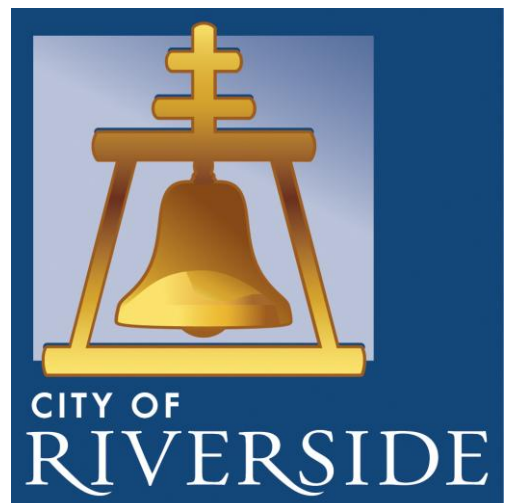


CAPITAL IMPROVEMENT PROGRAM SUMMARY



CAPITAL IMPROVEMENT PROGRAM SUMMARY

Capital Improvement Program Defined

The City's Capital Improvement Program (CIP) is a multi-year planning instrument that drives the evaluation and identification of capital infrastructure projects in need of renovation, repair, and/or construction. Capital projects range from road maintenance or construction to the renovation of municipal buildings, recreation centers, and ball fields, to water main and sewer repair. The CIP relates these projected capital needs to the financial sources that will support their realization and the timeframe in which both the financing and work will take place. Capital improvement programming is the process by which these capital projects are identified, prioritized, and selected, and thus are incorporated into the long-range fiscal and strategic planning of the City. The CIP document is designed to report to the City Council, the public, City staff, and other interested parties the capital management and planning strategies of the City.

Benefits of the Capital Improvement Program

Capital improvement programming links short and long-range general plans with growth, public and private development, and the annual budgetary process. In this way, the CIP attempts to achieve the goals and objectives of the City's residents, a variety of boards and commissions, and the City Council. The CIP carries the following primary benefits:

- Focuses attention on Citywide priorities and citizen expectations
- Provides a concrete implementation framework for the General Plan, Citywide Strategic Plan, and Visioning Report
- Fosters inter-departmental coordination of City infrastructure investments
- Promotes accountability for the long-term planning and investment of public funds for large-scale public purposes

Capital improvement projects typically carry considerable future impact, meaning that they have a life span of at least five years or more. They are often, but not always, financed over a longer period of time, in effect spreading the cost of the project across generations of users. In this sense, the choices made for how a project will be paid for is not only a financial question of fiscal capacity and prudence, but a philosophical issue as well.

Perhaps the greatest benefit of having a Capital Improvement Program is that the process focuses attention on improving or constructing the capital improvements necessary for providing the services and facilities expected by the residents and businesses of the City of Riverside, both today and tomorrow.

The CIP and the City's Annual Operating Budget

In order to reap the benefits of focused attention paid to long-term planning for capital projects, the Capital Improvement Program is for the most part developed separately from the City's Annual Operating Budget. However, the approval of the CIP does not signal appropriation of funds. Rather, the CIP serves as a planning instrument for both budgeting and infrastructure development. Appropriations are made for capital projects when the City Council approves the annual budget for the City.

The Capital Improvement Program document is different from the annual budget as it sets forth a five-year program. The first year's program contains projects that are included in the proposed Annual Operating Budget for the upcoming fiscal year. The remaining four years reflect staff's recommended priorities for the future and are reviewed and revised annually by the City Council.

Development and Adoption of the CIP

The development of the City's Capital Improvement Program occurs over approximately a six month period. The City Manager's Office initiates the CIP process by providing a preparation guide and schedules to the relevant departments. The schedules and project lists are reviewed at the departmental level and updated accordingly.

The development of the City's Capital Improvement Program is to a certain extent decentralized. This means that although the CIP is coordinated through the Finance Division of the City Manager's Office, individual departments are responsible for fully developing their individual Capital Improvement Programs. This is accomplished by identifying needs, performing appropriate fiscal and environmental impact analyses, conducting legislative and environmental scans to ensure that the CIP is current, acquiring input from various stakeholders, and selecting the final projects for consideration. Each

CAPITAL IMPROVEMENT PROGRAM SUMMARY

department then submits its CIP to the City Manager's Office.

The City Manager's Office evaluates the individual Capital Improvement Programs for consistency with the Citywide Strategic Plan, the General Plan, and citizen input. The City Manager's Office then finalizes the proposed Capital Improvement Program for preliminary City Council review and conceptual approval. Projects for which conceptual approval has been attained are inserted into the Operating Budget and proposed for adoption in May or June of each year.

Amending the Capital Budget

At any Council meeting after the adoption of the budget, the City Council may amend or supplement the budget by motion adopted by the affirmative votes of at least five members. This vote authorizes the transfer of unused balances appropriated for one purpose to another purpose or to appropriate available funds not included in the budget.

CIP Program Sections

Capital projects are grouped into ten program sections in the Capital Improvement Program. They are:

- Municipal Buildings and Facilities
- Parks, Recreation, and Community Services
- Transportation
- Grade Separations
- Sewer

- Storm Drain
- Refuse
- Public Parking
- Airport
- Electric
- Water

Municipal Buildings and Facilities

The Municipal Buildings and Facilities program includes expenditures for Departments that are not described in other sections of the CIP. Such projects include Police and Fire stations, Libraries, the Museum, the Municipal Auditorium, and the Convention Center. Projects of a recurring nature such as parking lot repaving and facility painting are also included in the Municipal Buildings and Facilities CIP, even for Departments described elsewhere in this document.

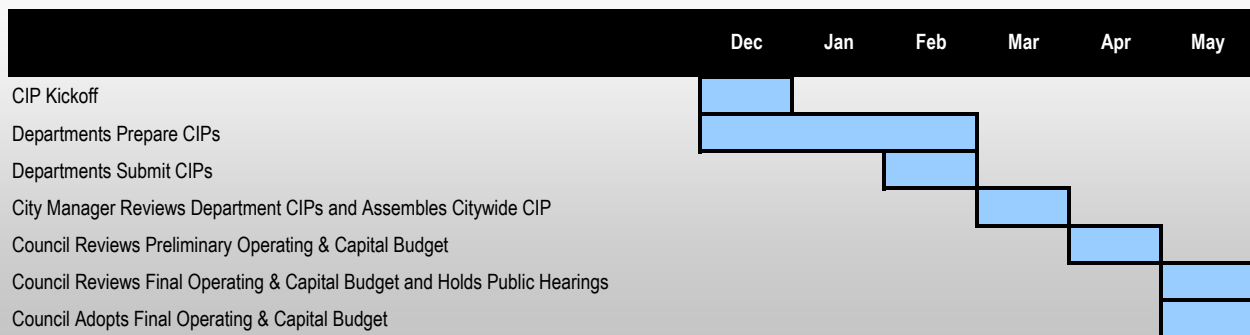
Parks, Recreation, and Community Services

The Parks, Recreation, and Community Services program includes projects to construct, maintain, and upgrade parks, game courts and fields, medians, community centers, and recreation buildings.

Transportation

The Transportation program includes projects to extend and widen streets, street resurfacing, construction of curbs, gutters, center medians, bikeways & pedestrian facilities, right-of-way acquisition, and traffic signal improvements.

CIP DEVELOPMENT PROCESS TIMELINE



CAPITAL IMPROVEMENT PROGRAM SUMMARY

Grade Separations

The Grade Separations program includes projects that grade separate the intersections of City streets with the BNSF and Union Pacific railroads as well as other, related rail projects.

Sewer

The Sewer program includes projects to increase system capacity for new users, replace aging or obsolete systems, and meet new regulatory requirements.

Storm Drain

The Storm Drain program includes projects that either eliminate a nuisance flow or provide additional flood protection.

Refuse

The Refuse program includes projects to meet the State mandate that the closed Tequesquite landfill not pollute the nearby Santa Ana River and adjacent groundwater.

Public Parking

The Public Parking program includes projects to construct new parking facilities and to improve existing facilities.

Airport

The Airport program includes projects to maintain the Airport, to improve safety, and to comply with Federal Aviation Administration (FAA) standards and regulations.

Electric

The Electric program includes projects to construct additions to the City's electric infrastructure and to maintain existing facilities.

Water

The Water program includes projects to construct additions to the City's water infrastructure and to maintain existing facilities.

Funding Sources

The City employs a combination of approaches to fund its capital projects. For many smaller improvement projects, funds are appropriated from cash on hand. Large-scale capital projects are funded through a variety of methods, including long-term financing, user fees, proceeds from bond issues, grants, assessments, impact fees, tax levies, certificates of participation (COPs), and reserve balances.

Since the City's various Departments are budgeted within numerous Funds, each potentially with multiple revenue streams, the funding sources are greatly varied and the process decentralized.

The Funds in which capital improvements are budgeted and the various funding sources that provide revenue to these Funds are described below by CIP program section. General Fund revenue sources are not described, due to the complex nature of sources providing revenue to the General Fund. The General Fund's major support comes from sales tax, property tax, fees for services rendered, the utility users tax, and transfers from the Electric and Water Funds. General Fund projects are budgeted on an availability of funds basis and funded from annual revenues.

In addition to the typical projects outlined in the CIP, this year's CIP includes numerous projects funded through the Riverside Renaissance Initiative. These projects will be funded by a diverse set of revenues including Certificates of Participation, land sale proceeds, and Redevelopment Agency funds.

Municipal Buildings and Facilities

Projects included in the Municipal Buildings and Facilities CIP are funded primarily from the General Fund (101). In certain cases, projects are funded from other Funds when a project impacts a non-General Fund Department (such as Public Utilities). In all cases other than certain Riverside Renaissance Projects, these projects are funded from annual revenues. Major revenue sources include:

- General Fund Revenues – General Fund revenues allocated to capital projects
- Other Fund Revenues – revenues allocated to minor capital projects from other City Funds

Parks, Recreation, and Community Services

Capital expenditures for the Parks, Recreation, and Community Services Department are budgeted in the General Fund (101), the Local Parks Fund (411), and the Regional Parks Fund (413). Neighborhood park improvements are funded through the Local Parks Fund, while regional park improvements are funded through the Regional Parks Fund. Major revenue sources include:

CAPITAL IMPROVEMENT PROGRAM SUMMARY

- General Fund Revenues – General Fund revenues allocated to capital projects
- Development Fees – portions of fees charged when property is developed that are dedicated to the funding of local and regional parks and recreation facilities

Local Park Fee and Regional Park Fee revenues are dependent on development. Therefore, the CIP only shows projects as funded for which fee revenues are already available or that are annual funding obligations. As funding becomes available, the Parks, Recreation, and Community Services Department requests that the City Council appropriate funds for projects contained in the Unfunded Capital Projects list. Projects are not programmed based on anticipated revenues.

Transportation & Grade Separations

Capital expenditures for the construction and improvement of transportation infrastructure are budgeted in the General Fund (101), the Special Gas Tax Fund (230), the Capital Outlay Fund (430), the Measure A Fund (432), the Transportation Development Impact Fees Fund (433), and the Transportation Uniform Mitigation Fees Fund (434). The allocation of revenues to the 230, 430, 432, 433, and 434 Funds is complex and is dictated by various regulations that are not important for the purposes of the CIP. In the detailed tables found in the Transportation program section of this document, these five funds are shown commingled, though in actuality specific revenues described below will be allocated to specific Funds. Revenue sources include:

- Signal Mitigation Fees – a City funding source generated from portions of fees charged when property is developed that are dedicated to funding new and upgraded traffic signals
- Transportation Impact Fees – a City funding source generated from portions of fees charged when property is developed that are dedicated to funding local transportation capacity improvements
- Measure A Sales Tax Revenue – a City and County funding source generated from Riverside County's half-cent sales tax dedicated to transportation projects that is allocated directly to the City of Riverside as well as through the Riverside County Transportation Commission
- Transportation Uniform Mitigation Fees (TUMF) – a regional funding source generated from portions of fees charged when property is developed that are dedicated to funding regional transportation capacity improvements
- State Gas Tax Revenue – revenue generated by the State's tax on gasoline sales that is dedicated to local transportation capacity improvements
- State Proposition 42 Revenue – revenue generated by additional gas tax revenues allocated to transportation projects by voter initiative
- State Proposition 1B Revenue – revenue generated by the sale of bonds authorized by voter initiative for transportation improvements
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program – a Federal funding program authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA) that provides grants primarily for traffic signal projects, transportation demand management projects, and transit projects
- Surface Transportation Program (STP) – a Federal funding program authorized by ISTEA that includes two funding mechanisms – one is a population formula program where local agencies receive funds for transportation improvement projects according to their respective populations and the other provides grants for projects that reduce traffic congestion, improve transportation circulation, and maintain transportation infrastructure
- Surface Transportation Program Local (STPL) – STPL is similar to STP, except that funds are dedicated to local street improvements
- Demonstration (DEMO) Funds – allocations of STP funds for specific projects earmarked by congress
- Congressional Earmarks – project-specific appropriations made by congress to fund transportation capacity improvements
- California Public Utilities Commission Grade Separation Program – a funding program administered by the California Public Utilities Commission that provides funding for railroad grade separations

CAPITAL IMPROVEMENT PROGRAM SUMMARY

- Railroad Funds – private funding from the Union Pacific and BNSF railroads to assist with the construction of railroad grade separations

Sewer

Capital expenditures for the construction and improvement of the City's sewer system are budgeted in the Sewer Fund (550), which is an enterprise fund. In addition to capital expenditures, operational expenditures related to the City's sewer system are budgeted in the Sewer Fund. Revenue sources include:

- Sewer Connection Fees – fees charged when property is developed that are dedicated to the funding of sewer infrastructure projects
- Service Charges – funds transferred from the Sewer Service Fund that are generated from service charges to users of the City's sewer system
- Community Services District (CSD) Payments – payments from Community Services Districts for which the City provides sewage treatment services
- State Revolving Loans – low interest loans provided by the State to fund capital improvements
- Bond Proceeds – proceeds from the sale of revenue bonds

Storm Drain

Capital expenditures for the construction and improvement of storm drains are budgeted in the Storm Drain Fund (410). Revenue sources include:

- Storm Drain Fees – fees charged when property is developed that are dedicated to the funding of storm drain infrastructure projects

Refuse

Expenditures for the maintenance of the City's closed landfill are budgeted in the Refuse Collection Fund (540), which is an enterprise fund. No refuse-related capital expenditures are planned. Revenue sources for maintenance of the landfill include:

- Landfill Capping Surcharge – fee assessed to users of City commercial refuse disposal services

Public Parking

Capital expenditures for the City's Public Parking facilities are budgeted in the Public Parking Fund (570), which is an enterprise fund. Revenue sources include:

- Rent Revenues – revenue from rented facilities
- Garage, Lot and Meter Fees – fees charged for parking
- Parking Fines – fines assessed for parking violations
- Bond Proceeds – proceeds from the sale of revenue bonds

Airport

Capital expenditures for the Riverside Municipal Airport are budgeted in the Airport Fund (530), which is an enterprise fund. The Federal Aviation Administration (FAA) will fund up to 95 percent of eligible projects. And, under the California Department of Transportation (CALTRANS) Division of Aeronautics' grant program, the City can apply for 2.5 percent matching funds for FAA-approved projects. Revenue sources include:

- Rent Revenues – revenue from rented facilities
- Landing & Tie Down Fees – fees assessed on aircraft operating at and based at the Airport
- Fuel Sales – revenue from the sale of fuel purchased from the Airport
- Fuel Flowage Fees – fees charges on fuel purchased at the Airport
- Non-Commercial Aircraft Tax – funds generated from taxes imposed on non-commercial aircraft
- CALTRANS Grants – grant proceeds received from the Division of Aeronautics
- Airport Improvement Program (AIP) Grants – grant proceeds received from the FAA

Electric

Capital expenditures for the City's Electric Utility are budgeted in the Electric Fund (510), which is an enterprise fund. Revenue sources include:

- Electric Rates – revenue from rates
- Contributions In Aid of Construction – funding contributions by private parties
- Bond Proceeds – proceeds from the sale of revenue bonds

CAPITAL IMPROVEMENT PROGRAM SUMMARY

Water

Capital expenditures for the City's Water Utility are budgeted in the Water Fund (520), which is an enterprise fund. Revenue sources include:

- Water Rates – revenue from rates
- Contributions In Aid of Construction – funding contributions by private parties
- Bond Proceeds – proceeds from the sale of revenue bonds

Overview of the CIP

The five-year Capital Improvement Program amounts to \$832,220,154. For FY 2011/12, capital improvement projects totaling \$208,978,529 will be undertaken to expand and maintain the infrastructure within the City of Riverside. Descriptions of each project, as well as the related revenues and expenditures, can be found in the individual program sections of the CIP. Summary information can be found in the tables on the following pages.

Unfunded Capital Projects

In addition to the \$832 million five-year funded CIP, unfunded capital project needs currently total \$540 million. The unfunded projects are included in the Water, Transportation, Grade Separation, Parks, Recreation, & Community Services, Municipal Buildings & Facilities, and Storm Drain CIP Sections. In the case of the Parks, Recreation, and Community Services CIP, the majority of the unfunded projects will be funded in the latter four years of the CIP. The Parks, Recreation, and Community Services Department does not show projects as funded until funding is in place. As a result, there are always projects listed on the unfunded project list that are anticipated to be funded before the conclusion of the five-year period covered by the CIP.

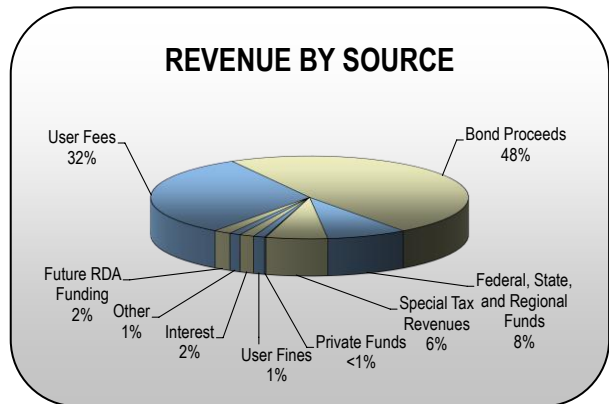
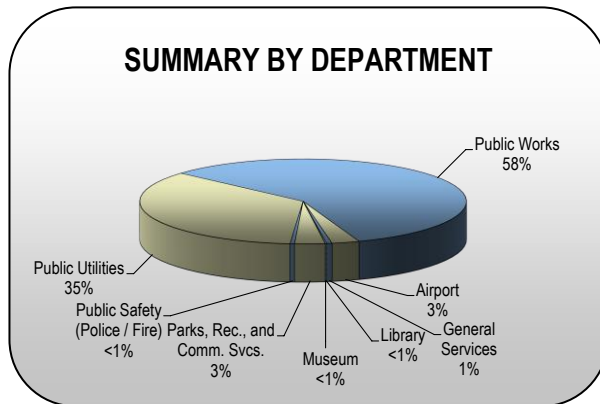
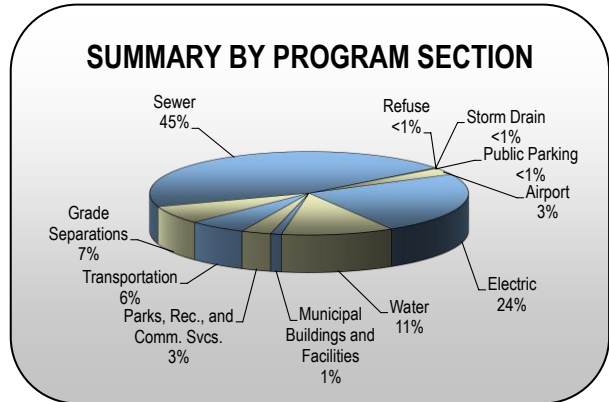
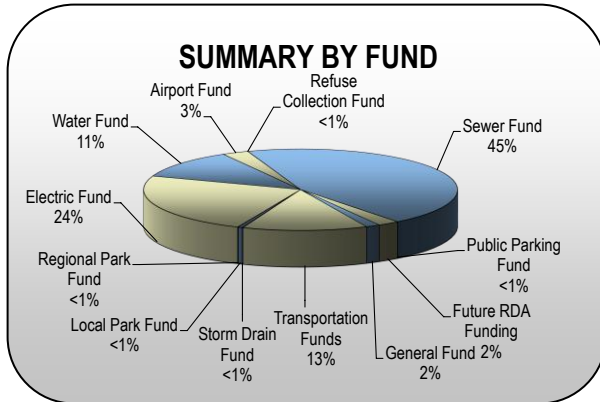
Transportation and Grade Separation expenditures in the funded CIP are considerable. However, the current needs still outweigh available resources and \$198 million is still unfunded. The unfunded or partially unfunded transportation projects include four significant street widening projects, two major median construction projects, and four grade separations. In the case of many of these projects, a sizable portion of the projects' cost is anticipated to be funded with non-City funds. Each unfunded project is described in the individual program

sections of the CIP. Summary information can be found in the tables on the following pages.

Summary Tables

The following tables provide a high-level overview of the citywide five-year Capital Improvement Program.

CAPITAL IMPROVEMENT PROGRAM SUMMARY



REVENUE BY REVENUE SOURCE

Revenue Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Future RDA Funding	-	18,500,000	-	-	-	18,500,000
User Fees	55,026,564	62,395,239	68,417,035	72,864,106	74,806,313	333,509,257
Bond Proceeds	64,473,000	319,499,474	44,160,000	38,502,000	38,075,000	504,709,474
Federal, State, and Regional Funds	64,503,125	11,048,875	2,239,625	3,018,625	4,966,125	85,776,375
Special Tax Revenues	13,327,860	12,938,750	13,046,223	13,155,918	13,267,838	65,736,589
Private Funds	1,300,000	-	-	-	-	1,300,000
User Fines	2,365,000	2,412,300	2,412,300	2,412,300	2,532,915	12,134,815
Interest	3,200,272	4,896,451	3,096,451	2,316,451	1,924,451	15,434,076
Other (1)	819,194	3,172,767	2,612,443	2,713,688	2,781,057	12,099,149
Total	205,015,015	434,863,856	135,984,077	134,983,088	138,353,699	1,049,199,735
Less: Amounts Not Available for Current CIP (2)						(216,979,581)
Adjusted Total						832,220,154

- (1) Includes any revenues anticipated from the General Fund and Airport Fund for Routine Municipal Buildings & Facilities and Park/Community Center projects.
- (2) Includes funds estimated to be on hand at the end of the five-year CIP for future projects, certain enterprise funds operating expenditures, debt service for previous capital projects, and other minor items.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

SUMMARY BY FUND

Fund	Fund Description	2011/12	2012/13	2013/14	2014/15	2015/16	Total
101	General Fund	819,194	3,136,767	2,612,443	2,713,688	2,781,057	12,063,149
Various	Transportation Funds	70,885,000	9,485,000	9,235,000	10,085,000	7,235,000	106,925,000
410	Storm Drain Fund	650,000	150,000	150,000	150,000	150,000	1,250,000
411	Local Park Fund	500,000	600,000	600,000	600,000	600,000	2,900,000
413	Regional Park Fund	670,000	-	-	-	-	670,000
510	Electric Fund	46,761,500	45,636,000	39,161,000	33,159,000	33,794,000	198,511,500
520	Water Fund	26,088,500	27,377,000	13,560,000	14,353,000	13,513,000	94,891,500
530	Airport Fund	7,525,000	4,561,000	2,325,000	3,125,000	5,125,000	22,661,000
540	Refuse Collection Fund	50,000	50,000	-	-	-	100,000
550	Sewer Fund	54,729,335	152,479,335	96,139,335	30,300,000	39,800,000	373,448,005
570	Public Parking Fund	300,000	-	-	-	-	300,000
	Future RDA Funding	-	18,500,000	-	-	-	18,500,000
Total		208,978,529	261,975,102	163,782,778	94,485,688	102,998,057	832,220,154

SUMMARY BY PROGRAM SECTION

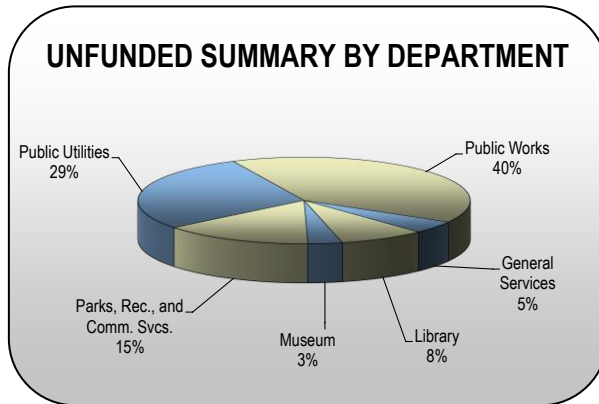
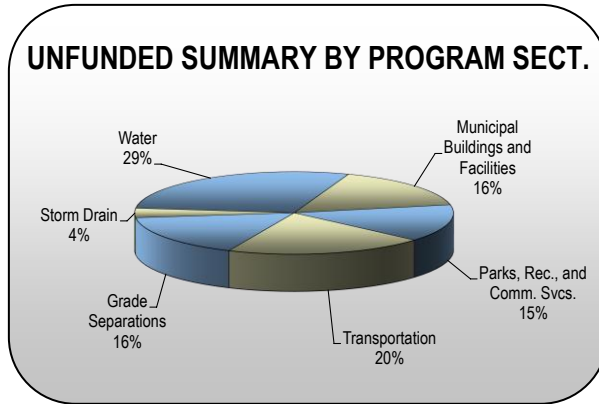
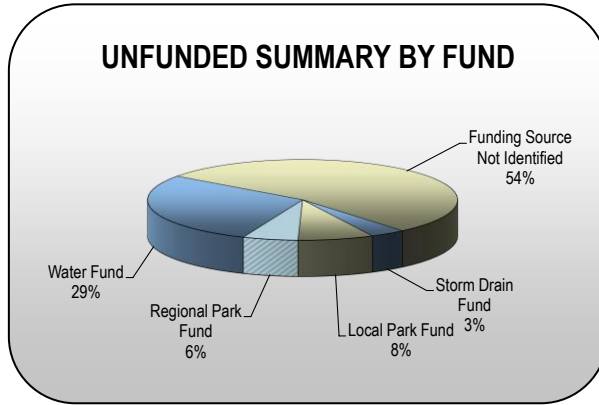
CIP Program Section	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Municipal Buildings and Facilities	440,000	2,616,000	2,000,000	2,040,000	2,040,000	9,136,000
Parks, Recreation, and Community Services	1,549,194	19,656,767	1,212,443	1,273,688	1,341,057	25,033,149
Transportation	12,385,000	9,485,000	9,235,000	10,085,000	7,235,000	48,425,000
Grade Separations	58,500,000	-	-	-	-	58,500,000
Sewer	54,729,335	152,479,335	96,139,335	30,300,000	39,800,000	373,448,005
Storm Drain	650,000	150,000	150,000	150,000	150,000	1,250,000
Refuse	50,000	50,000	-	-	-	100,000
Public Parking	300,000	-	-	-	-	300,000
Airport	7,525,000	4,525,000	2,325,000	3,125,000	5,125,000	22,625,000
Electric	46,761,500	45,636,000	39,161,000	33,159,000	33,794,000	198,511,500
Water	26,088,500	27,377,000	13,560,000	14,353,000	13,513,000	94,891,500
Total	208,978,529	261,975,102	163,782,778	94,485,688	102,998,057	832,220,154

SUMMARY BY DEPARTMENT

Department	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Airport	7,525,000	4,561,000	2,325,000	3,125,000	5,125,000	22,661,000
General Services (1)	440,000	720,000	890,000	1,140,000	1,140,000	4,330,000
Library	-	250,000	250,000	250,000	250,000	1,000,000
Museum	-	50,000	50,000	50,000	50,000	200,000
Parks, Recreation, and Community Services	1,549,194	19,656,767	1,212,443	1,273,688	1,341,057	25,033,149
Public Safety (Police / Fire)	-	1,560,000	810,000	600,000	600,000	3,570,000
Public Utilities	72,850,000	73,013,000	52,721,000	47,512,000	47,307,000	293,403,000
Public Works	126,614,335	162,164,335	105,524,335	40,535,000	47,185,000	482,023,005
Total	208,978,529	261,975,102	163,782,778	94,485,688	102,998,057	832,220,154

(1) Includes recurring project budgets that may ultimately be charged to other Departments.

CAPITAL IMPROVEMENT PROGRAM SUMMARY



CAPITAL IMPROVEMENT PROGRAM SUMMARY

UNFUNDED SUMMARY BY FUND

Fund	Fund Description	Total
410	Storm Drain Fund	20,000,000
411	Local Park Fund	42,545,000
413	Regional Park Fund	31,050,000
510	Electric Fund	-
520	Water Fund	155,251,000
	Funding Source Not Identified	291,052,445
Total		539,898,445

UNFUNDED SUMMARY BY PROGRAM SECTION

CIP Program Section	Total
Municipal Buildings and Facilities	88,000,000
Parks, Recreation, and Community Services	78,770,000
Transportation	109,250,474
Grade Separations	88,626,971
Sewer	-
Storm Drain	20,000,000
Refuse	-
Public Parking	-
Airport	-
Electric	-
Water	155,251,000
Total	539,898,445

UNFUNDED SUMMARY BY DEPARTMENT

Department	Total
Airport	-
General Services	25,000,000
Library	45,000,000
Museum	18,000,000
Parks, Recreation, and Community Services	78,770,000
Public Safety (Police / Fire)	-
Public Utilities	155,251,000
Public Works	217,877,445
Total	539,898,445

CAPITAL IMPROVEMENT PROGRAM SUMMARY

Budgeted Projects and Budgetary Impacts

The table below and on the facing page summarizes the programmed capital projects for fiscal year 2011/12. The majority of these projects are budgeted in the Annual Budget document. However, in some cases, certain projects may not be budgeted in the Annual Budget. These projects are either still sufficiently preliminary in nature not to warrant inclusion in the budget or are dependent on third party funding. Such projects will be brought before the City Council to request supplemental appropriations later in the fiscal year.

The table also outlines the anticipated project-specific recurring budgetary impacts of each proposed capital project for fiscal year 2011/12. The recurring budgetary impact of a capital project is the anticipated project-related increase to the City's budget in the first fiscal year

following completion of the project. These expenditures include additional personnel, operations and maintenance expenditures, recurring capital outlays, and capital debt service. For example, a new Community Center will likely require additional staff, as well as funding for utilities, maintenance, and other similar costs.

The potential budgetary impact of any proposed capital project is carefully considered as part of the capital improvement program review process. Many projects are related to maintenance for and replacements of existing City facilities and infrastructure, such as street and utility improvements or facility repairs and enhancement. These types of projects do not create significant budgetary impacts. Many of the smaller budgeted projects are components of cyclical replacement programs and also do not create significant budgetary impacts.

CAPITAL PROJECTS AND BUDGETARY IMPACTS

Project Description	Project Cost	Annual Estimated Budgetary Impact				Total
		Personnel Services	Non-Personnel	Capital Outlay	Debt Service	
Municipal Buildings and Facilities						
Fuel Island Canopy	200,000	-	-	-	-	-
HVAC Replacement at Various City Facilities	15,000	-	-	-	-	-
Miscellaneous Improvements at City Facilities	100,000	-	-	-	-	-
Riverside Convention Center Facility Refurbishment	50,000	-	-	-	-	-
Riverside Convention Center Minor Facility Repairs	50,000	-	-	-	-	-
Riverside Municipal Auditorium Upgrades & Refurbishment	25,000	-	-	-	-	-
SubTotal Municipal Buildings and Facilities	440,000	-	-	-	-	-
Parks, Recreation, and Community Services						
Trails	500,000	-	-	-	-	-
Martha McLean-Anza Narrows	670,000	-	-	-	-	-
Park Refurbishment	224,922	-	-	-	-	-
Recreation Center Rehabilitation	154,272	-	-	-	-	-
SubTotal Parks, Recreation, and Community Services	1,549,194	-	-	-	-	-
Airport						
Grading for North Parallel Taxiway & Runway 9/27 RSA	4,000,000	-	-	-	-	-
Land Acquisition 13.34 acres for Runway 9 RPZ	2,700,000	-	-	-	-	-
Relocate Southern California Gas Line	800,000	-	-	-	-	-
Annual Pavement Preservation	25,000	-	-	-	-	-
SubTotal Airport	7,525,000	-	-	-	-	-
Electric						
Miscellaneous Projects	46,761,500	-	-	-	-	-
SubTotal Electric	46,761,500	-	-	-	-	-
Water						
Miscellaneous Projects	26,088,500	-	-	-	-	-
SubTotal Water	26,088,500	-	-	-	-	-
Storm Drain						
Complete Hole Lake Channel	500,000	-	-	-	-	-
Miscellaneous Storm Drain Replacement	150,000	-	-	-	-	-
SubTotal Storm Drain	650,000	-	-	-	-	-

CAPITAL IMPROVEMENT PROGRAM SUMMARY

CAPITAL PROJECT BUDGETARY IMPACTS (CONTINUED)

Project Description	Project Cost	Annual Estimated Budgetary Impact				Total
		Personnel Services	Non-Personnel	Capital Outlay	Debt Service	
Transportation						
Main Street Reconstruction - SR 60 to 1st Street	2,500,000	-	-	-	-	-
Palmyrita - Iowa to Northgate	550,000	-	-	-	-	-
Van Buren Widening, Garfield to Jackson	1,400,000	-	25,000	-	-	25,000
Van Buren Widening, Jurupa to Santa Ana River Bridge	1,200,000	-	5,000	-	-	5,000
Curb and Gutter Repair	100,000	-	-	-	-	-
Major Streets Rehabilitation	1,400,000	-	-	-	-	-
Minor Streets Rehabilitation	3,000,000	-	-	-	-	-
Miscellaneous Street Construction	500,000	-	-	-	-	-
Sidewalk / Trail Construction at Various Locations	300,000	-	-	-	-	-
Sidewalk Repair	300,000	-	-	-	-	-
Wheelchair Ramps	600,000	-	-	-	-	-
Traffic Signals (Prioritized Locations)	200,000	-	-	-	-	-
Traffic Management Center	50,000	-	-	-	-	-
Arterial Interconnect Project	100,000	-	-	-	-	-
Controller Assembly Replacement	40,000	-	-	-	-	-
Spread Spectrum Radio Replacement	10,000	-	-	-	-	-
Traffic Signal Loop Replacement	35,000	-	-	-	-	-
Misc. Signal Revisions	100,000	-	-	-	-	-
SubTotal Transportation	12,385,000	-	30,000	-	-	30,000
Grade Separations						
BNSF Quiet Zone	14,700,000	-	-	-	-	-
Iowa Avenue/BNSF Grade Separation	13,000,000	-	-	-	-	-
Riverside Avenue/UPRR Grade Separation	15,300,000	-	-	-	-	-
Streeter Avenue/UPRR Grade Separation	15,500,000	-	-	-	-	-
SubTotal Grade Separations	58,500,000	-	-	-	-	-
Sewer						
Hidden Valley Wetlands Maintenance/Improvements	100,000	-	-	-	-	-
Facility System and Equipment Upgrade/Replacement	250,000	-	-	-	-	-
SCADA System Upgrade	50,000	-	-	-	-	-
WQCP Phase I Plant Expansion	35,229,335	-	-	-	-	-
Miscellaneous Sewer Construction	200,000	-	-	-	-	-
Misc. Lift Station Equipment & Control Upgrades	100,000	-	-	-	-	-
Sewage Pump/Lift Station Upgrades	1,200,000	-	-	-	-	-
Collection System Upgrades - Reduce HF Maintenance	500,000	-	-	-	-	-
Collection System Replacement - Maintenance	5,000,000	-	-	-	-	-
Collection System Capacity Improvements	5,500,000	-	-	-	-	-
Van Buren Blvd. Trunk Sewer Replacement	6,200,000	-	-	-	-	-
Monroe St from 540' N. of Diana St to Indiana Ave	400,000	-	-	-	-	-
SubTotal Sewer	54,729,335	-	-	-	-	-
Refuse						
Landfill Equipment Upgrade/Replacement	50,000	-	-	-	-	-
SubTotal Refuse	50,000	-	-	-	-	-
Public Parking						
Revenue Equipment for Garages 1, 2 and 3	300,000	-	-	-	-	-
SubTotal Public Parking	300,000	-	-	-	-	-
Total	208,978,529	-	30,000	-	-	30,000

NOTE: Debt Service for the 2008 Certificates of Participation and 2008, 2009, and 2010 Electric and Water Utility Revenue Bonds are not included in this analysis because the debt service expenditures are fully offset by new revenue streams. Therefore, the impact on the budget is a net of \$0.00.

NOTE: Personnel Services in this table includes minor liability insurance allocations assigned to each position that would actually be budgeted in a non-personnel account. Those amounts are included in the personnel services column to provide a better understanding of whether increased costs are personnel-related.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The fiscal year 2011/12 Capital Improvement Program is anticipated to create an additional \$30,000 in annual operating expenses for the City. Specifically, two major street widening projects are anticipated to result in additional landscape maintenance expenditures associated with enhanced or new median landscaping. The major projects listed will be replacing other, existing facilities with operations and maintenance budgets already in place and therefore are not anticipated to have a budgetary impact. Other, more routine, capital projects are also not anticipated to have a significant impact on the operating budget because they are cyclical in nature.

Major Non-Routine Capital Projects

The fiscal year 2011/12 Capital Improvement Program anticipates several major non-routine capital projects. These projects are described in greater detail in the City's Capital Improvement Program document. Briefly, a description of these projects is provided below.

Riverside Avenue/UPRR Grade Separation

This project will construct an underpass along Riverside Avenue at the Union Pacific railroad tracks. The project will also include modifications to Tipperary Way, Elizabeth Street, and Trinity Court. This project is not anticipated to have an impact on future operating budgets.

Streeter Avenue UPRR Grade Separation

This project will grade separate Streeter Avenue at the Union Pacific railroad tracks. The project will lower Streeter Avenue under the railroad tracks, and construct two bridges to carry the railroad tracks and Dewey Avenue across Streeter Avenue. This project is not anticipated to have an impact on future operating budgets.

Iowa Avenue/BNSF Grade Separation

This project will grade separate Iowa Avenue above the BNSF Railroad in the Hunter Park area of the City. This project is not anticipated to have an impact on future operating budgets.

BNSF Quiet Zone

This project will establish a Quiet Zone along the BNSF Railroad from Buchanan Street to Cridge Street and at the Union Pacific Railroad crossing at Panorama Road. This project is not anticipated to have an impact on future operating budgets.

WQCP Phase I Plant Expansion

This project will expand the City's Water Quality Control Plant to provide capacity enhancements as well as replace/upgrade existing, older facilities. This project may ultimately have an impact on future operating budgets, though any increased costs associated with the expanded facility will likely be offset by savings associated with the retirement of the oldest components of the existing facility.