



City of
HUNTINGTON BEACH
**Infrastructure
Report Card.**

City of Huntington Beach

INFRASTRUCTURE REPORT CARD 2024

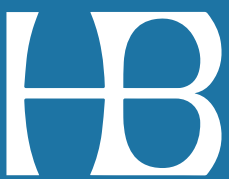


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EXECUTIVE SUMMARY

The 2024 Infrastructure Report Card for the City of Huntington Beach offers an evaluation of 13 infrastructure subcategories, aiming to highlight strengths and urgent challenges while creating a long-term plan for a resilient Huntington Beach. While Huntington Beach benefits from adequate services in areas like parks, the pier and plaza, and roads, several systems—including stormwater, wastewater, and city facilities—are aging and approaching the end of their useful life. Of particular concern are the rehabilitation of city facilities, alleys, and pump stations, which have been identified as critical objectives requiring immediate attention to prevent service disruptions and safety risks.

City facilities, such as fire stations, libraries, and community centers, face significant infrastructure issues, including outdated HVAC systems, electrical failures, and structural degradation. In addition, many alleys

throughout the city are deteriorating due to years of deferred maintenance, affecting residential accessibility and public safety. Pump stations, vital to the city's stormwater and wastewater management systems, are also in poor condition, with insufficient redundancy and outdated equipment that pose risks during extreme weather events and power outages. The increasing pressures of sea-level rise and climate change are placing additional stress on already aging systems. Without timely rehabilitation, these key infrastructure systems could face escalating repair costs and reduced reliability, further straining city resources.

Huntington Beach's current infrastructure funding levels consist of 15% of the General Fund, of which not all of it goes directly to the replacement/maintenance of the infrastructure itself, but fall significantly short of the estimated \$1.8 billion required

to address long-term infrastructure needs over the next 15 years. Critical upgrades and strategic investments in resilient infrastructure will be essential to protect the city's assets and ensure the safety and well-being of its residents.

To address these pressing needs, the report recommends implementing a list of identified capital improvement programs and operation and maintenance programs, and expanding

funding mechanisms through innovative partnerships, grants, and alternative financing solutions. By prioritizing the rehabilitation of facilities, alleys, and pump stations, as well as upgrading aging infrastructure across all categories, Huntington Beach can build a more sustainable and resilient future. Proactive planning and investment will be key to maintaining reliable infrastructure that supports the community's long-term growth and prosperity.















Huntington Beach City Gym and Pool

INFRASTRUCTURE GRADES

- A: Exceptional** – Fit for the future
- B: Good** – Adequate now
- C: Mediocre** – Requires attention
- D: Poor** – At risk
- F: Failing/Critical** – Unfit for purpose

OVERALL
C

Total Needs 2024-2039: \$1.8B

 COASTAL	C \$23M	 NON-ROAD PAVEMENT	D \$87M
 HARBOUR	D \$19M	 ROADS	B \$270M
 FACILITIES	D \$180M	 STORMWATER	D \$877M
 PARKS	C \$129M	 WASTEWATER	C \$126M
 INFORMATION SYSTEMS	C \$21M	 WATER	C \$69M
 BRIDGES	B \$45M		

WHY A REPORT CARD?

A portion of the City's budget is dedicated to the Capital Improvement Program (CIP), which allows for significant improvements to aging infrastructure across the City. The goal for these projects is to maintain a minimum acceptable level of service for the City's residents and visitors.

The Citizens Infrastructure Advisory Committee (IAC) was formed in 1998 to assess the condition of infrastructure. Findings from the IAC were shared with the public as part of a Final Report Recommendations. The IAC determined that \$1.37 billion would be required over the course of 20 years for the City to meet its infrastructure needs. By comparison, the City has invested a total of \$697 million in its infrastructure between 2005 and 2024. In 2002, Measure FF was passed by voters, which resulted in the amendment of City Charter Section 617 (b) to establish an infrastructure fund. City Charter Section 617 (b) requires

that 15 percent of General Fund revenues to be allocated to infrastructure spending based on a five-year rolling average.

By 1960, Huntington Beach experienced its largest growth from 3.57 square miles to over 25 square miles because of a series of 11 farmland annexations. Much of the land originally used for agricultural purposes was converted to residential uses, as a result of an increased Orange County housing demand. The City became the fastest growing in the continental United States in the 1970s. Between 1960 and 1980, the population grew from 11,500 citizens to 172,000 citizens (California Department of Finance).

Consequently, much of the City's backbone infrastructure was constructed in the 1960s and 1970s. This included streets, utilities, parks, facilities, Huntington Harbour, among others. To this day, the City's Public Works



Department has successfully maintained and replaced, where necessary, the backbone infrastructure to maintain a minimum acceptable level of service.

Several components of the backbone infrastructure are nearing or have been extending beyond their original intended lifecycle. The backbone infrastructure has also been facing increasing stress from regulatory, climate, sea level rise, and other factors. Per the State of California Sea-Level Rise Guidance (Ocean Protection Council, 2024), the mean

sea level along the southern California coast is projected to rise to between 1.0 to 6.6 feet by the year 2100. Resiliency and adaptation measures shall be developed and implemented.

The Infrastructure Report Card (IRC) effort assessed each category of infrastructure to characterize their current condition, identify whether the minimum acceptable level of service is met, and determine if existing and future infrastructure needs may arise.



A tour inspects stormwater management systems

METHODOLOGY

Project Structure

At the onset of the IRC process, a project structure was established to streamline the delivery of the Infrastructure Report Card.

- The **Executive Committee (EC)** is comprised of City officials, including the Mayor, City Manager, and Public Works Director, who oversee and lead the assessment process. The EC is responsible for orchestrating the report card development, allocating the necessary resources, preparing the deliverables, and communicating the results to City Council.
- The **Technical Committee (TC)** is comprised of engineers, public works professionals, and other experts with local knowledge of the City's infrastructure. The TC established scoring criteria, conduct technical surveys of infrastructure sites, and report findings in a final IRC.
- The **Outreach and Communications Committee (OCC)** is comprised of 105 Huntington Beach residents appointed by City Council and/or are recognized members of the community. OCC members contributed to a Citywide community survey on infrastructure, two in-person workshops on the TC results, and one in-person technical tour of the City's infrastructure. They promote resident participation, education, and awareness of the IRC.

The TC analyzed condition, capacity, funding, future need, and safety, among other factors. The TC is subdivided into subcommittees, each responsible for the evaluation of one technical subcategory. Refer to Infrastructure Categories.

Community Input

A variety of communication channels were utilized to engage with and gather input from as many community members as possible.

- **Outreach and Communications Committee (OCC)**

The OCC was active from June 2023 through March 2024, reconvening again in Fall 2024 to review the final report card and report. The goals of this committee formation were to help the City achieve the goals of the IRC, ensure community members were involved in evaluating the city's existing infrastructure conditions, and for members to provide input on the community outreach and engagement processes. 105 members were appointed by City Council and/or were recognized members of the community to serve on the OCC and as IRC ambassadors. This role helped increase community resident participation, education and awareness of the process, with OCC members reaching out to their individual networks via conversations, social media, emails, and/or other means of communication.

An OCC charter was developed to provide members with further guidance and understanding of their role and how to successfully perform their duties as an OCC member. The OCC charter included an overview of the City's OneHB Framework and Code of Conduct, General Roles and Duties, Composition and Timeline, Media Relations and Outreach, and project team contact information.

Over the course of the OCC, each member attended several virtual meetings, as well as one hands-on, in-person session, reviewed draft materials, and engaged with their personal and professional networks to inform them on the IRC

process. Committee members also had the opportunity to attend a one half-day infrastructure tour to observe key facilities in person with the project team.

Beyond conducting outreach and attending OCC meetings, members also provided input on the IRC's community engagement plan, a community survey, the infrastructure rating process and rating matrix, the development of the partner toolkit items, and the draft consolidated report card. The community feedback and results obtained from the OCC, including the survey, workshops, and tour, are summarized under the Community Feedback section of this report.

- **Online Survey**

To incorporate community perspectives in the infrastructure grading and to ensure the project team was accurately identifying critical infrastructure needs, the City distributed an online survey to the Huntington Beach community from September 7, 2023 through December 1, 2023. The purpose of this survey was to provide an opportunity for community members to rate the existing conditions of each of the infrastructure categories identified above and to help the project team further understand the primary infrastructure concerns of Huntington Beach residents.

For questions with free response sections, respondents were encouraged to provide further input to back up their ratings. Each free response was optional, however, a significant majority of respondents elected to provide additional feedback on their selections.

The results from this survey were used to understand the community's concerns and priorities for Huntington Beach

infrastructure and helped inform the final report.

- **Partner Toolkit**

A toolkit with outreach materials and messaging language was developed and distributed to City departments, stakeholder partners, and the OCC to facilitate a cohesive engagement message and process. Outreach materials provided included the following:

- Fact sheet with the IRC overview, including which infrastructure categories were being assessed and information on the structure of the different committees.
- Frequently Asked Questions (FAQ) sheet that provided responses to common questions raised about the project.
- Social media language and accompanying graphics to share with their social networks.
- Newsletter/E-mail language to utilize in spreading the word about the IRC and community survey.
- List of important City contacts, for reference in case community members raised concerns not related to the project.
- Presentation slides for community meetings were also available upon request.

All OCC members received access to the toolkit, an introduction email on how to use the toolkit provided, and suggestions on how to inform their networks about the IRC.

- **Webpage**

As a central landing point for the public, a webpage was created on the City's website to describe the IRC, project goals, and timeline. The webpage was created within the Public Works Department

page. To supplement this webpage, a promotional article was written about the project and uploaded onto the City's Surf City Break website, which contains news and event information. The article was distributed in the Surf City Break Newsletter to Huntington Beach residents.

- **Additional City Channels**

Existing City communication channels were also leveraged to reach a broader audience. These channels included:

- Digital advertising on the HBTv3 Channel.
- City's Facebook page.
- City's X account (formerly known as Twitter).
- Surf City USA Instagram page.
- Surf City Break – Visit Huntington Beach City webpage.

Infrastructure Categories

5 major categories and a total of 13 subcategories of infrastructure were assessed jointly by the EC, TC, and OCC.

- **Utilities:** The City provides utilities to all its residents, ranging from drinking water and sewer system maintenance to stormwater management. Subcategories include:
 - Stormwater
 - Drinking Water
 - Wastewater
- **Parks and Facilities:** The City has many public facilities, including 5 libraries, 79 parks, and a 98-acre golf course. This category also includes cultural facilities, community centers, and fire/police buildings. Subcategories include:
 - Parks and Landscape
 - Public Facilities (Non-Leased)

- **Transportation and Mobility:** The City supports a great network of streets, bridges, sidewalks, bike lanes, alleys, and parking lots that facilitate local transport. Subcategories include:
 - Bridges
 - Non-Road Pavement (Alleys and Parking Lots)
 - Roadways & Mobility
- **Coastal and Harbour:** The City has 208 acres of public beach for recreation, including a pier and amphitheater. Subcategories include:
 - Coastal Shoreline
 - Huntington Harbour
- **Information Services:** The City provides wired and wireless broadband internet access at many facilities, including wired internet at public library computer labs and wireless internet access at public facilities. Subcategories include:
 - Network / Connectivity
 - Hardware and Software
 - Security

Evaluation Criteria

The development of the IRC follows the methodology established by the American Society of Civil Engineers (ASCE). ASCE has completed such comprehensive Infrastructure Report Card at the county, state, and even national level since 1998. In 2019, ASCE completed one for the State of California using a similar methodology. To read more about California's report card, visit <https://infrastructurereportcard.org/state-item/california/>.

The ASCE methodology relies on the assessment by engineers, public works professionals of

other experts of all relevant data and reports. Relevant data and reports are assessed based on eight criteria:

- **Capacity** - Does the infrastructure's capacity meet current and future demands?
- **Condition** - What is the infrastructure's existing and near-future physical condition?
- **Funding** - What is the current level of funding from all levels of government for the infrastructure category as compared to the estimated funding need?
- **Future Need** - What is the cost to improve the infrastructure? Will future funding prospects address the need?
- **Operation and Maintenance** - What is the City's ability to operate and maintain the infrastructure properly? Is the infrastructure in compliance with regulations?
- **Public Safety** - To what extent is the public's safety jeopardized by the condition of the infrastructure and what could be the consequences of failure?
- **Resilience** - What is the infrastructure system's capability to prevent or protect against significant multi-hazard threats and incidents? How able is it to quickly recover and reconstitute critical services with minimum consequences for public safety and health, the economy, and security?
- **Innovation** - What new and innovative techniques, materials, technologies, and delivery methods are being implemented to improve the infrastructure?

Grade Scale

Upon assessing all eight criteria, each TC

assigned a lettered grade to individual technical subcategories. All assigned grades were discussed with the EC and the OCC. It is important to note that lettered grades are based upon numerical metrics and the

professional opinion of industry experts. Should a discrepancy occur between the lettered grade and community perception, technical findings were presented to adjust the grade.

GRADE	DEFINITION
A	<p>EXCEPTIONAL: FIT FOR THE FUTURE</p> <p>The infrastructure in the system or network is generally in excellent condition, typically new or recently rehabilitated, and meets capacity needs for the future. A few elements show signs of general deterioration that require attention. Facilities meet modern standards for functionality and resilient to withstand most disasters and severe weather events.</p>
B	<p>GOOD: ADEQUATE FOR NOW</p> <p>The infrastructure in the system or network is in good to excellent condition; some elements show signs of general deterioration that require attention. A few elements exhibit significant deficiencies. Safe and reliable with minimal capacity issues and minimal risk.</p>
C	<p>MEDIOCRE: REQUIRES ATTENTION</p> <p>The infrastructure in the system or network is in fair to good condition; it shows general signs of deterioration and requires attention. Some elements exhibit significant deficiencies in conditions and functionality, with increasing vulnerability to risk.</p>
D	<p>POOR: AT RISK</p> <p>The infrastructure is in poor to fair condition and mostly below standard, with many elements approaching the end of their service life. A large portion of the system exhibits significant deterioration. Condition and capacity are of significant concern with strong risk of failure.</p>
F	<p>FAILING/CRITICAL: UNFIT FOR PURPOSE</p> <p>The infrastructure in the system is in unacceptable condition with widespread advanced signs of deterioration. Many of the components of the system exhibit signs of imminent failure.</p>



Long-Term Infrastructure Needs

Upon assessing the existing condition of each infrastructure categories, the experts identified a list of long-term infrastructure needs. Only critical and highly desirable infrastructure needs were retained. Other preferred and deferrable infrastructure needs would exceed the goal of exceeding the minimum acceptable level of service.

Each individual long-term infrastructure need is characterized by type, priority, horizon, and whether phasing is feasible. A conceptual estimate of probable costs derives from industry-standard unit costs and recent bids of similar project of similar scope and size. All probable costs are provided as Present Value.

Type

Two types of infrastructure needs have been identified:

- Capital Improvement Need – Capital improvement needs include the partial or full rehabilitation of existing City critical facilities and essential infrastructure. Rehabilitation is performed to achieve a minimum level of service for the intended lifecycle.
- Operation and Maintenance (O&M) Need – O&M are designed to preserve the City-owned facility or infrastructure in a safe, efficient and continuously usable condition for which it was intended, including repairs, cleaning and other operations on machinery and other equipment.

Priority

The City's Capital Improvement Program classifies infrastructure needs using a priority scale. The four priority classes are defined, as follows:

- 1 (Essential) – “urgent, high priority, address an emergency, remedy a condition dangerous to public health, welfare and safety, compliance of regulatory critically needed community program, vital to the economy, and grant match requirements”.
- 2 (Highly Desirable) – “High-priority projects with immediate benefit. Delay will increase future cost or deferred maintenance”
- 3 (Preferred) – “Worthwhile if funding is available, can be deferred to a subsequent year if looking for funding or applying for grants”
- 4 (Deferrable) – “Identified as a low-priority projects that would provide a community benefit if moved forward, but can wait until funding becomes available”

Horizon

A time horizon is assigned to each future infrastructure need. The time horizon is based on the City's professional assessment of maintaining a minimum acceptable level of service.

- Immediate (less than 2 years) – Many of the components of the infrastructure exhibit significant deterioration or signs of imminent failure, or have extended beyond their expected lifecycle, and require immediate replacement.
- Near Future (2-5 years) – Current infrastructure is generally functional but shows general signs of deterioration with increasing vulnerability to risk. It is anticipated that these improvements should be implemented in the next 2 to 5 years.
- Future (5-15 years) – Elements of the current infrastructure fall within their intended lifecycle, yet exhibit some

signs of deterioration and deficiencies. Replacement or improvements are anticipated in the future 5 to 15 years.

Phasing/Cycle

The identified infrastructure needs may be implemented or phased over the course of several years based on optimal construction

delivery, reduced impacts to the residents and visitors, and available funding. Repairs or rehabilitation may be completed on a multi-year cycle based on the lifecycle of the said-infrastructure.

Improvement phasing and repair cycles were identified, where applicable.



An infrastructure tour inspects D Station, the City's largest wastewater lift station

FINDINGS PER INFRASTRUCTURE CATEGORY





Bridges



Total Needs (2024-2039):

\$45,000,000

Grade

B – 25 out of 35 City-owned bridges are in good condition per the most recent Caltrans Bridge Inspection Reports. 7 bridges out of 35 need repair near-term. Of those, 3 are slated for upcoming improvements and 1 was recently maintained. Three bridges need to be rebuilt and the HBP federal grants are insufficient given the recent large increase in construction prices. Existing bridges are safe and reliable with minimal capacity issues and minimal risk.

Assets

- 35 City-owned bridges

Key Facts

- All bridges within the City currently satisfy their intended Load Rating capacities as per the most recent Caltrans Bridge Inspection Reports (dated November 2022).
- City-owned bridges in Huntington Beach generally serve traffic demands adequately. The areas serviced are either built-out (Harbour area) or not expected to provide significantly increased traffic demands on City-owned bridges.

- Harbour-area bridges (6 out of 35 bridges) do not adequately provide striped bike lanes, are ADA non-compliant on at least one side of the bridge or do not have adequate sidewalk widths on at least one side of the bridge. Bridges of the Harbour Islands do not have alternate routes and are in the lowest-rated condition. All other areas have multiple alternate routes.
- City-owned bridges in Huntington Beach are generally in good condition. 25 out of 35 bridges have a sufficiency rating of 80 (out of 100) or better and a structural evaluation of 6 or 7 (out of 7) as per the most recent Caltrans Bridge Inspection Reports.
- Bridges over channels conveying stormwater have generally not been noted to have clearance issues for conveyance. However, Orange County Public Works is addressing potential uplift issues on three bridges on the East Garden Grove-Wintersburg Channel.
- Bridges within the City are generally kept to a high standard of cleanliness. Graffiti and trash removal is handled by City forces on an as-needed basis.



- Operations and maintenance of City bridges is currently handled by a combination of Public Works Engineering projects, Public Works Roadway Maintenance, and Caltrans regular bridge inspections.
- Four Caltrans-owned bridges on Pacific Coast Highway and two bridges over the Santa Ana River owned by the City of Costa

Mesa provide key links into the City. All are potentially vulnerable to major climate change-related events.

Recommended Projects

The City of Huntington Beach has developed a Bridge Maintenance List, prioritizing projects and preventative maintenance based on Caltrans Sufficiency Ratings and Structural Evaluations.

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Admiralty Bridge Rehabilitation	Essential	Immediate	\$6,000,000
2	Humboldt Bridge Rehabilitation	Essential	Near Future	\$6,000,000
3	Davenport Bridge BPMP	Highly Desirable	Near Future	\$3,000,000
4	Gilbert Bridge BPMP	Highly Desirable	Near Future	\$3,000,000
5	Broadway Bridge Rehabilitation	Highly Desirable	Future	\$6,000,000
6	Trinidad Bridge Rehabilitation	Highly Desirable	Future	\$6,000,000
Total Capital Need (2024-2039)				\$30,000,000



Recommended Annual Programs

To address programmatic planning for preventative maintenance, the establishment of two programs is also recommended:

- a bridge preventative maintenance program
- a minor operational maintenance program

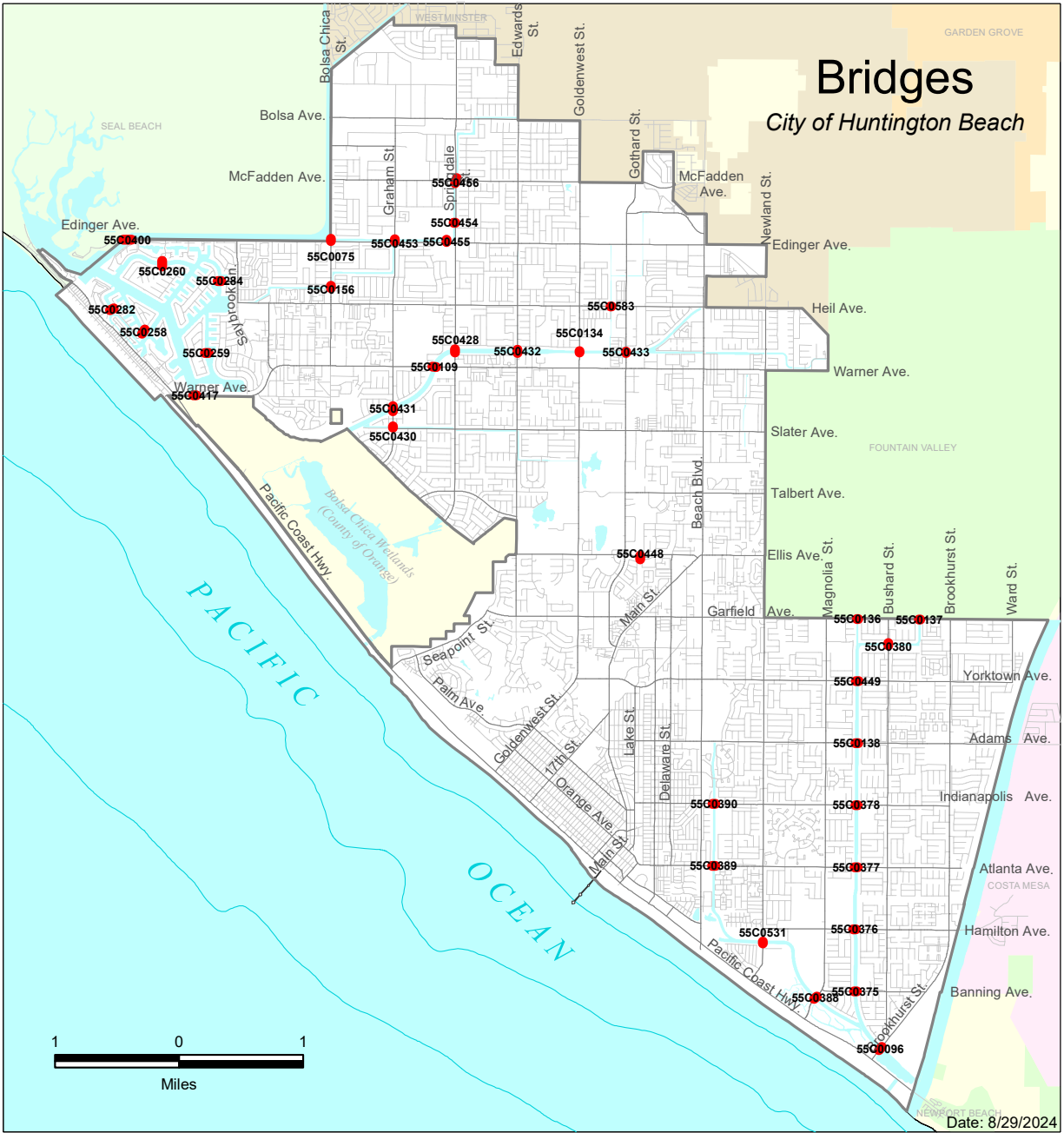
#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Bridge Preventative Maintenance Program	Highly Desirable	Immediate	\$1,000,000
Recommended Annual Program Needs (2024-2039)				\$1,000,000/Year



Deck Cracks at Admiralty Drive Bridge (2023)



Girders Rust at Admiralty Drive Bridge (2023)



- Bridges (36)
- City Boundary
- Streets

**CAUTION
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Roads and Mobility



Total Needs (2024-2039):

\$269,385,000

Grade

B – Roads are generally in good condition and provide adequate capacity across the entire City. Mobility improvements are needed to enhance accessibility for pedestrians, safety for cyclists via bike lane buffers along arterial streets and enhanced signal synchronization. Maintenance of the streetscape, including planting, medians, lighting, and signage should be continued.

Assets

- 486 miles of streets
- 143 Signalized intersections
- 78 miles of bike lanes
- 19 miles of bike/pedestrian paths
- 53 miles of City-owned block walls

Key Facts

- The City Congestion Management Plan is in conformance with OCTA Traffic Level of Service (LOS) criteria. The City is built out over 90 percent and street capacity meets future demands.

- The Pavement Condition Index (PCI) classifies both aerial and local roads as in good condition (score higher than 80).
- Traffic signals may be coordinated, monitored, and remotely controlled from the City's Traffic Management Center (TMC) located at City Hall.
- Per Bicycle Master Plan, 78 miles of existing Class 2 lanes do not present gaps. However, the network could use enhancements for parking and safety, including bicycle detector loops, buffered bike lanes, visibility, and public education.
- Sidewalks exist with adequate width with some gaps throughout some arterial highways and some downtown streets. An ADA Transition Plan is scheduled to be completed in 2024 to identify gaps and accessibility discrepancies.
- Regional bus service is offered through the Orange County Transportation Authority (OCTA). There are sixteen routes currently in Huntington Beach. Major bus lines, such as Greyhound and Trailways, also provide



transportation to the area. View bus routes and schedules through OCTA.

- The condition of City-owned block walls is overall fair with a few sections that need attention beyond basic maintenance. Citizen calls are received to replace missing top blocks, fix cracks, and repair sections that are leaning.
- The City implements a maintenance program that divides the City into 12 Zones per the Pavement Management Plan. Each year, the City focuses on one
- City Staff provides annual reviews of signage and markings. Paint Markings are refreshed in residential streets every 4 years with paint.
- Maintenance is responsible for 14,000 streetlights in the city. 500 streetlights have been identified as in need of replacement due to an 80-year-old high voltage circuits. The maintenance and replacement of existing streetlights is currently underfunded.
- The City is capable of preventing or protecting against significant multi-hazard threats and incidents such as traffic accidents, hazardous spills, and damage to equipment. Staff availability through Traffic Operations or Street Maintenance along

with staff from the Police Department, Fire Department, Wastewater, and Water utilities are available 24 hours for any response required from threats and incidents.

Recommended Projects

The TC members issued the following recommendations to maintain the Grade:

- Provide funding to operations and maintenance for improving the pedestrian network by replacing damaged sidewalks, installing ADA-compliant paths and ramps, and improving crosswalk visibility.
- Bicycle lanes will improve with mobility funding allocation for striping and markings that could provide a bike lane buffer and protect cyclists in the arterial streets.
- Providing funding for signal synchronization projects will allow Transportation to better manage our intersection circulation and congestion.
- Although the City has good pavement condition, additional funding can be provided for designing and maintaining the streetscape to allow beautification and mobility features including planting and maintaining new trees, providing landscape medians, street lighting, and improved signage and markings.

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Curb Ramps	Highly Desirable	Immediate	\$700,000
2	Traffic Signal Synchronization	Preferred	Near Future	\$10,000,000
3	Left Turn Signal Phasing	Highly Desirable	Near Future	\$1,000,000
Total Capital Need (2024-2039)				\$11,700,000



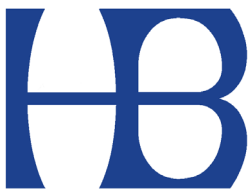
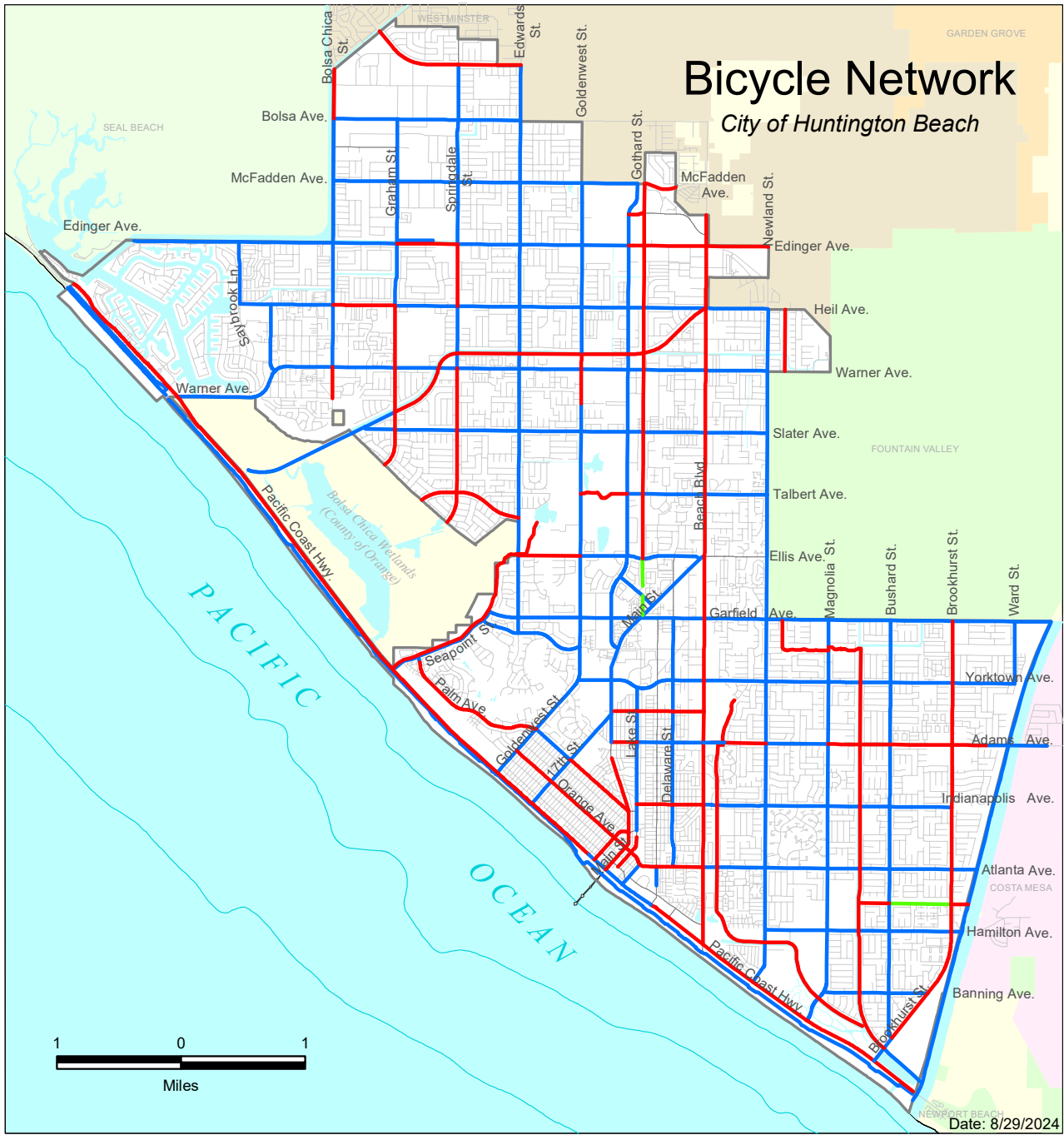
A bike lane crosses Brannen Drive

Recommended Annual Programs

The City has two street paving programs. One is for the arterial streets and the other is for residential streets. The residential street maintenance program is programmed into 12 Zones, of which one zone is done every year

whereas the arterial streets are prioritized city wide per the Pavement Management Plan. Traffic Signal preventive maintenance is provided 3 times a year. All upcoming and recommended annual programs for roadway and mobility improvements are listed below.

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Arterial Rehabilitation Program	Essential	Immediate	\$6,000,000
2	Residential Overlay and Slurry	Essential	Immediate	\$7,500,000
3	Citywide Mobility and Corridor Improvements	Preferred	Immediate	\$155,000
4	Traffic Signal and Lighting Maintenance	Essential	Immediate	\$1,187,000
5	Street Maintenance	Essential	Immediate	\$495,000
6	Arterial Block Wall Maintenance	Essential	Immediate	\$55,000
7	Arterial and Residential Street Landscape	Essential	Near Future	\$626,000
8	Traffic Signs and Markings	Essential	Near Future	\$358,000
9	Street Sweeping Services	Highly Desirable	Immediate	\$803,000
Recommended Annual Program Needs (2024-2039)				\$17,179,000 /Year



- Existing Bikeway (96 miles) City Boundary
- Proposed Bikeway (53 miles) Streets
- Wide Walkway (1 mile)

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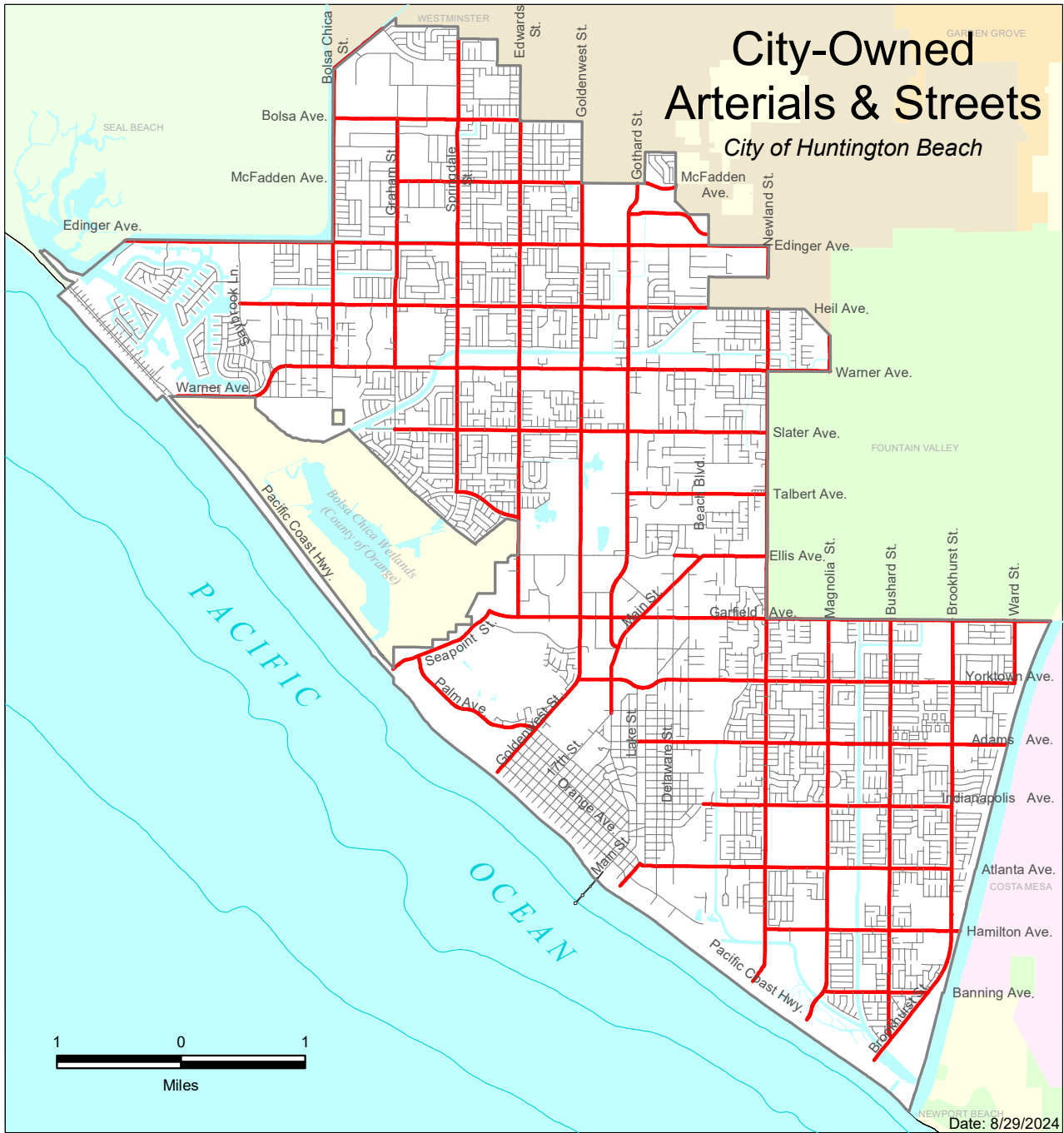
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City-Owned Arterials & Streets

City of Huntington Beach



- Arterial Streets (83 miles)
- Local Street / Collector (333 miles)
- City Boundary

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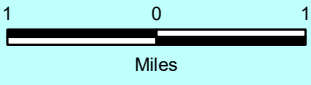
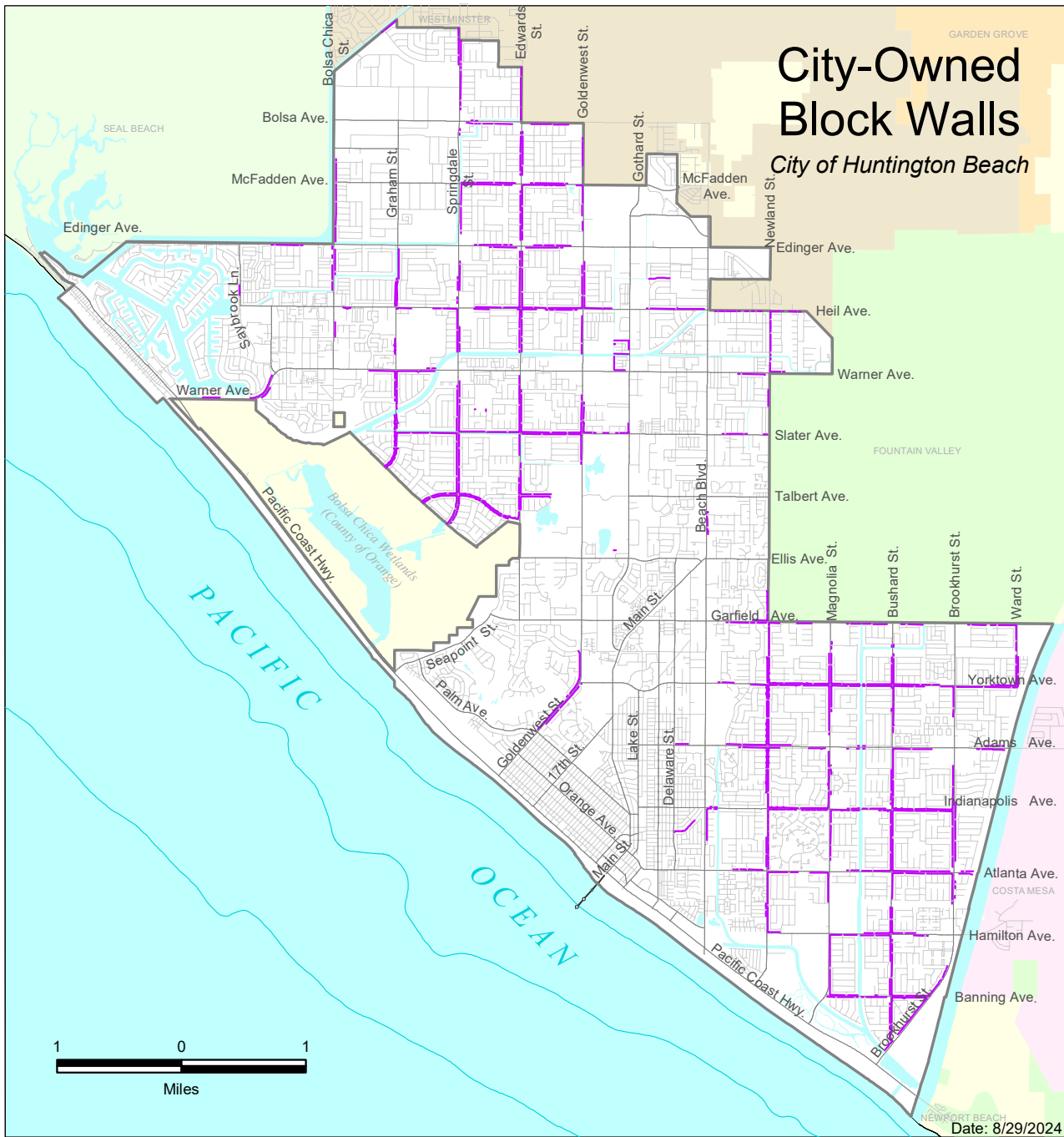
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City-Owned Block Walls

City of Huntington Beach



Date: 8/29/2024



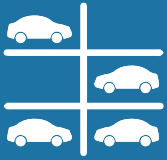
- City-Owned Block Walls (53 miles)
- City Boundary
- Streets

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Non-Road Pavement



Total Needs (2024-2039):

\$86,982,000

Grade

D – Most of the alleys are in poor condition. The pavement exhibits extensive signs of failure, including cracking, upheaval, raveling, and potholes. Most alleys were constructed 50 to 60 years ago. Municipal parking lots are in fair condition. The City lacks a dedicated fund to perform preventative maintenance and rehabilitate alleys.

Assets

- 512 alleys cumulating to 34 linear miles
- 66 parking lots

Key Facts

- Most alleys were constructed 50-70 years ago. The majority display cracking (Fatigue), upheaval, raveling, and potholes. These types of asphalt distresses are caused by traffic load (Republic trash hauling), drainage deficiencies, climate, and subgrade (expansive soils). The latest Pavement Condition Index for alleys is 50.2.

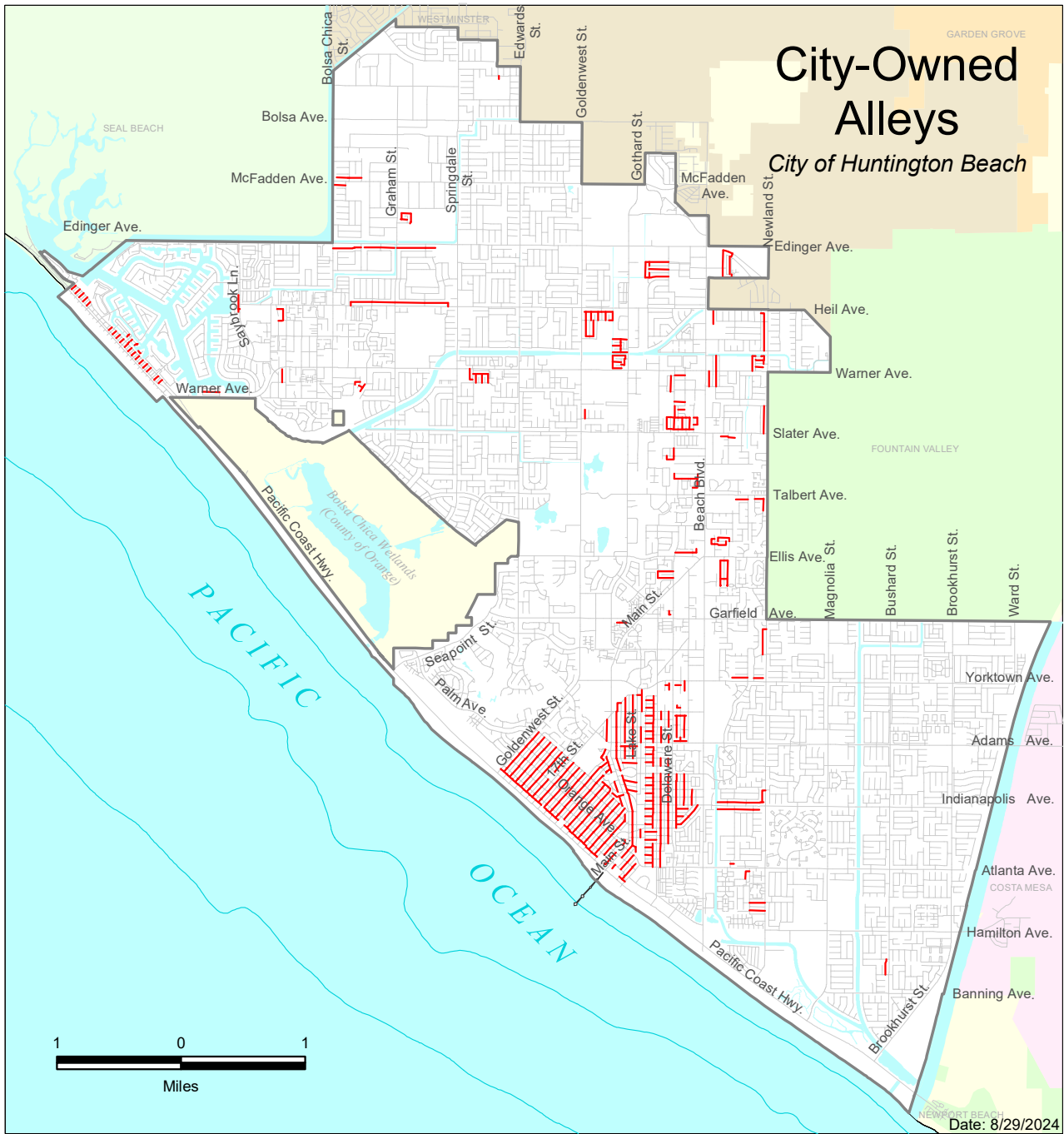
- Most of the parking lots are in fair condition but at a rate of decline and need preventative maintenance to prevent significant decline as exhibited by the alleys. The latest Pavement Condition Index for Parking Lots is 83.9.
- Striping and signing are no longer performed in-house so there is no preventative maintenance program in place. When a resident complaint is received via phone, it is forwarded to the contractor.
- To mitigate vandalism, security cameras have been installed across 10 parking lots. Very few cameras have been installed in alleys.
- Complaints by residents are generally addressed within a few days (minor repairs) or a few weeks (large repairs).

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Alleys Full Rehabilitation	Highly Desirable	Future	\$62,486,000
2	Parking Lot Full Rehabilitation	Highly Desirable	Future	\$13,291,000
Total Capital Need (2024-2039)				\$75,777,000

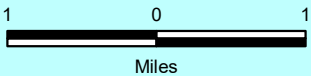
Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Alleyway Rehabilitation Management	Essential	Immediate	\$747,000
Recommended Annual Program Needs (2024-2039)				\$747,000/Year



City-Owned Alleys

City of Huntington Beach



Date: 8/29/2024



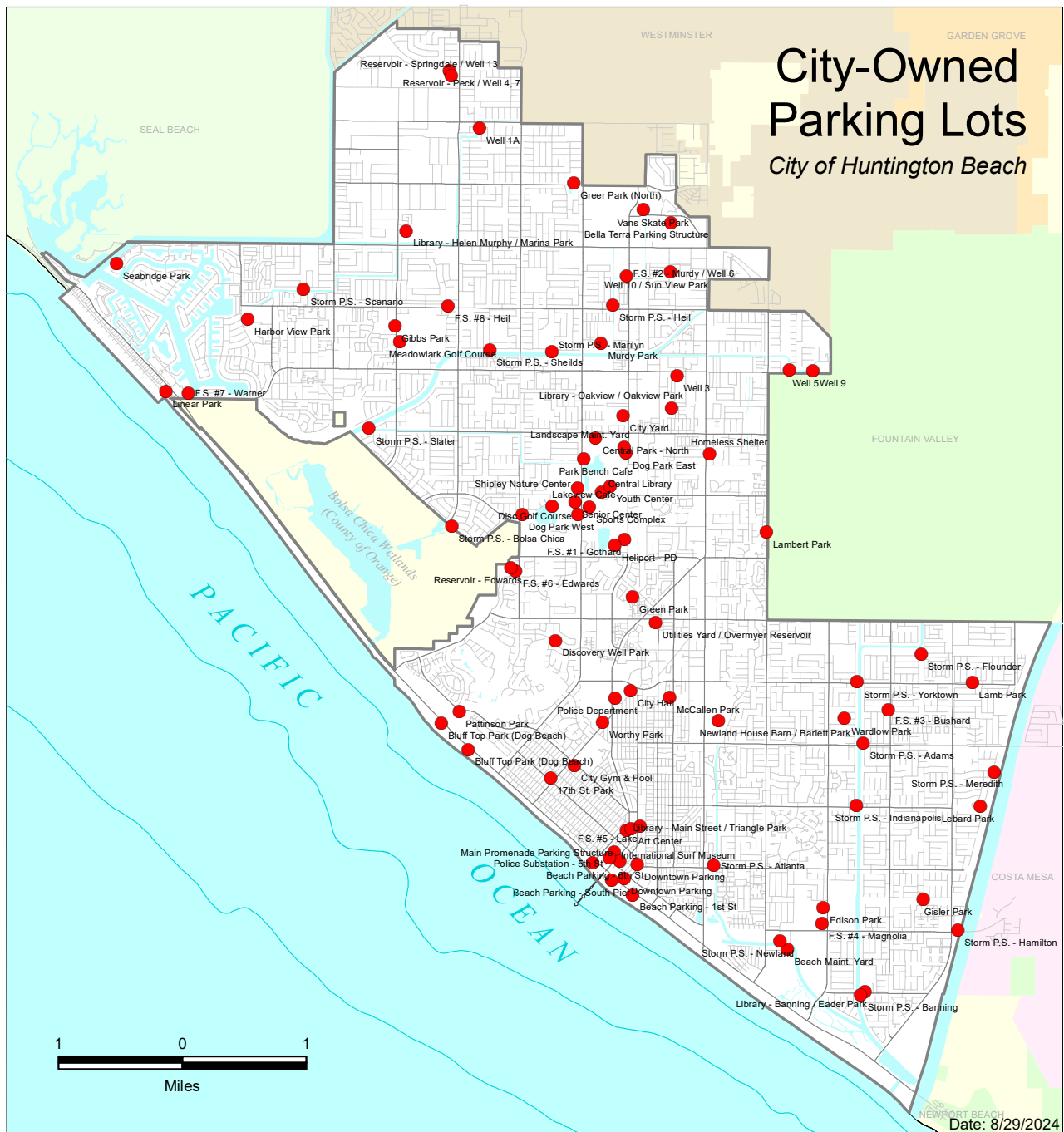
- City-Owned Alleys (34 miles)
- City Boundary
- Streets

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- City-Owned Parking Lots (88)
- City Boundary
- Streets

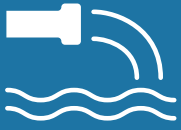
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Wastewater



Total Needs (2024-2039):

\$125,480,000

Grade

C – The Sanitary Sewer System was generally installed during the 1960’s, with an older concentration of pre-1950 lines in the downtown area. The City has been replacing the lift stations at an average rate of one station per year. A low number of SSOs have taken place, which can be directly attributed to a more aggressive cleaning cycle, CCTV program, early warning systems, and the implementation of the enhanced cleaning location schedule. However, the 2024-2029 sewer rate adjustments are not sufficient to support long-term capital projects and address new regulatory requirements.

Assets

- 360 miles of City-owned gravity-fed sewer lines
- 27 lift stations

Key Facts

- Lack of Bypass Capabilities at D Station: While our largest station, D Station, boasts many operational redundancies, the absence of sewer bypass capabilities in the event of station inoperability presents

a critical vulnerability. Implementing a sewer bypass system for D Station should be prioritized to ensure uninterrupted wastewater flow of the Harbour area, especially considering its high flow capacity and proximity to environmentally sensitive areas.

- New Lift Station for Beachfront Service Road: The upcoming lift station in the design phase signifies a pivotal improvement for the beachfront service road. Replacing the septic system with a modern lift station not only addresses current issues but also enhances the reliability of restrooms in this prominent city area. This move aligns with broader goals of improving public services and infrastructure in high-visibility locations.
- City-Wide Flow Assessment with Flow Meters: Conducting a comprehensive city-wide flow assessment, including the installation of flow meters at critical points, emerges as a strategic imperative. This initiative will provide invaluable insights into the current sewage capacity load and help anticipate the impact of future



changes to the sanitary sewer system. Such proactive measures are vital for sustainable urban development.

- **Advanced Technology for Sewer Lining Program:** While the city's sewer-lining program demonstrates a commendable proactive approach, issues with material shrinkage and movement necessitate a shift to advanced technology sewer lining products. Despite a higher initial purchase cost, these innovations promise long-term cost savings, prevent potential sanitary sewer spill from occurring, and contribute to the overall resilience of the aging sewer pipeline system.
- **Modernization of CCTV Equipment for Sewer Lines:** The Wastewater section's commitment to a 5-year continuous CCTV schedule for city-owned sewer lines is laudable. However, the outdated technology and aged equipment pose limitations. Upgrading to newer technologies not only enhances efficiency and effectiveness but also facilitates smoother personnel succession training, aligning with best practices in sewer system maintenance and monitoring.
- **Challenges of Wastewater Section in Storm Water Management:** The Wastewater section's dual responsibility for stormwater duties, encompassing the maintenance of drains, CDS units, clarifiers, and operation of an urban runoff diversion site, presents a noteworthy challenge. Situated in a low-lying beachfront community with numerous waterways, the city is particularly vulnerable to significant flooding, underscoring the critical nature of the Wastewater section's stormwater efforts. However, the additional strain on resources, budget, and staff

availability is evident. Adequate staffing and funding are imperative to ensure that stormwater maintenance receives the necessary attention without compromising other equally vital wastewater functions. This highlights the need for a balanced approach to address the unique challenges posed by both wastewater and stormwater management in a coastal community prone to flooding.

- **Updated Management Systems:** The absence of a CMMS (Computerized Maintenance Management System) and Asset Management technology in the wastewater section underscores a critical gap in the current infrastructure management practices, which heavily rely on manual entry with paper and pen, exhibiting variations among personnel. The key takeaway from this observation is the imperative need for adopting CMMS and Asset Management solutions. This strategic shift promises transformative benefits, offering standardized processes, heightened operational efficiency, and accurate data management. The introduction of these digital tools not only ensures streamlined work order creation, preventive maintenance planning, and inventory management but also facilitates real-time updates from the field through mobile access. Importantly, it addresses workforce aging challenges by promoting superior tools for training, knowledge retention, and succession planning. In essence, the integration of CMMS and Asset Management technology emerges as a crucial step toward enhancing wastewater infrastructure, fostering resilience, and meeting the evolving demands of the industry.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Lark Lift Station	Essential	Near Future	\$4,850,000
2	Davenport Lift Station	Essential	Immediate	\$4,500,000
3	Humboldt Lift Station	Essential	Immediate	\$4,933,000
4	Asset Management Platform	Highly Desirable	Immediate	\$371,000
5	McFadden Lift Station	Essential	Immediate	\$1,350,000
6	New Britain Lift Station	Essential	Near Future	\$5,350,000
7	Bushard Lift Station	Essential	Future	\$4,350,000
8	Atlanta Lift Station	Essential	Future	\$5,350,000
9	Gilbert E Lift Station	Essential	Near Future	\$4,350,000
10	Speer Lift Station	Essential	Future	\$4,350,000
11	D Station Pump Bypass System	Highly Desirable	Immediate	\$61,000
Total Capital Need (2024-2039)				\$39,815,000

Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	O&M Activities	Essential	Immediate	\$5,082,000
2	Asset Management Platform (CMMS)	Highly Desirable	Immediate	\$99,000
3	CCTV Equipment	Preferred	Near Future	\$30,000
4	I&I Investigations Pipeline Rehabilitation	Preferred	Near Future	\$500,000
Recommended Annual Program Needs (2024-2039)				\$5,711,000/Year



An infrastructure tour inspects an air scrubber

Wastewater

City of Huntington Beach



- Backbone County Sewer (46 miles)
- Backbone City Sewer (57 miles, >8" dia)
- ▲ City Lift Stations (27)
- City Boundary
- Streets

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Drinking Water



Total Needs (2024-2039):

\$68,898,000

Grade

C – The Drinking Water System is generally adequate to meet daily demands and manage peak usage. Six out of nine wells are nearing the end of their 50-year design life, posing a challenge to maintaining capacity. Current funding levels are sufficient for operations. However, the 2024-2029 water rate adjustments are not sufficient to support long-term capital projects and address new regulatory requirements.

Assets

- 4 reservoirs
- 9 wells
- 2 booster stations
- 610 miles of pipeline and over 15,000 valves
- 5,670 fire hydrants

Key Facts

- The City of Huntington Beach operates a water supply infrastructure that includes four reservoirs, nine wells, and two booster stations, serving approximately 200,000

residents. The reservoirs, with a combined storage capacity of 55 million gallons, are generally adequate to meet daily demands and manage peak usage, providing a buffer for short-term fluctuations and emergencies.

- Six out of nine wells are nearing the end of their 50-year design life, posing a challenge to maintaining capacity. Three of the city's wells are experiencing water quality and chloride impacts, necessitating the construction of water treatment systems or the replacement of these wells to remain compliant with water quality standards. The city is currently evaluating 16 potential well site locations and plans to build 2-3 new wells in the next 5-10 years.
- The City of Huntington Beach primarily funds its water infrastructure and maintenance through revenue generated from water rates paid by residents and businesses. Current funding levels are sufficient for operations, but additional funds are needed for long-term capital projects and new regulatory requirements.



- According to the American Water Works Association (AWWA), the national average for main breaks is about 25 to 30 per 100 miles of pipe annually. For the City of Huntington Beach, this translates to roughly 150 to 185 main breaks per year. However, over the past 10 years, the City has averaged approximately 10 main break repairs per year, which is well below the national average.
- The Utilities Division, in cooperation with the Emergency Preparedness Division, has comprehensive emergency response plans, including specific annexes for utilities

and risk assessments. These plans detail procedures for responding to various emergencies, such as earthquakes, flooding, and contamination events.

- Huntington Beach has implemented several innovations in its water infrastructure to enhance water quality, safety, and overall system efficiency. These advancements include the integration of advanced monitoring systems, transitioning to safer water disinfection methods, and developing new groundwater replenishment projects.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Well 14 (NEW) – City of Westminster	Essential	Immediate	\$7,221,000
2	Well 15 (NEW) – Location TBD	Essential	Immediate	\$7,221,000
3	OC-35 and OC-9 Corrosion Control - WOCWB	Essential	Immediate	\$5,670,000
4	Well 8 Replacement /Rehabilitation	Essential	Immediate	\$3,230,000
5	Manganese Treatment System at Well 3A	Essential	Immediate	\$2,200,000
6	Well 4 Rehabilitation	Essential	Immediate	\$1,500,000
7	Citywide Well Assessment	Essential	Immediate	\$300,000
8	Water Well 16 (NEW) – Location TBD	Essential	Near Future	\$7,221,000

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
9	Groundwater Master Plan	Essential	Near Future	\$217,000
10	Lead and Copper Rule Inventory Study	Essential	Near Future	\$50,000
11	Water Master Plan	Highly Desirable	Future	\$289,000
12	Urban Waste Management Plan	Highly Desirable	Future	\$289,000
13	Annual Pipe Replacement	Highly Desirable	Future	\$9,929,000
14	OC-44 Corrosion Control	Highly Desirable	Future	\$2,475,000
15	OC-44 Scour Protection	Highly Desirable	Future	\$396,000
16	8" Pipe Replacement – Humboldt Bridge Rehab	Highly Desirable	Future	\$144,000
17	Well 3A Onsite Chlorine Generation	Highly Desirable	Future	\$831,000
18	Well 4, 7, 13 Onsite Chlorine Generation	Highly Desirable	Future	\$5,109,000
19	Well 1A, 5, 6, 9, 10 Onsite Chlorine Generation	Highly Desirable	Future	\$6,291,000
20	Edwards Hill Onsite Chlorine Generation	Highly Desirable	Future	\$1,234,000
21	Overmyer Onsite Chlorine Generation	Highly Desirable	Future	\$1,383,000
22	Well 13 Permanent Wellhead	Preferred	Future	\$2,888,000



#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
23	Security at Wells 3A, 6	Preferred	Future	\$434,000
24	Annual Corrosion Control	Preferred	Future	\$376,000
25	SCADA Cybersecurity Upgrades	Preferred	Future	\$300,000
26	Electric Vehicle Charging Stations	Preferred	Future	\$1,500,000
27	Well Quality Emergency Mitigation Treatment	Preferred	Future	\$200,000
Total Capital Need (2024-2039)				\$68,898,000

Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Operations (covered under Water Fund)	Essential	Immediate	(\$18,500,000)
Recommended Annual Program Needs (2024-2039)				(\$18,500,000 /Year)

Drinking Water

City of Huntington Beach



- City Water Lines (613 miles)
- ▲ City Water Wells (9 active)
- City Water Reservoirs (4)
- City Boundary
- Streets

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Storm Water



Total Needs (2024-2039):

\$989,130,000

Grade

D – The storm water infrastructure is aged and has exceeded the intended design expectancy of 50 years. This includes storm drain pipes, channels, and pump stations. In addition, the biggest threat to City’s flood control systems is from Climate Change (large storms) and Sea Level Rise, the combination of which could breach seawalls and cause large areas of flooding. The City lacks a dedicated fund to support long-term capital projects and address new regulatory requirements.

Assets

- 131 miles of storm drain pipes and channels
- 15 storm drain pump stations
- 3 lakes (Huntington Lake, Talbert Lake, and Sully-Miller Lake)
- 10 dry-weather runoff pump stations

Key Facts

- Currently, the City has sufficient storm drain pumping capacity to meet maximum rain events. However, the 15 storm drain pump stations are 50 to 60 years old and have

exceeded their intended life expectancy. An internal study has determined that \$60M is needed for rehabilitating the pump stations. Security fences and cameras are also required at storm drain pump stations due to increased break-ins.

- Localized flooding may occur due to king high tides and a portion (35%) of the storm drain network being undersized and may be future exasperated by climate change. Specific locations subject to localized flooding include PCH, Bayview Drive, Park Lane, and Saybrook Lane. One-way valves and tidal bulkheads are needed to prevent flooding in these areas.
- The City has identified 46 miles of facilities for capacity upgrades and 37 miles of new storm drains to address the 100-year storm event.
- Sediment accumulation is a concern for the City’s three lakes used as detention basins: Huntington Lake, Talbert Lake and Sully-Miller Lake.
- In the Southeast part of the City, in the flat plane between Beach Boulevard



and the Santa Ana River, high hydrogen sulfur content in the soils is corroding the concrete pipes and manholes in that area, which could result in a sinkhole. Capital improvement projects have been identified to mitigate potential failure.

- The biggest threat to City’s flood control systems is from Climate Change (large storms) and Sea Level Rise, the combination of which could breach seawalls and cause large areas of flooding. Tsunamis also pose the same threat to the City’s seawalls and flatlands. Storm Drain Infrastructure Resiliency, or lack of, was quoted by the California Coastal Commission in July 2023.
- Utilities staff are assigned to the Emergency Operations Center (EOC)

during a disaster. Utilities staff are assigned to do windshield surveys and facility Surveys to assess damage during extreme rain events or disasters.

- Catch basin and trash capture devices have been installed to remove trash and debris in the City storm drain system to prevent any discharge to the Ocean and water bodies. Limited City’s maintenance resources impede the frequency of cleaning of catch basins and trash capture devices.
- Most funding for storm drain maintenance and improvements comes from the General Fund. The City has not implemented any fee for storm water quality or capacity.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Storm Channel C6-SC1 Repair Project	Highly Desirable	Immediate	\$3,789,000
2	Greer Park Improvement	Essential	Immediate	\$2,811,000
3	Betty Drive Improvement	Highly Desirable	Immediate	\$94,000
4	Slater Avenue Improvement	Highly Desirable	Immediate	\$763,000
5	Adams Avenue Improvement	Highly Desirable	Immediate	\$1,264,000
6	13th Street & Lake Park Multi-Phase Improvement	Highly Desirable	Immediate	\$7,754,000
7	Palm Avenue Improvement	Preferred	Immediate	\$111,000



#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
8	Scenario Drive Improvement	Preferred	Near Future	\$1,461,000
9	Sugar Drive Improvement	Preferred	Near Future	\$3,378,000
10	Marilyn Drive Improvement	Preferred	Near Future	\$669,000
11	Indianapolis Avenue Improvement	Preferred	Future	\$256,000
12	Annual Flood Stations and Forebay Improvements	Highly Desirable	Future	\$600,000
13	Regional Storage Projects	Preferred	Future	\$57,000,000
14	Citywide Urban Runoff Management Program	Preferred	Future	\$380,000,000
15	Storm Drain Master Plan	Highly Desirable	Future	\$1,500,000
16	Storm Drain Pipeline Improvements	Preferred	Future	\$400,000,000
17	Pump Station Rehabilitation (15 stations)	Essential	Future	\$112,500,000
Total Capital Need (2024-2039)				\$973,950,000



Recommended Annual Programs

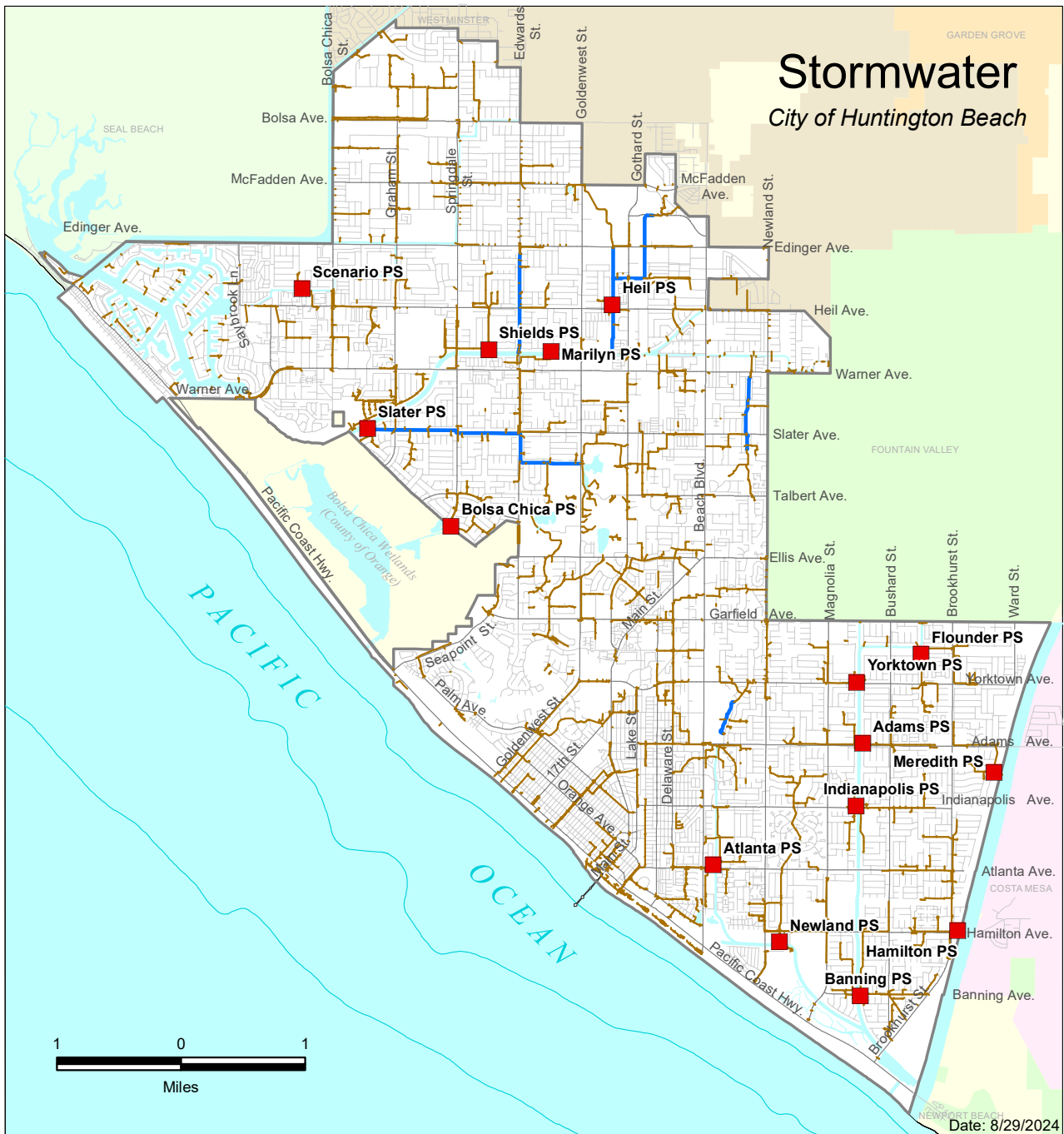
#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	Annual Storm Drain Maintenance Program	Essential	Immediate	\$500,000
2	CDS/Hydrodynamic Separator Maintenance Program	Essential	Immediate	\$60,000
3	Pump Station Maintenance	Essential	Immediate	\$452,000
Recommended Annual Program Needs (2024-2039)				\$1,012,000/Year



Flooding caused by a King Tide at Sunset Beach

Stormwater

City of Huntington Beach



Date: 8/29/2024



- City Storm Drain (116 miles)
- City Channels (5 miles)
- Pump Station (15)
- City Boundary
- Streets

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Coastal Shoreline



Total Needs (2024-2039):

\$23,350,000

Grade

C – The coastal shoreline infrastructure is in fair condition, with well-maintained features at the pier and plaza, attracting millions of visitors annually. However, the City faces significant challenges due to rising sea levels and the erosion of coastal bluffs, which require urgent attention and proactive mitigation measures. To ensure long-term resilience, the City must prioritize comprehensive management plans and secure additional funding for beach replenishment, erosion control, and climate change adaptation efforts.

Assets

- 10 miles of shoreline
- 1,850-foot long pier
- Four marshes (180 acres of wetlands)
- 1 boardwalk

Key Facts

- Thorough observations revealed the City's pier and plaza to be in excellent shape, showcasing well-maintained features like decks, benches, lights, sinks, and rails.

The meticulous care extends to the plaza, where pavers and rails were also noted to be in great condition, ensuring a pleasant and safe experience for visitors.

- Every year, the shoreline and the pier welcome over 11 million and 1 million visitors, respectively.
- Scientific projections highlight an imminent threat of rising sea levels in California, potentially elevating levels by two to seven feet by 2100, with extreme scenarios projecting up to ten feet. These forecasts emphasize the critical necessity for the City to establish comprehensive, long-term plans for coastal shoreline management and adaptation. Proactive measures are essential to protect infrastructure, communities, and natural habitats from the escalating risks posed by sea level rise.
- Resiliency measures involve beach replenishment projects along the shoreline, floodwalls to protect the low-lying neighborhoods in the South and the North, including the Huntington Beach wetlands, stabilization projects by the blufftops, and



barriers to help control and modify the movement of sand.

- The vulnerability of the City’s coastal bluffs to erosion is aggravated by factors like wind, rain, runoff, and high tide, and demands immediate attention. Intense rain further accelerates this erosion, necessitating urgent mitigation measures. The City must proactively take action to mitigate these factors, to protect the stability and resilience of the bluffs against environmental impacts and ensuring the safety of surrounding areas.

- The City faces critical funding needs for various crucial measures, including dredging operations, erosion mitigation, and tackling the impacts of climate change. Exploring and securing additional financial resources is imperative to effectively address these pressing concerns. Prioritizing investment in these areas is essential to ensure the City’s resilience against environmental challenges and to sustainably manage its infrastructure and natural assets.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Blufftop Erosion	Essential	Immediate	\$10,000,000
2	Beach Nourishment	Preferred	Near Future	\$2,000,000
3	ADA Access	Highly Desirable	Near Future	\$1,000,000
4	ADA Improvements	Preferred	Near Future	\$250,000
5	Pier Piling Maintenance	Preferred	Future	\$1,500,000
6	Public Safety Measures (Boardwalk, Blufftop)	Preferred	Near Future	\$100,000
7	Refuse Collection	Preferred	Future	\$1,000,000
Total Capital Need (2024-2039)				\$15,850,000






Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	O&M Activities	Essential	Immediate	\$500,000
Recommended Annual Program Needs (2024-2039)				\$500,000/Year



Huntington Beach Pier



-  City-Owned Beaches
-  Marshes, Wetlands, Coastal Bluff
-  Streets

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Harbour



Total Needs (2024-2039):

\$18,650,000

Grade

D – Harbour facilities need immediate attention as most were constructed during the 1970’s and have been subject to the marine environment. These include City-owned bulkhead, public dock, boat launch, and public restrooms.

Assets

- 2,930 linear feet of bulkhead
- 1 public dock
- 1 public boat launch and parking lot
- 1 public marine vessel sewage pump-out station
- 2 public restroom facilities

Key Facts

- Bulkheads: most of the bulkheads (2,930 linear feet) are in poor to very poor shape and require immediate attention to rehabilitate and/or replace. The age of the bulkheads is the primary cause of the deterioration as these were constructed in the early to mid-1970s and also due to the marine environment.

- Resiliency to Climate Change: Huntington Harbour and other coastal assets are especially vulnerable to expected rise in sea levels. By 2050, the National Ocean and Atmospheric Administration and the City’s own Sea-Level Rise study the expected sea level rise of 1 to 2 feet could jeopardize the City’s infrastructure in the Harbour along with the surrounding community. The bulkheads and seawalls are not high enough to provide the necessary protection if expected sea-level rise comes to fruition in combination with King Tides that the City experiences twice a year. This combination of rising sea-level and King Tides could render a large part of the Harbour as uninhabitable unless the bulkheads and seawalls are raised to address this issue.
- Public Restroom Facilities: The Harbour beaches and parks do not have adequate restroom facilities and the existing facilities at Seabridge Park and the public dock at Warner Fire Station are in very poor shape in addition to being undersize to serve the number of visitors in the summer months. Those facilities are in dire need of a major rehabilitation as ongoing maintenance is



not the solution. In addition, other restroom facilities need to be seriously considered as visitors to the beaches in Huntington Harbour tend to be young families with children which makes it very challenging to stay for more than a couple of hours at a time.

- Condition of Public Dock and Boat Dock Launch Ramp: The public dock and boat launch at Warner Fire Station need immediate attention to provide safe access to launch boats and to access docked boats at the public dock. The parking lot has severe degradation of the asphalt and the dock is composed of natural wood which is warped and in need of constant maintenance.

- Water Quality: Huntington Harbour is listed as an impaired waterbody on the Clean Water Act’s 303(d) List for PCBs, chlordane, copper, sediment toxicity, bacteria and lead. The costs related to addressing these pollutants could run into the millions of dollars.
- Public Safety and Navigation in the Harbour: The lack of signage and lighting makes it very challenging for visitors and residents of the Harbour to safely navigate in the Harbour, especially at night. This also presents a challenge to marine safety staff to locate vessels and other watercraft in distress. Adding lighting and navigation signs is a low-cost and effective means to address this issue which requires minimal long-term maintenance.

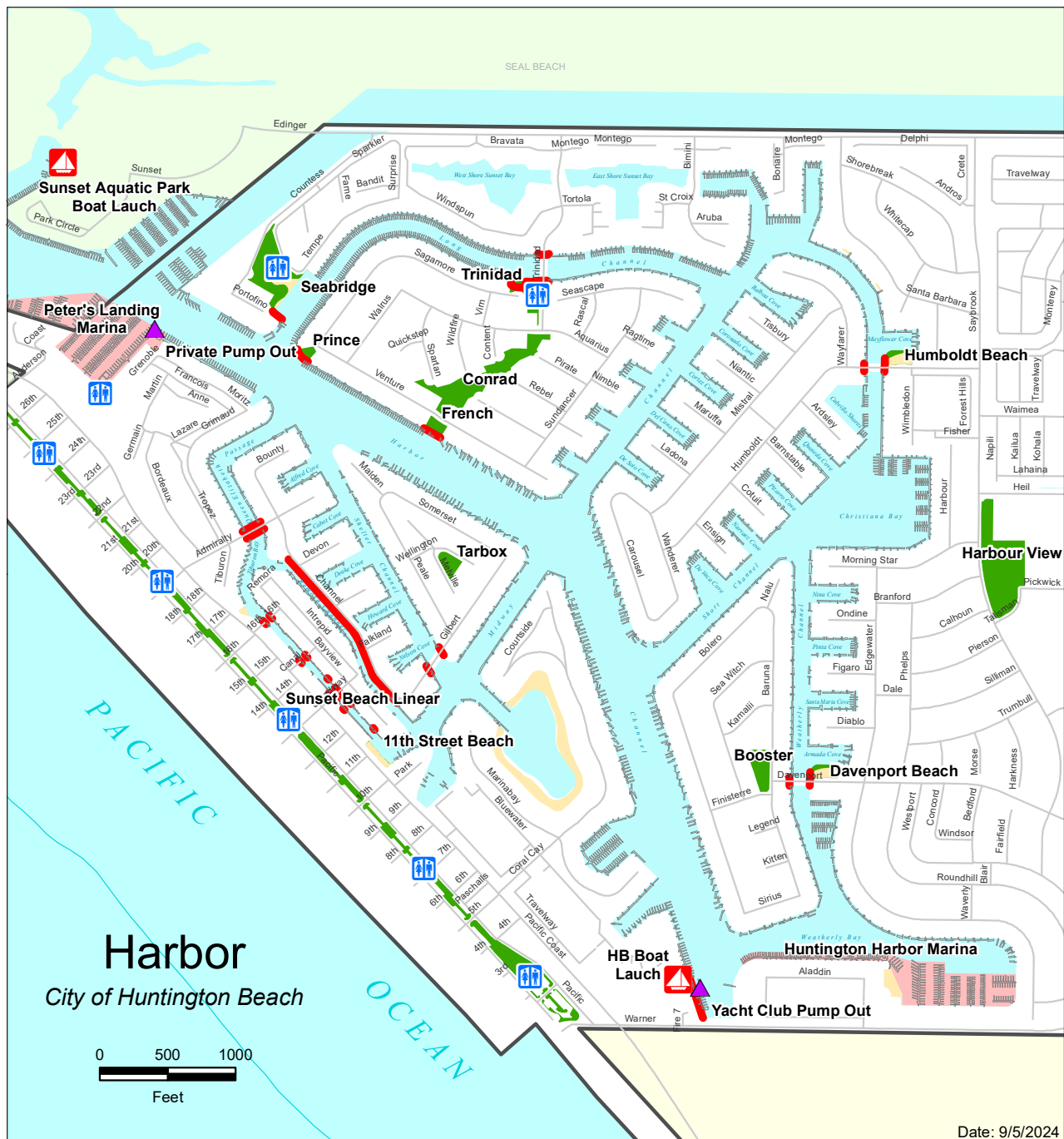
Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Bulkhead rehabilitation	Highly Desirable	Future	\$13,500,000
2	Rehabilitation of Public Dock and Auxiliary	Highly Desirable	Immediate	\$1,700,000
3	Dredging of City owned section	Essential	Future	\$3,000,000
4	Public Restroom Rehabilitation (Seabridge Park)	Highly Desirable	Immediate	\$450,000
Total Capital Need (2024-2039)				\$18,650,000

Recommended Annual Programs

No annual programs have been identified or recommended by members of the Technical Committee.





Date: 9/5/2024




 Dock / Marina

 Boat Launch

 Restrooms

 Sewer Pump Out

 City Bulkheads (2,930 ft)

 City Parks

 City Boundary

 Streets

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Facilities (Non Leased)



Total Needs (2024-2039):

\$179,580,000

Grade

D – The City’s facilities infrastructure, comprising key assets like the Civic Center, fire stations, libraries, and community centers, is aging and in need of significant repair and modernization. Many facilities face critical issues such as water intrusion, failing HVAC systems, and outdated electrical infrastructure, while underfunding has led to deferred maintenance and safety risks. To ensure continued service delivery and public safety, the city must invest in upgrades, secure additional funding, and adopt sustainable, modern infrastructure practices.

Assets

- Total of 28 City-owned buildings
- 1 City Hall
- 10 Fire Department stations and/or buildings
- 2 Police Department stations and/or buildings
- 12 Community and Library Services buildings
- 4 Public Works buildings

Key Facts

- The total area of Huntington Beach’s facilities spans 963,147 square feet, which includes the Civic Center, fire stations, libraries, community centers, and maintenance buildings across the city.
- The Civic Center Complex, built in 1972, encompasses 189,601 square feet and serves as the central hub for city departments. It is currently facing significant issues with water intrusion, HVAC failures, and outdated electrical systems.
- The City’s fire stations, lifeguard buildings, and Beach Tower cover 134,616 square feet and form critical public safety infrastructure. These facilities are nearing the end of their expected life span and have urgent needs for repairs related to HVAC systems, plumbing, and exterior maintenance. Several fire stations, including Warner, Bushard, Heil, Murdy, and Lake are in need of immediate attention due to significant deterioration, capacity issues, and an urgent public safety demand.

- Huntington Beach’s libraries occupy 123,506 square feet, but many of these facilities are outdated and undersized. The libraries, including the Central Library, have significant concerns like electrical failures and aging infrastructure that affect public access and services.
- Remote police stations, community centers, and maintenance buildings span 515,424 square feet. These essential services support public safety, recreation, and city maintenance, but some of these buildings are experiencing substantial structural degradation that impacts their functionality.
- The City’s current O&M budget for building maintenance is severely underfunded, at only \$1.49 per square foot, which falls far below industry standards. This funding shortfall has resulted in deferred maintenance and growing safety risks across facilities.
- Annual funding for O&M has fluctuated between \$5.94 million and \$7.01 million

from fiscal year 2020/21 to 2022/23. This inconsistency has caused delays in essential projects, further exacerbating the condition of aging facilities.

- Key issues plaguing the city’s facilities include widespread water intrusion, frequent HVAC system failures, electrical malfunctions, and structural degradation. These problems significantly affect the functionality and safety of critical public buildings.
- Immediate repairs are needed for several key facilities, including the Civic Center, fire stations, libraries, and maintenance buildings, to prevent further deterioration and to ensure public safety and operational continuity.
- To address future needs, the city requires multi-year budgeting, diversification of funding sources, and sustainability upgrades. These measures are necessary to maintain and modernize facilities, ensuring their long-term resilience and functionality.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	PD South Sub Station	Essential	Immediate	\$1,350,000
2	Newland House Rehabilitation	Highly Desirable	Immediate	\$805,000
3	Park Bench Café Roof and Siding	Highly Desirable	Immediate	\$110,000
4	Library Facilities Master Plan	Essential	Immediate	\$400,000



#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
5	Main Street Library HVAC Installation	Highly Desirable	Immediate	\$650,000
6	Upgrade central plant cooling tower at Civic Center	Highly Desirable	Immediate	\$768,000
7	Civic center water leak assessment	Essential	Immediate	\$100,000
8	Facilities Master Plan	Essential	Immediate	\$600,000
9	Fueling station canopies	Essential	Immediate	\$410,000
10	Replace r22 air conditioning equipment	Highly Desirable	Immediate	\$150,000
11	Fire Station Butler Buildings	Highly Desirable	Immediate	\$600,000
12	Civic Center and PD	Essential	Future	\$24,269,000
13.1	Station 1 - Gothard	3	Future	\$10,500,000
13.2	Station 2 - Murdy	2	Near Future	\$10,500,000
13.3	Station 3 - Bushard	1	Immediate	\$8,300,000
13.4	Station 4 - Magnolia	3	Future	\$9,200,000
13.5	Station 5 - Lake	2	Near Future	\$10,800,000
13.6	Station 6 - Edwards	3	Future	\$2,500,000



#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
13.7	Station 7 - Warner	1	Immediate	\$6,800,000
13.8	Station 8 - Heil	1	Immediate	\$8,100,000
13.9	Proposed Station 9 - Graham	3	Future	\$11,500,000
13.1	Marine Safety HQ	3	Future	\$6,500,000
13.11	Marine Safety Training Center	3	Future	\$7,700,000
13.12	Marine Safety Tower 0	3	Future	\$1,900,000
14.1	Senior Center	4	Future	\$306,000
14.2	Memorial Hall	4	Future	\$32,000
14.3	PTL Yard	3	Future	\$919,000
14.4	Oak View Library	1	Immediate	\$525,000
14.5	Oak View FRC	1	Immediate	\$2,564,000
14.6	Newland House	2	Near Future	\$705,000
14.7	Newland Barn	2	Near Future	\$858,000
14.8	Murdy Community Center	4	Future	\$270,000

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
14.9	Main St. Library	2	Near Future	\$688,000
14.1	Corp Yard	2	Near Future	\$6,237,000
14.11	JPTC (CIP)	4	Future	\$0
14.12	Helen Murphy Library	2	Near Future	\$288,000
14.13	Edison Community Center	4	Future	\$673,000
14.14	Cultural Arts Center	4	Future	\$166,000
14.15	City Gym & Pool	4	Future	\$472,000
14.16	Central Library	1	Immediate	\$9,247,000
14.17	Beach Maintenance	4	Future	\$64,000
14.18	Banning Library	1	Immediate	\$634,000
Total Capital Need (2024-2039)				\$148,455,000

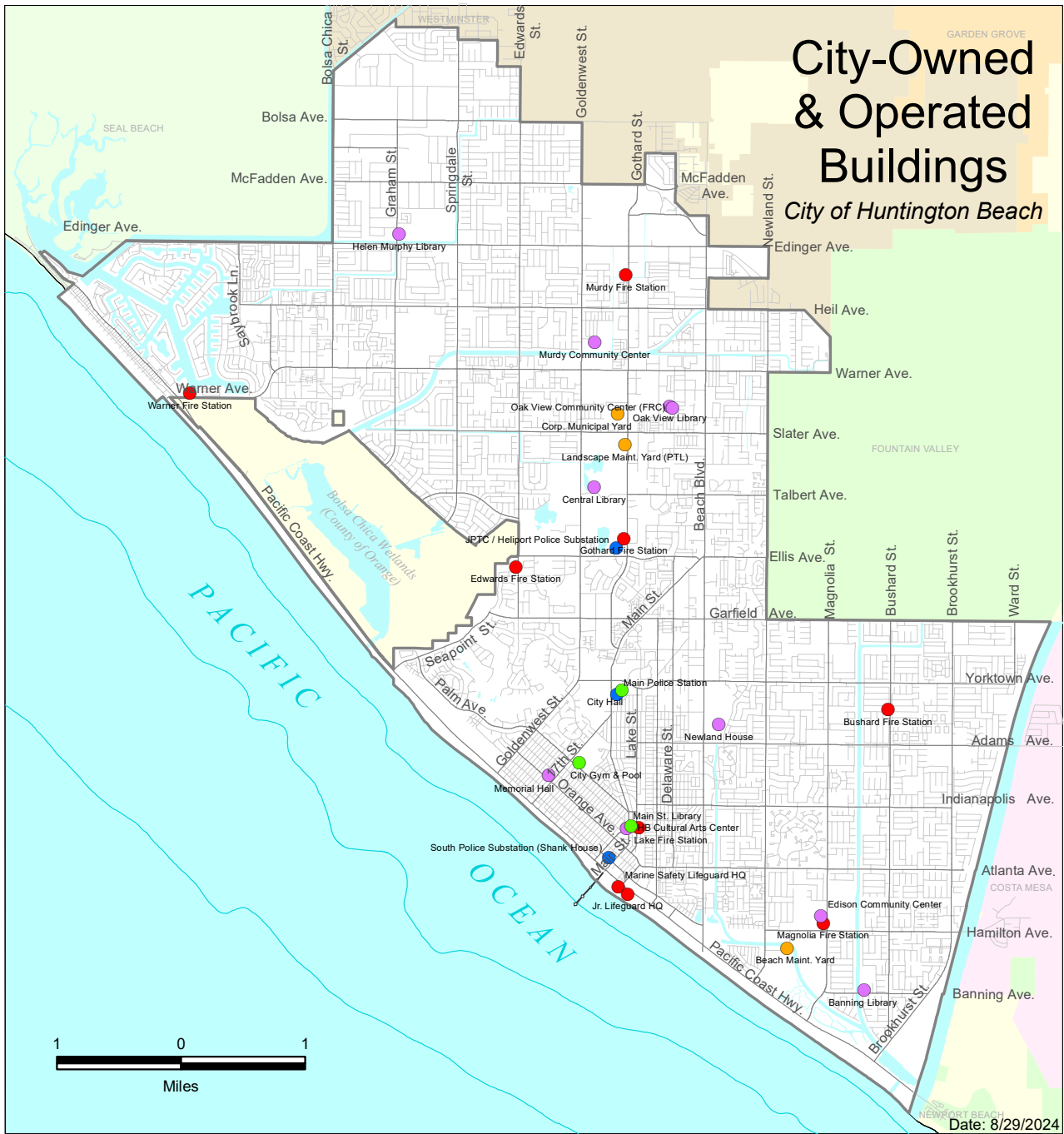


Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	O&M Activities	Essential	Immediate	\$2,075,000
Recommended Annual Program Needs (2024-2039)				\$2,075,000/Year



Wear and tear presents structural issues at a City facility



- City Facility (3)
- Community & Library Services (10)
- Fire (9)
- Police (3)
- Public Works (3)

**CAUTION
WHEN USING THIS MAP**

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Parks and Landscape



Total Needs (2024-2039):

\$128,430,000

Grade

C – The City’s landscape and park infrastructure boasts extensive coverage, with 81 parks across 765 acres, providing nearly all residents easy access to recreational spaces. However, inconsistent funding and a “mediocre” overall condition score indicate significant challenges in maintaining and improving park quality. Addressing these issues will require increased funding, innovative solutions, and greater community engagement to ensure the parks meet future demands.

Assets

- 79 City Parks (17th Street Park is the most recent addition)
- 9+ miles of Coastal Access
- 99% of City Residents within 3 miles of a community park

Key Facts

- Number of Parks: The City manages 79 parks, covering 765 acres of developed parkland.
- 99% of residents live within three miles of a community park, ensuring widespread

access to recreational spaces. There are five distinct areas where residents fall outside the typical service radius of parks, though alternative facilities are available nearby. 92% of surveyed residents visit a park at least once or twice a month, a significant increase from 74% in 2015, highlighting high community engagement.

- Parks were rated at 56% in overall condition, indicating that many parks require attention and improvements.
- Annual park funding has fluctuated between \$5.39 million and \$8.44 million in recent years, leading to project delays and deferred maintenance.
- There is a pressing need for increased budget allocation, innovative funding sources, and community engagement to maintain and improve parks.
- The high usage of parks is straining maintenance efforts, with long-term underfunding leading to potential safety hazards, increased future costs, and lesser utilization across the City’s parks.



- Public Safety Initiatives: The city employs Crime Prevention Through Environmental Design (CPTED) principles, strategic lighting, and community watch programs to enhance park safety.
- Efforts are underway to improve park resilience through durable infrastructure, biodiversity, water conservation, and energy efficiency initiatives. The City is also exploring tech-enabled parks and sustainable design solutions, though some areas like WiFi and mobile integration are still under consideration.

Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Edison Park Reconfiguration	Highly Desirable	Near Future	\$14,500,000
2	Softball Field Improvements	Highly Desirable	Immediate	\$554,000
3	PCH and 6th St. Pedestrian Ramp	Highly Desirable	Immediate	\$65,000
4	Blufftop Pathway Area Lighting	Highly Desirable	Immediate	\$64,000
5	Surfside-Sunset Beach Nourishment Project	Highly Desirable	Immediate	\$411,000
6	Eader Parking Lot Resurfacing	Highly Desirable	Immediate	\$100,000
7	Carr Park Reconfiguration	Highly Desirable	Near Future	\$11,500,000
8	Marina Park Reconfiguration	Highly Desirable	Immediate	\$12,600,000
9	9th St. Turf Rehab	Preferred	Near Future	\$2,900,000
10	9th St. Playground	Highly Desirable	Immediate	\$120,000
11	HCP Master Plan Update	Highly Desirable	Immediate	\$182,000

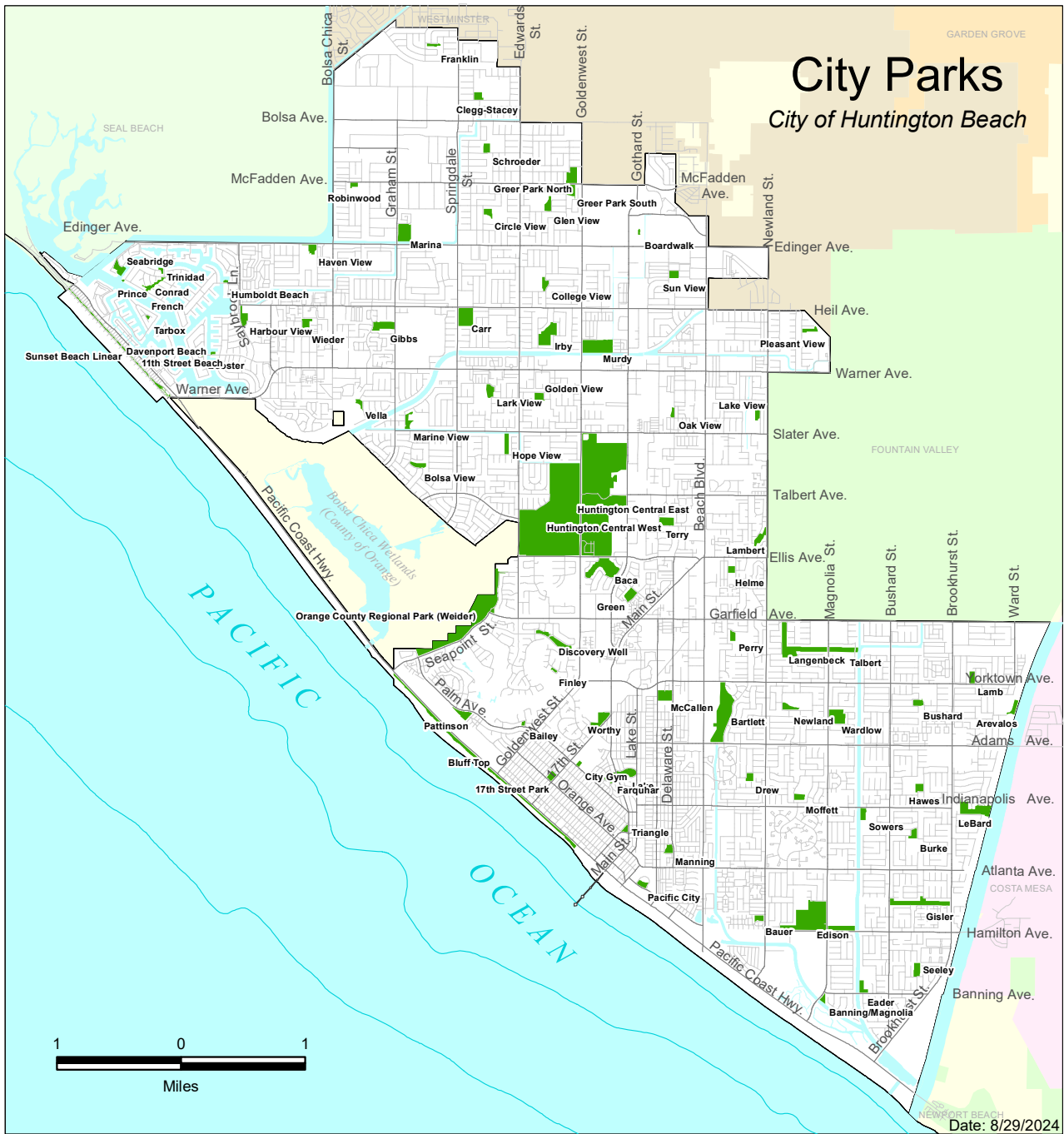
#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
12	Lagenbeck Park Playground Improvements	Highly Desirable	Immediate	\$300,000
13	Pleasant View Park Playground Improvements	Highly Desirable	Immediate	\$600,000
14	Discovery Well Par Pump Replacement	Highly Desirable	Immediate	\$90,000
15	Beach Restroom Analysis	Highly Desirable	Immediate	\$200,000
16	Trails	Highly Desirable	Immediate	\$600,000
17	Aquatic Center	Preferred	Future	\$15,000,000
Total Capital Need (2024-2039)				\$59,786,000

Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	O&M Activities	Essential	Immediate	\$4,576,000
Recommended Annual Program Needs (2024-2039)				\$4,576,000/Year

City Parks

City of Huntington Beach



- City Parks (81)
- City Boundary
- Streets

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Information Services



Total Needs (2024-2039):

\$21,000,000

Grade

C – The City’s network, software, and security infrastructure face significant challenges, including outdated technology, underfunded operations, and inadequate staffing. Network capacity and fiber connectivity are limited, while software and hardware systems need modernization, particularly in cloud adoption and cybersecurity. The city’s security infrastructure is also under-resourced, with insufficient camera coverage, outdated access control systems, and a lack of proactive cybersecurity measures, all requiring urgent upgrades to meet future demands.

Assets

- 13 Facilities Connected by Fiber
- Internet Speed: 1GB/s (current), 10GB/s (future need)
- 372 Network Devices
- 3 Facilities with Redundant Backup Routes
- 25 IT Employees
- 500 City-Owned Cameras

- 22 out of 46 Facilities with Access Control Systems
- Access Control Panels Over 15 Years Old: 130 out of 174

Key Facts

- Only 13 out of 34 City facilities are connected by reliable fiber, creating significant gaps in connectivity.
- Internet backups take over 9 days to complete, highlighting a critical bottleneck in data processing.
- Network rooms are poorly maintained, with 70% lacking proper cooling, which can shorten equipment lifespan. UPS systems at critical facilities are outdated, with 75% past their design life, posing risks during power outages. Network redundancy is limited, with only 3 out of 34 facilities having backup routes.
- The city’s network is operating at 40-50% capacity utilization, sufficient for now but inadequate for future growth.



- 25% of the city’s software systems, including Access Control and CAD/RMS, are outdated and resource-intensive.
- The city’s IT department is severely understaffed, with only 25 employees managing all IT systems, compared to the ideal 45-50 employees.
- Data centers are running at 60% capacity, but additional storage servers will soon be required.
- The transition to cloud services has been slow, limiting the city’s ability to scale and adopt new technologies.
- IS budget is \$8.5 million, representing 2.2% of the overall budget, below the recommended 3-5% for municipal IT spending.
- 75% of City-owned cameras are over 10 years old, far exceeding their 5-year lifecycle, and firmware updates are inconsistent. Only 4% of the city’s right-of-way is covered by surveillance cameras, leaving large areas unmonitored.
- 130 of 174 access control panels are outdated and over 15-20 years old, making them incompatible with newer systems.
- The City’s cybersecurity infrastructure lacks advanced monitoring tools and relies on basic antivirus software, leaving the system vulnerable to threats.
- Alarm systems rely on outdated POTS (plain old telephone service), slowing response times to triggered alarms.

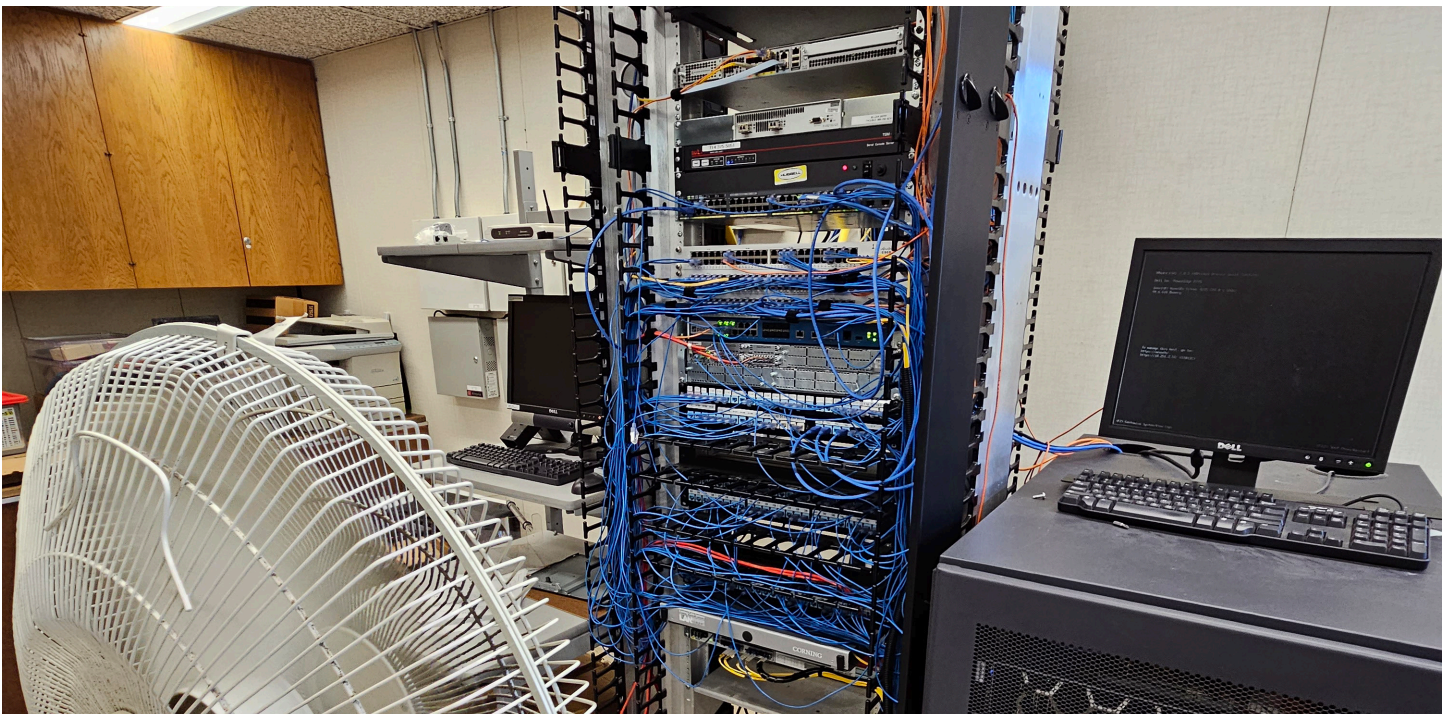
Recommended Projects

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANTICIPATED COST
1	Access Control System	Essential	Near Future	\$1,000,000
2	Fiber Infrastructure	Highly Desirable	Near Future	\$3,500,000
Total Capital Need (2024-2039)				\$4,500,000



Recommended Annual Programs

#	INFRASTRUCTURE NEED	PRIORITY	HORIZON	ANNUAL COST
1	MSSP Security Provider (Security)	Essential	Immediate	\$600,000
2	Internet Connection 10G (Network)	Preferred	Immediate	\$30,000
3	A/C Beach Maintenance and Various Facilities (Hardware)	Highly Desirable	Immediate	\$120,000
4	Data Backup (Network)	Essential	Immediate	\$250,000
5	Disaster Recovery plan /facility (Security)	Essential	Immediate	\$100,000
Recommended Annual Program Needs (2024-2039)				\$1,100,000/Year



The Server Room at Central Library uses fans due to insufficient cooling

COMMUNITY FEEDBACK

Community Survey

The purpose of the community survey was to provide community members an opportunity to share their thoughts on the existing conditions of the City's infrastructure and to help the project team further understand how Huntington Beach residents feel about the City's infrastructure. The online survey was available to community members from September 7, 2023, through December 1, 2023, and received a total of 1,331 responses.

The survey was composed of five sections with multiple choice and free response questions to ensure all five infrastructure categories of the IRC were included. The major sections included were Transportation Facilities, Public Facilities and Parks, Coastal and Harbour, Technology, and Public Utilities. Additionally, optional demographic information was obtained at the end of the survey.

Appendix C of this report contains the Community Input Summary Report that was developed on December 5, 2023, which summarizes the findings and feedback collected for this survey. Key themes that emerged from each category of the survey summary are summarized below.

Transportation Facilities

The Transportation Facilities included questions about the existing conditions of sidewalks, bike lanes/paths, street conditions, and alleys. A total of 577 free responses were recorded.

- **Sidewalks**

- Unsafe, broken, and unmaintained sidewalks.
- Sidewalks are too narrow.
- ADA/Mobility issues.

- **Bike Lanes/Paths and Trails**
 - Demand for protected bike lanes with physical barrier separations between vehicles and bicyclists.
 - Demand for better bike path connectivity throughout the city.
- **Street Conditions**
 - Many arterial and connector streets have potholes, ruts and uneven paving.
 - Lack of maintenance on major arterial streets.
 - Goldenwest Street identified as a major street that is in bad condition.
- **Alleys**
 - Alleyways are in bad condition, with potholes, ruts, and crumbling asphalt that needs paving/repair.
 - Alleys in the downtown area are in poor conditions and are unmaintained.

Public Facilities and Parks

The Public Facilities and Parks section included questions with optional free response sections about the existing conditions of park bathrooms, park equipment, loitering and the library. A total of 550 free responses were recorded.

- **Park Bathrooms**
 - Some parks have little to no available bathrooms.
 - Park bathrooms are very dirty and unmaintained.
 - The community requested significant remodeling and regular maintenance of these facilities.

- **Park Equipment**
 - Playground structures and other park equipment are not well maintained and are outdated.
 - Repair and replacements of playground or park equipment are not immediate and take several months to a year.
 - The community requested park equipment improvements and better maintenance of play structures.
- **Homelessness/Loitering**
 - The community is concerned with the amount of people who are unhoused in public parks, which make them feel unsafe.
 - The increase in the number of people who are unhoused and people who are loitering at parks has also led to additional litter.
- **Libraries**
 - The Central Library was reported to be in good condition.
 - The branch libraries were identified as facilities of concern due to poor facility maintenance and repairs.

Coastal and Harbour Facilities

The Coastal and Harbour section included questions with optional free response sections about the existing conditions of the beach bathrooms, pier plaza, parking, and seawalls. A total of 441 free responses were recorded.

- **Beach Bathrooms**
 - Beach bathrooms are poorly maintained and need significant renovations.
 - Facilities have poor ventilation and need updated servicing equipment.
 - Limited number of bathrooms during times of high demand.



- The community requested an increase in bathroom facilities in areas of high demand, as well as consistency in facility servicing.

- **Parking**

- Limited number of handicap parking stalls in downtown that make it difficult for people with disabilities to find parking.
- The community identified a dissatisfaction with the limited number of beach parking, specifically at Seapoint.
- The community requested affordable parking options for residents, specifically during busy times, as well as an increase in handicap parking.

- **Seawalls**

- Seawalls and cliffsides, especially along the northern coastline, were identified in poor condition as they are crumbling and eroding.
- A squirrel infestation and invasive plants were identified as a possible cause and/or contribution to the seawall deterioration.

Technology

The Technology section included questions with optional free response sections about the existing conditions of the high-speed provider monopoly and fiber options. A total of 258 free responses were recorded.

- **High-Speed Provider Monopoly**

- The community expressed dissatisfaction with the limitations of only one high-speed service provider in many areas of the city.
- Dissatisfaction with the customer service of the provider, continuous

increase in services prices, and unreliable connections.

- **Fiber Options**

- Community interest in more fiber options and more internet service provider options.
- The community suggested working with more fiber providers to bring additional connection options to residents and local businesses.

Public Utilities

The Public Utilities section included questions with optional free response sections about the existing conditions of the flooding and stormwater drainage and conditions of the drinking water. A total of 344 free responses were recorded.

- **Flooding and Stormwater Drainage**

- Issues with poor stormwater drainage, resulting in flooding in neighborhoods, especially after heavy rainfall.
- Areas identified with frequent flooding included the PCH near Warner/Sunset Beach/Seapoint, Saybrook Lane, Delaware Street, Adams Avenue, 17th Street, and Lake Street.
- Sandbags are seen generally scattered and not placed in drains.

- **Drinking Water**

- Drinking water was identified as hard with a smell and taste of chlorine, heavy metals, and/or minerals.
- Many community residents utilize their own filtration systems and avoid using tap water.

OCC Meetings

As part of the OCC, members attended two virtual meetings, one in-person workshop and an in-person infrastructure tour to discuss various IRC topics and provide input to the project team.

Meeting #1 – September 7, 2023, Zoom

- Overview of the project and OCC.
- Review and input on draft infrastructure category evaluation criteria.

Meeting #2 – November 9, 2023, Senior Center

- Reviewed preliminary findings from the Technical Committee and provided input.
- Reviewed and provided input on preliminary community survey results and findings.

Meeting #3 – December 14, 2024, Zoom

- Reviewed and provided input on final community survey results and preliminary Technical Committee Assessment.
- Reviewed updated outreach content and materials.

Meeting #4 – January 2024, City Hall

- Infrastructure Tours were conducted on the following dates and times in January. Each OCC member was asked to sign-up for one session.
 - January 19, 2024, from 9am – 12pm.
 - January 19, 2024, from 1pm – 4pm.
 - January 20, 2024, from 9am – 12pm.

The in-person infrastructure tours are explained in more detail in the following section.

Infrastructure Tours

To aid the understanding of the IRC, infrastructure tours were conducted with OCC members to showcase the various infrastructure in good and poor condition throughout the city. Infrastructure stops for this tour include the following locations:

- Beach Parking Lot
- Street – Saybrook
- Street – Talbert
- Docks – Warner Fire Station
- Sewer – Slater Lift Stations
- Facilities – City Hall
- Bridges – Edwards Bridge
- Coastal – Pier and South Beach Bathrooms
- Coastal – Eroded Bluff
- IS – City Hall
- Admiralty Bridge
- City bulkheads
- Central Park
- Davenport Bridge and Lift Station

During this tour, committee members were able to reference a list of criteria used by the Technical Committee to get a better understanding of how the report would be completed and encouraged to discuss their experiences with other OCC members.

Common themes and considerations that were identified as a priority from OCC members included the following:

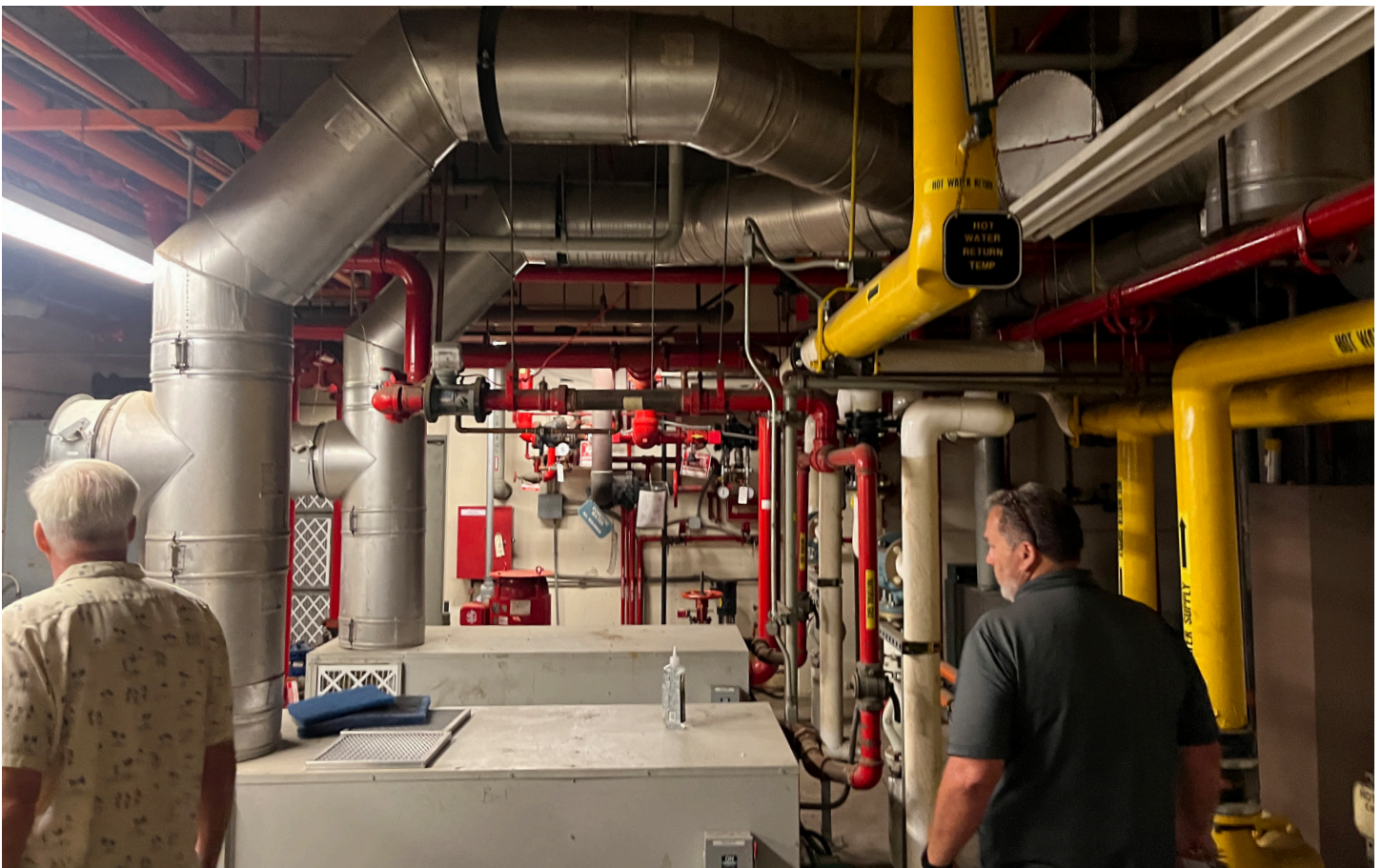
- City Hall is in poor condition and infrastructure repairs need to occur to address various needs such as the AC system, plumbing, water heater, and leaks in roof.
- Harbor Bridge and Admiralty Bridge are in poor condition and need to be replaced and/or reinforced.
- Talbert Street and Springdale should be prioritized to be repaved due to the vast number of potholes and patches.
- City beach restrooms.
- Flood control.
- Erosion of coastal bluffs should be addressed, or mitigation measures should be implemented.

- Include alleyway repairs in budget to address poor infrastructure conditions.

Next Steps

A final meeting, Meeting #5, was held with the OCC to share the final IRC report and report card and obtain input. Furthermore, additional outreach materials regarding the availability of the final IRC report were provided to members to use with their networks.

Based on the vast community input received from the survey, meetings, and the in-person infrastructure tours, there is a strong interest and need from the community in seeing infrastructure improvements in all the identified categories of the IRC.



An infrastructure tour inspects the Chiller Room at Civic Center (2024)

STRATEGIC SOLUTIONS

The following finance programs are deemed potentially feasible to support the recommendations from the infrastructure report card:

- Community Facilities Districts (“CFDs”) can issue bonds to fund public facilities with a useful life of 5 years or longer.
- Contributions from the General Fund (“GF”) provide financial support to other funds for public safety, fire protection, construction, road maintenance, libraries, healthcare, and debt repayment.
- Enhanced Infrastructure Financing Districts (“EIFDs”) or Tax Increment Financing (TIF) uses increased property tax revenues and/or vehicle license fee revenues to fund public improvements without imposing additional taxes or assessments on property owners.
- Federal and State Grants (“Grants”) Uses Federal or State government funding instead of the City or property owners. Additional sources often include tax credits, TIF, and tax-exempt bonds.
- Development Impact Fee Programs (“DIFs”). Charges are paid by developers upon building permit issuance and are either included in new home prices or deducted from developer profits.
- Lease Revenue Bonds (“LRBs”) use leases or installment sales for public improvements. They allow the acquisition or construction of specific public equipment, land, or facilities.
- Parcel Taxes (“PTs”) are a uniform tax charged equally for all parcels within a City. It is an absolute dollar amount and is not ad valorem-based.

- Parking and Business Improvement Area Law of 1989 (“PBIDs”). Special business improvements areas are created to maintain or increase tourism. These areas are established through a partnership between the city and local businesses, and may require special assessments on cooperating business. They can also be supported by parking revenues.
- Public-Private Partnerships (“P3s”) are agreements between a public agency and a private company.
- Transient Occupancy Taxes (“TOTs”). Hotels, inns, motels, and other short-stay places of lodging may charge their guests a daily TOT for their rooms. The TOT can also apply to RV parks and campgrounds. Currently, the City only charges hotels and motels. City may consider registering short-term rentals such as Airbnb’s, VRBOs, timeshares, RV space, etc. and have them pay daily TOTs to level the playing field with hotels, etc.



Huntington Harbour

INFRASTRUCTURE CATEGORY	POTENTIAL FINANCE PROGRAMS									
	CFD ¹	GF	EIFD ¹	Grants	DIF	LRB ¹	PT ²	PBID ²	P3 ¹	TOT ²
UTILITIES										
Stormwater	X	X	X	X	X	X			X	
Water	X	X	X	X	X	X			X	
Wastewater	X	X	X	X	X	X			X	
PARKS AND FACILITIES										
Parks and Landscape	X	X	X	X	X				X	
Public Facilities	X	X	X	X	X	X			X	
TRANSPORTATION AND MOBILITY										
Bridges	X	X	X	X	X	X			X	
Non-Road Pavement (Alleys and Parking Lots)	X	X	X	X	X	X		X	X	
Roadway and Mobility	X	X	X	X	X	X			X	
COASTAL AND HARBOUR										
Coastal Shoreline	X	X	X	X	X	X			X	
Huntington Harbour	X	X	X	X	X	X			X	
INFORMATION SERVICES										
Network/Connectivity	X	X	X	X	X	X			X	
Hardware and Software		X		X			X			X
Security		X		X			X			X

¹May be used to pay for some operations and maintenance costs.

²Low revenue enhancement from Parcel Taxes and TOT revenues mainly applicable to operations and maintenance costs.

ACKNOWLEDGEMENTS

The Infrastructure Report Card is a product of the City of Huntington Beach. The development of the IRC was a comprehensive effort of numerous contributors. The City would like to sincerely thank all team members, as listed per Committee hereafter, for their contributions.

City Council

- Mayor Gracey Van Der Mark
- Mayor Pro Tem Pat Burns
- City Council – Rhonda Bolton
- City Council – Dan Kalmick
- City Council – Casey McKeon
- City Council – Natalie Moser
- City Council – Tony Strickland

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APPENDIX

