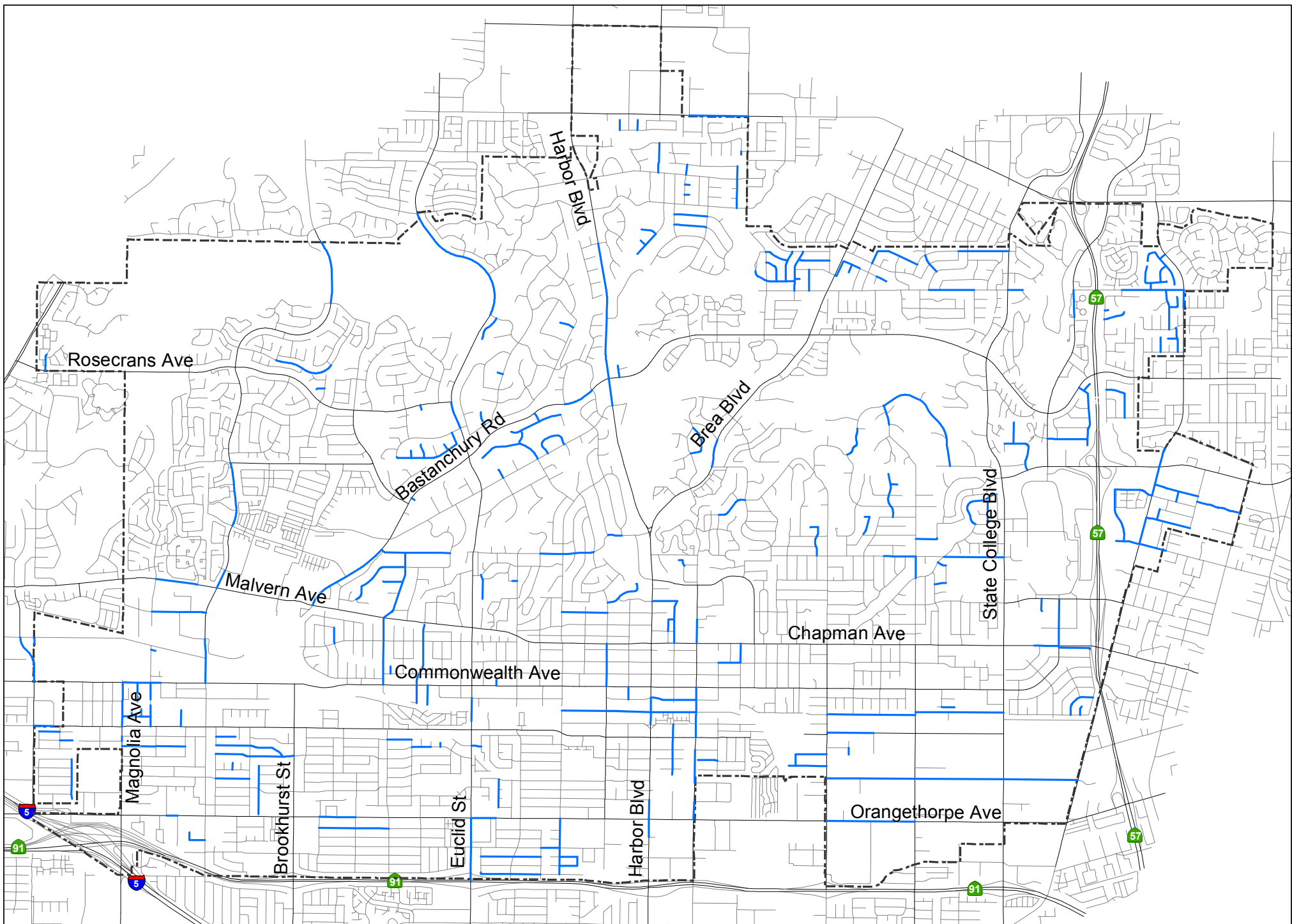
Slurry Seal		\$ 500,000
Overlays	6.0 mi	\$ 5,000,000
Reconstruction	3.0 mi	\$ 4,500,000
<b>ANNUAL FUNDING NEED:</b>	<b>9.0 mi</b>	<b>\$ 10,000,000</b>

**Recommended Additional Annual Funding:** **\$7,600,000**



Pavement Condition Index (PCI) - Very Good (86-100)

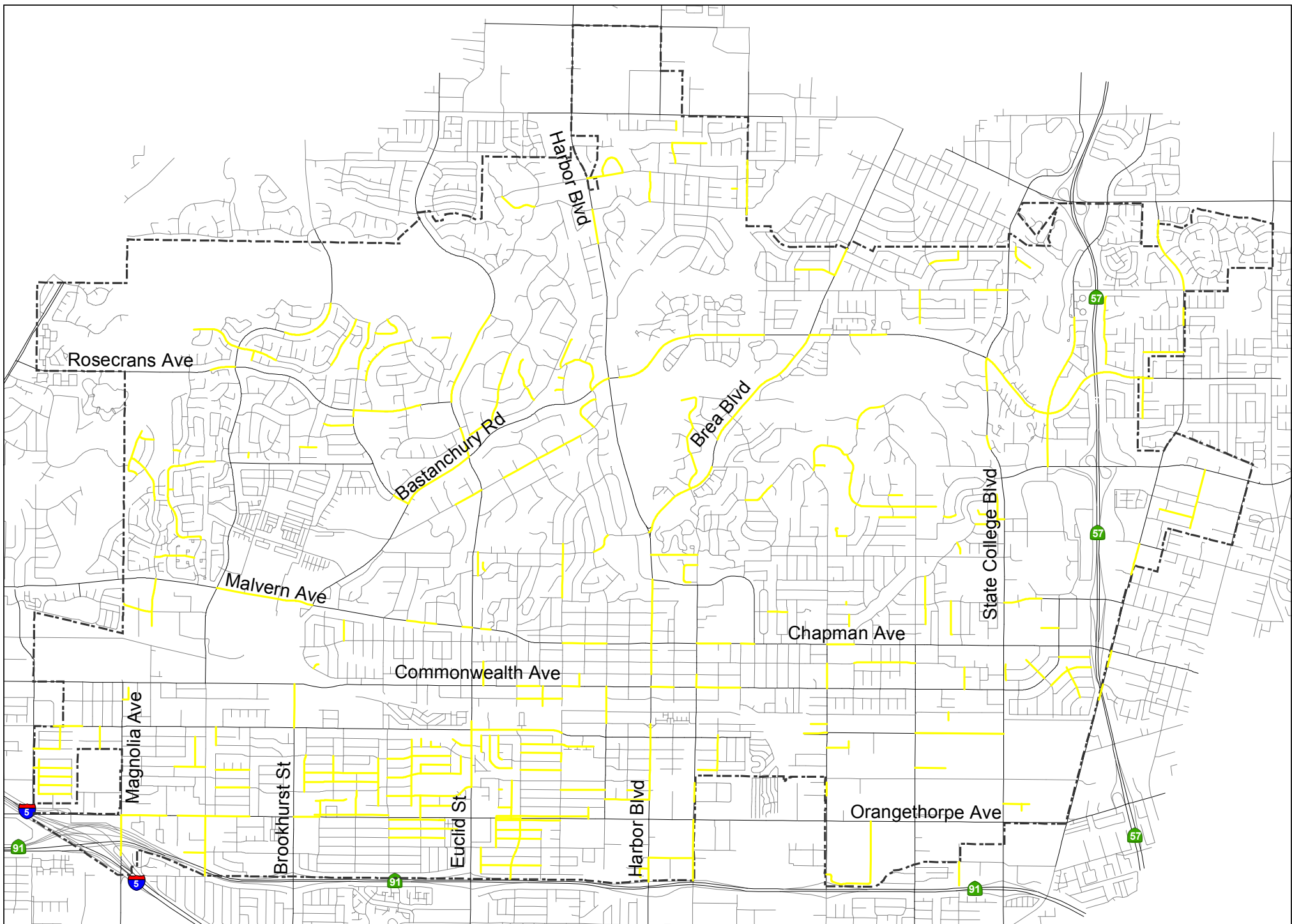




Pavement Condition Index (PCI) - Good (74-85)

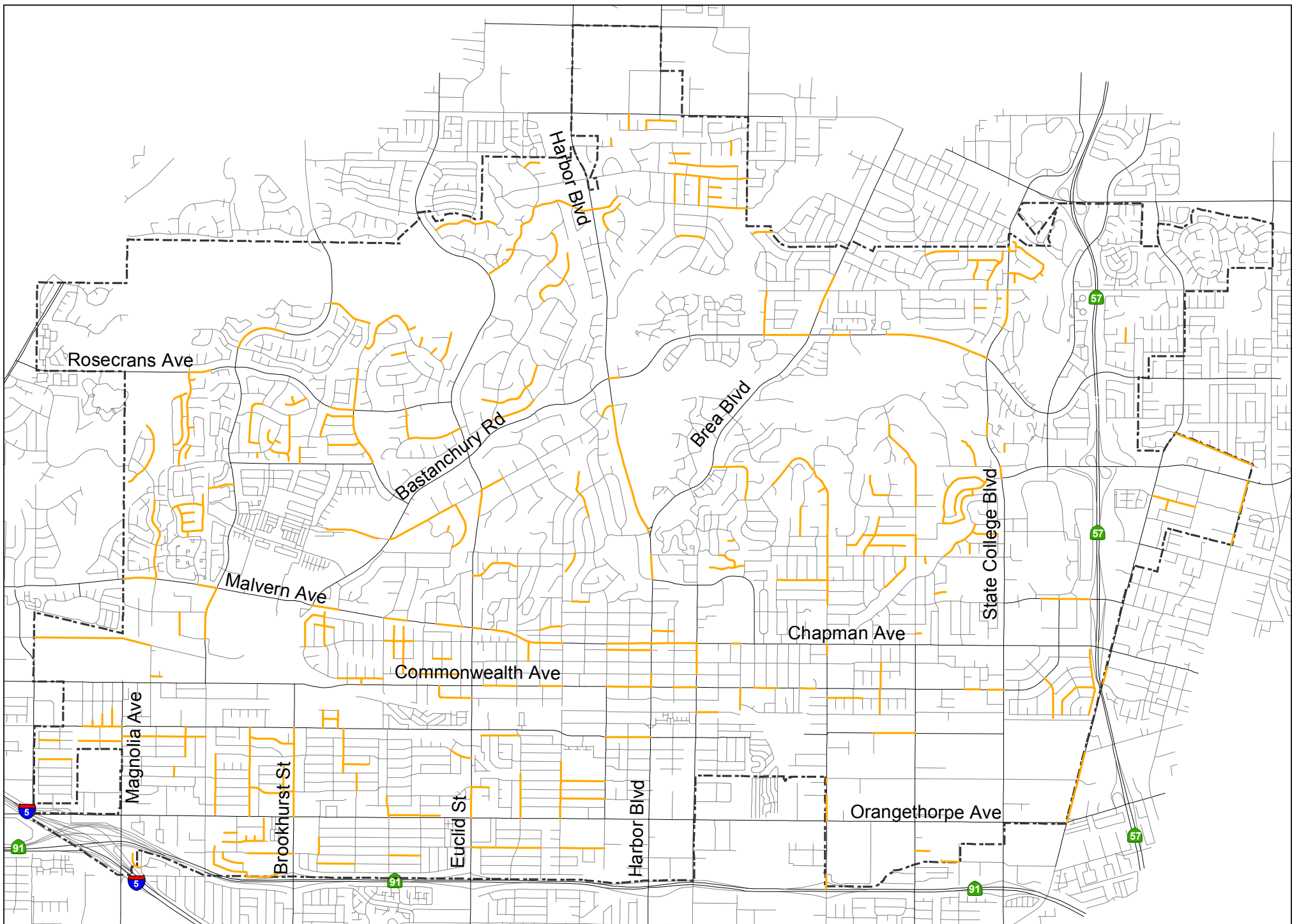






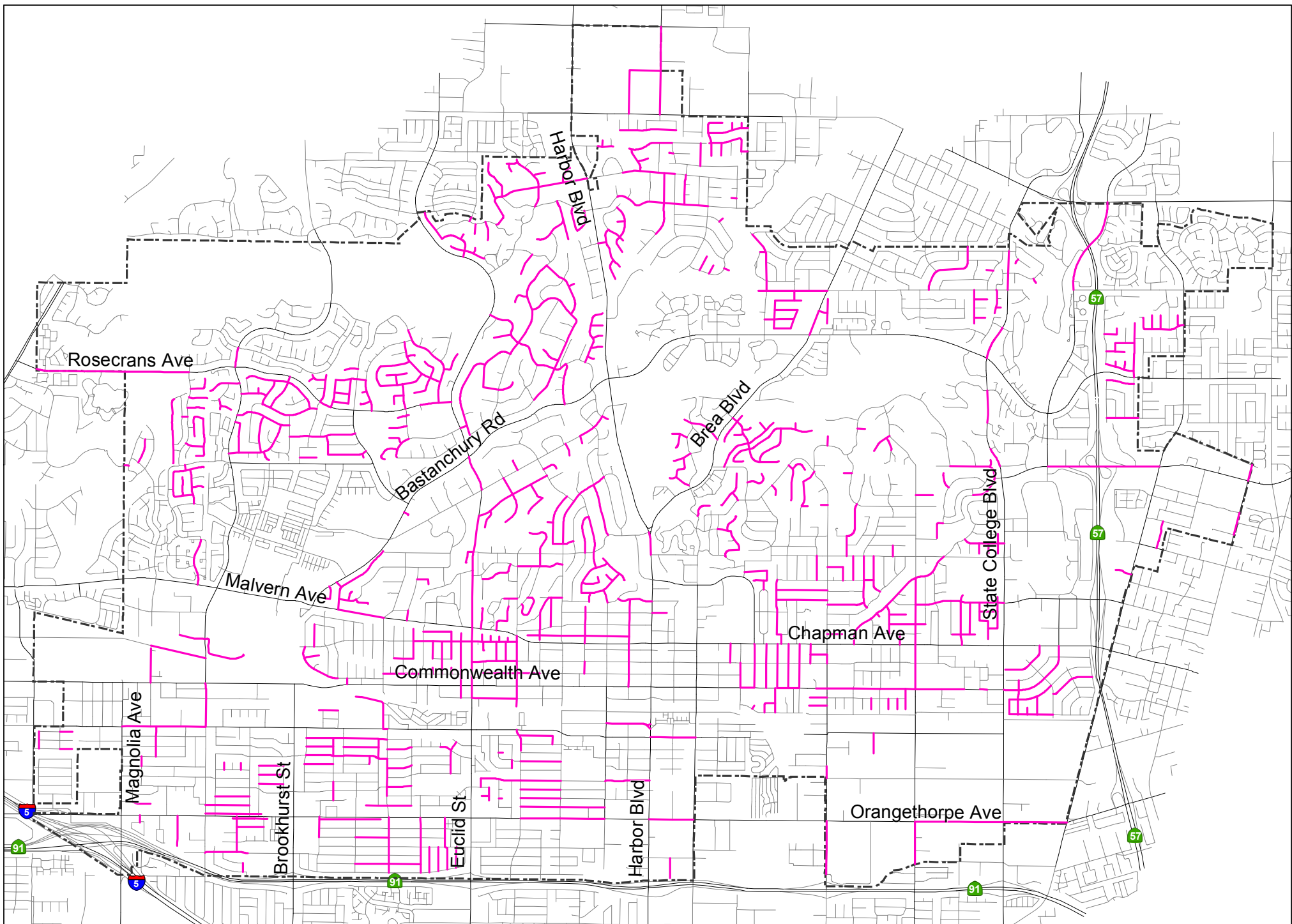
Pavement Condition Index (PCI) - Fair (60-74)





Pavement Condition Index (PCI) - Poor (41-59)





Pavement Condition Index (PCI) - Very Poor (0-40)





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: STREETS – CURB & GUTTER, SIDEWALK & CURB RAMPS**

**Asset Description:** Concrete curb and gutter adjacent to roadways to convey storm water runoff; concrete sidewalk for pedestrian access; curb ramps to provide access for disabled persons to sidewalk in addition to safe routes to school locations.

<b><u>Asset Quantity:</u></b>	Curb & Gutter:	440± mi (estimated)
	Sidewalk:	12,500,000 SF (estimated)
	Curb Ramps:	T.B.D.

**Asset Needs:** Repair of damage (uplifting, ponding, cracking, uneven, etc.)

<b><u>Estimated Cost:</u></b>	Curb & Gutter:	\$65 per LF
	Sidewalk:	\$15 per SF
	Curb Ramps:	\$5,000 per EA

**Allowable Funding Sources:** General Fund, Gas Tax, Sanitation Fund, Drainage Capital

**Current Annual Funding:** \$200,000 - Sanitation, \$200,000 – Drainage Capital

**Typically Annual Improvements/Maintenance:** Repair amounts vary each year depending on need.

**Recommended Annual Strategy & Associated Costs:** \$500,000

Amount of repair will vary each year depending of needs at that time, however, based on historical needs and costs, Staff typically repairs the majority of needs each year, with a small amount carried over to the following year. Recommend to increase the current budget amount.

**Recommended Additional Annual Funding:** **\$100,000**





CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: TRAFFIC SYSTEMS**

**Asset Description:** City owns and maintains systems to control the flow of traffic throughout the City. This includes traffic signals, pavement striping, vehicular signs (stop, yield, no parking, etc.) crosswalk warning signs, speed feedback signs; plus video camera systems and communication systems to connect traffic signals.

**Asset Quantity:**

- 154 Traffic Signals
- 22 Traffic Signal Closed Circuit Television Camera (CCTV) Systems
- Traffic signal video detection systems
- Pavement striping and markings
- Traffic signs
- Traffic signal interconnect fiber optic system/copper wire/wireless systems
- Traffic management center software, hardware and equipment
- Radar speed feedback signs
- In-pavement crosswalk flashers
- Rectangular Rapid Flashing Beacons at crosswalks (6 locations, 12 beacons)

**Asset Needs:**

- Monthly routine signal maintenance involving visual and operational inspection
- Unforeseen traffic signal repairs (accidents, black outs, etc)
- Utility costs for each traffic signal
- Traffic signal construction – 1pprox.. 5 new traffic signals warranted
- Traffic signal synchronization – 1pprox.. 50 traffic signals
- Traffic signal pedestrian and bicycle detection repairs and replacement – all 154 signals
- Traffic signal equipment replacement (cabinets, controllers, etc.)
- Traffic signal battery backup system installations – 1pprox.. 100 signals
- Traffic center management equipment replacement and maintenance
- Traffic signal modifications – add protected/permissive left turn – 1pprox.. 25 signals
- Radar speed feedback signs – 1pprox.. 10 needed
- Citywide pavement striping, markings and signage maintenance and updates
- Citywide speed survey (every 5 years)
- Citywide traffic volume counts (every 5 years)

**Approximate Total Current Need:** \$ 14,000,000

**Allowable Funding Sources:** General Fund, Gas Tax, Measure M2, Traffic Mitigation Fees, Grants

**Current Annual Funding:** \$600,000 to \$700,000 comprised of Gas Tax, Measure M2, and Traffic Mitigation Fees. Grants funding is separate as applicable/available.

Typically Annual Improvements/Maintenance:

Annual improvements may vary/increase depending on award of any grant funding.

- Monthly routine signal maintenance involving visual and operational inspection
- Unforeseen traffic signal repairs (accidents, black outs, etc)
- Utility costs for each traffic signal
- Traffic signal pedestrian and bicycle detection repairs and replacement – replace equipment at two signals
- Traffic signal pedestrian and bicycle detection repairs and replacement – four locations
- Traffic signal equipment replacement (cabinets, controllers, etc.) – one signal location
- Traffic signal battery backup system installations – approximately six locations
- Radar speed feedback signs – two signs on one street
- Citywide pavement striping, markings and signage maintenance and updates

Recommended Annual Strategy & Associated Costs:

<i>Item</i>	<i>Frequency</i>	<i>Annual Cost</i>
Monthly routine signal maintenance involving visual and operational inspection	Annual	\$ 110,000
Unforeseen traffic signal repairs (accidents, black outs)	Annual	\$ 360,000
Utility costs for each traffic signal	Annual	\$ 140,000
Traffic signal construction	1 / yr	\$ 325,000
Traffic signal synchronization	7 signals / yr	\$ 24,500
Traffic signal pedestrian and bicycle loop detection repair	5 signals / yr	\$ 50,000
Traffic signal pedestrian and bicycle video detection installation	3 signals / yr	\$ 75,000
Traffic signal pedestrian and bicycle loop video repair	3 signals / yr	\$ 15,000
Traffic signal equipment replacement (cabinets, controllers, etc.)	5 signals / yr	\$ 175,000
Traffic signal battery backup system installations	5 signals / yr	\$ 50,000
Traffic center management equipment replacement and maintenance	10-15 life	\$ 10,000
Traffic signal modifications – add protected/permissive left turn	5 signals / yr	\$ 175,000
Radar speed feedback signs	2 / yr	\$ 30,000
Citywide pavement striping, markings and signage maintenance and updates	Annual	\$ 50,000
Citywide speed survey	Every 5 yrs	\$ 10,000
Citywide traffic volume counts	Every 5 yrs	\$ 5,000
<b>ANNUAL FUNDING NEED:</b>		<b>\$1,604,500</b>

Comments:

- Confirm power costs for signals – now have LED

Recommended Additional Annual Funding: **\$904,500**



**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: VEHICLES AND RELATED EQUIPMENT**

**Asset Description:**

City owned and maintained cars, trucks, motorcycles, trailers and other related equipment used by the different City Departments.

**Asset Quantity:**

- 444 total vehicles, trailers and other miscellaneous equipment (generators, mowers, forklifts, tractors, etc.)
  - This includes:
    - 65 passenger cars
    - 165 trucks
    - 20 vans
    - 37 heavy duty trucks
    - 45 trailers
    - 2 forklifts
    - 19 generators
    - 8 mowers
    - 4 cart mules
    - 2 asphalt rollers
    - 2 sprayers
    - 14 tractors
  - Fire Department
    - 1 ambulance
    - 10 heavy duty fire pumper
    - 2 heavy duty fire ladder truck
  - Police Department
    - 37 Black & White patrol vehicles
    - 47 detective and special purpose vehicles
    - 12 motorcycles

**Asset Needs:** Various levels of maintenance or replacement, including:

**Fire:**

- Mandatory replacement every 15 years for front line (daily in service) vehicles
  - Currently have 5 heavy duty front line vehicles
  - Approx. cost of \$800,000 each
- Mandatory replacement every 20 years for ladder truck
  - Currently have 1 ladder truck, 1 reserve
  - Approx. cost of \$1.5M each
- Full replacement cost of the Fire fleet (including heavy duty and light duty vehicles) is approximately \$500,000 per year.

**Police:**

- Patrol Vehicles – preferred replacement every 3 years or 100,000 miles

Other:

- Replacement on an as needed basis
- Maintenance on a scheduled basis

Approximate Total Current Need:

- During the recession, no funds collected for four years. As a result, maintenance and replacement needs have been pushed out.
- Departments funded by General Fund are paying less into the replacement program due to the overall financial needs of the General Fund.
  - As a result, replacement of non-mandatory vehicles is being pushed out.

Allowable Funding Sources: General Fund and Enterprise Funds

<u>Current Annual Funding:</u>	\$ 2.2M	Vehicle Replacement Fund
	\$ 3.2M	Vehicle Maintenance Fund

Typically Annual Improvements/Maintenance:

Vehicle Maintenance Fund

- Regular/Routine vehicle maintenance, including
  - Oil changes
  - Brake service
  - Safety inspections and repairs
  - Smog checks
- Fueling Station Operation

Vehicle Replacement Fund

- Replacement of vehicles
  - Fire requires mandatory replacement for specific vehicles and equipment
  - Police have preferred replacement for patrol vehicles
  - All others are replaced on an as-needed basis

Recommended Annual Funding Need: \$6,100,000

Vehicle Maintenance Fund

Program is sufficiently funded at this time to address on-going operations. As such, Committee does not recommend any revisions to the current program.

Vehicle Replacement Fund

Program is annually under-funded at this time to address on-going operations. As such, additional annual funding of approximately \$700,000 is needed. This additional funding is needed from programs that use the General Fund as their source of revenue.

Comments & Questions:

- Central Maintenance Facility shared by multiple cities

Recommended Additional Annual Funding: **\$700,000**





**CITY OF FULLERTON  
INFRASTRUCTURE AND NATURAL  
RESOURCES ADVISORY COMMITTEE**

**INFRASTRUCTURE DATA SHEET**

Date: February 2020

**Asset: WATER SYSTEM**

**Asset Description:** The City owns and operates the water distribution system serving all properties within the City limits. The system consists of underground piping, storage reservoirs, wells, pumps, and connections to the Metropolitan Water District of Southern California (MWD) water system. The City is responsible for water system and building/property service up to the water meter. The backflow preventer and piping on the building/property side of the meter is owned and maintained by the respective property owner.

The City relies on a combination of imported water and local groundwater to meet its water needs. The City works together with two primary agencies, MWD and Orange County Water District (OCWD) to ensure a safe and reliable water supply. Currently, the City relies on approximately 75 percent groundwater and 25 percent imported.

The water system was established in 1906 and therefore over 100 years old. Many facilities have been upgraded and/or replaced since 1906, however, the oldest facility is a well that was constructed in the 1920's. This well was only recently removed from service due to the need to upgrade and/or replace the equipment. The City intends to place this well back in service.

Over 50% of the water pipes are over 50 years old. The majority of the old pipes are made of cast iron and are susceptible to corrosive soils and therefore only have a useful life of 50 years. As a result, the water system has been experiencing an average of 100 water pipe breaks a year, which is the highest rate in Orange County.

**Asset Quantity:**

- 423 miles of distribution pipes
- 15 reservoirs with 67.5 million gallons of storage capacity
- 12 booster stations
- 10 active wells
- 6 active MWD connections
- 32,000 service connections/meters
- 4,100 backflow preventers
- 142,000± population served
- 22.3 square mile service area

**Asset Needs:**

- Replacement of 200+ miles of distribution
- Rehabilitation/replacement of wells, pump stations, and reservoirs
- Water quality improvements
- Additional safety improvements
- Improved emergency response preparedness
- Improved system efficiency (reduce energy and water loss)

Approximate Total Current Need: \$127,000,000 for the next 10 years. Additional funding will be required after 10 years to continue upgrades, replacements, and repairs of the system facilities.

Allowable Funding Sources: General Fund, Water Fund

Current Annual Funding: \$34M (projected for 2019) to \$52M (projected for 2023)

Typical Annual Improvements/Maintenance:

Maintenance:

- Replacement and/or installation of valves
- Checking/testing for water quality
- Well and pump controls inspection and as needed maintenance
- Reservoir inspection and as needed maintenance
- Fire hydrant testing and inspection
- Isolation valves testing, cycling and as needed maintenance

Improvements:

- Replacement of existing water distribution piping and associated building/property meters.
- Rehabilitation of reservoirs (as needed and available funding)
- Rehabilitation/replacement of wells, pumps, equipment, etc. (as needed and available funding)

Recommended Annual Strategy & Associated Costs: In May 2019, the City completed a water study that, in part, reviewed the rate schedule and associated revenue shortfalls. The water Rate Study recommended a revised rate schedule that would increase and stabilize the revenue generation which would then provide funding to address the system deficiencies, upgrades, and replacement needs. On June 4, 2019, City Council approved the recommended rate schedule.

As part of the water rate study, recommendations were also provided for system improvements over the next 10 years. These improvements include increasing pipe replacement to 9 miles per year by 2024, scheduled work to the booster pump stations, wells and reservoirs. Staff will be following the improvements detailed in the study and as approved by the City Council. The resulting work will increase costs from approximately \$7.5M per year to approximately \$20M per year in 2028.

Recommended Additional Annual Funding: **None at this time.**

Potential Groundwater Impacts

After completion and approval of the Water Rate Study, the California State Water Resources Control Board (SWRCB) Division of Drinking Water (DDW) revised Notification Levels and is in the process of revising Response Levels for contaminants perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA). PFOA and PFOS are fluorinated organic chemicals that are part of a larger group of chemicals referred to as perfluoroalkyl substances (PFAS). PFAS are a diverse family of manmade chemicals resistant to heat, water, and oil that have been used for decades in hundreds of industrial applications and consumer products such as carpeting, apparels, upholstery, food paper wrappings, fire-fighting foams, and metal plating.

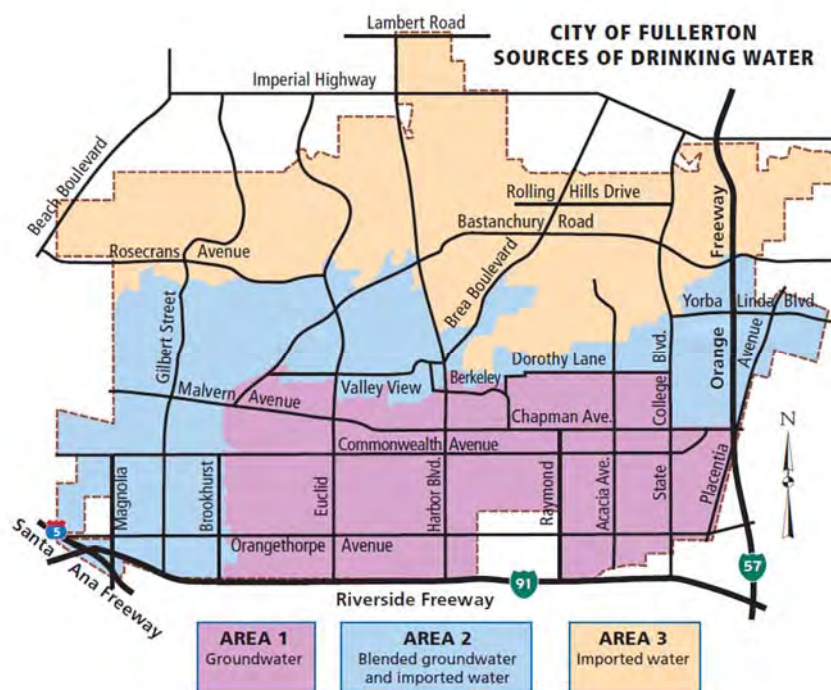
Notification Levels are precautionary health-based advisory levels established by DDW while further research and analysis are conducted by the state to determine the necessity of setting an enforceable drinking water maximum contaminant level (MCL). DDW does not recommend water

systems shut off water supplies that exceed Notification Levels. However, DDW does recommend water systems do not serve water that exceeds Response Levels.

On August 23, 2019, DDW revised Notification Levels for PFOA to 5.1 parts per trillion (ppt) and PFOS to 6.5 ppt. For context, one part per trillion is equivalent to four grains of sugar dissolved in an Olympic-sized swimming pool. As of the date of this sheet, the current combined Response Level for PFOA and PFOS is 70 ppt and is currently under review. DDW is expected to issue revised Response Levels for PFOA and PFOS in late 2019.

If, as expected, the DDW lowers the Response Level limits, the City faces the possibility of losing four high producing drinking water wells. Shutting off these four wells will result in the City losing access to roughly over half of the City's groundwater production. Water lost from the wells would be replaced by more expensive MWD water.

In order to reestablish use of the wells, treatment facilities would potentially be required for each well. The cost to construct and maintain the treatment facilities, plus the additional cost for MWD water, would result in significant impacts to revenue and improvements programmed as part of the Water Rate Study.



## **Appendix E**

### **Facility Condition Assessment**

#### **Executive Summary for Each Building Only**

**(Alphabetical order)**



## **Facility Condition Assessment – Executive Summary**

**Amtrak Station**

**Basque Maintenance**

**City hall**

**Community Center**

**Fire Station No.1**

**Fire Station No. 2**

**Fire Station No. 3**

**Fire Station No. 4**

**Fire Station No. 5**

**Fire Station No. 6**

**Fullerton Airport Tower**

**Fullerton Museum Center**

**Hillcrest Recreation Center**

**Hunt Branch Library**

**Independence Park**

**Main Library**

**Maple Community**

**Muckenthaler Cultural Center**

**Police Department**

**Tennis Center**

# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	120 East Santa Fe Avenue, Fullerton, California 92832
Site/Building Developed	1930
Site Area	7.3 acres (estimated)
Building Area	10,800 SF
Number of Stories	2
Current Occupants	Amtrak / City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton Public Works, Bill Roseberry 714.681.4027 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a> email
Property Type	Train Station
Date(s) of Visit	December 19, 2018
On-site Point of Contact (POC)	Bill Roseberry
Assessment and Report Prepared By	Corey Berman
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

### Unit Allocation

All 10,800 square feet of the building is occupied by the City of Fullerton, Amtrak Station and related retail vendors. The interior spaces consist of the ticketing lobby, food service, office space and a retail store with supporting restrooms and mechanical and other utility spaces.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, the pedestrian bridge/elevators and the roofs.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Amtrak Station facility was constructed in 1930. It was significantly renovated to add a pedestrian bridge (date indeterminable).

### Architectural

Architectural elements appear to mostly be original and in fair condition. Items first due for replacement include exterior painting and wood structural decking/flooring (entrance to retail shop) for the main building and concrete stairs repair at the Pedestrian Bridge. The secondary roof (modified bituminous membrane), exterior doors, interior paint and gutters/downspouts are estimated to have 3+ years estimated remaining useful life.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Mechanical equipment consists of packaged units and split systems on the rooftop. Nearly all of this equipment remains functional but are well beyond their expected useful life. The building does not have sprinklers; EMG recommends that they be installed. Electrical distribution panels are estimated to have 3+ years remaining useful life. Interior lights are older, inefficient fixtures and are recommended for replacement. The wheel chair lift at the main building appears to be functional but due to age will soon need replacement to remain within code. Four elevators exist at the Pedestrian Bridge. Two will be due for renovation and two are currently being installed. Plumbing fixtures are in good condition, although no water heater was discovered on-site.

### Site

The site has a dedicated parking lot, which will require sealcoat and striping. The train platform area has relatively new structures for pedestrian waiting. Site signage is significantly weathered and is recommended for replacement.

### Recommended Additional Studies

An accessibility study is recommended since no known recent study has been performed. The only significant issue discovered was non-functional restroom doors in the ticket lobby. A comprehensive ADA Compliance Survey would reveal specific aspects of the property that are not in full compliance.

## Facility Condition Index (FCI)

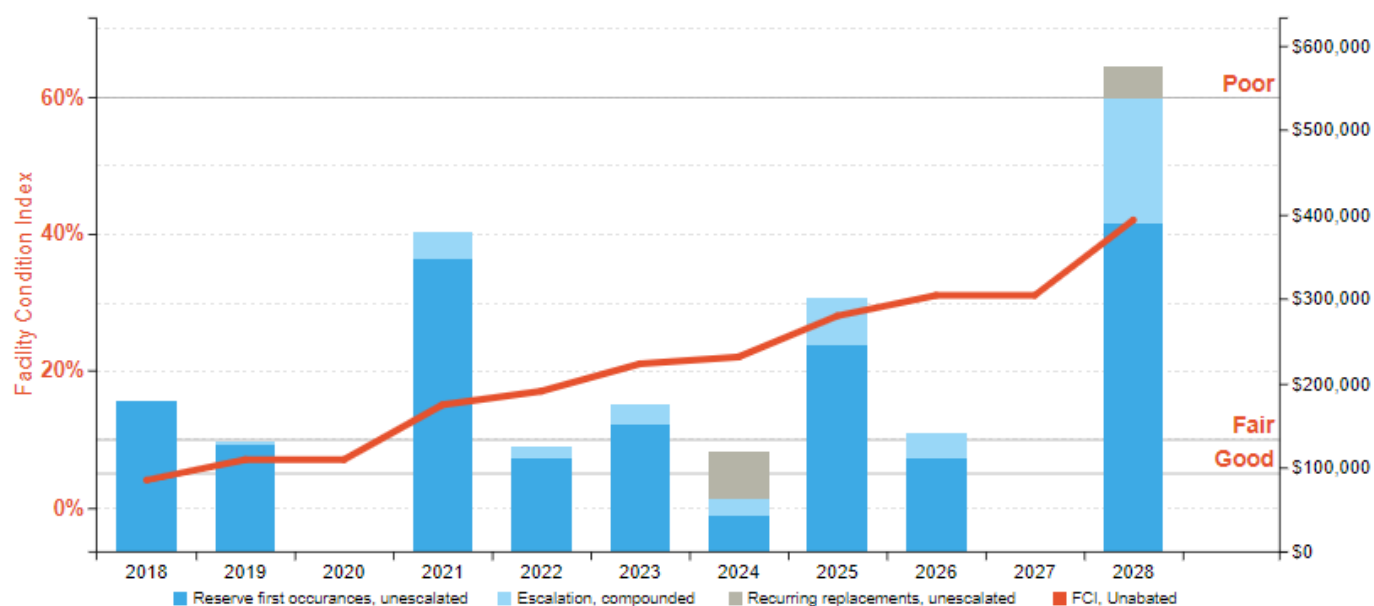
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Amtrak Station

Replacement Value: \$ 4,725,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Amtrak Station (1930)			
Replacement Value \$ 4,725,000	Total SF 10,500	Cost/SF \$ 450	
Current FCI	\$ 283,500	6.0 %	
3-Year	\$ 661,600	14.0 %	
5-Year	\$ 945,000	20.0 %	
10-Year	\$ 1,937,300	41.0 %	



## Immediate Needs

Facility/Building	Total Items	Total Cost
Amtrak Station	8	\$180,100
<b>Total</b>	<b>8</b>	<b>\$180,100</b>

### Amtrak Station

ID	Location	UF Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1137048	Amtrak Station	B2011	Exterior Wall, Painted Surface, 1-2 Stories, Prep & Paint	10	Poor	Performance/Integrity	0.00	\$38,200
1138975	Amtrak Station	C3024	Interior Floor Finish, Vinyl Sheeting, Replace	15	Poor	Modernization/Adaptation	0.00	\$1,200
1138989	Amtrak Station	D3042	Exhaust Fan, 251 - 800 CFM, Replace	15	Poor	Performance/Integrity	0.00	\$2,300
1138996	Amtrak Station	D3051	Cabinet, Electric, Replace	20	Poor	Performance/Integrity	0.00	\$3,600
1137829	Amtrak Station	D4019	Sprinkler System, Full Retrofit, Install	50	NA	Safety	0.00	\$95,800
1137830	Amtrak Station	D5037	Fire Alarm System, Install	20	NA	Safety	0.00	\$28,300
1137056	Amtrak Station	Z101X	ADA, Door, Automatic Opener, Modify	(No Lifespan)	Failed	Accessibility	0.00	\$2,300
1137909	Amtrak Station	Z105X	ADA, Miscellaneous, Level III Study, Includes Measurements, Evaluate/Report	(No Lifespan)	NA	Accessibility	0.00	\$8,400
<b>Total (8 items)</b>								<b>\$180,100</b>

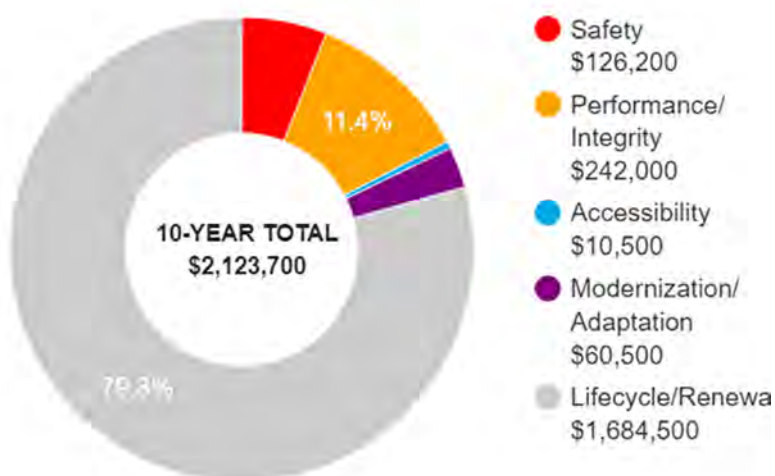
## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■	An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■	Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■	Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■	Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■	Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■	Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	303 West Commonwealth Avenue, Fullerton, California 92832
Site/Building Developed	1964 First Floor council chambers renovated 2001
Site Area	2.67 acres (estimated)
Building Area	48,000 SF
Number of Stories	Four
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a> email
Property Type	Office Building
Date(s) of Visit	December 10, 2018
On-site Point of Contact (POC)	William Roseberry
Assessment and Report Prepared By	Logan Hoshiko
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

## Unit Allocation

All 48,000 square feet of the property are occupied by City of Fremont. The spaces are a combination of offices, council rooms, and lounges with supporting restrooms and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property and the roofs.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The City Hall building was originally constructed in 1964. The First-Floor council chambers was renovated in 2001, the rest of the building is original. The building is currently occupied by the City of Fullerton.

### Architectural

The four-story City Hall building has board formed concrete exterior walls with brick accents atop a concrete foundation. The roof has a flat construction with a single-ply TPO finish. The air-handling room on the roof of the building has significantly deteriorated and weathered paint; repainting is required. The First-Floor council chambers underwent a significant renovation in 2001; the interior finishes throughout the rest of the building are original. Typical lifecycle-based interior and exterior finish replacements are budgeted and anticipated.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Most of the MEPF systems are original to the 1964 construction date. Due to this, many of the mechanical and electrical system components are antiquated and nearing the end of their remaining useful lives. Some of the MEPF system components, such as the domestic hot water heater, have been replaced as needed throughout the years; however, other components are budgeted and anticipated for replacement. Halon gaseous fire suppression system has since been outlawed – EMG recommends that it be replaced with a FM200 system. A cost for this has been included.

### Site

The site is composed of areas of asphalt and concrete pavement, grass, and fountains. The site irrigation and drainage appear to be adequate for the property's needs.

### Recommended Additional Studies

No additional studies recommended at this time.



## Facility Condition Index (FCI)

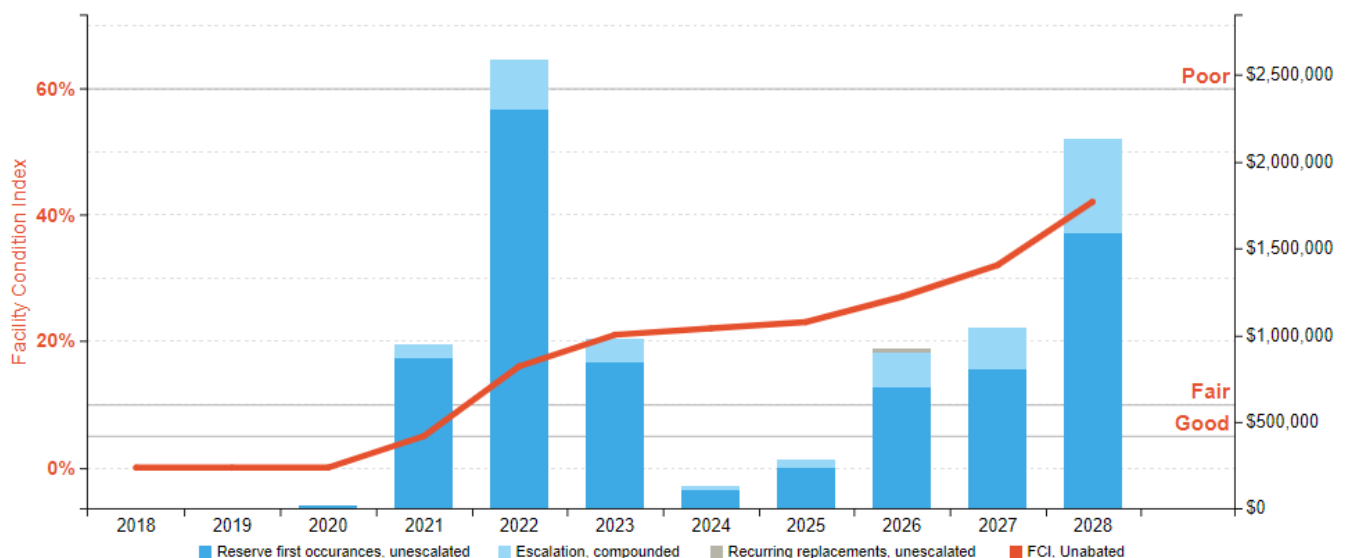
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: City Hall

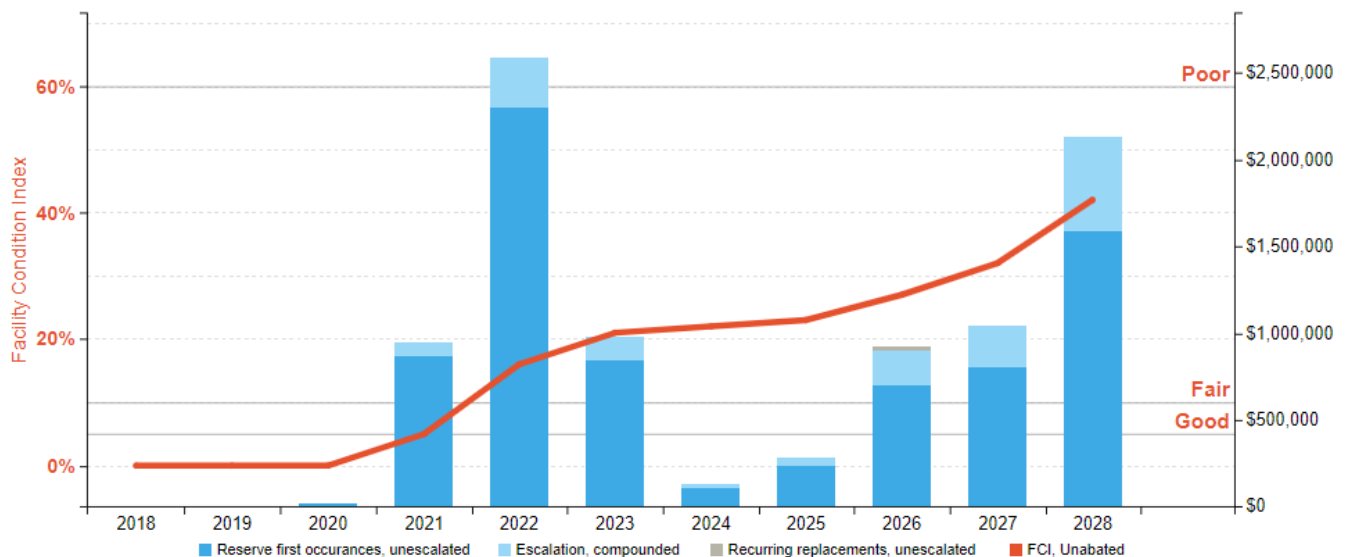
Replacement Value: \$ 21,600,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

### FCA Analysis: City Hall

Replacement Value: \$ 21,600,000; Inflation rate: 3.0%



### Immediate Needs

Facility/Building	Total Cost	Total Items
City Hall	\$0	0
<b>Total :</b>	<b>\$0</b>	<b>0</b>

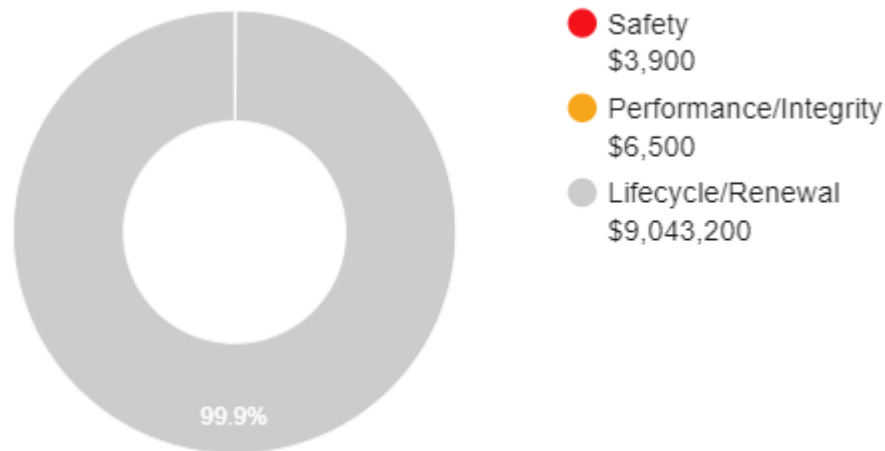
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### Plan Type Descriptions

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<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



Ten year total: \$9,053,600

# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	340 West Commonwealth Avenue, Fullerton, California 92832
Site/Building Developed	2012
Site Area	5.14 acres (estimated)
Building Area	60,000 SF
Number of Stories	One
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Community Center
Date(s) of Visit	December 11, 2018
On-site Point of Contact (POC)	William Roseberry and Kevin Kaczor
Assessment & Report Prepared By	Logan Hoshiko
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Unit Allocation

All 60,000 square feet of the property are occupied by City of Fullerton. The spaces are a combination of offices, classrooms, gymnasiums, multipurpose rooms, and swimming pools with supporting restrooms, administrative offices, kitchens, and mechanical and other utility spaces.



## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roofs.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Community Center was constructed in 2012 and has not been renovated since its construction. The building is currently occupied by the City of Fullerton.

### Architectural

The single-story Community Center consists of three different building joined by a long hallway. Buildings A1 and A2 have concrete exterior walls while building B has exposed CMU walls. The buildings have a primary flat roof with a single-ply TPO finish and a secondary gabled roof with a metal finish. Due to the recent construction date of the Community Center, most interior finishes have not required replacement to date. However, typical lifecycle-based interior and exterior finish replacements are budgeted and anticipated. The acid-storage room located at the northeast corner of the building is severely damaged by the chemicals stored inside. It is recommended to consult a mechanical engineer to develop a better solution to store the chemicals.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

The MEPF systems at the Community Center are original to the 2012 construction and have not required replacement. In 2018, a new battery inverter system was installed to help save costs for electrical utilities. The piping above the pool area is damaged due to the humidity in the room. It is recommended to consult a mechanical engineer to help prevent the piping deterioration.

### Site

The site flatwork consists of areas of concrete and asphalt pavement. The site landscaping is well maintained, and the site drainage is adequate for the property's needs.

### Recommended Additional Studies

The Acid Room is in poor condition. The hazardous materials stored inside the Acid Room have severely damaged the interior of the space to a point where it is unsafe to touch anything inside the room. A professional engineer must be retained to analyze the existing condition, provide recommendations and, if necessary, estimate the scope and cost of any required repairs. The cost of this study is included in the cost tables. A budgetary cost allowance to repair the structure is also included.

In addition, the pipes above the pool are in poor condition. The humidity in the pool area is significantly deteriorating the pipes causing them to be repaired regularly. A professional engineer must be retained to analyze the existing condition, provide recommendations and, if necessary, estimate the scope and cost of any required repairs. The cost of this study is included in the cost tables. A budgetary cost allowance to repair the pipes is also included.

## Facility Condition Index (FCI)

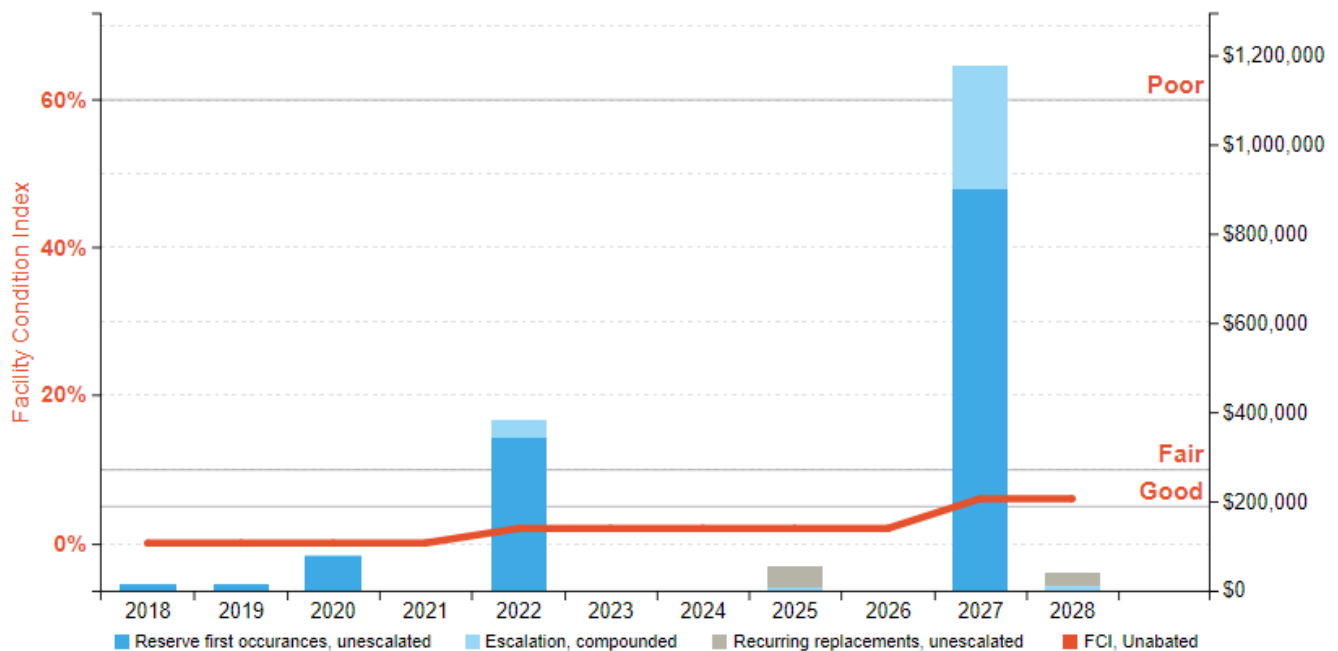
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## FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

## FCI Analysis: Community Center

Replacement Value: \$ 27,000,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

**FCI Analysis | Community Center (2012)**

<i>Replacement Value</i> \$27,000,000	<i>Total SF</i> 60,000	<i>Cost/SF</i> \$ 450
--	---------------------------	--------------------------

Current FCI	0.0%
3-Year	0.0%
5-Year	2.0%
10-Year	6.0%

**Immediate Needs**

Facility/Building	Total Cost	Total Items
Community Center	\$0	0
Total :	\$0	0



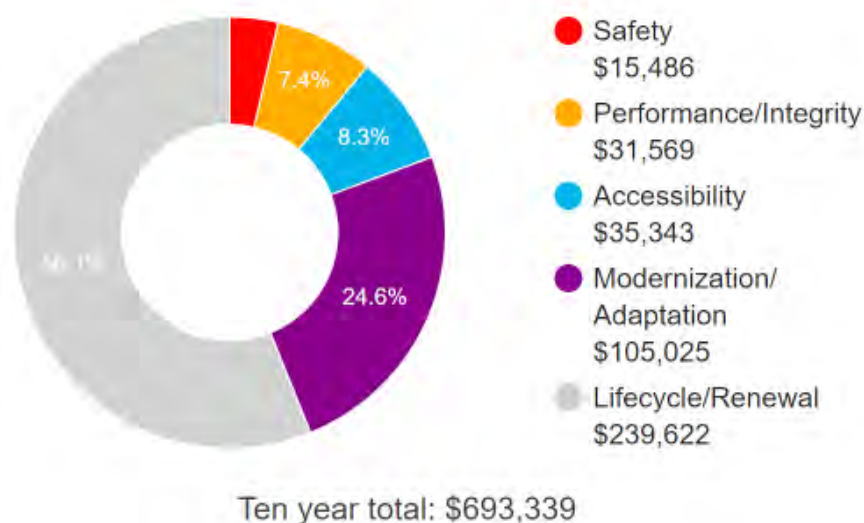
## Plan Types

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### Plan Type Descriptions

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<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	312 East Commonwealth Avenue, Fullerton, California 92832, Orange County
Site/Building Developed	1966
Site Area	1.36 acres (estimated)
Building Area	14,832 SF
Number of Stories	Two
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714 738 6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a>
Property Type	Fire station
Date(s) of Visit	December 6, 2018
On-site Point of Contact (POC)	Captain Wade Fisher
Assessment and Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

### Unit Allocation

All 14,832 square feet of the property are occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #2 is a fully occupied fire station. It was constructed in 1966. It is a two-story structure.

### Architectural

The building structural systems consist of masonry-framed walls with wood-framed roofs.

The roof is flat with a built-up membrane, the central and western portions have a gravel ballast, and the eastern portion lacks a ballast. There is an active roof leak on the western portion above the Second Floor locker room.

The exterior walls are painted or unpainted masonry or painted stucco. Windows are single-glazed, metal-framed units in punched openings on all facades.

The building interiors generally include painted gypsum board walls. The floor finishes consist of carpet, ceramic tile, terrazzo, sheet vinyl and bare concrete. The interior ceiling is finished with painted gypsum board or ACT.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the restrooms and kitchen areas by a gas-fired water heater located on the roof.

Heating and cooling is provided to the east side by roof-mounted package. Heating and cooling for the east side is provided by a roof mounted chiller and boiler, with an air handler in a mechanical penthouse. Supplemental heating is provided to the engine bay by suspended fan coil units. The HVAC controls on the west side are not functional, and overcool the spaces provided.

Fire protection systems include smoke detectors, and extinguishers. The basement on the west side is provided with fire sprinklers.

General interior lighting is provided by T-8 fluorescent fixtures with compact fluorescent (CFL) fixtures or LED fixtures in accent locations.

Electrical service is provided by two 800-amp panels, served from pole-mounted transformers. There is an emergency generator.

### Site

The subject property occupies a large portion of the site. Asphalt paved parking and training areas make up the remainder.

### Recommended Additional Studies

Damaged possible asbestos containing material (pipe insulation) was observed at the east side of the engine bay, southeast corner. A professional asbestos consultant must be retained to analyze the existing condition, provide recommendations and, if necessary, estimate the scope and cost of any required repairs. The cost of this study is included in the cost tables. Due to the ambiguity of the required repair scope at the time of this assessment (if any), the cost for any possible subsequent repairs is not included.

An active roof leak was observed in the west portion of the building, Second Floor, and locker room. A professional roofing consultant must be retained to analyze the existing condition, provide recommendations and, if necessary, estimate the scope and cost of any required repairs. The cost of this study is included in the cost tables. A budgetary cost allowance to repair the roofing is also included.

## Facility Condition Index (FCI)

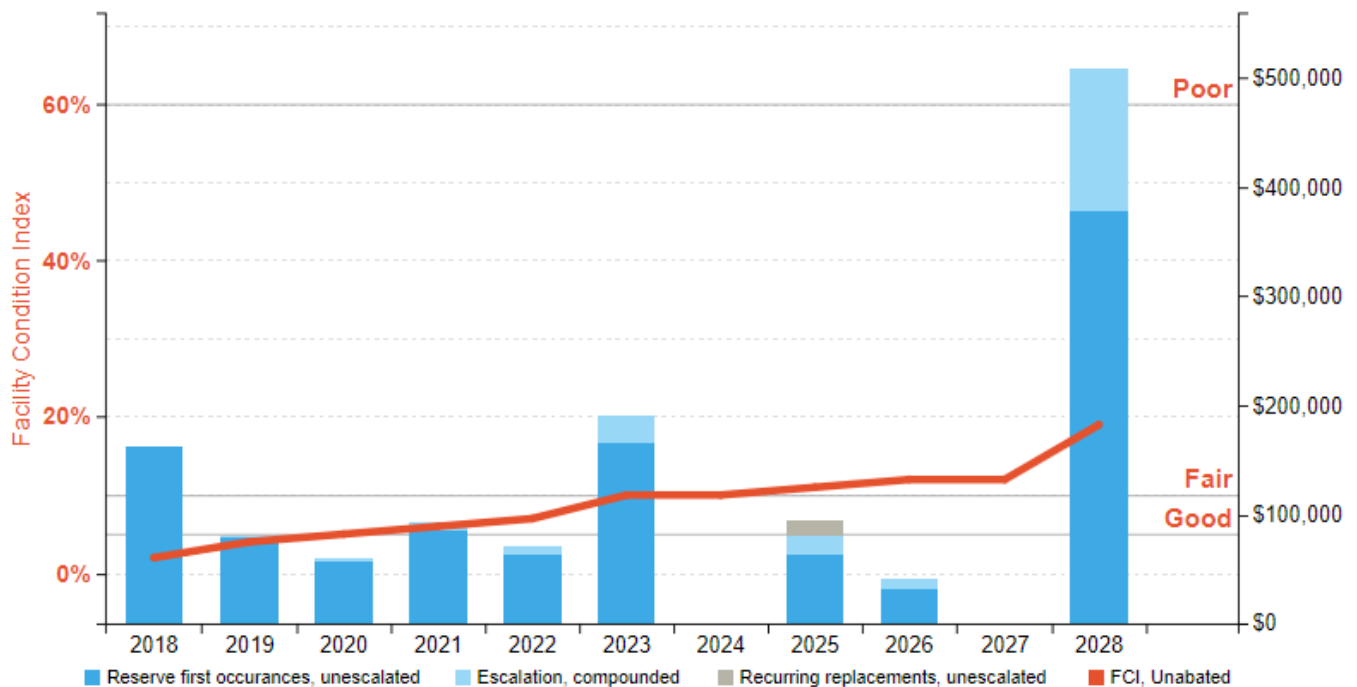
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

## FCI Analysis: Fire Station #1

Replacement Value: \$ 6,674,400; Inflation rate: 3.0%





The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Fire Station #1 (1966)		
<i>Replacement Value</i> \$6,674,400	<i>Total SF</i> 14,832	<i>Cost/SF</i> \$ 450
Current FCI		4.0%
3-Year		6.0%
5-Year		10.0%
10-Year		19.0%

## Immediate Needs

Facility/Building	Total Cost	Total Items
Fire Station #1	\$0	0
Total :	\$0	0

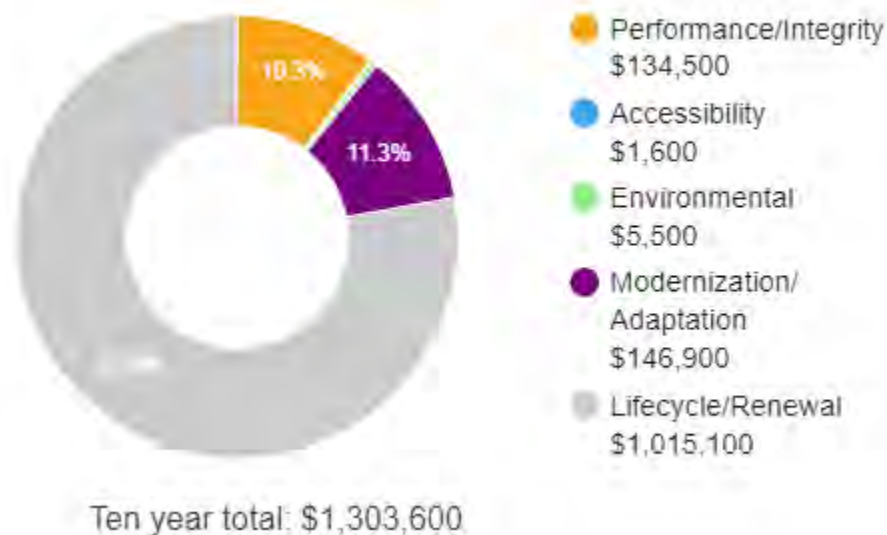
## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	1732 West Valencia Drive, Fullerton, CA 92833, Orange County
Site/Building Developed	1953
Site Area	0.48 acres (estimated)
Building Area	3,402 SF
Number of Stories	One
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	Bill Roseberry, Sewer Superintendent 714 738 6373 phone billr@ci.fullerton.ca.us
Property Type	Fire station
Date(s) of Visit	December 5, 2018
On-site Point of Contact (POC)	Captain Jeff Silver
Assessment & Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Unit Allocation

All 3,402 square feet of the property are occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #2 is a fully occupied fire station. It is a single-story structure.

### Architectural

The foundation system was not able to be directly observed. However, based on similar structures, it is assumed to be a reinforced concrete slab-on-grade with integral footings. The first floor is concrete slab-on-grade.

The building structural systems consist of wood framed walls with wood-framed roofs.

The roof is flat with a built-up membrane and stone ballast.

The exterior walls are painted stucco. Windows are double-glazed, metal and vinyl-framed units in punched openings on all facades.

The building interiors generally include painted gypsum board walls. The floor finishes consist of carpet, ceramic tile, terrazzo tile, and painted concrete flooring. The interior ceiling is finished with painted gypsum board.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the restrooms and kitchen areas by individual gas-fired water heater located adjacent to each area.

Heating and cooling is provided by a split system with a gas fired furnace. Supplemental heating is provided to the engine bay by a suspended gas unit heater.

Fire protection systems include smoke detectors, and extinguishers.

General interior lighting is provided by T-8 fluorescent fixtures with compact fluorescent (CFL) fixtures or LED fixtures in accent locations.

Electrical service is provided by two panels, one 200 amp and one 100 amp, served from pole-mounted transformers. There is an emergency generator.

### Recommended Additional Studies

No additional studies recommended at this time.



## Facility Condition Index (FCI)

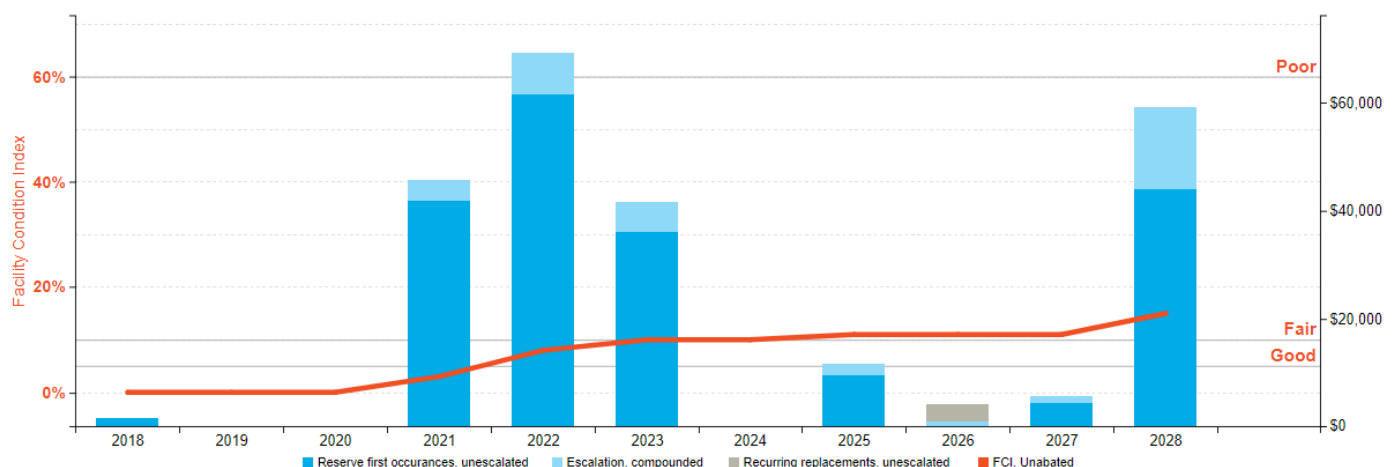
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Fire Station #2

Replacement Value: \$ 1,530,900; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

**FCI Analysis | Fire Station #2 (1953)**

*Replacement Value*  
\$1,530,900

*Total SF*  
3,402

*Cost/SF*  
\$ 450

<b>Current FCI</b>	<b>0.0%</b>
3-Year	0.0%
5-Year	8.0%
10-Year	11.0%

## Immediate Needs

**Immediate Needs Report**

Facility/Building	Total Cost	Total Items
Fire Station #2	\$0	0
<b>Total :</b>	<b>\$0</b>	<b>0</b>

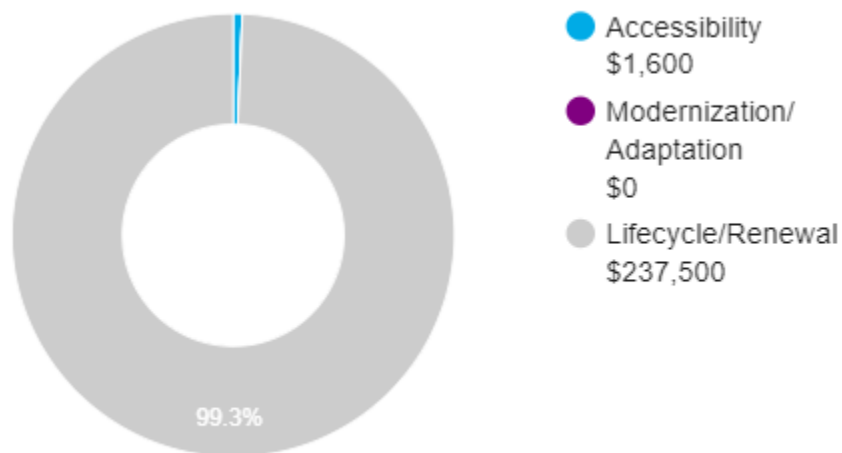
## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■	An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■	Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■	Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■	Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■	Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■	Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



Ten year total: \$239,100

# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	Fire Station #3, 700 South Acacia Avenue, Fullerton, California 92831
Site/Building Developed	1958
Site Area	0.93 acres (estimated)
Building Area	3,856 SF
Number of Stories	1
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	Bill Roseberry, Sewer Superintendent 714 738 6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a>
Property Type	Fire station
Date(s) of Visit	December 4, 2018
On-site Point of Contact (POC)	Captain Jon Fugitt
Assessment and Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

## Unit Allocation

All 3,856 square feet of the property are occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roofs.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #3 is a fully occupied fire station building. It is a single-story structure. It was constructed in 1958 and has been continuously occupied and used as a fire station since that time.

### Architectural

The foundation system was not able to be directly observed. However, based on similar structures, it is assumed to be reinforced concrete slab-on-grade with integral footings. The first floor is concrete slab-on-grade.

The building structural systems consist of masonry bearing walls with wood-framed roofs. Wood framing in the hose tower is damaged and should be repaired or replaced.

The roof is flat with a rubber membrane with a gravel ballast.

The exterior walls are painted stucco. Windows are double or single-glazed, metal -framed units in punched openings on all facades.

The building interiors generally include painted gypsum board walls and painted concrete block. The floor finishes consist of carpet, ceramic tile or bare concrete. The interior ceiling is finished with acoustic ceiling tiles, painted gypsum board, or exposed structure.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the bathrooms and kitchen by individual gas-fired water heaters located in utility closets.

Heating and cooling is provided by a rooftop package unit. Additional cooling is provided by wall air conditioning units.

Fire protection systems include smoke detectors, and extinguishers.

General interior lighting is provided by T-8 fluorescent fixtures with compact fluorescent (CFL) or LED fixtures in accent locations.

Electrical service is provided by two 200-amp panels served from a pole-mounted transformer. An electrical panel in the building is functional but it is past its estimated useful life and should be replaced. There is an emergency generator and an uninterruptable power supply (UPS) system located to the north side of the building.

### Site

Landscaping consists of trees, shrubs, and lawn areas. Landscaped areas are irrigated by an in-ground overhead spray sprinkler system. Fencing is located at the perimeter of the site with an automatic vehicle gate. Concrete paving at the rear of the station is damaged by heavy vehicle traffic and should be replaced.



## **Recommended Additional Studies**

No additional studies recommended at this time.

## Facility Condition Index (FCI)

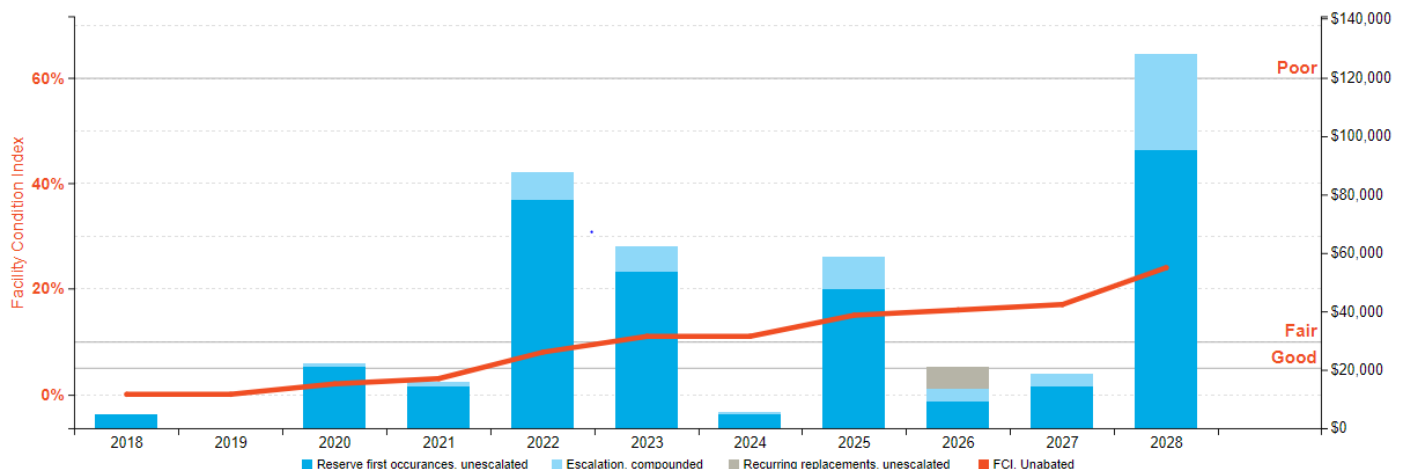
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Fire Station #3

Replacement Value: \$ 1,735,200; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

### FCI Analysis | Fire Station #3 (1958)

Replacement Value	Total SF	Cost/SF
\$1,735,200	3,856	\$ 450

Current FCI	0.0%
3-Year	2.0%
5-Year	8.0%
10-Year	17.0%

## Immediate Needs

### Immediate Needs Report

Facility/Building	Total Cost	Total Items
Fire Station #3	\$0	0
Total :	\$0	0

## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■	An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■	Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■	Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■	Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■	Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■	Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	3251 North Harbor Boulevard, Fullerton, California 92835, Orange County
Site/Building Developed	1966
Site Area	0.79 acres (estimated)
Building Area	3,555 SF
Number of Stories	1
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Fire station
Date(s) of Visit	December 5, 2018
On-site Point of Contact (POC)	Captain Pete Grey
Assessment & Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

### Unit Allocation

All 3,555 square feet of the property are occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

#### Key Spaces Not Observed

All key areas of the property were accessible and observed.



## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #4 is a fully occupied fire station. It is a single-story structure.

### Architectural

The roof is flat with a built-up membrane with a gravel ballast. The exterior walls are painted stucco or stone veneer. Windows are double-glazed, metal and vinyl-framed units in punched openings on all facades. The building interiors generally include painted gypsum board walls or ceramic tile finished walls. The floor finishes consist of carpet, ceramic tile, terrazzo, and bare concrete. The interior ceiling is finished with painted gypsum board or ACT.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the restrooms and kitchen areas by a tankless, gas-fired water heater located on the building exterior. Heating and cooling is provided by a split system with a gas-fired furnace. Supplemental heating is provided to the engine bay by suspended gas unit heaters. General interior lighting is provided by T-8 fluorescent fixtures with compact fluorescent (CFL) fixtures or LED fixtures in accent locations. Electrical service is provided by a single 225-amp switchboard, served from pole-mounted transformers. There is an emergency generator.

### Site

Landscaping consists of trees, grass and shrubs. Landscaped areas are irrigated by an in-ground overhead spray sprinkler system. Chain-link, tube steel and wood fencing is located at the perimeter of the site. Parking is provided in one asphalt-paved lot. The pedestrian pavement throughout the property is constructed of cast-in-place concrete. Building perimeter lighting is provided by wall-mounted CFL or LED fixtures.

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

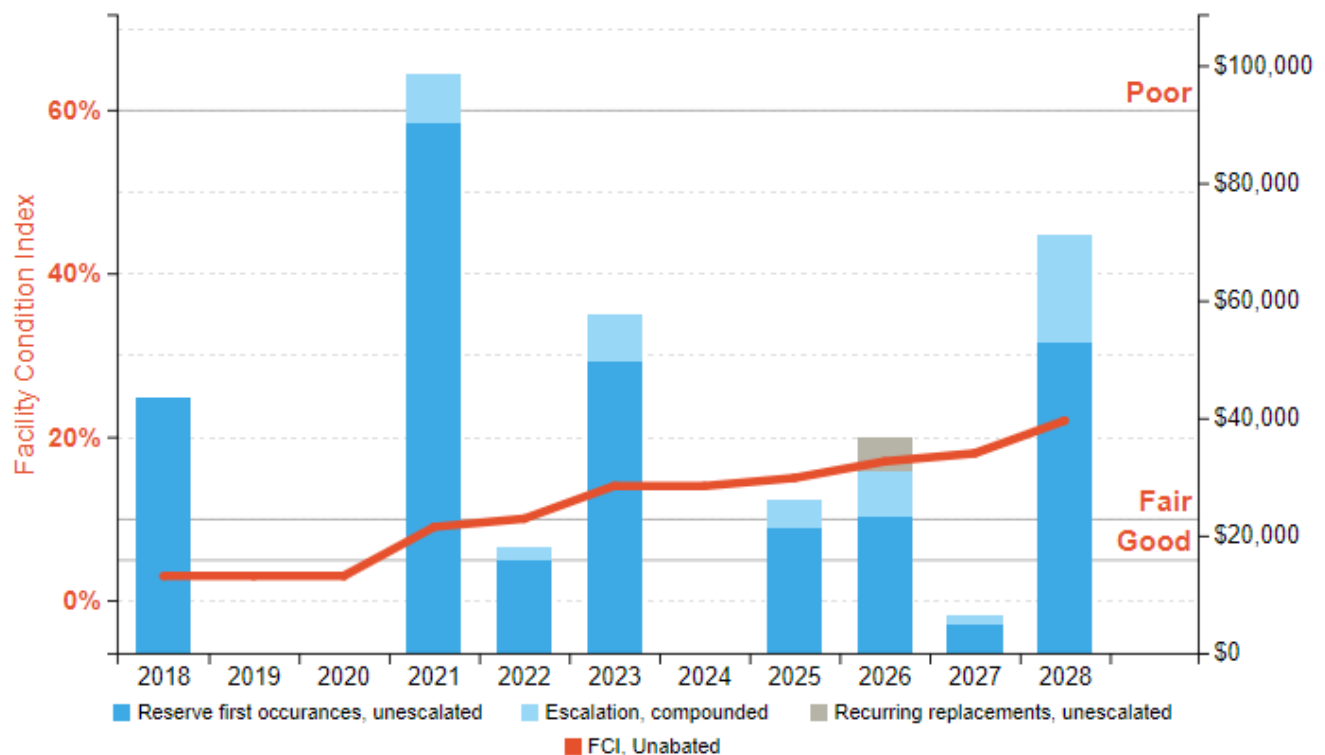
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Fire Station #4

Replacement Value: \$ 1,599,750; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Fire Station #4 (1966)		
<i>Replacement Value</i> \$1,599,750	<i>Total SF</i> 3,555	<i>Cost/SF</i> \$ 450
Current FCI		3.0%
3-Year		9.0%
5-Year		13.0%
10-Year		21.0%

## Immediate Needs

Facility/Building	Total Cost	Total Items
Fire Station #4	\$0	0
<b>Total :</b>	<b>\$0</b>	<b>0</b>

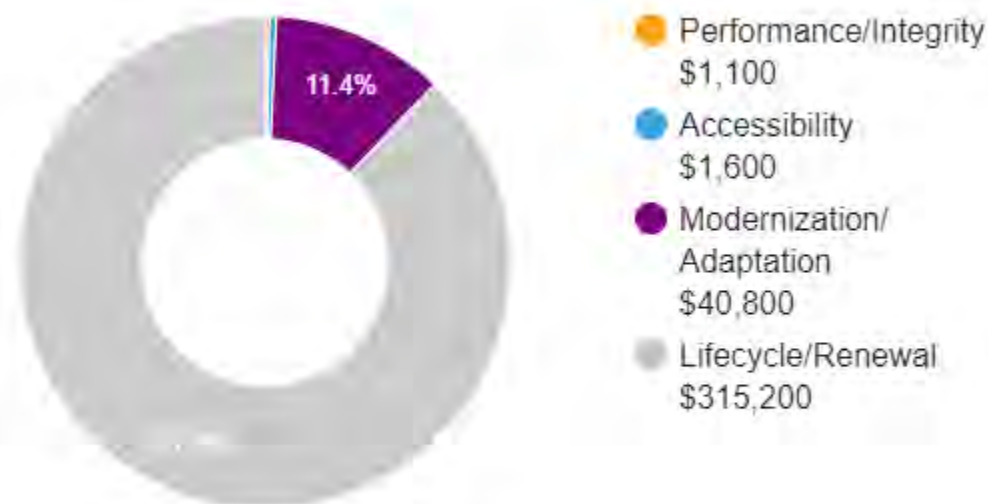
## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



Ten year total: \$358,700

# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	2555 East Yorba Linda Boulevard, Fullerton, California 92831 Orange County
Site/Building Developed	1966
Site Area	1.1 acres (estimated)
Building Area	4,937 SF
Number of Stories	One
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	Bill Roseberry, Sewer Superintendent 714 738 6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a>
Property Type	Fire station
Date(s) of Visit	December 4, 2018
On-site Point of Contact (POC)	Captain Bryan Seymour
Assessment and Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

## Unit Allocation

All 4,937 square feet of the property is occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.



## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #5 is a fully occupied fire station. It is a single-story structure. There were issues with raveling in the asphalt paved parking lot.

### Architectural

The foundation system was not able to be directly observed. However, based on similar structures, it is assumed to be a reinforced concrete slab-on-grade with integral footings. The first floor is concrete slab-on-grade.

The building structural systems consist of masonry bearing walls with wood-framed roofs.

The roof is flat with a rubber membrane with stone ballast.

The exterior walls are painted stucco. Windows are double and single-glazed, metal and wood-framed units in punched openings on all facades.

The building interiors generally include painted gypsum board walls. The floor finishes consist of carpet, ceramic tile and bare concrete. The interior ceiling is finished with acoustic ceiling tiles or painted gypsum board.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the restrooms and kitchen areas by individual gas-fired water heaters located adjacent to each area.

Heating and cooling is provided by a rooftop package unit. Supplemental heating is provided to the engine bay by a suspended gas unit heater.

Fire protection systems include smoke detectors, and extinguishers.

General interior lighting is provided by T-8 fluorescent fixtures with compact fluorescent (CFL) fixtures or LED fixtures in accent locations.

Electrical service is provided by a single 300-amp panel service from a pole-mounted transformer. There also is an emergency generator.

### Site

Landscaping consists of trees and shrubs. Landscaped areas are irrigated by an in-ground spray sprinkler system. Chain-link fencing is located at the east perimeter of the site.

Parking is provided in one asphalt paved lot.

The pedestrian pavement throughout the property is constructed of cast-in-place concrete.

General site lighting is provided by pole-mounted sodium vapor fixtures. Building perimeter lighting is provided by wall-mounted LED fixtures.

### **Recommended Additional Studies**

No additional studies recommended at this time.

## Facility Condition Index (FCI)

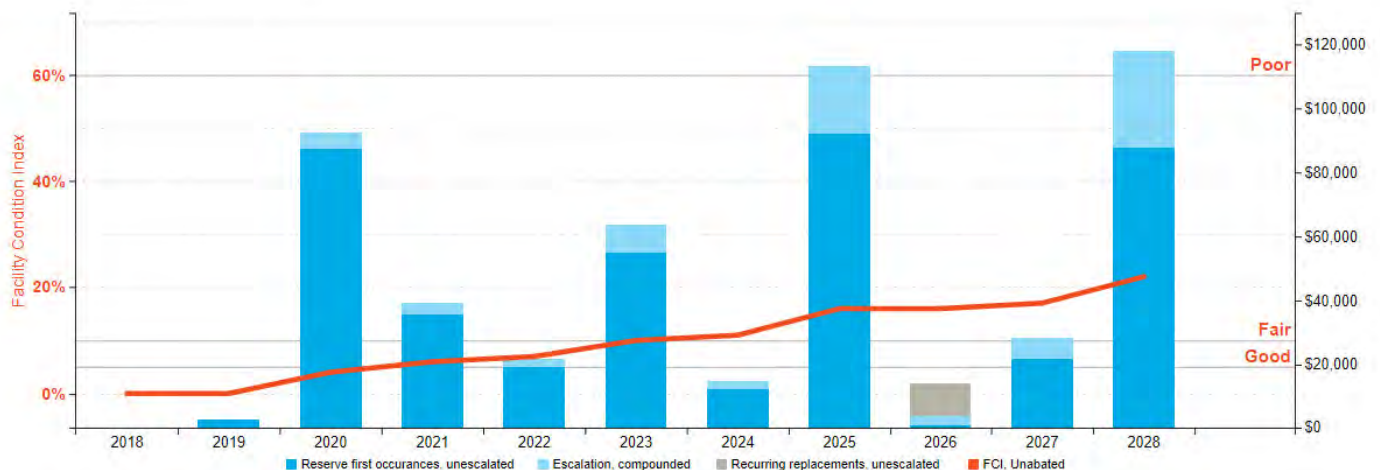
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Fire Station #5

Replacement Value: \$ 2,221,650; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

### FCI Analysis | Fire Station #5 (1966)

Replacement Value  
\$2,221,650

Total SF  
4,937

Cost/SF  
\$ 450

<b>Current FCI</b>	<b>0.0%</b>
<b>3-Year</b>	<b>4.0%</b>
<b>5-Year</b>	<b>7.0%</b>
<b>10-Year</b>	<b>17.0%</b>

## Immediate Needs

### Immediate Needs Report

Facility/Building	Total Cost	Total Items
Fire Station #5	\$0	0
Total :	\$0	0

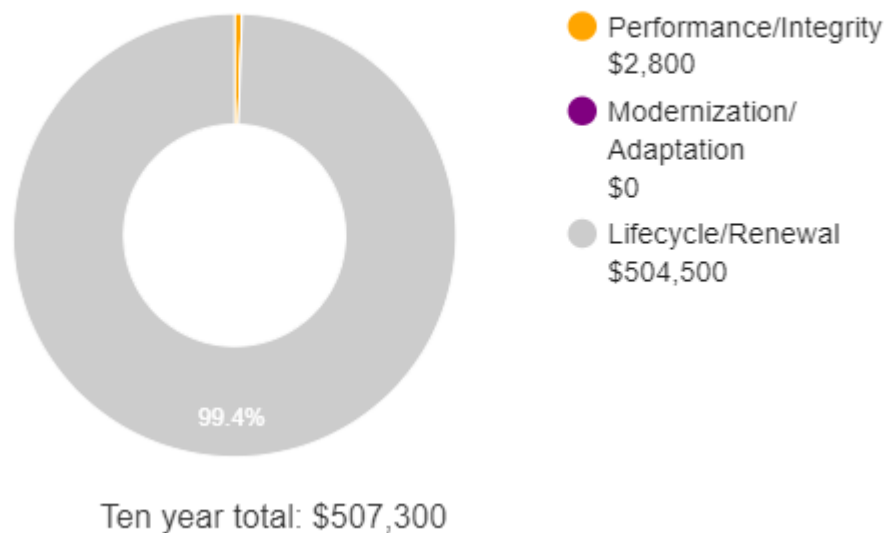
## Plan Types

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### Plan Type Descriptions

<b>Safety</b>	■	An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■	Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■	Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■	Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■	Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■	Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)





# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	2691 Rosecrans Avenue, Fullerton, California 92833, Orange County
Site/Building Developed	2004
Site Area	1.26 acres (estimated)
Building Area	12,500 SF
Number of Stories	One
Current Occupants	Fullerton Fire Department
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Fire station
Date(s) of Visit	December 6, 2018
On-site Point of Contact (POC)	Captain Chris Onyshko
Assessment & Report Prepared By	Allen Manning
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Unit Allocation

All 12,500 square feet of the property are occupied by Fullerton Fire Department. The spaces are a combination of offices, engine bays, residential quarters with supporting restrooms, and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Fire Station #6 is a fully occupied fire station. It was constructed in 2004. It is a two-story structure.

### Architectural

The main roof is pitched with a standing seam metal roof; there is a small area on the west side that is flat and equipped with modified bituminous roofing.

The exterior walls are unpainted masonry. Windows are double-glazed, metal-framed units in punched openings on all facades.

The building interiors generally include painted gypsum board walls. The floor finishes consist of carpet, ceramic tile, quarry tile, and bare concrete. The interior ceiling is finished with painted gypsum board or ACT.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Domestic hot water is provided to the restrooms and kitchen areas by gas-fired water heaters located in utility closets.

Heating and cooling is provided to the living spaces by ground mounted split system units paired with forced air gas fired furnaces. Supplemental heating is provided to the engine bay by suspended gas fired unit heaters.

Fire protection systems include a fire alarm system, fire sprinkler system throughout, smoke detectors, alarms with strobes, pull stations, extinguishers, standpipes, and appropriate egress signage. There is an Ansul specialty fire suppression system located in the kitchen.

General interior lighting is provided by T-8 fluorescent or LED fixtures with compact fluorescent (CFL) fixtures or LED fixtures in accent locations.

Electrical service is provided by a single 800-amp panel served from a pole-mounted transformer. There is an emergency generator.

### Site

The subject property occupies a large portion of the site. Concrete paved parking areas and drive lanes make up the remainder.

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

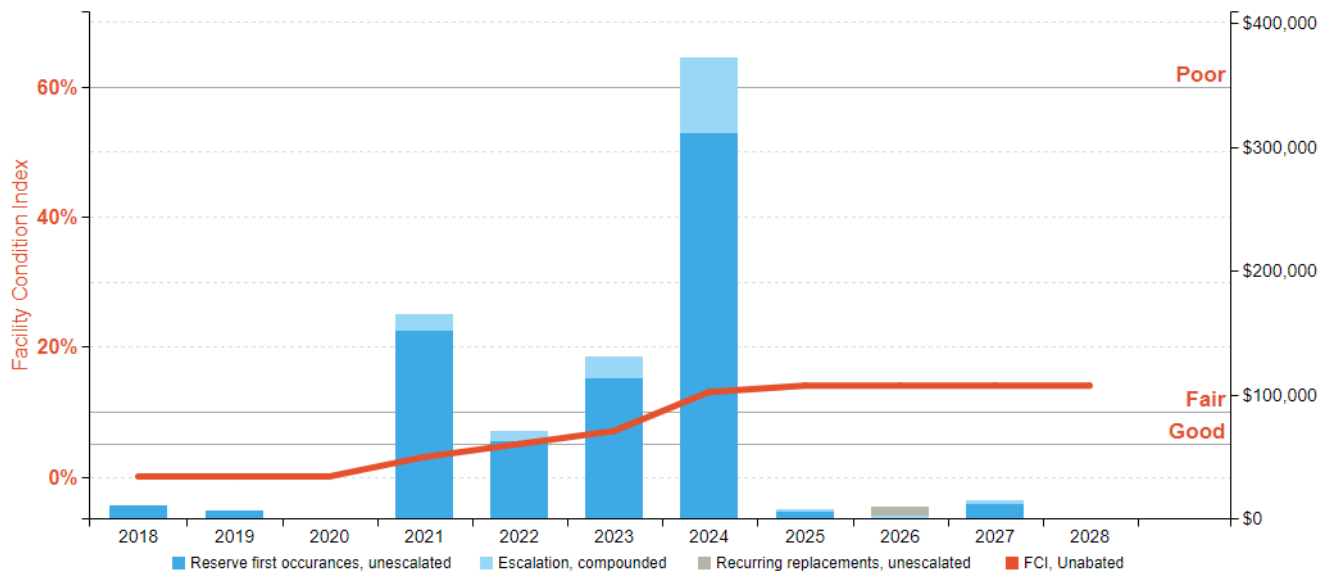
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Fire Station #6

Replacement Value: \$ 5,625,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

## Color Parameters (in decimal):

On	Off	Excellent	Good	0.05	Fair	0.1	Poor	0.6
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## FCI Analysis | Fire Station #6 (2004)

Replacement Value \$5,625,000	Total SF 12,500	Cost/SF \$ 450
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<b>Current FCI</b>	<b>0.0%</b>
3-Year	3.0%
5-Year	7.0%
10-Year	13.0%

## Immediate Needs

Facility/Building	Total Cost	Total Items
Fire Station #6	\$0	0
<b>Total :</b>	<b>\$0</b>	<b>0</b>



## Plan Types

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### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	4011 West Commonwealth Avenue, Fullerton, California 92833
Site/Building Developed	1952 Renovated 2016
Site Area	1.04 acres (estimated)
Building Area	4,500 SF
Number of Stories	Five
Current Occupants	City of Fullerton and Wings Cafe
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Airport Tower and Cafe
Date(s) of Visit	December 12, 2018
On-site Point of Contact (POC)	Leonard Jimenez
Assessment & Report Prepared By	Logan Hoshiko
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

### Unit Allocation

All 4,500 square feet of the property are occupied by City of Fullerton. The spaces are a combination of offices, lounges, café's, kitchens, and observation decks with supporting restrooms, administrative offices, and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roofs.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Fullerton Airport Tower was constructed in 1952 and renovated in 2016. The airport tower is occupied by the City of Fullerton while the café on the first floor is leased by Wings Café.

### Architectural

The five-story airport tower has exterior cement walls with a slightly gabled-single-ply TPO roof finish. The maintenance staff reported that there are active roof leaks every time there is a major storm. These leaks must be identified and repaired. There is also a small ancillary structure on site, which houses the generator and lighting controls for the runway. It has CMU load bearing walls and a flat EPDM roof. The interior finishes were recently renovated. However, typical lifecycle-based interior and exterior finish replacements are budgeted and anticipated.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Many of the building's MEPF systems are original to the 1952 construction date and as such, are nearing the end of their remaining useful lives. The electrical distribution system and system components are one such item. The POC reported that the buildings' current electrical capacity does not meet the building's needs. It is recommended for a full electrical modernization and upgrade. The airport tower restroom has antiquated plumbing fixtures, as it was not renovated during the 2016 renovation, they are recommended for replacement. Lastly, the building is not protected by any fire sprinkler system. Due to the construction date, the building is likely grandfathered in to a code not requiring a sprinkler system, however, for safety reasons a full retrofit is recommended.

### Site

The site is comprised asphalt pavement and concrete sidewalks and curbs. The landscaping is well maintained and the site drainage is sufficient for the property's needs

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

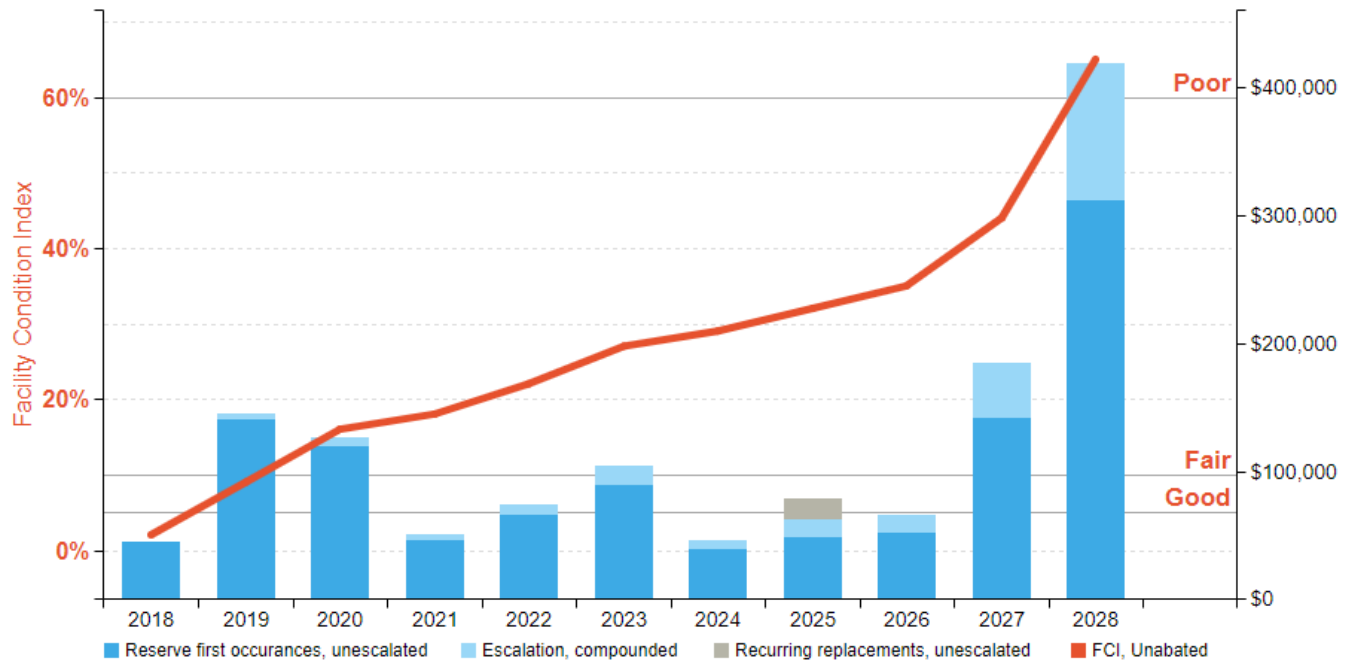
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### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

## FCI Analysis: Fullerton Airport Tower

Replacement Value: \$ 2,025,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Fullerton Airport Tower (1952)		
Replacement Value	Total SF	Cost/SF
\$2,025,000	4,500	\$ 450
Current FCI		9.0%
3-Year		18.0%
5-Year		26.0%
10-Year		63.0%



## Immediate Needs

Facility/Building	Total Cost	Total Items
Fullerton Airport Tower	\$0	0
<b>Total :</b>	<b>\$0</b>	<b>0</b>

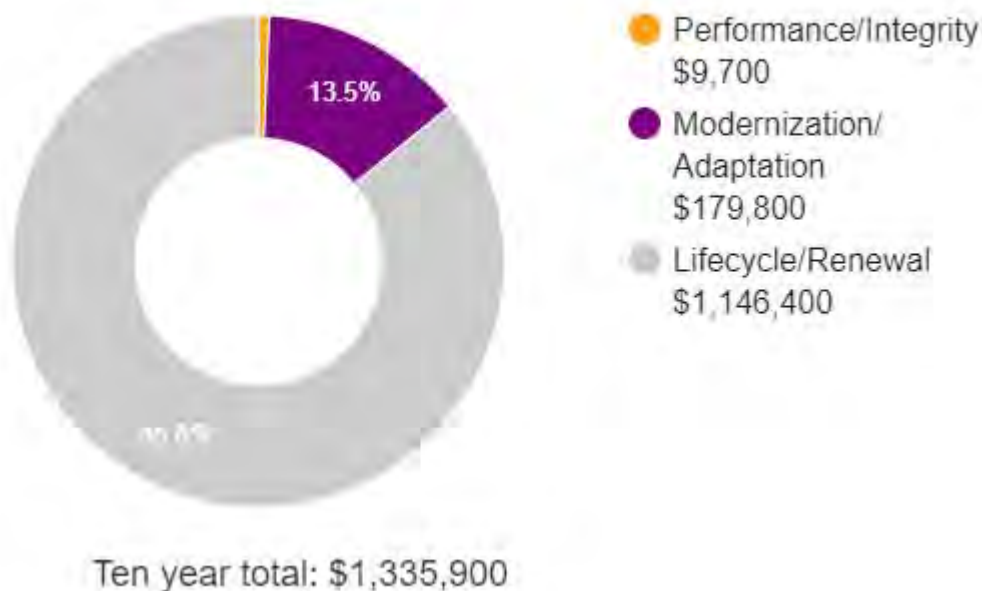
## Plan Types

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### Plan Type Descriptions

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<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	301 North Pomona Avenue, Fullerton California 92832
Site/Building Developed	1941 Renovated 2006 (HVAC)
Site Area	1.2 acres (estimated)
Building Area	21,754 SF (including 2,000 SF basement)
Number of Stories	2 + basement
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton Public Works, Bill Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Municipal
Date(s) of Visit	December 18, 2018
On-site Point of Contact (POC)	Kevin Kaczor
Assessment and Report Prepared By	Corey Berman
Reviewed By	Matt Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251 p

### Unit Allocation

All 21,745 square feet of the building is occupied by the City of Fullerton. The spaces are a combination of gallery rooms, offices, classrooms, kitchen and storage with supporting restrooms and mechanical and other utility spaces.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roofs.

#### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Fullerton Museum Center building was constructed in 1941 as a library. It was significantly renovated in 1985 as a museum and later renovated in 2006 for HVAC upgrades. The adjacent Fullerton Downtown Plaza was constructed in 2000 and includes a water fountain (supporting equipment at museum site).

### Architectural

Architectural elements are generally in good condition including the concrete structure. Items first due for replacement include carpet, interior/exterior painting and refinishing of roof gutters and stained-glass windows. Doors, roof, skylights, ceramic tile floors are estimated to have 10+ years estimated remaining useful life.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Mechanical equipment consists of a packaged units and condensing units on the rooftop and air handlers and humidifiers in the basement. Fire sprinklers head are antiquated and are recommended to be replaced. The majority of electrical distribution panels are estimated to have 10+ years estimated remaining useful life. Interior lights are older, inefficient fixtures and are recommended for replacement for significant savings on utility fees. The sprinkler riser inspection was last performed in 2006 and must be re-inspected immediately.

### Site

The Fullerton Downtown Plaza is considered part of the Museum Center and includes a splash fountain, performance stage and benches. The museum has an outdoor patio which is used as a wine-beer garden during events. The facility has no dedicated parking lot. A City of Fullerton parking garage is utilized which also supports other surrounding areas.

### Recommended Additional Studies

The building foundation may be in poor condition. Long cracks are evident in the basement concrete walls (e.g. Mechanical Room). A professional engineer must be retained to analyze the existing condition, provide recommendations and, if necessary, estimate the scope and cost of any required repairs. The cost of this study is included in the cost tables. A budgetary cost allowance to repair the foundation walls is also included.

Some areas of the facility were identified as having major or moderate accessibility issues. EMG recommends a study be performed to take measurements, provide additional itemized details, research local requirements, and, if necessary, estimate the scope and cost of any required improvements. The cost of this study is included in the cost tables. Due to the lack of measurements and itemized findings at this point in time, the costs for any possible subsequent repairs or improvements are not currently included.

## Facility Condition Index (FCI)

One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

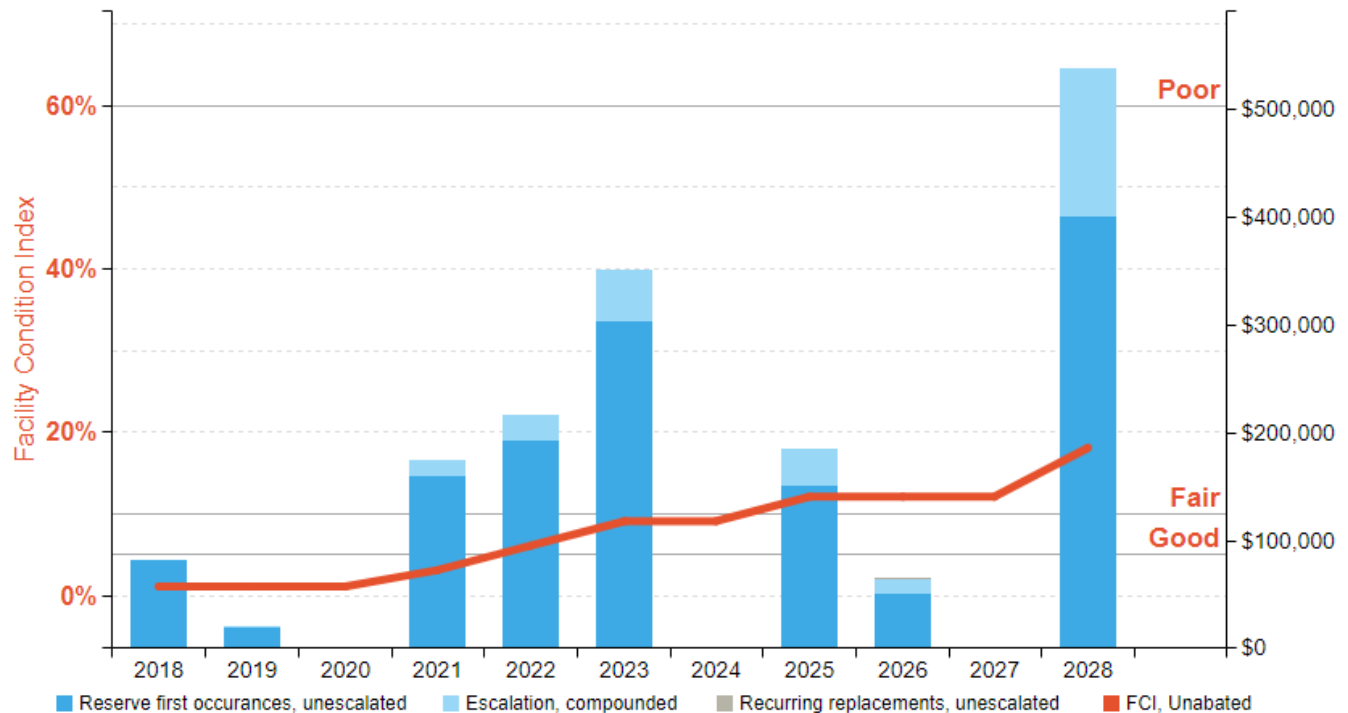
### FCI Ranges and Description

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<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.



## FCI Analysis: Fullerton Museum Center

Replacement Value: \$ 8,885,250; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Fullerton Museum Center (1941)			
Replacement Value \$ 8,885,300		Total SF 19,745	Cost/SF \$ 450
Current FCI	\$ 88,900	1.0 %	
3-Year	\$ 266,600	3.0 %	
5-Year	\$ 799,700	9.0 %	
10-Year	\$ 1,599,400	18.0 %	

## Immediate Needs

Facility/Building	Total Items	Total Cost
Fullerton Museum Center	5	\$81,200
<b>Total</b>	<b>5</b>	<b>\$81,200</b>

### Fullerton Museum Center

ID	Location	UF Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1135416	Fullerton Museum Center	B1012	Structural Flooring/Decking, Concrete, Repair	(No Lifespan)	Poor	Performance/Integrity	0.00	\$64,000
1134226	Fullerton Museum Center	D2014	Sink/Lavatory, Stainless Steel, Replace	20	Poor	Performance/Integrity	0.00	\$1,200
1134216	Fullerton Museum Center	D2043	Sump Pump, 3 HP, Replace	15	Poor	Performance/Integrity	0.00	\$2,300
1134123	Fullerton Museum Center	D5032	Sound System, Replace	15	Poor	Modernization/Adaptation	0.00	\$2,600
1135415	Fullerton Museum Center	P000X	Engineer, Structural, Superstructure, Evaluate/Report	(No Lifespan)	Poor	Performance/Integrity	0.00	\$11,100
<b>Total (5 items)</b>								<b>\$81,200</b>

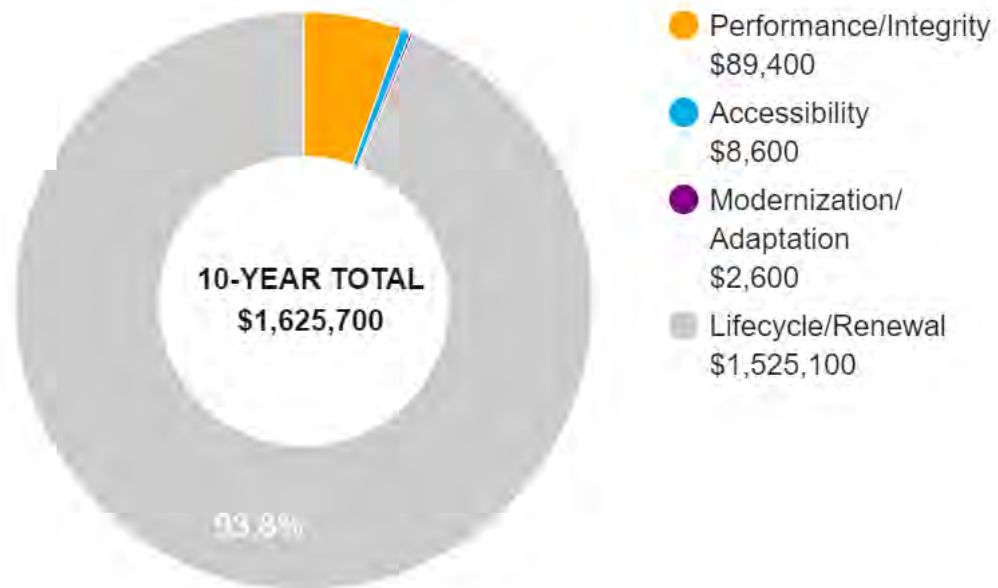
## Plan Types

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<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

## Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	1155 North Lemon Street, Fullerton California, 92832
Site/Building Developed	1932
Site Area	1.8 acres (estimated)
Building Area	7,480 GSF (estimated)
Number of Stories	2
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton – Public Works, Bill Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Park
Date(s) of Visit	December 19, 2018
On-site Point of Contact (POC)	Bill Roseberry
Assessment & Report Prepared By	Corey Berman
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

### Unit Allocation

All 7,480 gross square feet of the property are occupied by the City of Fullerton. The spaces consist of two large multi-purpose rooms, kitchen, and utility/storage closets with supporting restrooms.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the upper patio, restroom building, areas directly around the building perimeter, accessibility ramps and the parking lot. The remaining spaces are considered Lemon Park, which is out of scope.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.



## Significant/Systemic Findings or Deficiencies

### Historical Summary

The building was originally constructed in 1932 as an American Legion facility. It is occupied by the City of Fullerton to provide a community center for the neighboring areas with two multi-purpose rooms. It is located within Lemon Park.

### Architectural

The building is of Spanish Colonial Revival architecture. Significant issues include deteriorated wood-framed windows, antiquated steel-framed windows, worn wood strip flooring, stained carpet, missing/damaged ceiling tiles.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

The original recreation center was not developed to accommodate HVAC equipment. When furnaces were added, they were placed visibly within multi-purpose rooms. There are no significant issues.

### Site

The facility is located within Lemon Park. Lemon Park itself is not within scope of this report. The building's adjacent areas include a patio, a separate restroom building, long exterior stairs and a ramp to the parking lot. These elements are in good-fair condition. Site lighting and the dumpster enclosure also have no significant issues.

### Recommended Additional Studies

It was reported that the domestic water lines are galvanized iron original to the 1930's construction. A plumbing engineer should be hired to inspect easily accessible pipe sections to determine the interior pipe wall conditions and if replacing all the plumbing supply lines with copper is required. A budgetary cost for this inspection is included.

## Facility Condition Index (FCI)

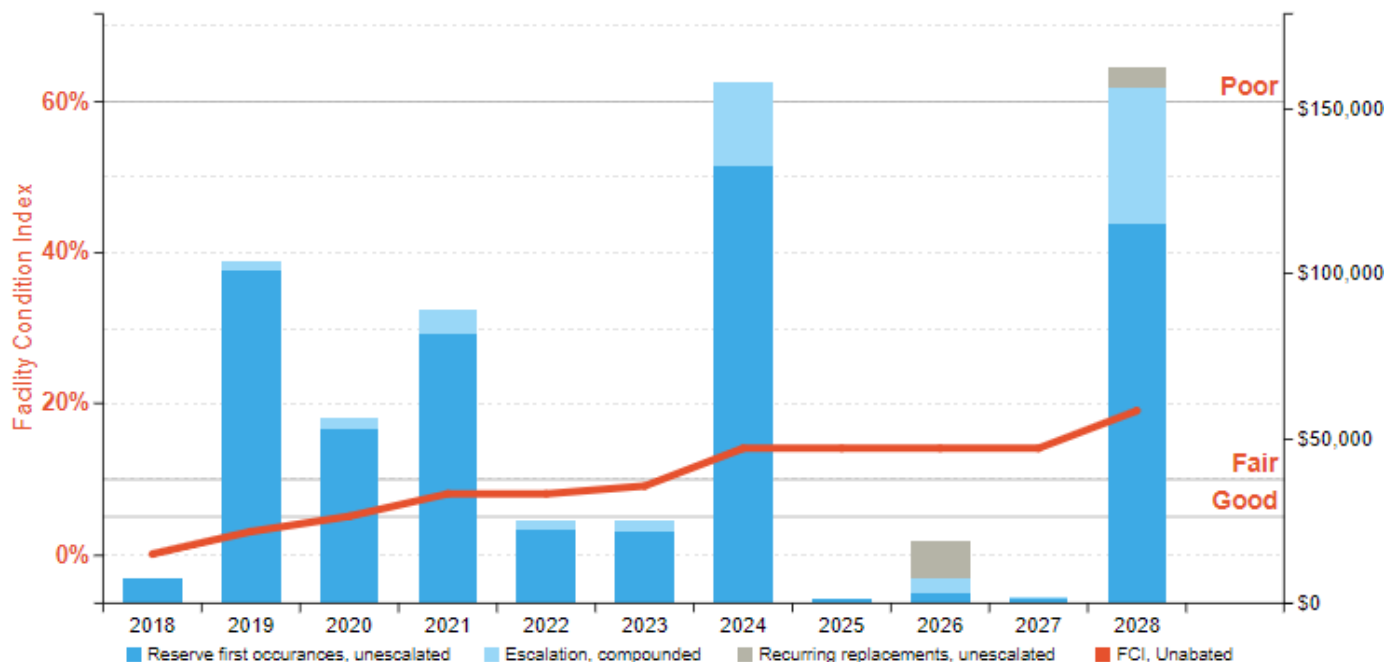
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### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Hillcrest Recreation Center

Replacement Value: \$ 3,366,000; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

## FCI Analysis | Hillcrest Recreation Center (1932)

Replacement Value  
\$ 3,366,000

Total SF  
7,480

Cost/SF  
\$ 450

Current FCI	\$ 101,000	3.0 %
3-Year	\$ 235,700	7.0 %
5-Year	\$ 303,000	9.0 %
10-Year	\$ 605,900	18.0 %

## Immediate Needs

Facility/Building	Total Items	Total Cost
Hillcrest Recreation Center	2	\$7,500
<b>Total</b>	<b>2</b>	<b>\$7,500</b>

## Hillcrest Recreation Center

ID	Location	UE Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1139414	Hillcrest Recreation Center	C3024	Interior Floor Finish, Wood Strip, Sand & Refinish	10	Poor	Performance/Integrity	0.00	\$6,200
1139421	Hillcrest Recreation Center	C3032	Interior Ceiling Finish, Suspended Acoustical Tile (ACT), Replace	20	Poor	Performance/Integrity	0.00	\$1,300
<b>Total (2 items)</b>								<b>\$7,500</b>

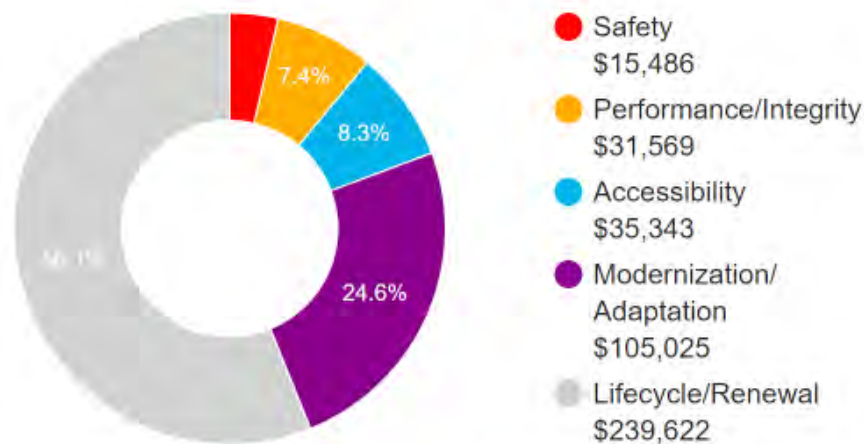
## Plan Types

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### Plan Type Descriptions

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<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



Ten year total: \$693,339

# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	801 Valencia Drive, Fullerton California 92832
Site/Building Developed	1984 Renovated 2006
Site Area	10.0 acres (estimated) Skate Park: 10,600 SF
Building Area	23,800 SF Gym: 12,700 SF Pool Locker Building: 4,950 SF (plus Pools site: 68,300 SF) Pool Pump House: 1,920 SF Racquetball Building: 4,200 SF
Number of Stories	Gym: 1 Pool Locker Building: 1 Pool Pump House: 1 Racquetball Building: 2
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton – Public Works, Bill Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Park Facilities
Date(s) of Visit	December 20, 2018
On-site Point of Contact (POC)	Bill Roseberry
Assessment & Report Prepared By	Corey Berman
Reviewed By	Matt Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251



## Space Allocation

All 23,800 square feet of the property are occupied by the City of Fullerton. The interior spaces are a combination of a gymnasium, pool locker rooms, pool pump house and racquetball courts with supporting restrooms, administrative office/lobby, roofs and mechanical and other utility spaces. The site spaces consist of two pools, handball courts, skate park and parking lots (park grass areas excluded).

## Areas Observed

The interior spaces of four buildings were observed in order to gain a clear understanding of the property's overall condition. Other areas observed include the exterior of the buildings, roofs, pools and parking lots. The playground and overall grass areas of the park are not included.

### Key Spaces Not Observed

All applicable key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Independence Park Buildings were constructed at differing times (dates unknown). The specific spaces consist of a gymnasium, locker rooms, offices, lobbies, pool pump house and racquetball courts. Adjacent to the buildings are two pools, Skate Park, and associated parking lots,

### Architectural

Overall, the buildings are in fair to good condition. The Pool Locker Building's front lobby can overheat due to direct sun on the storefront windows/doors. The Pool Pump House has an exterior steel door needing replacement as well as the secondary roof's modified bituminous membrane. The Racquetball Building's façade has significant cracking which must be replaced along with windows and downspouts. The Skate Park's sunshade structure is missing the fabric awning. The Gym has no significant immediate deficiencies.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

All of the buildings have HVAC systems except for the Pool Pump House. There are no immediate HVAC deficiencies. It is important to note that the Gym and Pool Locker Building lack fire sprinkler systems and installation is recommended. The Gym requires limited exterior lighting replacement. The Pool Locker Building's roof has a recurring leak due to a leaking condensate line from HVAC equipment on the roof. Also in that building, recurring issues were reported about the plumbing from the urinals.

### Site

The site within scope consists of parking lots, pools area, Skate Park and landscaped areas directly adjacent to the buildings. Deficiencies include the outdoor drinking fountain at the skate park and a broken floorboard in the pool storage shed.

### Recommended Additional Studies

Some areas of the facility were identified as having major or moderate accessibility issues. EMG recommends a study be performed to take measurements, provide additional itemized details, research local requirements, and, if necessary, estimate the scope and cost of any required improvements. The cost of this study is included in the cost tables. Due to the lack of measurements and itemized findings at this point in time, the costs for any possible subsequent repairs or improvements are not currently included.

## Facility Condition Index (FCI)

One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

Facility (year built)	Cost/SF	Total SF	Replacement Value	Current	3-Year	5-Year	10- Year
Independence Park - Overall / Pool Pump House	\$450	1,920	\$864,000	1.0%	1.0%	17.0%	34.0%
Independence Park - Overall / Gym (1984)	\$450	12,700	\$5,715,000	2.0%	3.0%	7.0%	33.0%
Independence Park - Overall / Pool Locker Building (1800)	\$450	4,950	\$2,227,500	2.0%	4.0%	5.0%	16.0%
Independence Park - Overall / Racquetball Building	\$450	4,200	\$1,890,000	4.0%	7.0%	8.0%	18.0%

## Immediate Needs

Facility/Building	Total Items	Total Cost
Pool Pump House	0	\$0
Gym	1	\$4,200
Pool Locker Building	4	\$42,100
Racquetball Building	4	\$69,800
<b>Total</b>	<b>9</b>	<b>\$116,100</b>

### Pool Pump House

ID	Location	UE Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
Total (0 items)							\$0	

### Gym

ID	Location	UE Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1137947	Independence Park - Overall / Gym	B3019	Awning, 32 SF, Replace	10	Failed	Performance/Integrity	0.00	\$4,200
Total (1 items)							\$4,200	

### Pool Locker Building

ID	Location	UE Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1139518	Independence Park - Overall / Pool Locker Building	B3019	Awning, Metal 24 SF, Install	40	NA	Environmental	0.00	\$1,500
1138277	Independence Park - Overall / Pool Locker Building	C3024	Interior Floor Finish, Plywood, Replace	20	Failed	Safety	0.00	\$1,500
1139533	Independence Park - Overall / Pool Locker Building	D4019	Sprinkler System, Full Retrofit, School (per SF), Renovate	50	NA	Safety	0.00	\$34,300
1139534	Independence Park - Overall / Pool Locker Building	D5037	Fire Alarm Control Panel, Multiplex, Replace	15	NA	Safety	0.00	\$4,800
Total (4 items)							\$42,100	

### Racquetball Building

ID	Location	UE Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1137935	Independence Park - Overall / Racquetball Building	B2011	Exterior Wall, Painted Surface, 1-2 Stories, Prep & Paint	10	Poor	Performance/Integrity	0.00	\$16,600
1137927	Independence Park - Overall / Racquetball Building	B2011	Exterior Wall, Concrete, 1-2 Stories, Repair	(No Lifespan)	Poor	Performance/Integrity	0.00	\$14,500
1137923	Independence Park - Overall / Racquetball Building	B2021	Window, SF, Replace	30	Failed	Performance/Integrity	0.00	\$4,400
1156713	Independence Park - Overall / Racquetball Building	D4019	Sprinkler System, Full Retrofit, School (per SF), Renovate	50	NA	Safety	0.00	\$34,300
Total (4 items)							\$69,800	

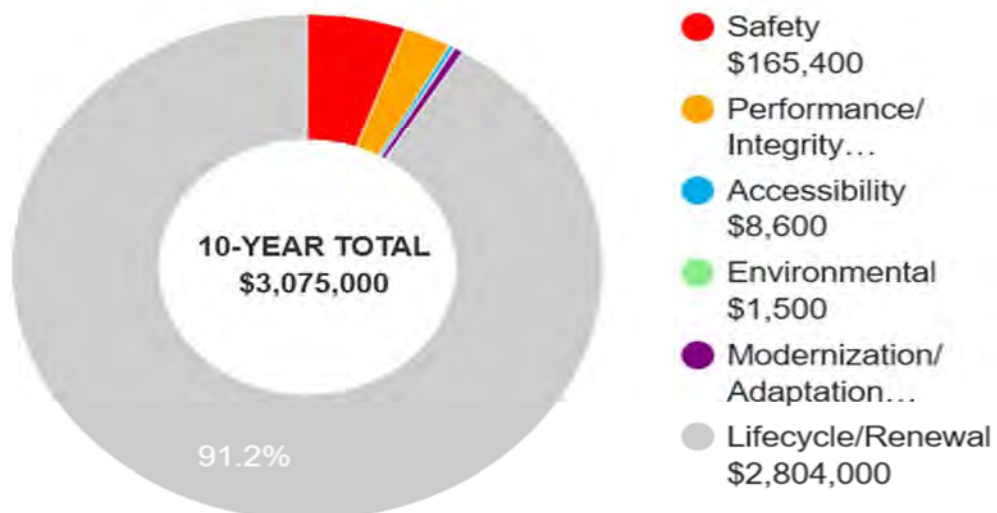
## Plan Types

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### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)





# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	353 West Commonwealth Avenue, Fullerton, California 92832
Site/Building Developed	1973 Renovated 2000 and 2011
Site Area	2.61 acres (estimated)
Building Area	50,622 SF
Number of Stories	Four
Current Occupants	City of Fremont
Percent Utilization	100%
Management Point of Contact	City of Fullerton, William Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Library
Date(s) of Visit	December 12, 2018
On-site Point of Contact (POC)	William Roseberry and Kevin Kaczor
Assessment & Report Prepared By	Logan Hoshiko
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Unit Allocation

All 50,622 square feet of the property are occupied by the City of Fremont. The spaces are a combination of offices, reading areas, meeting spaces, and cafes with supporting restrooms, and mechanical and other utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roofs.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Main Library building was originally constructed in 1973. The building was renovated in 2000 and then again in 2011 which added the Conference Center and Café. The property is currently occupied by the City of Fullerton.

### Architectural

The four-story Main Library building has exterior CMU and cast-in-place concrete walls. The building has a flat construction roof with a single-ply TPO finish. The building's renovations in 2000 and 2011 updated the interior finishes from the original 1973 materials. The roof access hatch on the west side of the property has failed and is now a serious safety hazard. A new rooftop access hatch is recommended for install immediately. Though most of the interior finishes are relatively new with the recent renovations, typical lifecycle-based interior and exterior finish replacements are budgeted and anticipated.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

The majority of the MEPF systems for the Main Library building are original. Apart from the HVAC components that were installed with the addition of the Conference Center and Café, all other HVAC components have been regularly maintained by the maintenance staff. However, due to the age of the air handlers it is recommended to replace these antiquated system components. The electrical and plumbing systems appear to be providing adequate service for the building's needs.

### Site

The site is comprised mainly of asphalt and concrete flatwork. The site landscaping is well maintained, and the property drainage appears to be meeting the site's needs.

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

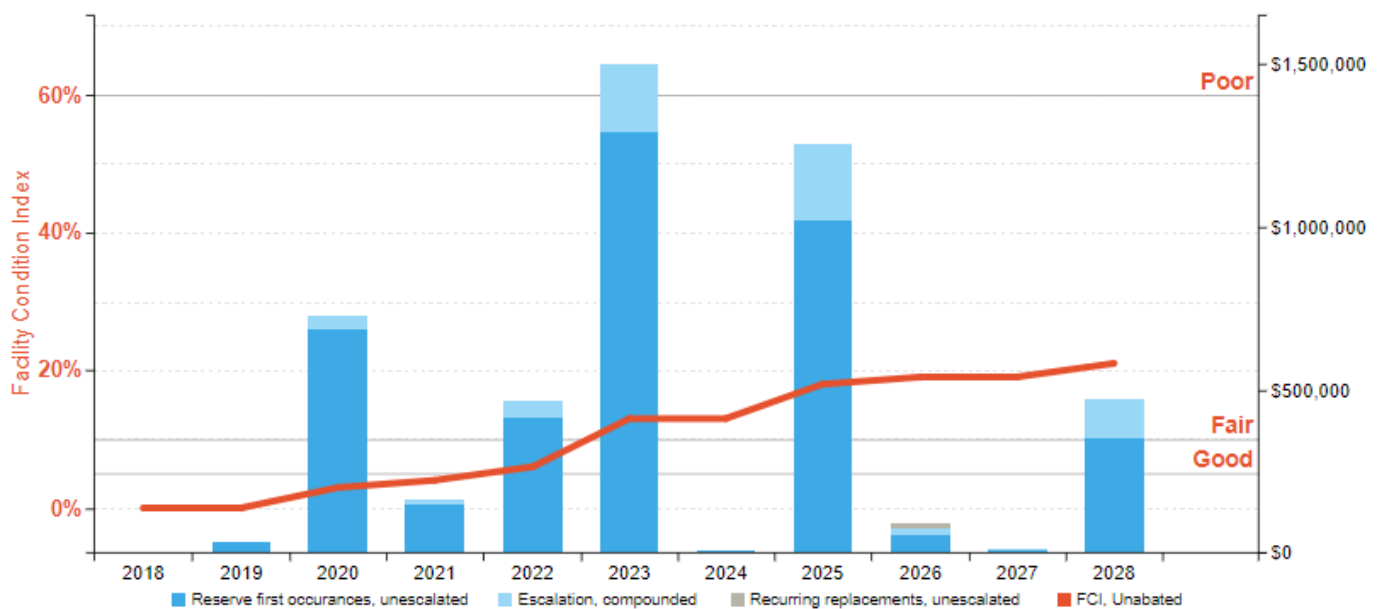
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### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Main Library

Replacement Value: \$ 22,779,900; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Main Library (1973)			
Replacement Value \$ 22,779,900		Total SF 50,622	Cost/SF \$ 450
Current FCI	\$ 0		0.0 %
3-Year	\$ 911,200		4.0 %
5-Year	\$ 2,733,600		12.0 %
10-Year	\$ 4,556,000		20.0 %

## Immediate Needs

Facility/Building	Total Items	Total Cost
Main Library	1	\$1,400
<b>Total</b>	<b>1</b>	<b>\$1,400</b>

### Main Library

ID	Location	UF Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1134920	Main Library	B3022	Roof Hatch, Metal, Replace	30	Failed	Safety	0.00	\$1,400
Total (1 items)						\$1,400		



## Plan Types

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### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	701 South Lemon Street, Fullerton, California 92832
Site/Building Developed	1968 Renovated 2012
Site Area	2.5 acres (estimated, includes Lemon Park which is out of scope)
Building Area	4,224 SF
Number of Stories	1
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton – Public Works, Bill Roseberry 714.738.6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a> email
Property Type	Park
Date(s) of Visit	January 8, 2019
On-site Point of Contact (POC)	Bill Roseberry
Assessment and Report Prepared By	Corey Berman
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

### Unit Allocation

All 4,224 square feet of the property are occupied by the City of Fullerton. The spaces consist of a large multi-purpose room, kitchen, storage and utility closets, lobby, offices and supporting restrooms.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the patio, roofs, areas directly around the building perimeter, accessibility route and the parking lot. The remaining exterior spaces are out of scope.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

Maple Community Center is within Lemon Park. The building was built in 1968 and renovated in 2008. The center is managed by City of Fullerton staff and is utilized for events such as weddings.

### Architectural

The building is one-story with cmu and plaster façade and metal roof. The interior spaces were renovated relatively recently. As such, the finishes are in fair-good condition and replacement is likely not needed for 5+ years. The façade painted areas are deteriorated and must be repainted. The CMU portion of the façade has significant debris and power washing is required. The fencing around the patio has graffiti and should be remediated (also, the rooftop HVAC equipment is defaced). The primary roof and secondary roof single-ply TPO/PVC membrane are in fair condition and are expected to last for 10+ years.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Mechanical equipment consists of rooftop-mounted heat pumps, split-systems and a packaged unit. The furnace is located inside in utility closets. All HVAC equipment is in fair condition and replacement is likely not needed for 3+ years. The building is lacking fire sprinklers.

### Site

The site includes the parking lot, patio and exterior spaces directly adjacent to the building (Lemon Park is out of scope). There are no significant deficiencies.

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

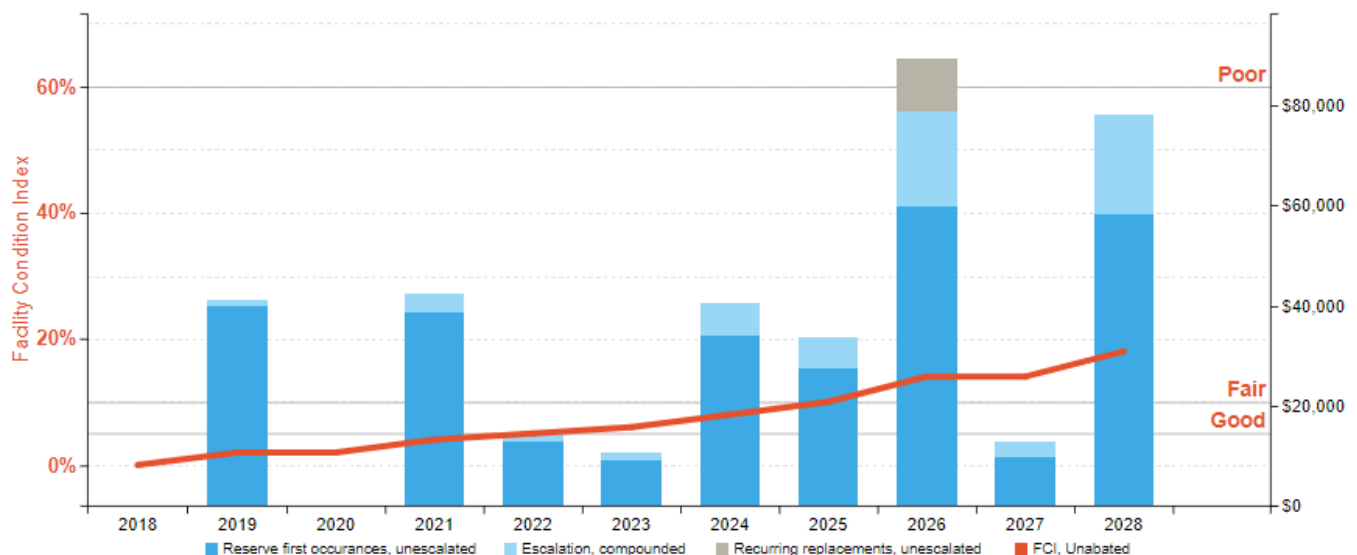
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### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Maple Community Center

Replacement Value: \$ 1,900,800; Inflation rate: 3.0%



The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

FCI Analysis   Maple Community Center (1968)			
Replacement Value \$ 1,900,800		Total SF 4,224	Cost/SF \$ 450
Current FCI	\$ 38,100	2.0 %	
3-Year	\$ 76,100	4.0 %	
5-Year	\$ 114,100	6.0 %	
10-Year	\$ 342,200	18.0 %	

## Immediate Needs

Facility/Building	Total Items	Total Cost
Maple Community Center	0	\$0
Total	0	\$0

Maple Community Center

ID	Location	UF Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
Total (0 items)							\$0	

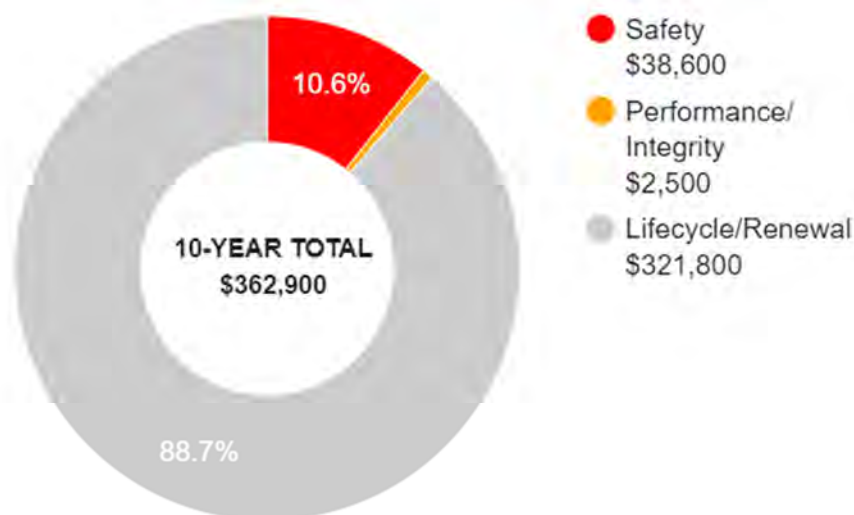
## Plan Types

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### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
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<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)





# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	237 Commonwealth Avenue, Fullerton, California 92832
Site/Building Developed	Commonwealth Building: Developed: 1942 Renovated: > 10 years ago Highland Building: Developed: 1974 Renovated: 2003 Amerige Building: Developed: 2007
Site Area	2.6 acres (estimated)
Building Area	83,100 SF Commonwealth Building: 25,000 SF (including basement) Highland Building: 25,200 SF (including basement) Amerige Building: 32,900 SF (no basement)
Number of Stories	Commonwealth Building: 3 (including basement) Highland Building: 3 (including basement) Amerige Building: 2 (no basement)
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton – Public Works, Bill Roseberry 714.738.6373 phone billr@ci.fullerton.ca.us email
Property Type	Municipal
Date(s) of Visit	December 7, 2018 and January 7, 2019
On-site Point of Contact (POC)	Bill Roseberry
Assessment & Report Prepared By	Corey Berman
Reviewed By	Matt Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Space Allocation

All 83,100 square feet of the interior spaces are occupied by the City of Fullerton Police Department. The interior spaces are a combination of police public lobby, jail, administration offices, auto shops, locker rooms, conference rooms and gun range with supporting restrooms and mechanical and other utility spaces. The site spaces consists of two parking lots, vehicle fueling station, dumpster enclosure and mechanical equipment.

## Areas Observed

The interior spaces of three buildings were observed in order to gain a clear understanding of the property's overall condition. Other areas observed include the parking lots, building exteriors and roofs.

### Key Spaces Not Observed

All applicable key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The Police Department site consists of three buildings, built and/or renovated at differing times since 1940. The Commonwealth Building is the main structure with the public lobby, jail and administration spaces and was originally constructed in 1940. It was also a bomb shelter. The Highland Building was constructed with a connecting hall to the Commonwealth Building. The Amerige Building was constructed in 2007 including a connecting hall to the Commonwealth Building and a 2<sup>nd</sup> level bridge connecting to the Highland Building. The site is 2.6 acres with two parking lots, a fueling station structure, and a canopy structure for motorcycle parking.

### Architectural

The three buildings have differing structural framing and facades. All buildings have a clay/concrete tile primary roof. Secondary roofs include built-up and modified bituminous membranes. Due to its age, the Commonwealth Building has significant deficiencies at the lower patio near the main entrance where a retaining wall and stairs have broken concrete that requires repair. Windows and doors are in varying states of condition with the Commonwealth Building requiring the earliest replacements of all architectural elements. No major structural issues were observed.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Each building has a hydraulic elevator. The HVAC equipment consists of both indoor and outdoor equipment. There are packaged units, air exchangers, heat exchangers, exhaust fans, fan coils, chiller, split-systems, and an air-cooled condenser. Plumbing equipment includes boilers, water heaters, storage tank and sewage tank/pump. The interior lighting systems are all older and should be upgraded to cost efficient LEDs. Each building is part of unified intrusion detection and CCTV systems in which the control panels are in the Commonwealth Building. All three buildings have existing sprinkler systems, which will require replacement of sprinkler heads during the reserve period.

### Site

The site consists of the three buildings, two ancillary structures, a courtyard, landscaped areas, an outdoor (lower) patio with retaining wall and two asphalt parking lots all with perimeter fencing and automated vehicle gates. The fueling station includes a fuel dispenser and underground storage tank.

### Recommended Additional Studies

No additional studies recommended at this time.

## Facility Condition Index (FCI)

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<u>Facility</u>	<u>Cost/SF</u>	<u>Total SF</u>	<u>Replacement Value</u>	<u>Current</u>	<u>3-Year</u>	<u>5-Year</u>	<u>10-Year</u>
Police Department / Police Department - Amerige Building	\$450	32,900	\$14,805,000	0.0%	0.0%	0.0%	4.0%
Police Department / Police Department - Highland Building	\$450	25,200	\$11,340,000	0.0%	0.0%	2.0%	10.0%
Police Department / Police Department -- Commonwealth Building	\$450	25,000	\$11,250,000	0.0%	1.0%	5.0%	12.0%

## Immediate Needs

<u>Facility/Building</u>	<u>Total Items</u>	<u>Total Cost</u>
Police Department	1	\$11,300
<b>Total</b>	<b>1</b>	<b>\$11,300</b>

### Police Department

<u>ID</u>	<u>Location</u>	<u>UF Code</u>	<u>Description</u>	<u>Lifespan</u>	<u>Condition</u>	<u>Plan Type</u>	<u>Priority Score</u>	<u>Cost</u>
1120393	Police Department / Police Department -- Commonwealth Building	D5012	Distribution Panel, 100 AMP, Replace	30	Poor	Performance/Integrity	0.00	\$11,300
<b>Total (1 items)</b>								<b>\$11,300</b>

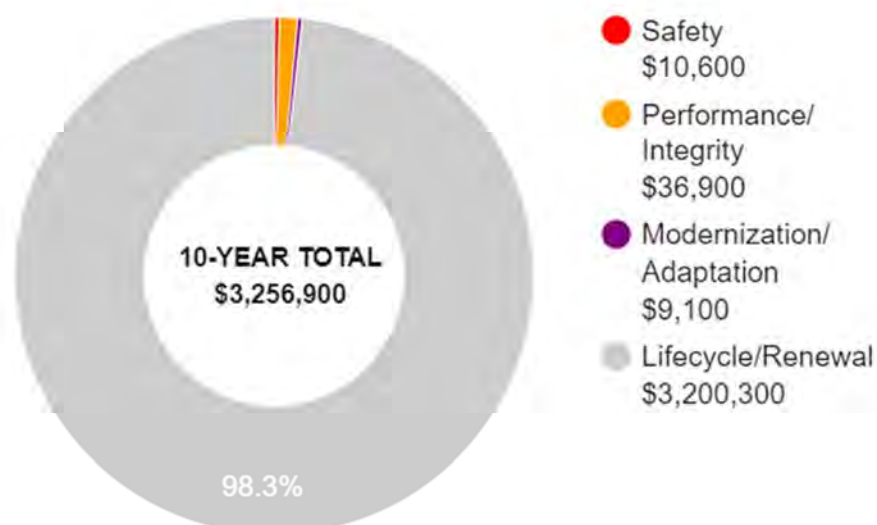
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### Plan Type Descriptions

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<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
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<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	110 East Valencia Mesa Drive, Fullerton, California 92835
Site/Building Developed	2007
Site Area	3.4 acres (estimated)
Building Area	4,116 SF
Number of Stories	1
Current Occupants	City of Fullerton
Percent Utilization	100%
Management Point of Contact	City of Fullerton Public Works, Bill Rosenberry 714.738.6373 phone <a href="mailto:billr@ci.fullerton.ca.us">billr@ci.fullerton.ca.us</a> email
Property Type	Sports Facility
Date(s) of Visit	December 10, 2018
On-site Point of Contact (POC)	Bill Rosenberry
Assessment and Report Prepared By	Corey Berman
Reviewed By	Mark Surdam Program Manager <a href="mailto:msurdam@emgcorp.com">msurdam@emgcorp.com</a> 800.733.0660 x6251

### Unit Allocation

All 4,116 square feet of the building is occupied by the City of Fullerton. The spaces consist of a public lobby, equipment repair shop, kitchen, gymnasium and outdoor patio with supporting restrooms/locker rooms, mechanical and electrical rooms.

### Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the site within the property boundaries, the exterior of the property, and the roof.

### Key Spaces Not Observed

All key areas of the property were accessible and observed.

## Significant/Systemic Findings or Deficiencies

### Historical Summary

The facility consists of 11 outdoor tennis courts, parking and the tennis center building. These elements were constructed in at various years and most recently, the Tennis Center building was significantly renovated in 2011.

### Architectural

Due to the recent renovation, architectural elements are generally in good condition. Items first due for replacement include interior/exterior painting and carpet. Windows, doors, roof, ceramic tile floors have 10+ years estimated remaining useful life. It is safely assumed the roof membranes remain under warranty.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

Mechanical equipment consists of packaged units on the rooftop. Fire sprinklers are not present and are recommended to be installed. The switchboard is original from 1974 and will require replacement. Television monitors will require replacement.

### Site

The asphalt parking lot is adjacent to the site. The asphalt pavement will soon require to be sealed and striped and in later years to be milled and overlaid. The railings for site stairs require painting and concrete repair. Significant erosion is a chronic issue at tennis court #4. A timber retaining wall is broken and requires replacement.

### Recommended Additional Studies

The slope adjacent to court #4 is in poor condition. With significant rainfall, the soil on the slope is carried down to the court. A timber retaining wall is broken and requires replacement. A professional engineer should be retained to analyze the existing condition, provide recommendations and, if necessary, revise the EMG-provided cost estimate for any repairs. The cost of this study is included in the cost tables. A budgetary cost allowance to repair the retaining walls is also included.



## Facility Condition Index (FCI)

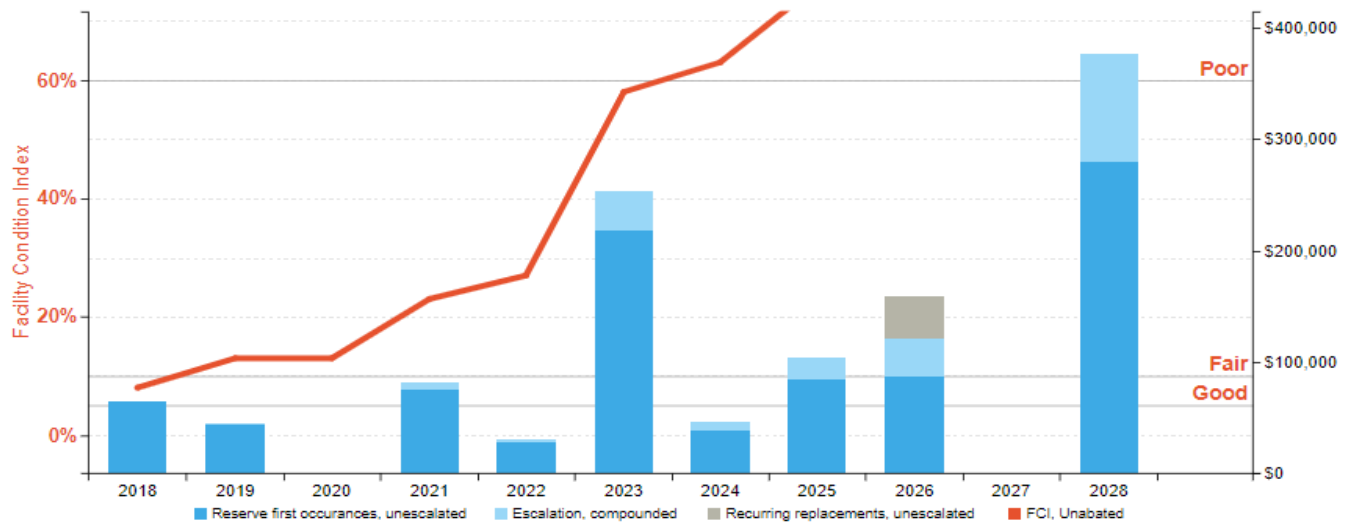
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges and Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

## FCI Analysis: Tennis Center

Replacement Value: \$ 823,200; Inflation rate: 3.0%



### FCI Analysis | Tennis Center (2007)

Replacement Value \$ 823,200	Total SF 4,116	Cost/SF \$ 200	
Current FCI	\$ 107,100	13.0 %	
3-Year	\$ 189,400	23.0 %	
5-Year	\$ 461,000	56.0 %	
10-Year	\$ 1,078,400	131.0 %	

The graphs above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

## Immediate Needs

Facility/Building	Total Items	Total Cost
Tennis Center	6	\$65,300
<b>Total</b>	<b>6</b>	<b>\$65,300</b>

### Tennis Center

ID	Location	UF Code	Description	Lifespan	Condition	Plan Type	Priority Score	Cost
1133407	Tennis Center	D4019	Sprinkler System, Full Retrofit, Install	50	Failed	Modernization/Adaptation	0.00	\$36,500
1132682	Tennis Center	D5012	Distribution Panel, 225 AMP, Replace	30	Poor	Performance/Integrity	0.00	\$12,500
1133385	Tennis Center	G2035	Exterior Stairs & Ramps, Concrete (per LF of Nosing), Repair	(No Lifespan)	Poor	Safety	0.00	\$4,800
1133397	Tennis Center	G2042	Retaining Wall, Treated Timber (per SF Face), Replace	40	Failed	Performance/Integrity	0.00	\$1,700
1133396	Tennis Center	G2052	Landscaping, Re-slope	25	Failed	Performance/Integrity	0.00	\$2,500
1133398	Tennis Center	P000X	Engineer, Civil, Site/Storm Drainage, Evaluate/Report	(No Lifespan)	NA	Performance/Integrity	0.00	\$7,300
<b>Total (6 items)</b>							<b>\$65,300</b>	

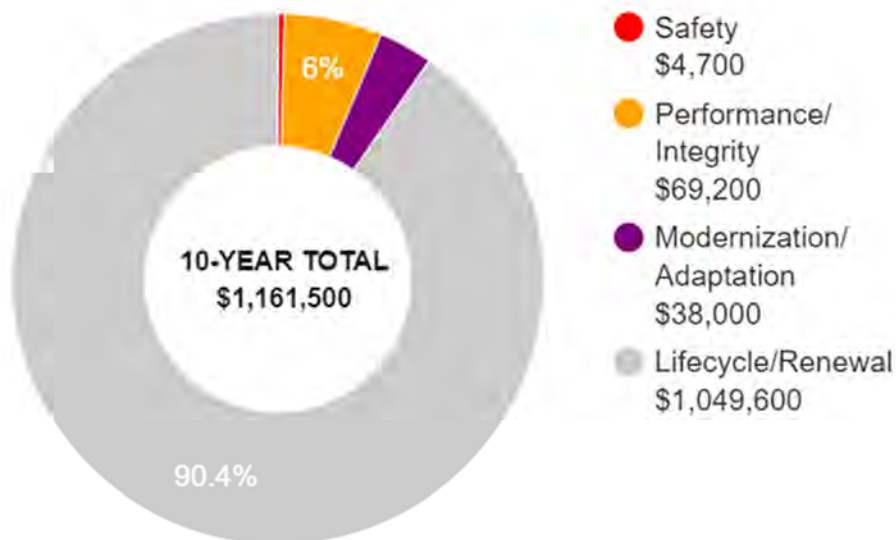
## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

<b>Safety</b>	■ An observed or reported unsafe condition that if left unaddressed could result in an injury; a system or component that presents a potential liability risk.
<b>Performance/Integrity</b>	■ Component or system has failed, is almost failing, performs unreliably, does not perform as intended, and/or poses a risk to overall system stability.
<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



# 1. Executive Summary

## Property Summary & Assessment Details

General Information	
Main Address	201 South Basque Avenue, Fullerton, California 92833
Site/Building Developed	1962
Site Area	2.8 acres (landscaped areas adjacent to building, main parking lot, 50% of secondary lot)
Building Area	10,500 SF
Number of Stories	1
Current Occupants	Grace Ministry International (Korean Church)
Percent Utilization	100%
Management Point of Contact	City of Fullerton, Public Works, Bill Roseberry 714.735.6373 phone billr@ci.fullerton.ca.us email
Property Type	Library
Date(s) of Visit	March 20, 2019
On-site Point of Contact (POC)	Bill Roseberry
Assessment & Report Prepared By	Corey Berman
Reviewed By	Mark Surdam Program Manager msurdam@emgcorp.com 800.733.0660 x6251

## Unit Allocation

All 10,500 square feet of the property are occupied by Grace Ministry International. The spaces are a combination of a large open area for bookshelves, kitchen, multi-purpose rooms with supporting restrooms, administrative offices, and utility spaces.

## Areas Observed

The interior spaces were observed in order to gain a clear understanding of the property's overall condition. Other areas accessed included the landscaped areas directly adjacent to the building, the exterior of the building, parking lots and the roofs.

## Key Spaces Not Observed

All key areas of the property were accessible and observed.



## Significant/Systemic Findings or Deficiencies

### Historical Summary

The building was constructed in 1962 as part of a master planned corporate campus for Hunt Wesson, Inc. Designed by architect William Pereira, it is an example of the International Style and is a registered historic building. The same year it was donated to the City of Fullerton as a library by Hunt Foods Foundation and used as such until closed in 2014. It is currently leased to Grace Ministry International, a Korean church organization, but is under review to determine future long term use.

### Architectural

The building is a steel frame, structure with glass curtain wall fenestration, set on a raised concrete podium. A large portico projects over the entry to the building, featuring T-shaped columns mimicking the adjacent corporate building. Interiors are largely open with partition walls separating staff areas meeting rooms and restrooms. Ceiling are high, with clerestory windows beneath the main roof. Window frames are aluminum and have significant oxidation. Some glass areas are clouded or have been vandalized by scoring.

### Mechanical, Electrical, Plumbing & Fire (MEPF)

The building is heated/cooled via an air handler on the mezzanine and an exterior condensing unit. The air handler is no longer providing heat and portions of the cooling system have failed. Existing fluorescent lighting is dated and inefficient. The domestic water backflow preventer is currently leaking. One of the electrical switchboards is near poor condition and has aluminum wiring to the utility's transformer.

### Site

The building's approximately 2.8-acre site includes large open grass areas in front (where large statues once existed) and in the rear as well as two parking lots. Within the building footprint are two outdoor patios. Items that require attention consist of timber retaining walls, gate/fence prep/paint, mill and overlay of asphalt pavement in the secondary parking lot (50% of spaces dedicated for library use),

### Recommended Additional Studies

Areas of the facility were identified as having moderate accessibility issues including poor access from the secondary parking lot to the main entrance. EMG recommends a study be performed to take measurements, provide additional itemized details, research local requirements, and, if necessary, estimate the scope and cost of any required improvements. The cost of this study is included in the cost tables. Due to the lack of measurements and itemized findings at this point in time, the costs for any possible subsequent repairs or improvements are not currently included. Based on the date of construction ceiling tile and flooring adhesives and drywall mastic may contain asbestos. Before and replacement work takes place, a Hazardous Materials Study is recommended, and if ACBMs are found, standard abatement protocols should be implemented.

## Facility Condition Index (FCI)

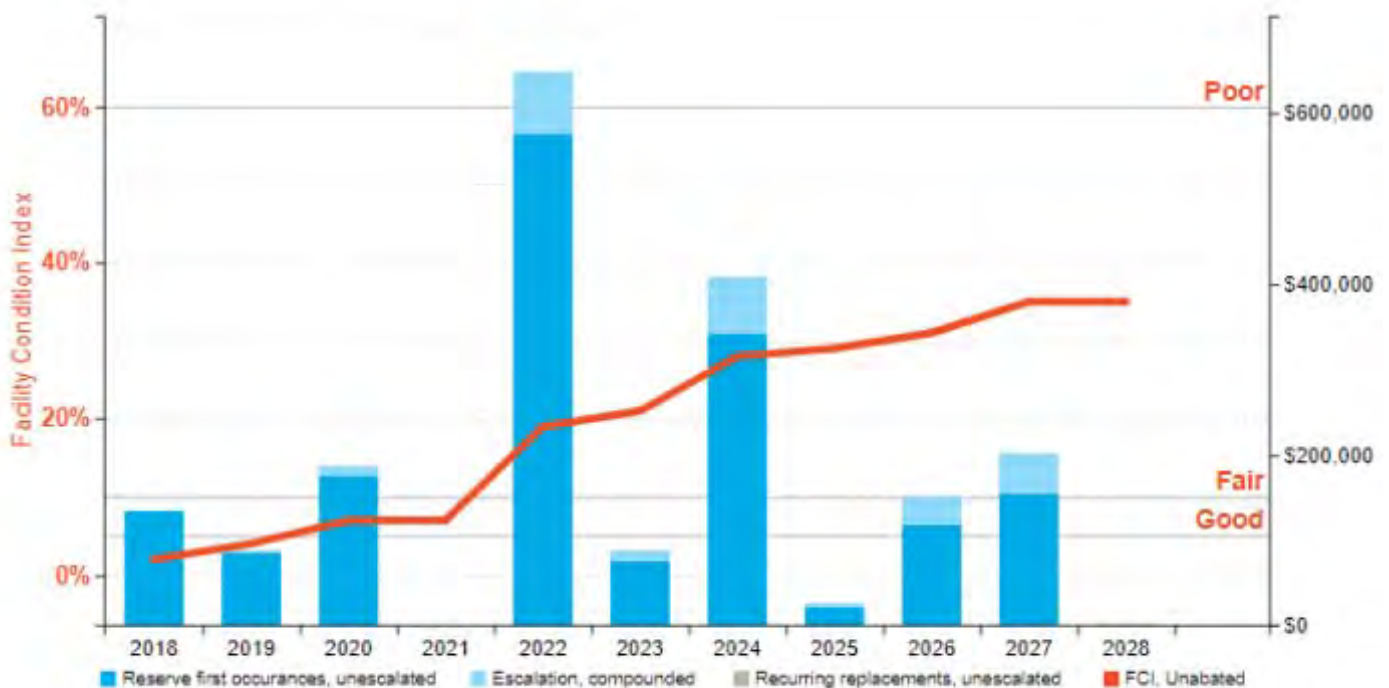
One of the major goals of the FCA is to calculate the FCI, which gives an indication of a building's overall condition. Two FCI ratios are calculated and presented, the Current Year and Ten-Year. The Current Year FCI is the ratio of Immediate Repair Costs to the building's Current Replacement Value. Similarly, the Ten-Year FCI is the ratio of anticipated Capital Reserve Needs over the next ten years to the Current Replacement Value.

### FCI Ranges & Description

<b>0 – 5%</b>	In new or well-maintained condition, with little or no visual evidence of wear or other deficiencies.
<b>5 – 10%</b>	Subjected to wear but is still in a serviceable and functioning condition.
<b>10 – 60%</b>	Subjected to hard or long-term wear. Nearing the end of its useful or serviceable life.
<b>60% and above</b>	Has reached the end of its useful or serviceable life. Renewal is now necessary.

### FCI Analysis: Hunt Branch Library

Replacement Value: \$ 5,512,500; Inflation rate: 3.0%



The graph above and tables below represent summary-level findings for the FCA. The deficiencies identified in this assessment can be combined with potential new construction requirements to develop an overall strategy that can serve as the basis for a portfolio-wide capital improvement funding strategy. Key findings from the assessment include:

### FCI Analysis | Hunt Branch Library

Replacement Value  
\$ 5,512,500

Total SF  
10,500

Cost/SF  
\$ 525

	Est Reserve Cost	FCI
<b>Current</b>	\$ 134,500	2.4 %
3-Year	\$ 409,800	7.4 %
5-Year	\$ 1,146,700	20.8 %
10-Year	\$ 1,936,900	35.1 %

### Immediate Needs Report

Facility/Building	Total Items	Total Cost
Hunt Branch Library	5	\$134,500
<b>Total</b>	<b>5</b>	<b>\$134,500</b>

### Detail

ID	Location	UF Code	Description	Condition	Plan Type	Cost
1200339	Hunt Branch Library	B2023	Window, Aluminum Frame, Fixed, Replace	Poor	Performance/Integrity	\$16,100
1200368	Hunt Branch Library	D2018	Drinking Fountain, Refrigerated, Replace	Failed	Performance/Integrity	\$1,400
1200346	Hunt Branch Library	D3041	Air Handler, Interior, 11,100 CFM, Replace	Poor	Performance/Integrity	\$46,500
1204196	Hunt Branch Library	D3041	Gas Heater, Duct, 300 MBH, Replace	Poor	Performance/Integrity	\$8,100
1204223	Hunt Branch Library	D3068	HVAC Controls, Building Automation System (BAS), Upgrade	Fair	Modernization/Adaptation	\$62,400
Total (6 items)						\$134,500

## Plan Types

Each line item in the cost database is assigned a Plan Type, which is the primary reason or rationale for the recommended replacement, repair, or other corrective action. This is the “why” part of the equation. A cost or line item may commonly have more than one applicable Plan Type; however, only one Plan Type will be assigned based on the “best” fit, typically the one with the greatest significance.

### Plan Type Descriptions

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<b>Accessibility</b>	■ Does not meet ADA, UFAS, and/or other handicap accessibility requirements.
<b>Environmental</b>	■ Improvements to air or water quality, including removal of hazardous materials from the building or site.
<b>Retrofit/Adaptation</b>	■ Components, systems, or spaces that are recommended for upgrades in in order to meet current standards, facility usage, or client/occupant needs.
<b>Lifecycle/Renewal</b>	■ Any component or system in which future repair or replacement is anticipated beyond the next several years or is of minimal substantial early-term consequence.

### Plan Type Distribution (by Cost)



## **Appendix F**

### **2018 Project Management Plan (Report Text Only)**

***FINAL REPORT***

***UPDATED CITYWIDE  
PAVEMENT MANAGEMENT PLAN***

***OC Go  
2018-2025***



***Submitted to:***

***City of Fullerton, CA  
March 30, 2018***





March 30, 2018

Mr. David Grantham, P.E.  
Public Works / Engineering  
**CITY OF FULLERTON**  
303 W. Commonwealth Avenue  
Fullerton, CA 92832

**Subject: City of Fullerton –OCTA Pavement Management Compliance Report 2018**

Dear David:

As part of the 2018 Update of the Pavement Management Plan (PMP) for the City of Fullerton, *Bucknam Infrastructure Group, Inc.* is pleased to submit the PMP reporting required by the Orange County Transportation Authority (OCTA). This data/report will be submitted to OCTA as part of the City's required biennial PMP prior to June 29, 2018.

The information contained in this report was used to develop the recommended improvement program for the pavement network. The report covers the following categories:

- **Pavement Management Plan Certification**
- **Quality Assurance / Quality Control (QA/QC) Plan**
- **Pavement Management Data Files (electronic Fullerton.e70 file format)**
- **Pavement Management Plan that includes the following:**
  - **Average Pavement Conditions For Each Segment in the Network (PCI Report)**

The Pavement Condition Index report shows the present condition of each street in the pavement network (MPAH and Locals). In addition, the report shows the basic geometry of each street segment.
  - **Seven-year Projected PCI Under Existing Funding Levels**

This report identifies the projected PCI's based on the local agencies current funding programs. This report details the PCI projects for the entire network, MPAH roadways and Local streets.
  - **Seven-year Plan for Road Maintenance and Rehabilitation (Forecasted Maintenance Report)**

The Forecasted Maintenance Report projects the street maintenance activities required for the next seven years, broken down to show maintenance levels for all streets. This includes all scheduled projects provided by the City for fiscal years 2018 through 2025.

- **Alternative Funding Levels**

OCTA has requested two reports indicating the necessary funding to maintain the City's current weighted average PCI as well as the necessary funding to improve the weighted average PCI by one PCI point over the next seven years.

- **Backlog by Fiscal Year (re: unfunded restoration, rehabilitation and reconstruction)**

- **Percentage of total network in each of the five condition categories based on centerline mileage**

- **Local Match Reduction Reporting**

❖ In order to be eligible for Local Match Reduction of 10%, the following must be submitted:

- Measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one PCI point.
- No reduction in the overall weighted (by area) average PCI in the MPAH or local street categories

- or -

- Have road pavement conditions, for the overall network, during the previous reporting period within the highest twenty (20%) of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition".

These reports will be submitted to the City of Fullerton as part of the biennial Pavement Management Plan that is due prior to June 29, 2018. These reports will be packaged in a way that it will be easy for staff to review.

All comments received from the City have been incorporated in the reports that follow. All of the City's issues and needs that were brought to our attention are included in the report. It has been a pleasure working with you and the City on updating your Pavement Management Plan. We look forward to the continued success of this project and future teamwork with City staff.

Sincerely,

***Bucknam Infrastructure Group, Inc.***



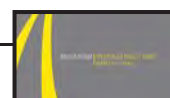
Peter J. Bucknam  
Project Manager  
Infrastructure Management – GIS Services

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**CITY OF FULLERTON PAVEMENT MANAGEMENT PLAN**

- part of -

**COUNTYWIDE PAVEMENT MANAGEMENT PLAN GUIDELINES  
(OCTA Guideline – April 2018)**

Prepared by: Bucknam Infrastructure Group, Inc.  
Submitted to OCTA: June 29, 2018



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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**I. Pavement Management Plan Certification**

The City of Fullerton, CA certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by Bucknam Infrastructure Group, Inc. using MicroPAVER, a pavement management system conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and Local routes reviewed and updated biennially. The last update of the inventory was completed on March, 2018 for the Arterial (MPAH) and May 2016 for the Local streets;
- Assessment of the pavement condition for all routes in the system, updated biennially. The last field review of the pavement condition was completed in March, 2018;
- Percentage of all section of pavement needing:
  - Preventive Maintenance = 29.4%;
  - Rehabilitation = 15.4%;
  - Reconstruction = 27.0%
- Budget needs for preventive maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for:
  - Current biennial period \$14,291,700;
  - Following biennial period \$13,337,300
- Funds budgeted or available for Preventive Maintenance, Rehabilitation and/or Reconstruction.
  - Current biennial period \$12,600,000;
  - Following biennial period \$9,350,000
- Backlog by year of unfunded rehabilitation, restoration and reconstruction needs (See page 9);
- The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

\*An electronic copy of the Pavement Management Plan (with MicroPAVER or StreetSaver compatible files) has been or will be submitted with the certification statement. A copy of this certification is being provided to the Orange County Transportation Authority.

**Submitted by:**

Donald K. Hoppe  
Name (Print)

DK  
Signed

Director of Public Works  
Title

City of Fullerton  
Jurisdiction

5-22-18  
Date



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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## **II. EXECUTIVE SUMMARY**

### **2018 UPDATE OF PAVEMENT MANAGEMENT PLAN (PMP)**

As the City of Fullerton's infrastructure continues to mature Public Works priorities such as Local street maintenance and Arterial rehabilitation are key projects to City staff. With the City mostly built-out, wear and tear on the infrastructure will occur at an ever increasing rate. Pavement aging through annual weathering, dynamic and static vehicle loading, and increased usage, compounded with the increased cost of performing maintenance and rehabilitation, add to the yearly operational budget of the pavement network. System sustainability can only be achieved through proactive scheduling and the implementation of cost-efficient pavement applications.

In the upcoming years as the City continues to build upon this study through future inspections and maintenance work history, Fullerton pavement data will continue to provide reliable data. This will enhance the PMP through detailed Orange County Transportation Authority (OCTA) OC Go funding analysis, City specific budgetary reporting and level of service reporting.

The Fullerton PMP has been developed to assist City personnel by providing current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale, while optimizing the expenditure of limited fiscal resources. The project consisted of analyzing the City's 2016 dataset for quality and usability. In doing this, we were tasked to generate an updated Capital Improvement Program report that identified recommendations and deficiencies in the current operating and maintenance efforts put forth by the City.

We surveyed all designated arterial, collector (MPAH) routes this past winter to assist the City in being compliant with OCTA – OC Go April 2018 guidelines. Additionally, we updated the City's unique Pavement Management – GIS layer that will continue to assist the City in analyzing pavement conditions and other attribute information through the use of ESRI ArcMap.

Bucknam Infrastructure Group reviewed the City's previous maintenance efforts and the current 2018-19 proposed street improvements for pertinent pavement information in order to generate a CIP report that identified recommendations and opportunities for improvement in the current operating and maintenance efforts put forth by the City. The result of these work efforts is this report.





## 2018 Citywide Pavement Management Plan – OCTA Submittal Final Report – June 29, 2018

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### III. BACKGROUND

In late 1990, voters throughout Orange County approved a ½-cent sales tax for transportation improvements known as OC Go, formerly known as Measure M2. Funding for streets and roads are included within the sales tax and are distributed to local agencies through both formula and a competitive method. In late 2006, the renewal of OC Go was approved by voters that would continue the ½-cent sales tax for thirty additional years, starting in 2011.

The primary goal of this report is to comply with established guidelines from OCTA to ensure that field data collection and reporting efforts performed by outside consultants or local agency staff are consistent. This is required in order that funding allocations can be reviewed and based on agency comparable pavement conditions. Specifically, our findings and recommendations provide Public Works administrators, managers and field personnel with:

- \* *PMP report consistent with OCTA OC Go guidelines*
- \* *the present condition status of the pavement network (arterial, collector, residential and industrial streets), as a whole and of any grouping or individual component within the City;*
- \* *a ranked list of all streets, or segments of streets, by condition within the network;*
- \* *rehabilitation/maintenance needs of each street segment by year;*
- \* *an optimized priority maintenance and rehabilitation program based on cost/benefit analysis and various levels of funding;*
- \* *optimum annual pavement expenditure levels for pavement maintenance for the next seven (7) years;*
- \* *prediction of the life-cycle performance of the City's pavement network and each individual street section; and*
- \* *pavement condition data and analysis presented in GIS through ESRI ArcMap*

Pavement is a dynamic structure where deterioration is constantly occurring; thus the pavement management system needs to be updated on a regular basis to reflect these changes in pavement conditions, pavement maintenance histories, and maintenance strategies based upon budgetary constraints. In our approach to develop the City's forecasted maintenance recommendations we worked with Fullerton Public Works/Engineering staff in identifying unit costs for all maintenance practices used on an annual basis. Currently, based upon the City's maintenance practices and their associated unit costs, the total replacement value of the Fullerton pavement network is \$475,251,000. This value clearly indicates that the City's pavement network is the most valuable and essential asset to Fullerton. The City's use of slurry seal, AC Overlay and R&R practices are typically applied at a five year, ten year and 25 year frequency respectively. These frequencies are typical but the City may see increases in deterioration rates due to environmental, load and high average daily traffic (ADT) volumes. For example, high ADT volumes along one of Fullerton's arterial streets will increase deterioration rates for a previously applied AC Overlay compared to a small local street. These deterioration rates are monitored through frequent inspections and functional class deterioration analysis within the City's PMP database.



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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**FINDINGS AND RECOMMENDATIONS**

Through our assessment of historical maintenance performed within the City and through our discussions with City staff the conditional data found across the network clearly shows that the City has applied strong, preventative maintenance strategies over the past decade. Pavement management involves frequent preventative maintenance; as pavement deteriorates through heavy traffic impacts, weathering and time, preventative maintenances (such as slurry seal, stop gap, etc.) have limited benefits. More aggressive maintenance applications have to be used.

Our study has shown that key overlay projects will be needed over the next seven years to maintain the network's high level of condition. Currently, the City's two major streets networks (Local & Arterial) hold average weighted PCI values; it is our recommendation that a proactive, common sense overlay program and a continued slurry seal program be scheduled over the next several fiscal years. This will ensure that the citywide weighted PCI will sustain itself and allow for routine slurry seal maintenance to continue.

We have found and recommend the following detailed items which should be reviewed and considered for a proactive approach to the future management of the PMP:

**ARTERIAL / COLLECTOR (MPAH) FINDINGS AND RECOMMENDATIONS**

The actual workload requirements identified indicate that the Arterial (MPAH) street network is currently in "fair" condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified on page 8 to maintain a "fair" network weighted average PCI value. Our MPAH findings for conditional data and recommendations for revenue expenditures are shown below:

- The MPAH network has a weighted PCI of 69.4
- The MPAH network consists of 67.7 centerline miles and 22,800,055 SF of pavement;
- Currently, 37% of the MPAH network (25.0 centerline miles) qualify for slurry seal/stop gap maintenance; 30% of the Arterial network (20.1 centerline miles) qualify for rehabilitation/reconstruction maintenance;
- At a minimum, MPAH maintenance projects should focus on the maintaining the current PCI above a weighted average of 69 over the next 7 years;
- Develop a proactive fiscal and planned approach to identify MPAH overlay projects based on the deterioration modeling within MicroPAVER;
- Appropriate MPAH revenues at an average of \$1.93 Million /yr for the term of the seven-year CIP to generate the results identified on page 8 (VI. Alternative Funding Levels – Improve Average Network PCI); and
- Perform pavement inspections on the MPAH network every two years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows new OCTA guidelines for OC Go.



**2018 Citywide Pavement Management Plan – OCTA Submittal  
Final Report – June 29, 2018**

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**LOCAL FINDINGS AND RECOMMENDATIONS**

The actual workload requirements identified indicate that the Local street network is currently in “fair” condition. To maintain this condition, it is critical that preventive maintenance and overlay activities are funded at the levels identified on page 8 to maintain a “fair” network weighted average PCI value. Our Local network findings for conditional data and recommendations for revenue expenditures are shown below:

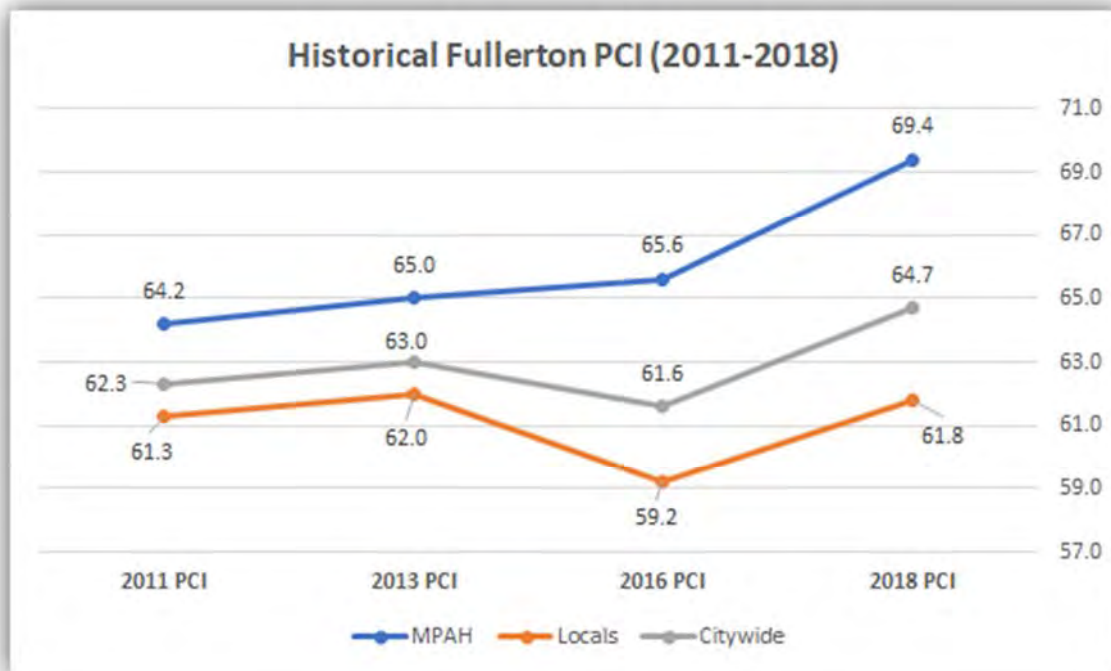
- The Local network has a weighted PCI of 61.8;
- The Local network consists of 230.6 centerline miles and 38,704,996 SF of pavement;
- Currently, 27% of the Local network (62.7 centerline miles) qualifies for slurry seal/stop gap maintenance; 46% of the Local network (106.7 centerline miles) qualify for rehabilitation/reconstruction maintenance;
  - With Local conditions showing 106+ miles of streets in need of major rehabilitation or reconstruction (see section IX, page 9 below) a proactive and aggressive Local CIP program needs to be implemented and sustained;
- At a minimum, Local maintenance projects should focus on the maintaining the current PCI above a weighted average of 62 over the next 7 years;
- Develop a proactive fiscal and planned approach to identify arterial overlay projects based on the deterioration modeling within MicroPAVER;
- Appropriate Local revenues at an average of \$4.87 Million /yr for the term of the seven-year CIP to generate the results identified on page 8 (VI. Alternative Funding Levels – Improve Average Network PCI); and
- Perform pavement inspections on the Local network every four years to build a solid planning model within MicroPAVER to track PCI deterioration; also follows new OCTA guidelines for OC Go.



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**IV. CURRENT PAVEMENT CONDITIONS (PCI)**

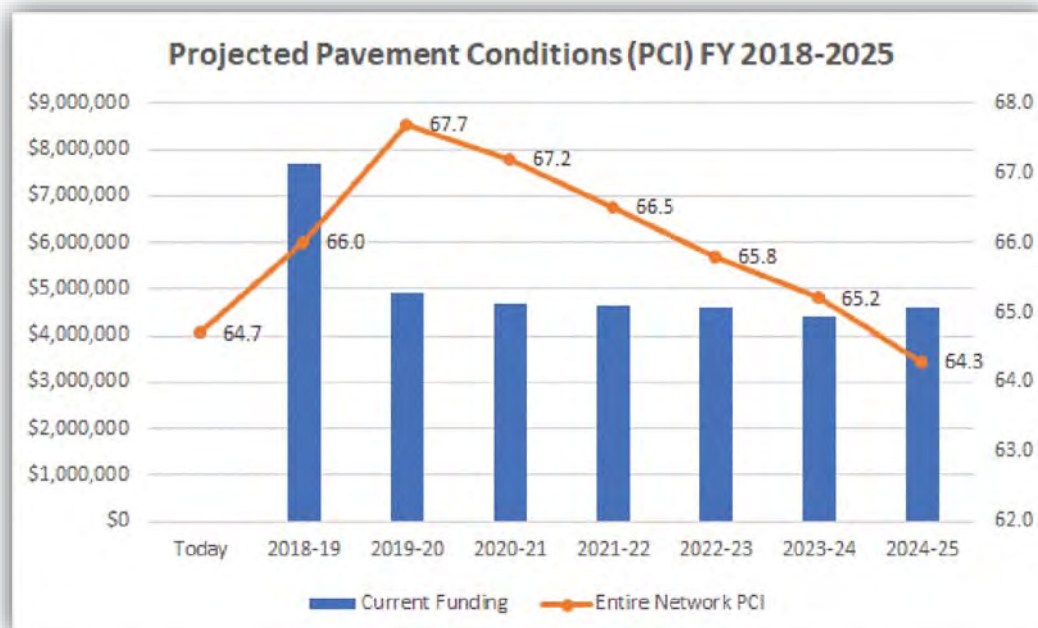
Rank	Mileage	SF	2018 PCI	2016 PCI	2013 PCI	2011 PCI
<b>MPAH</b>	67.6	22,800,055	69.4	65.6	65.0	64.2
<b>Locals</b>	230.6	38,704,996	61.8	59.2	62.0	61.3
<b>Citywide</b>	298.2	61,505,051	64.7	61.6	63.0	62.3



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## V. PROJECTED PAVEMENT CONDITIONS (PCI)

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	64.7	69.4	61.8
2018-19	\$7,700,000	66.0	70.2	62.3
2019-20	\$4,900,000	67.7	71.0	63.6
2020-21	\$4,700,000	67.2	71.1	63.0
2021-22	\$4,650,000	66.5	70.4	62.7
2022-23	\$4,600,000	65.8	69.8	63.2
2023-24	\$4,422,000	65.2	68.7	63.8
2024-25	\$4,586,000	64.3	67.3	64.6
Total	\$35,558,000			



## VI. ALTERNATIVE FUNDING LEVELS

*Maintain Existing Average Network PCI*

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	64.7	69.4	61.8
2018-19	\$7,699,500	66.0	70.2	62.3
2019-20	\$6,097,500	68.0	71.0	64.0
2020-21	\$6,193,600	67.6	71.2	64.2
2021-22	\$6,147,000	67.3	71.0	64.1
2022-23	\$6,093,300	67.0	70.8	63.5
2023-24	\$6,196,600	66.5	70.4	63.0
2024-25	\$6,188,300	65.6	70.0	62.1
Total	\$44,615,800			

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*Improve Average Network PCI*

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	64.7	69.4	61.8
2018-19	\$7,699,500	66.0	70.2	62.3
2019-20	\$6,592,200	68.1	71.1	64.1
2020-21	\$6,697,400	67.8	71.3	64.3
2021-22	\$6,639,900	67.6	71.2	64.3
2022-23	\$6,594,100	67.5	71.0	64.2
2023-24	\$6,687,000	66.9	70.7	64.0
2024-25	\$6,698,300	66.1	70.5	63.1
Total	\$47,608,400			

**ADDITIONAL CITY FUNDING PROJECTIONS (\$10.5 & \$12 MILLION)**

*Citywide \$10.5 Million per Year Budget*

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	64.7	69.4	61.8
2018-19	\$10,500,000	67.1	70.5	63.7
2019-20	\$10,500,000	69.1	72.6	65.7
2020-21	\$10,500,000	70.4	72.7	68.0
2021-22	\$10,500,000	71.3	72.8	68.9
2022-23	\$10,500,000	70.9	73.0	68.5
2023-24	\$10,500,000	70.2	73.3	67.8
2024-25	\$10,500,000	70.1	73.3	67.7
Total	\$73,500,000			

*Citywide \$12.0 Million per Year Budget*

Fiscal Year	Current Funding	Entire Network	MPAH	Local
Today	~	64.7	69.4	61.8
2018-19	\$12,000,000	67.3	70.5	63.9
2019-20	\$12,000,000	69.3	72.8	64.8
2020-21	\$12,000,000	70.4	73.1	67.9
2021-22	\$12,000,000	71.9	73.5	70.9
2022-23	\$12,000,000	72.0	74.1	70.9
2023-24	\$12,000,000	72.2	74.6	70.4
2024-25	\$12,000,000	72.0	74.5	69.7
Total	\$84,000,000			



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**VII. CURRENT AND PROJECTED BACKLOG BY YEAR OF PAVEMENT MAINTENANCE NEEDS**

Fiscal Year	Current Funding Backlog	Maintain Funding Backlog	Increase PCI Backlog
Current	\$157,678,700	\$157,678,700	\$157,678,700
2018-19	\$149,979,200	\$149,979,200	\$149,979,200
2019-20	\$154,551,400	\$153,052,600	\$152,557,900
2020-21	\$163,999,400	\$160,888,900	\$159,875,600
2021-22	\$173,552,100	\$168,854,600	\$167,318,100
2022-23	\$183,818,400	\$177,484,700	\$175,401,300
2023-24	\$196,240,800	\$188,212,400	\$185,227,700
2024-25	\$206,651,400	\$196,524,800	\$192,274,400

**VIII. CENTERLINE MILEAGE**

Rank	W. PCI	Mileage	SF
MPAH	69.4	67.6	22,800,055
Locals	61.8	230.6	38,704,996
Citywide	64.7	298.2	61,505,051

**IX. PERCENTAGE OF NETWORK IN EACH OF FIVE CONDITION CATEGORIES BASED ON CENTERLINE MILES**

Condition	PCI Range	Network	Percent Area of Total Pavement	Area of Pavement (SF)	Percent Centerline Mi. of Network	Centerline Mileage of Network
Very Good	(86-100)	MPAH	11.9%	7,293,267.00	7.6%	22.56
		Local	16.7%	10,289,736.00	20.6%	61.43
Good	(75-85)	MPAH	5.3%	3,271,796.00	3.1%	9.24
		Local	8.3%	5,097,648.00	9.9%	29.62
Fair	(60-74)	MPAH	8.8%	5,440,176.00	5.3%	15.76
		Local	9.0%	5,540,574.00	11.1%	33.12
Poor	(41-59)	MPAH	5.2%	3,195,867.00	3.2%	9.69
		Local	9.8%	6,041,795.00	12.2%	36.26
Very Poor	(0-40)	MPAH	5.9%	3,598,949.00	3.5%	10.42
		Local	19.1%	11,735,243.00	23.5%	70.18

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**X. REDUCTION IN M2 LOCAL MATCH**

A local agency match reduction of 10% of the eligible cost for projects submitted for consideration of funding through the M2 Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local agency either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local categories:

or

- b. Have road pavement conditions during the previous reporting period, within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in “good condition”.

Road conditions found through our 2018 PMP management study shows that the City is eligible for Local Match Reduction based on the current network weighted PCI of 64.7 (system is showing measurable improvement from last 2016 PMP report).

