



Honorable Mayor and Members of the Hermosa Beach City Council

FISCAL YEAR 2025–26 CAPITAL IMPROVEMENT PROGRAM STUDY SESSION

(Public Works Director Joe SanClemente)

Recommended Action:

Staff recommends City Council:

1. Review and provide comment regarding the FY 2025–26 Capital Improvement Program (CIP) including proposed project funding and sequencing;
2. Review and provide comment regarding the Additional Matters for City Council Consideration outlined in the report; and
3. Receive and file the FY 2025–26 Capital Improvement Program Study Session Report.

Executive Summary:

As part of the annual budget process, a study session is held to provide an opportunity for City Council and staff to discuss the status of the current fiscal year Capital Improvement Program (CIP) and the proposed CIP budget, and priorities, for next fiscal year. Final approval of the proposed CIP budget and associated funding is determined by the budget adoption process.

Background:

The study session format provides an opportunity for City Council and the community to discuss and provide feedback on the new, deferred, and updated projects proposed for the Fiscal Year 2025–26 CIP. Project discussions assist staff in refining individual project scopes, funding allocations, priorities, and aligning staff capacity with agreed upon priorities.

Discussion:

The CIP Study Session will include a staff presentation outlining the status and next steps for the City of Hermosa Beach CIP.

FY 2024–25 CIP Highlights

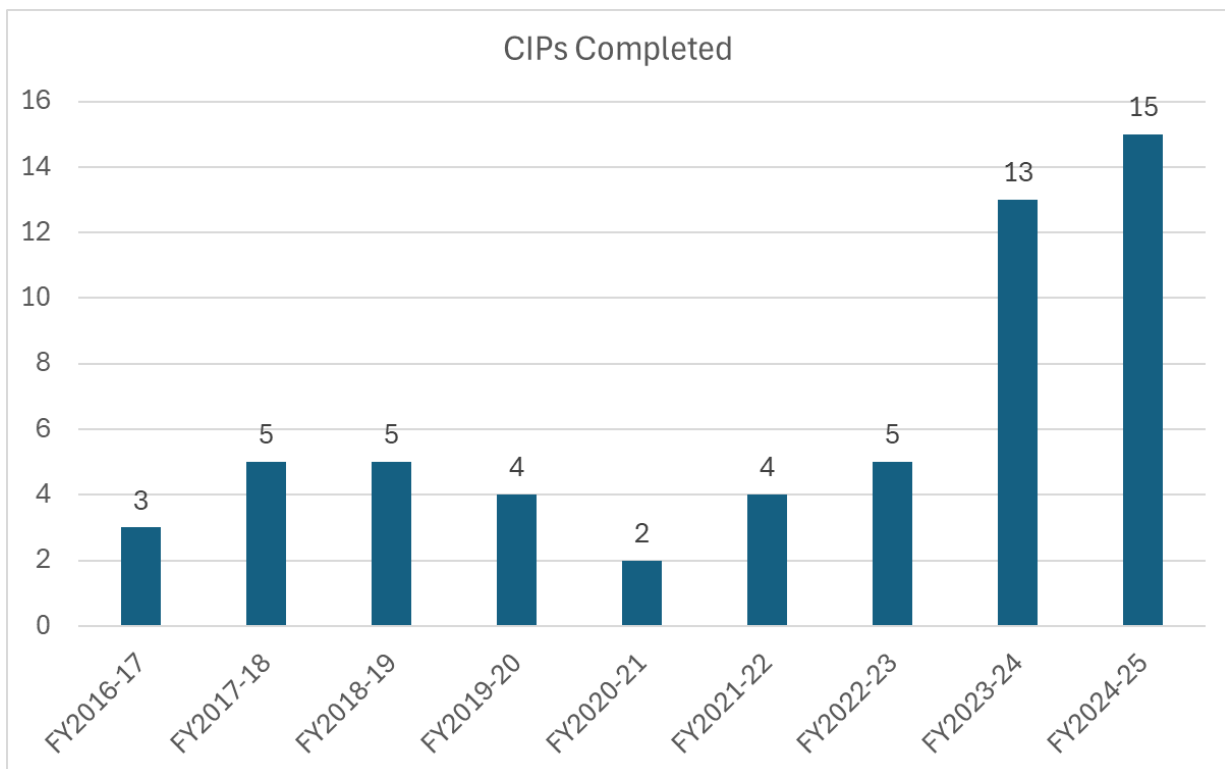
Since the last CIP Study Session, staff made significant progress on many of the 38 CIP projects included in the FY 2024–25 Budget, including:

- A total of 15 CIP projects, with an estimated construction value of \$12M, are earmarked for completion, or substantial completion, by the end of this fiscal

year, including 5 projects already complete as of April 22, 2025, 4 projects are in the close-out phase, and 6 projects are under construction and expected to either be complete or reach substantial completion prior to the end of the fiscal year;

- Completed the design, advertised for bids, and brought to City Council for consideration of contract award of two CIP projects: CIP 682—Parking Lot D and CIP 619—Kelly Courts;
- Staff created and expedited the design of two additional CIP projects at mid-year, CIP 630—Community Center Gas Service Restoration and CIP 633—Base 3 Electrical Repairs and Upgrades, in response to urgent needs at those facilities. These projects are slated for construction advertisement before the end of the fiscal year; and
- Substantial advancement on numerous other CIP projects.

The CIP completion rate in FY 2023–24 and FY 2024–25 represents a significant shift in project delivery for the City, as the engineering team added key positions and brought in great engineering talent to address longstanding backlog and deferred maintenance and deliver complex projects that have languished. Historically, Public Works delivered about 4 CIPs per fiscal year—the completion rates have tripled since FY 23–24.



Proposed FY 2025–26 CIP Budget

As part of the annual budget cycle, staff conducts a detailed review of each CIP project to refine project scopes and cost estimates. Staff also evaluates the CIP as a whole, including new project requests, grant- and funding-related timelines, public safety needs, and/or regulatory requirements against available funding and staffing levels. The

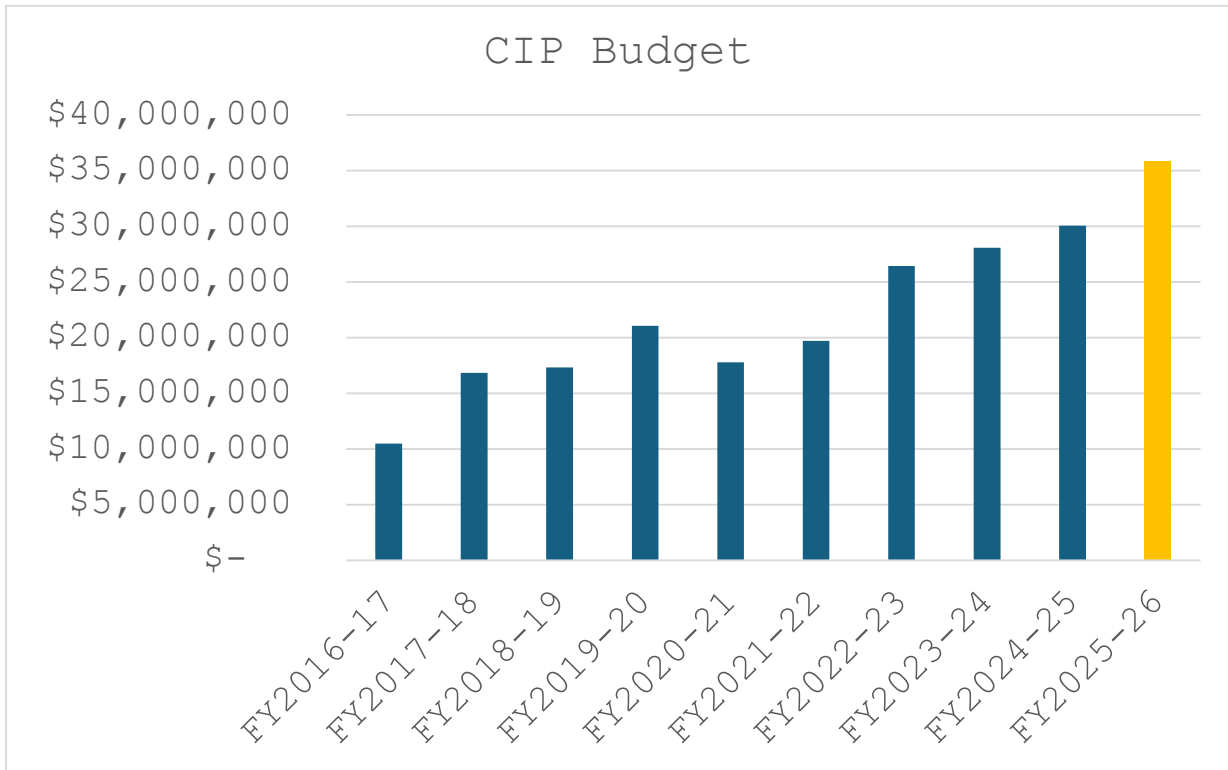
resultant holistic and careful review is necessary to properly sequence and deliver the projects in a timely manner.

While staff made significant progress on many of the projects in the CIP this past year, staff identified several high priority projects that require funding in the upcoming fiscal year. With limited funding resources to deliver projects, staff recommends deferral of one project (CIP 503—City Park Lighting Conceptual Design) that is unlikely to begin in FY 2025–26, or FY 2026–27, to free up approximately \$250,000 to fund other critical and high-priority projects. The adjustment to the CIP would allow staff to focus on delivery and necessary funding for numerous high-priority projects.

However, revenue growth is absorbed by the increased costs of providing services to the community. Secured property tax is projected to increase by six percent FY 2025–26. Property tax is the largest and most stable source of revenue for the City. However, like many cities, Hermosa Beach is experiencing the impact of inflation and the ongoing worldwide economic trade uncertainty. Consumer confidence, sentiment, and future national policy decisions could impact revenue growth and increased costs.

The upcoming FY 2025–26 Budget will strive to be tightly balanced to avoid a deficit like the prior FY 2024–25 Budget. The prior year budget was tightly balanced with revenue and appropriations equal. The FY 2025–26 budget will be challenging with Los Angeles County Fire negotiations, labor negotiations, and increasing pension costs pending. As expenditures are projected to outpace revenues, there will be limited funds available for the City’s CIP. Staff has, and will, creatively use other special revenue funding sources to fund upcoming CIP projects.

For FY 2025–26, the CIP Budget includes 38 projects, of which 30 are carried over from FY 2024–25 and 8 are new projects. The new projects, and other recommended project deferrals and budget adjustments, would result in a CIP budget from the current \$30,061,597 to \$35,895,359, (**Attachment 1**). A majority of the requested increase is to fund high-priority deferred and preventative maintenance and other critical safety and infrastructure projects including roadway resurfacing, facility maintenance and renovation, sidewalk repair, and sewer improvements. The increase also includes funding paid for by the Greenwich Village North Underground Utility Assessment District for the Greenwich Village North Underground Utilities Project. The CIP budget has grown substantially overtime as staff works to aggressively address backlog, tackle deferred maintenance challenges, and incorporate new projects requested by City Council and the community.



The CIP is one of many components of the City’s overall budget and staff is working through department budget requests and will have a full picture of available funding, and whether further adjustments to the CIP are necessary, in advance of the upcoming Budget Study Session. **Attachment 2** details the Five-Year CIP for FY 2025–26 through FY 2029–30 and the Deferred and Unfunded Future Projects list.

Engineering Staffing

As of April 2025, the department has two vacancies, including the City Engineer and the Management Analyst, and a third position, Assistant Engineer, scheduled to become vacant as of early May. Any vacancies across the small team directly impact the ability of the department to deliver projects and services. Despite these vacancies, the Department continued to make significant progress on the CIP and delivered many of the projects as planned.

The City Engineer position has been vacant for eight months and staff has since relied on a part-time Interim City Engineer. The Department’s sole Management Analyst position, responsible for budget preparation and tracking, contract administration, and invoicing, has been vacant for six months, requiring the engineering team to perform these duties during the interim. A candidate accepted this position and is anticipated to start in mid-May. Meanwhile, one Assistant Engineer position is scheduled to be vacated in May due to a promotional opportunity in another City.

While the Public Works Department and City Manager's Office aggressively works to fill the City Engineer position, and maintain overall full-time staffing levels, recruitment and staff retention remains a time-intensive and difficult process in what remains a very competitive job market.

To ensure continued project delivery, staff worked to identify opportunities to supplement staffing with on-call engineering assistance, where possible, to ensure progress of necessary CIP projects and other department functions. Current supplemental staffing includes:

- An Interim City Engineer in the office two days a week;
- An experienced Senior Civil Engineer in the office two days a week to assist with the design review and coordination of CIP projects and mentoring junior staff;
- A Traffic Engineer one day per week to assist with traffic engineering requests and review of traffic engineering elements for CIP projects;
- An Americans with Disabilities Act (ADA) Specialist as needed to review ADA elements of CIP projects and assist with advancing various elements of the City's Self-Evaluation and Transition Plan;
- Plan Check Specialists to assist with the review of easements and parcel maps for private development to help free up time for staff engineers to focus on CIP projects; and
- Construction Inspection Services to assist staff with the daily oversight of contractors in the field working on the construction of CIP projects.

While additional support is helpful to address urgent needs, its availability is limited, and permanent staffing remains necessary. Staff regularly evaluates and seeks opportunities to temporarily fill or supplement staffing needs with outside help to ensure progress on the CIP. Staff anticipates bringing several contract awards (i.e., staff augmentation, owners advisory services for City Yard, architectural services, civil engineering services, etc.) to City Council for consideration in the coming months and year, to renew, or replace, several professional contract service agreements either nearing expiration or reaching spending authority to ensure continued service and project delivery.

Non-CIP Core Department Functions

In addition to CIP projects, the Engineering Division oversees a wide variety of City programs and services which include, but are not limited to:

- Review and issuance of right-of-way and encroachment permits;
- Research and response to a high number of resident requests received by phone, email, and in person;
- Coordination with utilities (Southern California Edison, Cal Water, Los Angeles County Sanitation District, SoCal Gas, AT&T, etc.) including permit review and

issuance, inspection, and oversight of construction and associated public outreach requirements;

- Land development permitting, plan review, and construction inspection;
- Small-cell wireless permitting, plan review, and construction inspection;
- Facilitation of Public Works Commission meetings, including preparation of staff reports;
- Management of the City's online bid portal PlanetBids;
- Support for special events including review of traffic control and perimeter safety plans;
- Review and processing of tree removal requests;
- Repair and improvements to all city facilities, including assessments, troubleshooting issues, oversight of design and cost estimating, contract preparation, administration, and construction for major repairs or enhancements;
- Processing ADA parking space requests, the right-of-way banner program, and memorial bench donation program;
- Management of the sewer and landscaping and streetlighting assessment districts;
- Contract administration with agency partners (e.g., Los Angeles County Department of Beaches and Harbor, Los Angeles County Public Works, Los Angeles County Library, Caltrans, etc.);
- Creation and management of private underground utility assessment districts; partnerships for community projects (e.g., Greenwich Village North Underground Utilities Assessment District, South Bay Parkland Conservancy, Hermosa Beach Little League, etc.).

The Public Works Department is projected to issue more than 850 permits in FY 2024–25, an increase of approximately six percent from the prior year. The number of utility permits issued remains high and is projected to about 250 in FY 2025–26. Utility permits are the most complex permit requests the department oversees. Each utility permit requires significant staff time to ensure that work is completed in accordance with City standards and that coordination with, and notification of, the community is implemented by each permittee.

The Public Works Engineering Division also works closely with the Public Works Maintenance and Operations team to address preventative maintenance needs, including preparing work orders to address community concerns, troubleshooting issues with existing infrastructure, and responding to storm-related events. These events require substantial involvement and response to storm-related emergency work by our engineers, including coordination with our partners at Los Angeles County Fire Lifeguard Division, Los Angeles County Public Works, and Los Angeles County Department of Beaches and Harbors.

Major Non-CIP and Other Unplanned Work Efforts

The department completed numerous major non-CIP and other unplanned work efforts during FY 2024–25 to address City Council and community concerns and to update and modernize our operational processes:

Greenwich Village North Underground Utilities Assessment District—Work on this project in the current fiscal year consisted of working with the utilities located in the District (Southern California Edison, Frontier, and Crown Castle) to finalize the design of the District and prepare the Bid Package for advertisement. The project is anticipated to be advertised for construction in April, with bids due before the end of the fiscal year.

Event Traffic Control and Perimeter Security—The Public Works Engineering Division assumed an expanded role in close partnership with the Community Resources and Police Departments to review and implement plans for large scale events to ensure enhanced perimeter safety, traffic control, and accessibility. The effort includes detailed reviews with event producers and pre-event inspection by engineering staff to ensure proper installation for major community events such as Locale 90254, Oktoberfest, Fiesta Hermosa, and the St. Patrick’s Day parade.

Coordination with and Oversight of Utility Providers to Ensure Compliance with City Requirements—The Public Works Engineering Division is projected to oversee the review and approval of about 250 utility permits in FY 2024–25, including major efforts that required significant coordination and outreach with the community, including, but not limited to:

- Cal Water—major watermain replacement project along Bayview Drive replacing approximately 1,930 feet of watermain, with more than 120 new service connections and three new fire hydrants after which the City was able to successfully require expanded pavement restoration to enhance the roadway condition for the neighborhood following a lengthy construction process.
- LA County Sanitation District—The City also successfully coordinated a large-scale emergency sewer main lining project on Bayview Drive. The project included installation of approximately 1,450 linear feet of Cured-In-Place-Pipe (CIPP) lining for a nearly 100-year-old county sewer main. This work required installation of a temporary surface level sewer bypass system on Monterey Boulevard to allow the lining work to commence and involved substantial coordination between City staff, the Los Angeles County Sanitation district, and the ongoing work with Cal Water in the same project area.

During the FY 2024–25 the Public Works Engineering Division also processed 13 applications for small-cell wireless facilities around the City up from four in FY2023–24. This is an increase of more than 200 percent of these types of applications from the previous year. The permit review for these applications includes reviewing site plans,

traffic control plans, structural calculations and radio frequency emissions reports for each site to follow the City municipal code and federal and state regulations. Staff also dedicates significant time responding to resident comments for each proposed site.

Small Maintenance and Construction Projects—In fall of 2023, the Public Works Engineering Division updated the Hermosa Beach Municipal Code (HBMC) to incorporate alternative bidding procedures subject to the Uniform Public Construction Cost Accounting Act (UPCCAA) for all public maintenance projects as defined in the California Public Contract Code (PCC). The effort resulted in increased bid limits and greatly improved efficiencies for smaller projects simplifying the process of public works to advance small maintenance and construction contracts. In FY 2024-25, Public Works team advanced 19 contracts to implement small projects, address urgent and deferred maintenance needs, and advance other safety and beautification projects. These efforts included, but were not limited to Edith Rodaway Park Improvements, South Park Classroom new flooring and air conditioning, City Hall and Base 3 painting, tree plantings, sink hole repairs, etc.

Outdoor Dining—The Public Works Engineering Division continues to work in coordination with the City Manager’s Office on advancing the Coastal Commission permit and review process.

Other—The Engineering Division assisted with responding to and investigating a wide range of issues as they were reported by the community or identified by staff.

FY 2024-25 CIP Progress (Completed)

Staff is on track to either complete, or bring to substantial completion, 15 CIP projects by the end of FY 2024–25. This includes five projects already complete as of April 22, 2025, four projects in the project close-out phase, and six projects under construction expected to either be complete or reach substantial completion prior to the end of the fiscal year. Additionally, design of seven projects were completed or nearing completion; in preparation for advertisement for construction either this, or next, fiscal year pending unforeseen changes in workload or Council priorities. The CIP status sheet summary is provided in **Attachment 3** and illustrated in the proposed estimated schedule for FY 2025–26 (**Attachment 4**).

Projects for which construction was completed in FY 2024–25 include:

CIP 624 CDBG Improvements—CIP 624 is a critical project for the department due to requirements related to CDBG funds as the City’s receipt of future funds is contingent upon timely completion of projects. The project constructed six ADA-compliant curb ramps, one new cross gutter, and approximately 450 square feet of new sidewalk along Valley Dr. The Engineering Division completed the design for the project in-house and advertised it for construction in May 2024. The construction contract was awarded in

July 2024. Construction started in November 2024 and was completed shortly thereafter on December 13, 2024, within budget. The approximately \$37,000 excess CDBG funds remaining are to be rolled into the next fiscal year for use with an upcoming CDBG project.

CIP 422 Annual Storm Drain Improvements (5th Street and Greenbelt)—The project was completed and involved improvements to the storm drain infrastructure near the intersection of Ardmore Avenue at 5th Street. The scope of this project included installation of a new catch basin on west side of Ardmore Avenue near 5th Street, 50 linear feet of curb and gutter for drainage improvement, 160 linear feet of new storm drain line, 50 square foot of concrete sidewalk replacement, and a new connection to the Los Angeles County storm drain main line along Valley Drive. The construction was completed six months ahead of the original CIP schedule and the total cost of construction was under the planned project budget. As a result, a balance of approximately \$144,000 will be reallocated to other CIP projects.

CIP 538 Citywide Parks Master Plan—The project included the preparation of an action plan that creates a roadmap for current and future beach, park, facility, and program needs for the next 20 years and an evaluation of the current utilization, maintenance, and programming of the City’s recreation facilities and staff resources. The project has included an extensive community outreach process including surveys and three community workshops, as well as monthly meetings between staff, the Master Plan Professional Firm, and the Commission subcommittee members; all of which involved extensive participation by the Public Works Department Engineering and Operations & Maintenance team members.

Throughout the 2024, staff worked closely with the master plan project team and the subcommittee members to finalize the draft report presented at a joint study session of the Parks, Recreation, and Community Resources Advisory Commission and the Public Works Commission and Session in October 2024. The report was then adopted by City Council at its November 12, 2024 meeting.

CIP 620 Citywide Roof Repairs—The Engineering Division, in coordination with the Maintenance and Operations Division, advanced contracts under the City’s new procurement policies and procedures to complete repair work on roofs at various City buildings. Staff began processing the contract for this CIP project as of March 2024 and completed roof repairs at the Clark Building Kitchen, City Yard, and Police Department facilities in Fall 2024. Staff released \$190,000 back to the CIP fund, initially budgeted for \$217,496 at the FY 2024–25 Midyear Budget Review at the March 25, 2025 City Council Meeting.

CIP 112 City Sidewalk Improvements—The Project addressed high priority safety hazards and accessibility issues on 21st Street and 24th Street. The project was

completed for the construction of approximately 1,200 square feet of sidewalk, planting of two parkway trees, the installation of one ADA ramp, and 120 linear feet of concrete curb and gutter.

Projects for which construction was completed in FY 2024–25 and are currently in the close-out phase, include:

CIP 502 Greenbelt Pedestrian Trail, CIP 604 City Wide ADA Improvements, and CIP 194 Annual Striping Improvements—These CIP projects consisted of removing the existing wood chip trail and replacing it with an accessible decomposed granite trail, installing new irrigation, landscaping, and fitness equipment, installing accessible curb ramps and parking spaces, and improving pedestrian safety along the Greenbelt Pedestrian Trail from Pier Avenue to 8th Street. In addition, City staff identified and was awarded \$529,000 in grant funds from the Los Angeles County Regional Park and Open Space District (RPOSD) that provided reimbursement funding for a large portion of the total project cost. These CIP projects were substantially completed in February 2025 within the project budget. Surplus funds were released to be used on other CIP projects.

CIP 424 Annual Storm Drain Improvements (Bard Street)—The project included installation of a new catch basin, approximately 110 linear feet of new storm drain line, installation of a new maintenance access hole, 90 square feet of sidewalk repair, construction of an ADA ramp, pavement restoration, and other work incidental to improving stormwater capture at the intersection of Bard Street and Oak Street. The construction was completed on time per the Estimated CIP schedule and the total cost of construction came in under the planned CIP budget. The project is currently in the close-out process. As a result, a balance of approximately \$129,000 will be reallocated to other CIP projects.

Projects under construction and/or anticipated to be completed or reach substantial completion prior by the end of FY 2024–25 include:

CIP 689 Clark Building Renovations—Following the replacement of the building’s sewer lateral, heating system maintenance work and minor interior touch-ups, Clark Building was reopened on an interim, limited-use basis at the end of FY 2023–24. Staff re-advertised the project for construction on April 23, 2024, after revisions to plans that included value engineering. Bids were opened on June 3, 2024 and the construction contract was awarded on July 9, 2024.

Construction for the project began on October 7, 2024 for work that includes site abatement work, a new commercial kitchen, new restrooms, new HVAC system, new electrical system with and updated 400-amp panel and undergrounded utilities, a new AV system, architectural improvements and concrete improvements and landscaping

on the exterior including ADA accessible ramps. The project is approximately 80 percent complete and project completion is anticipated in May 2025.

CIP 105 Annual Street Improvements and CIP 695 Parking Lot A improvements—

The \$3.2M project includes pavement rehabilitation, reconstruction of damaged concrete improvements, and re-striping along approximately two miles of roadways including Pier Avenue from Hermosa Avenue to Pacific Coast Highway, Valley Drive from Pier Avenue to Herondo Street, and segments of various residential streets. Parking Lot A improvements include pavement rehabilitation, reconstruction of damaged concrete gutters, repainting parking stall lines, and replacement of waste enclosures fencing.

Given the urgent need to resurface roadways in the City, the project was designed by the City's engineering staff and advertised for construction on December 12, 2024, approximately three months ahead of schedule. City Council awarded the contract at its February 25, 2025 meeting and construction commenced on April 7, 2025.

Anticipating significant impacts to businesses, traffic flow, and parking in the downtown, staff worked to phase the project construction to minimize impacts and issued a substantial level of project communications through a variety of methods to raise awareness and minimize impacts. The project is currently under construction, with an estimated completion date in June 2025.

CIP 421 Annual Sewer Improvements—The \$3.7M project consists of performing approximately 100 linear feet of spot repairs to sewer pipes, constructing approximately 5,000 linear feet of new sewer pipe, installation of 25 new maintenance access holes, installing 50 new maintenance access hole frames and covers, reconstructing approximately 20,000 square feet of pavement, and perform other incidental sewer maintenance work throughout the City. Construction began in October 2024 and is slated for completion before the end of the fiscal year and is projected to fall under the original budget.

CIP 617 Civic Center Charging Stations—Staff coordinated with Southern California Edison to install 20 new level 2 charging stations at parking locations along Bard Street. The work, which has taken part in several phases, is nearly complete as of April 2025 with new electrical infrastructure and energization of the new switchgear to power the charging stations. The installation of the actual charging stations by a City contractor is expected to be completed in May 2025.

CIP 603 South Park Slope and Irrigation Repairs—Staff engaged one of the City's on-call landscape architecture specialists in 2020 to conduct a landscaping and irrigation assessment at South Park. The assessment report identified necessary repairs related to irrigation and erosion control measures, based on observed maintenance deficiencies and site conditions. Due to staffing constraints at the time,

progress on the design of these repairs advanced slowly. Staff worked to expedite the completion of the design in coordination with the landscape designer and advertised the project for construction in November 2024. The contract was awarded to Superb Engineering, Inc. in the amount of \$393,273 well below the engineers estimate for the project. Staff also successfully applied for, and received, a reimbursable grant in the amount of \$96,242 from the Metropolitan Water District of Southern California (MWD) through its turf removal program MWD grant funding and \$189,849 in grant funding from the State of California as a part of the 2018 Parks Bond Act Per Capita Grant Program. The lower than anticipated construction costs, combined with the grant funding available for the project, allowed for significant cost savings on the project and the release of \$1,153,000 from the CIP fund balance. The project's construction phase began on April 14, 2025 with substantial completion anticipated near the end of the current fiscal year.

Projects which have progressed significantly in FY 2024–25 include:

CIP 109 Utility Box Wrapping—This project is adding decorative paint and/or wraps to City-owned utility boxes. The City engaged with a local artist cooperative to create the artwork that will either be painted or applied via vinyl wrap to the boxes. City Yard staff, who have been trained in wrap application, printing and installing the wraps on the utility boxes. As of April, 8 of the 24 boxes were designed and installed. Four boxes are currently in the art installation process with two being painted by local artists and two being wrapped by our Public Works maintenance team. The designs are finalized for three of the remaining 12 boxes. The schedule was extended to allow additional necessary time for Public Works staff to prepare electronic artwork, paint and repair utility boxes, and schedule wrapping.

CIP 623 Municipal Pier Structural Inspection and Evaluation—Following completion of construction of CIP 629 and CIP 660 in April 2024, a full above and below water structural inspection of the Pier was required to meet requirements for the regular inspection of marine structures. CIP 623 includes the full detailed inspection work to evaluate any additional Pier structural repairs required. The construction work in 2024 was primarily focused on the concrete pilings beneath the deck surface, which were identified as high priority at the time of the prior inspection, and it was anticipated that the next round of repairs was likely required on the pier deck which would shift towards a higher priority level.

The Notice to Proceed for an on-call structural engineer to complete a full assessment of the entire Pier was issued on September 18, 2024. A full detailed inspection of the entire structure including above and below water including full review of the deck panels started on October 14, 2024. The on-call structural engineer completed the below deck inspection utilizing a boom lift and scaffolding equipment. Additional deck surface inspections, and underwater inspection were conducted in December 2024.

The initial results of the structural inspection indicate that substantial repair work is required with a rough order of magnitude cost of \$6.7M over the next five years, including \$3.7M of high priority repairs within the next one to two years to address approximately 13 deck panel replacements, deck panel strengthening, and deck panel soffit repair. An additional \$3M in repairs is required within the next three to five years to address concrete pile cap repairs and additional concrete deck panel repairs.

Staff and a professional firm completed additional sensor-based testing on the Pier in March 2025 using ambient vibration tests to further inform scoping, and magnitude, of the recommended repairs. The data from the tests are being analyzed with the full assessment anticipated to be completed in May 2025, which may modify the scope and cost of the identified urgent repairs and will also include a cost benefit analysis of future repairs required to maintain the structure. Staff currently recommends funding the construction of the first phase of repairs as part of the FY 2025–26 budget as the design team will need to move quickly to complete the design and expedite the lengthy permitting process with Coastal Commission, Army Corp of Engineers, and the California State Water Resources Control Board, so that the repairs are completed within the required one to two year timeframe to hopefully avoid further weight restrictions or closure of the Pier.

Staff is also actively searching for outside funding sources and has submitted funding requests with State and Federal officials.

CIP 699 Parking Structure (Lot C) Improvements—Staff engaged one of the City’s on-call engineering specialists in 2021 to perform a structural assessment of Parking Lot C. The report detailed structural repairs required based on priority and identified a five-year plan for implementation of the recommended repairs. Due to staffing constraints at the time, the design of repairs advanced slowly. To ensure that potential additional repairs and improvements will be included in the project's plans and specifications prior to the bidding phase, staff recently tasked the professional firm team with performing additional inspections and testing. Subsequently, the project's construction documents were updated and was advertised for construction bids in January of 2025. Staff will present the bid results and request that the City Council award a construction contract in May of 2025 with construction to commence in October of 2025, after the busy summer season. The scope of work for this project is focused on addressing the parking structure’s structural deficiencies and aged lighting fixtures. Much needed modernization of the elevator serving the parking structure is being addressed as a separate project which is currently in progress with construction completion estimated by July 2025.

CIP 164 Hermosa Avenue Green Streets—The Enhanced Watershed Management Program identifies installation of distributed National Stormwater Best Management Practices (BMPs) as a requirement of the 2012 Municipal Separate Storm Sewer

System permit. Implementing the project will advance the City toward compliance with requirements for trash and bacteria Total Maximum Daily Load. The project must advance to meet compliance deadlines.

The project includes installation of approximately 4,500 linear feet of permeable concrete gutter in the southern part of the City and planting of 44 trees on Hermosa Avenue. The project was designed through a contract managed by the City of Torrance for work in Hermosa Beach, Manhattan Beach, Redondo Beach, and Torrance. The project was advertised for construction bids on January 16, 2025. On February 19, 2025, the City of Torrance received a total of 10 bids. The City Public Works Department plans to present a project award recommendation to City Council at a May 2025 meeting. The lowest responsive and responsible bidder is Excel Paving Company. The total bid amount is \$7,738,584. Construction for the overall project is expected to begin in July 2025.

CIP 619 Kelly Court Renovations—The project was originally proposed to renovate and resurface the pickleball courts; however, during the design phase, the scope was expanded to include upgrades to the adjacent tennis and basketball courts to meet current clearance, safety, and accessibility standards. Planned improvements include relocating light poles and fencing, expanding the concrete slab to accommodate proper spacing, and replacing aging court equipment such as posts, nets, and backboards. Under the implementation of CIP 619, all courts will be resurfaced and restriped to meet current recreational design standards.

In FY 2024–25, the Engineering Division worked extensively with the designer to complete the final design and advertise the project for construction. At its February 25, 2025 meeting, City Council rejected all bids for the project and directed staff to seek additional feedback from the Parks, Recreation, and Community Resources Advisory Commission and the Public Works Commission before moving the project forward. In April 2025, both Commissions unanimously supported a recommendation to proceed with CIP 619 as designed. At its April 22, 2025 City Council Special Meeting, staff will present the Commissions' feedback to City Council for consideration. Pending City Council direction, staff anticipates readvertising the project for construction in Fall of 2025 and moving forward with restoring full access to the Kelly Courts and improving the facility.

CIP 682 Parking Lot D—Staff completed the final design of the project and advertised it for construction in October 2024. At the November 12, 2025 City Council meeting, staff recommended rejection of the single bid received and authorization for staff to readvertise the project. City Council directed staff to reject all bids and place the project on hold until the FY 2025–26 budget discussions are held. Options for City Council consideration on how to proceed are outlined in the section below.

CIP 685 Real Time Crime Center—This federally-funded project consists of the installation of various security cameras and associated infrastructure throughout the City to enhance and augment the Police Department’s existing security cameras and viewing software. The City officially entered into a Funding Agreement with the Federal government and is currently refining the scope of work and cost estimates with its vendor.

CIP 605 Facilities Conditions and Needs Assessment (Civic Center) —The project will include an assessment of facilities throughout the City to understand improvement needs with an emphasis on Civic Center and City Yard. Staff hosted an open house event at City Hall on October 23, 2024, a City Yard Open House event on November 23, 2024, and community meeting on January 22, 2025. Civic Facilities Project Advisory Group meetings and other outreach activities are on-going.

CIP 143 PCH / Aviation Mobility Improvement Project—This project consists of evaluating various alternatives to improve mobility along Pacific Coast Highway and Aviation Boulevard within City limits. The City applied for grant funding from the South Bay Cities Council of Governments (SBCCOG) to cover the costs incurred during the planning and design phases of the project. Staff expects a response from the SBCCOG to its grant application in April/May 2025; if successful, funding agreement would be in place early 2026.

CIP 102 Bus Stop Improvement Project / CIP 193 Pedestrian Safety Improvement Project—This project consists of implementing various bus stop and pedestrian safety improvements along Hermosa Avenue. Staff opted to pursue grant funding for the design phase of the project and applied for funding from the SBCCOG. Staff expects a response from the SBCCOG to its grant application in April/May 2025; if successful, funding agreement would be in place early 2026.

CIP 618 Tsunami Siren—The City originally was awarded an approximately \$75,000 FEMA grant through CalOES as a passthrough to install a tsunami warning siren at the Community Center. This location was originally identified as it was anticipated that Los Angeles County would implement the BEELS system along the beach and this location would provide expanded capacity. Staff recently learned from the County that installation of the BEELS system in Hermosa Beach is facing significant delays and there is no clear timeline for implementation. Staff also determined that the cost of installation of the BEELS system at the community center would likely cost more than \$400,000 and is not fully covered by the grant. The Community Center is also not the ideal location for a standalone siren given its distance from the beach. Staff recommends installing a siren system, independent from the BEELS system, at three locations along our beach so that warning devices can be implemented on a faster timeline until a more robust BEELS system may be deployed. According to an acoustic assessment provided by the siren vendor, the sirens would be capable of being heard

by residents outdoors at any location along the beach and throughout the tsunami hazard zone.

Staff is seeking funding for the purchase and installation of an audible only siren as part of the FY 2025–26 budget (**Attachment 5**). The cost of the siren system is estimated at approximately \$65,000; plus, an additional \$27,000 one-time fee for an automatic warning system subscription through wireless communication. However, staff recommends funding of \$160,000 to allow for power connections as necessary, and installation costs. Any unused funds would be returned to the CIP fund balance. In the meantime, staff is also actively working with CalOES to determine if the current funding could be redirected to the revised project or if other funding is available.

CIP 113 City Wide Multi-Space Meters Deployment—Staff continued to work on deploying new parking technology and infrastructure across Hermosa Beach. This includes the rollout of the City’s mobile parking payment vendor, ParkMobile, to Lot A, Lot B, and Lot C in May 2023. As part of the Parking 2.0 Roadmap that was shared with Council during its January 14, 2025 meeting, staff is working expeditiously on rolling out much needed updates to the parking environment including deploying a unified parking permit, citation issuance & payment, and hearing and adjudication system in April 2025. Staff is preparing for a City-wide deployment of ParkMobile to every single-space meter starting in May 2025 at no direct cost to the City.

Moving forward, staff is concurrently working to procure and install mobile automated license plate readers (ALPR) on Community Service Officer (CSO) vehicles that will connect with the unified parking management system and parking payment vendors. ALPR technology is required to deploy multi-space meters City-wide without the need to paint and maintain space numbers at 1,626 on-street metered parking spaces.

Staff recommend that the existing CIP 113 be folded into a new multi-space meter CIP to deploy Citywide and begin removing single-space meters. The revised CIP “Citywide Multi-space meter deployment” will require extensive signage to direct people to the new multi-space meters, provide ParkMobile payment options, and to delineate between yellow/silver spaces. Staff is proposing \$300,000 in funding for the first phase of deployment that would be focused on Pier Avenue and parking Lot D. This funding would allow for the purchase of equipment, development of signage layout plans (as meters and signage would need to be removed and placed with new signage), and installation.

Looking Ahead to FY 2025–26

Attachment 4 details an estimated schedule and sequencing for the delivery of the proposed FY 2025–26 CIP considering projected engineering project management staff capacity in labor hours versus the time commitment required to advance each project

through design and construction. Several projects have fixed schedules in order to meet grant-specific and regulatory timelines and other high priority safety needs.

With 38 projects in the CIP, staff workload will remain extremely heavy for the next three fiscal years with little to no capacity to take on new projects. The workload to staff resource capacity gap will likely continue through FY 2027–28 as staff continues to work through a backlog of projects carried over from past years, address urgent deferred maintenance needs, and as other priority projects are likely to be identified in the future.

The dates in the schedule are tentative and subject to revision depending on any future unplanned work, staffing levels, or as other Council priorities are identified throughout the year. Requests to advance one particular project over another will have a direct impact on the timing of other projects. Staff recommends a continued focus on prioritizing deferred maintenance and safety projects building maintenance, sidewalks, sewer, storm drains, and paving during FY 2025–26 over enhancement projects. Continued investment in basic foundational areas will help reduce future maintenance and capital costs. For FY 2025–26, staff proposes eight new projects:

1. **Annual Paving**—In January 2025, The Hermosa Beach Pavement Management Program (PMP) study was finalized by City’s professional firm Psomas and GMU Pavement Engineers (**Attachment 6**). This report presents an update to the City PMP, which was last completed in 2021 and includes inventory of the City’s street network, assessment of pavement conditions, identification of all sections of pavement needing rehabilitation or replacement, and determination of budget needs for necessary improvements. Public Works Engineering staff uses data from the PMP to help inform decisions on the need and sequencing of paving projects, which is also combined with Public Works’ staff observations, as pavement conditions can change during the three-year interval, and in coordination with planned utility project to minimize long-term capital costs and construction related impacts.

The Pavement Condition Index (PCI) is a measurement of pavement grade or condition, and ranges from 0 to 100. The pavement condition is primarily affected by the climate, traffic loads and volumes, paving materials and age. For example, a newly paved street will have a PCI of 100 while a street near the end of its service life will have a PCI of 25 or less. The report rates the current Hermosa Beach street network PCI a **68**, which falls within the Fair to Good category and is a **decrease** from 2021’s PCI of 70. Staff will use the PMP, combined with engineering staff field observations, to select street segments for the next paving project; this will also need to be coordinated with planned utility projects, where possible.

To maintain the current network PCI at 68 and prevent any decline in its value, the study estimates that an annual allocation of \$3.1M will be needed over the next ten years; this amount is construction dollars and excludes soft costs required for design and inspection and testing services. For FY 2025–26, staff is proposing allocating \$3.1M to fund resurfacing. Due to heavy workload and time required to prepare and advertise plans, this project would not commence construction until the following fiscal year. At this funding level, combined with projected delivery timeline, PCI may continue to decrease however, staff was unable to identify additional funding to allocate to the project given a number of competing project priorities. Failure to maintain PCI will result in increased deferred maintenance costs for the City.

2. **Annual Slurry Sealing**—Given the urgency to maintain City Streets, staff is recommending funding of \$450,000 for a second paving project, which would involve **pavement crack repairs** and slurry seal. This method is a cost-effective way of pavement maintenance treatment that helps preserve pavement conditions to extend its service life. In contrast, severely deteriorated roadways typically require major street rehabilitation methods, which are more costly, such as cold milling and overlay.

According to the 2024 PMP study, streets in excellent or good condition are generally identified for crack repairs and slurry seal treatments. These maintenance strategies seal minor surface cracks and provide a protective surface layer. Slurry seal treatment will offer surface protection for approximately 5 to 7 years.

Public Works will use citywide street condition data, including PCI value, to identify streets for the next annual street sealing project.

3. **Greenwich Village Underground Utilities project**—This project, valued at approximately \$4.03M consists of the undergrounding the existing overhead utility lines within the Greenwich Village North Underground Utilities Assessment District. The District was approved by the property owners within the District in 2020. Construction is contingent on project costs falling under the voter-approved Proposition 218 cost ceiling. The cost of the project is funded by the District, however, City staff remains responsible for project management throughout the lifecycle of the project.
4. **Community Center Windows**—This project will fund the evaluation and design of windows at the Community Center estimated at a cost of approximately \$300,000. Construction funding would need to be identified once the project is further scoped and defined. The Community Center Windows throughout the facility are in very poor condition and presents an ongoing safety concern. The

Hermosa Beach Community Center is a designated local historic landmark and so any window replacement would have to be advanced consistent with the designation. On October 4, 2024, City Council approved replacement of the louvered windows only, for public safety reasons, without the need for a Certificate of Appropriateness. Additional work will be needed to evaluate the non-louvered windows as well, which are also in poor condition and need to be replaced. Staff recommends that this project proceed as a high priority.

5. **Annual Sidewalk Repairs**—This project will include the design and construction of priority sidewalk and pedestrian safety improvements Citywide. The exact scope of work will be determined based on priority. The proposed project budget is \$607,211.
6. **Community Development Block Grant (CDBG) Improvements**—This project will utilize CDBG funds from Los Angeles County to repair and reconstruct sidewalk and curb ramps to increase accessibility along path of travel in the City's right-of-way. The estimated budget for the project is \$184,000.
7. **Parking Lot C–Phase 2 Improvements**—With completion of CIP 699 which addresses the structural deficiencies and lighting improvements of the parking structure as well as modernization of the elevator, there remains a need to address the remaining supplemental structural work which primarily consists of replacing and or modifying the handrails along the perimeter of the parking structure. Once this work and other miscellaneous upgrade have been completed then the interior and exterior of the structure will be painted. The proposed budget includes \$250,000 to complete the design work and advance the project to construction advertisement, however, an additional \$150,000 to \$250,000 may be required to complete the project for which staff will re-evaluate once the design is complete at time of midyear budget.
8. **Playground Equipment**—Staff is proposing to dedicate \$450,000 to fund playground enhancements in three City parks. Preliminary renderings of options being considered are shown in **Attachment 7**. Work will include:
 - a. Valley Park—full replacement of the two- to five-year-old play structure with a new unit with integrated shade sail and new rubberized (pour-in-place) mat; repairs to the existing 5 to 12 year old structure and incorporation of an integrated shade sail;
 - b. Seaview Park—full replacement of the existing play structure with a new unit with integrated shade sail and rubberized (pour-in-place) mat; and
 - c. South Park—replacement of existing rubberized (pour-in-place) mat at center playfield area.

Staff has explored cost options for installing a larger shade sail system at Valley and Seaview Parks in lieu of the integrated shade sails; however, the cost is

anticipated to be approximately \$350,000 greater and staff was unable to find sufficient funds to cover the increase in cost for that option. Staff is actively exploring a competitive grant opportunity with the State's Extreme Heat and Community Resilience Program (EHCRP) to potentially fund the large shade sail option.

In order to free up funding for high priority projects and to avoid tying up money in projects not scheduled to advance in the coming fiscal year, staff moved one project to the Deferred and Unfunded Future Projects list, awaiting funding in a future budget cycle. Staff was also able to release approximately \$3.2M in funding from currently programmed CIPs that came under budget so that those funds could be redistributed to other high priority projects in the FY 2025–26 CIP, including but not limited to Pier structural repairs and roadway resurfacing needs.

Staff also identified several other future project needs, including subsequent phases of current projects, and added them to the Deferred and Unfunded Future Project list. This includes over \$60M in unfunded needs for currently programmed or recurring projects identified on the 5-year CIP, plus an additional \$30M to \$162M for projects not currently programmed but listed on the Deferred and Unfunded Future Projects list.

At the CIP Study Session, City Council can take into consideration whether other projects should be delayed until a future fiscal year due to prioritization.

Additional Matters for City Council Consideration:

1. *Parking Lot D (CIP 682)*

At its November 12, 2024 meeting, City Council directed staff to reject all bids and place the project on hold until the 2025–2026 budget discussions are held. As the project is tied to two grant awards from outside agencies, staff needs direction from City Council on how to proceed. **Attachment 8** details the project background, funding summary, current project drawings, and five options for Council consideration. The final design plans are included in **Attachment 9**.

2. *New Corporate Yard Facilities (CIP 615)*

During the 2023 and 2024 CIP Study Sessions, Council indicated a desire for the project to proceed through an alternative project delivery model: design-build versus the traditional design-bid-build method. **Attachment 10** details project delivery options for the *City Yard*. One important consideration is that there is currently no plan to finance for the entire *City Yard* project which is anticipated to cost upwards of \$15M to \$20M depending on final design. However, City has approximately \$2.63M set aside in available funding that will be more than sufficient to advance the design of the project.

That funding could be used to advance design in any of the procurement methods discussed in the attached, with the possible exception of a Stipulated Sum Design-Build, where the project funding will need to be in place. Overall, it is staff recommendation to proceed with the Progressive-Design-Build procurement because:

- It is the most expedient form of procurement and will therefore accelerate the project.
- It does not require the city to invest considerable sums in up front design specifications, bidding documents or stipends for losing teams versus a more traditional design-build process
- There's cost certainty through the design process due to early builder involvement.
- Builder involvement during the design allows for real time value engineering as plans are developed.
- An experienced design-build team will work collaboratively with city staff through this complex project identifying and mitigating such risks such as:
 - defining the program,
 - phasing and logistics during the construction cycle,
 - constructability,
 - environmental contamination clean-up methods, and
 - finding creative ways to improve workflow.

Given the size and scope of the project and an Owners Advisor (also commonly referred to as an Owners Representative) would be needed to supplement City staff for any of the procurement methods; however, the role of the Owner Advisor (OA) will be slightly different depending on the procurement method chosen.

Should Council direct staff to proceed with a progressive-design-build delivery model for the City Yard Project, services of an Owner's Representative (OR) becomes necessary. Staff has already begun drafting the Request for Qualifications (RFQ) for the OR services with advertisement anticipated in May and contract award in July or August. The OR would assist staff with:

- preparing the RFQ for the progressive design build team and advise staff in selecting the best qualified design-build team and negotiating their contract;
- reviewing design packages and shop drawings for completeness and program compliance, in coordination with the City Engineer;
- assisting city staff with reviewing change orders for reasonableness and validity, and
- coordinating building commissioning and moving.

Even with the OR, Public Works will need to dedicate significant staff resources to advance the project through a progressive design build process as the City will be committed to meeting certain review, and decision, milestones throughout the project. The OR will help ensure that project progresses smoothly and expeditiously.

3. Feasibility of Storage Lot Reuse

At its April 8, 2025 meeting, City Council directed staff to present an information item at the CIP Study Session in May 2025 to discuss the feasibility of demolishing the storage building south of City Hall and replacing it with temporary paid parking. This option also assumes that parking in the City Hall lot would also need to be converted to paid parking given its proximity and the City may have to consider the appropriateness of a validation system for City business and library parking. Staff prepared a conceptual layout for the 52,000 square foot lot, which may be able to accommodate approximately 155 standard parking spaces after the demolition of the existing building. This would result in a net increase of 133 public/staff parking spaces versus the existing condition.

Staff estimates a rough order of magnitude cost for this option to be approximately \$1,990,000 including approximately \$500,000 for the demolition of the existing structure and approximately \$1,310,000 for design and construction. Taking into consideration current income from leasing out the storage lot, total construction and finance costs for converting to paid parking, as well as future income from parking, it is estimated that the payback timeline for this option would be approximately 12-years depending on actual project costs and future parking lot usage.

Given the 12-year payback period, City Council would have to take into consideration whether the storage lot property will be needed within that timeframe, reducing or eliminating cost effectiveness, to accommodate any potential relocation of City uses, or provide for temporary construction swing space, associated with any future Civic Facilities Project.

Coastal Commission approval would be required to convert the existing free parking spaces to metered parking as the existing lot is part of the required **free remote** parking spaces required by the City's Coastal Permit. The City is required to have 396 free remote parking spaces in generally a public space that is located within five to eight blocks walking distance of the beach. The permit currently requires the parking spaces in the Storage Lot and the City Hall parking lot to be free long-term (6 to 12 hours) on weekends and holidays during the hours of enforcement of the preferential parking district (10 AM to 10 PM). Conversion of the spaces in the storage lot, and/or in the City Hall parking lot, may result in the City not being able to meet that requirement without adding free remote parking

at another location. This addition, or potential reallocation of the free remote parking spaces, would require Coastal Commission review and approval.

The project would also require Planning Commission's review of a Precise Development Plan (PDP), identification of project funding, and dedication of engineering staff resources to advance this effort against other currently programmed projects and priorities.

If directed to proceed with this option, the project timeline would be approximately 15 months for the design phase including three to four months for final design, three months for Planning Commission's review, and six to nine months for Coastal Commission review and permitting and another six to nine months for advertising and construction. **Attachment 11** shows the conceptual parking layout as well as detailed fiscal impacts associated with this option.

4. *Kelly Courts Improvements (CIP 619)*

At its February 25, 2025 meeting, the City Council rejected all construction bids for the project and directed staff to obtain additional feedback from both the Parks, Recreation, and Community Resources Advisory Commission and the Public Works Commission to review the project and provide feedback before determining the next steps. Both commissions have since unanimously approved a recommendation to City Council to readvertise the project as currently designed. Staff is seeking direction on how to proceed with this project.

5. *Funding for Paving Projects*

As currently proposed, staff is recommending creation of two new paving projects for FY 25–26 with a combined budget of \$3.86M. According to the Pavement Management Plan, the City will need to spend a minimum of \$3.1M in construction (excludes soft costs) to maintain the current pavement condition city wide. Due to current funding limitations and competing priorities, the current CIP would not be able to deliver both projects within the next fiscal year and would result in a degradation of pavement condition. Deferred pavement maintenance, if not addressed, will lead to increasing costs for the City over time.

6. *14th Street Restroom (CIP 692)*

According to the *2024–2025 Estimated CIP Project Schedule (Attachment 12)*, work on the project was not anticipated to commence until at least May 2027. The proposed 2025–26 Estimated CIP Project Schedule shows the project potentially starting on a slightly earlier timeline (June 2026), but it is unlikely to begin in FY25–26 due to a number of competing priorities and limited availability of funding.

The project is currently only funded with approximately \$198,000 which may only be sufficient to begin the design phase; however, additional funding may be required to the complete design and permitting process as well as additional funding to complete construction. Moreover, once design commences, it is anticipated that the project will require Coastal Commission approval, which is a lengthy process, and may potentially require Planning Commission depending on the scope of work and size of the building.

As the Public Works Department has received a number of requests regarding conditions of the facility and requests for beatification, staff has worked to address the most pressing needs in the facility include recent repairs on the sewer pump and recent installation of a secondary pump system, completed on April 10, 2025. Staff also anticipates making a supplemental budget request of approximately \$75,000 as part of the FY 25–26 Budget process to allow the Public Works team to advance near- term improvements, which may include:

- Replacement of damaged metal louvered windows surrounding the building (which have been boarded up and currently restrict air flow);
- Painting inside and outside of the facility;
- Recoat existing roof;
- Block wall repair;
- Hand rail repair;
- Concrete crack filling;
- Replacement of damaged restroom dividers in men's;
- Installation of a missing sink in men's room;
- Installation of missing urinal in men's room;
- Installation of an additional second urinal; and
- Upgrade of front landscape planters.

The above work would be completed largely by Public Works Operation and Maintenance staff with supplemental services by a roofing contractor and masonry contractor. Staff recommends that Council revisit the scope of CIP 692 following the completion of this work.

Upcoming Budget Process

As a reminder to City Council and the community, there are several upcoming meetings in which the Capital Improvement Program and Preliminary 2025–26 Budget will be discussed prior to final adoption. The community is invited and encouraged to provide feedback in advance of each meeting:

- May 15, 2025—Posting of the 2025–26 Preliminary Budget
- May 21, 2025—Public Works Commission Meeting
- May 29, 2025—Public Hearing: Adoption of the 2025–26 Budget

General Plan Consistency:

This report and associated recommendation have been evaluated for their consistency with the City's General Plan. Relevant Policies are listed below:

Goal 1. A high degree of transparency and integrity in the decision-making process:

Policies:

- **1.1 Open Meetings.** Maintain the community's trust by holding meetings in which decisions are being made, that are open and available for all community members to attend, participate, or view remotely.
- **1.2 Strategic planning.** Regularly discuss and set priorities at the City Council and management level to prioritize work programs and staffing needs.
- **1.3 Priority-based budgeting.** Utilize priority-based budgeting to ensure funding allocations are consistent with the priorities set by the community and City Council
- **1.4 Consensus oriented.** Strive to utilize a consensus-oriented decision-making process.

Goal 2. The community is active and engaged in decision-making processes.

Policies:

- **2.1 Multiple outreach methods.** Consistently engage in community outreach through neighborhood forums, social media, the latest technologies, personal interaction, and other methods on a regular basis.
- **2.2 Universal outreach.** Utilize diverse methods of outreach that promote public participation and ensure Hermosa Beach events are communicated to all segments of the communities.
 - **2.4 Public forums.** Host periodic public forums on issues important to the community, facilitating these forums with the purpose of guiding City policy.

Fiscal Impact:

The proposed FY 2025–26 Capital Improvement Program identifies an overall budget of \$35,895,359 including \$15,277,838 in newly requested CIP for the 2025–26 Fiscal Year.

The \$15,277,838 in newly requested upcoming FY 2025–26 CIP budget is based on release of CIP project budgets in the current fiscal year due to completion and with projected upcoming FY 2025–26 revenue. The newly requested CIP is comprised of \$4,317,607 directly charged to its Special Revenue funding sources, \$6,928,631 funded by the Capital Improvement Project Fund and \$4,031,600 for the Greenwich Village Utility Undergrounding.

The funding is allocated in the following project categories:

- Street + Highway Improvements: \$13,657,574
- Sewer + Storm Drain Improvements: \$6,124,058
- Park Improvements: \$2,384,715
- Public Building + Ground Improvements: \$13,729,012

Staff also identified several other future projects needs, and subsequent phases of current projects, and added them to the Deferred and Unfunded Future Project list, including more than \$60M in unfunded needs for currently programmed or recurring projects needs, as identified on the 5-year CIP, and an additional \$30M to \$162M of other unfunded needs for projects not currently programmed but identified on the Deferred and Unfunded Future Projects list.

Attachments:

1. FY 2025–26 CIP Proposed Budget Summary
2. FY 2025–26 5-year CIP and Unfunded Future Projects
3. FY 2024–25 CIP Status
4. FY 2025–26 CIP Tentative Schedule
5. Tsunami Siren Option
6. Pavement Management Plan (PMP)
7. Draft Options for Playground Equipment
8. CIP 682 Lot D Memorandum
9. CIP 682 Project Design Plans
10. City Yard Project Delivery Alternatives
11. Storage Lot Reuse Conceptual Layout and Fiscal Impacts Summary
12. FY 2024–2025 Estimated CIP Project Schedule

Respectfully Submitted by: Joe SanClemente, Public Works Director

Noted for Fiscal Impact: Brandon Walker, Administrative Services Director

Reviewed by: Angela Crespi, Deputy City Manager

Approved: Suja Lowenthal, City Manager