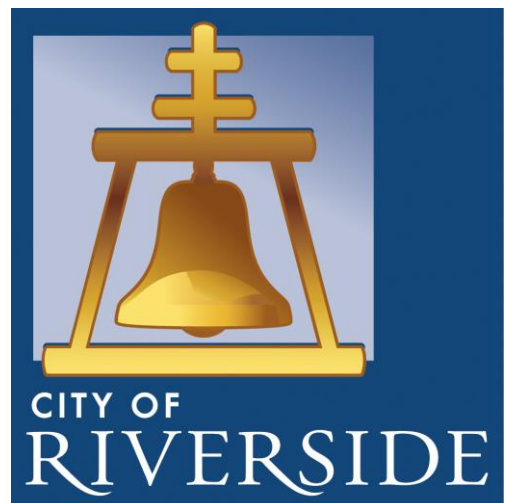


CAPITAL IMPROVEMENT PROGRAM SUMMARY



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
- Railroad-Related Projects
- Sewer

- Storm Drain
- 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.

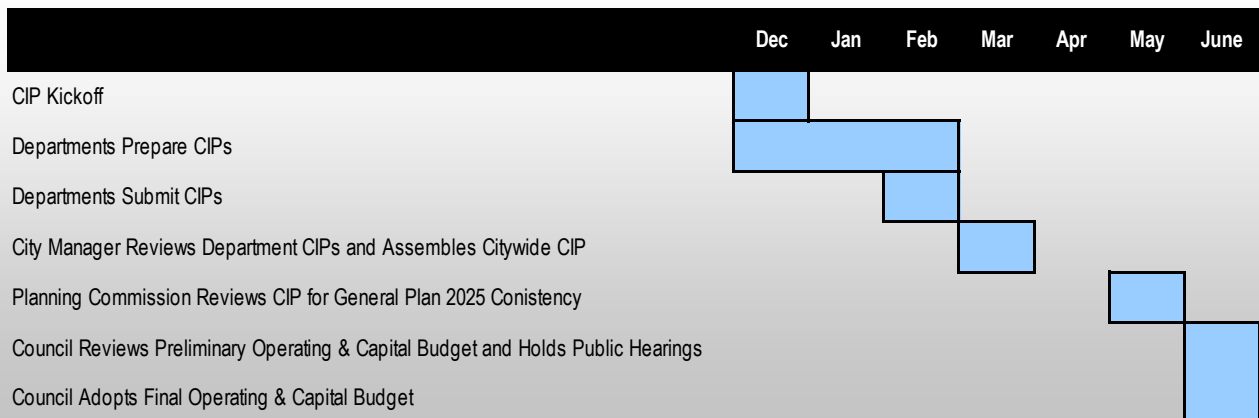
Parks, Recreation, and Community Services

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

Railroad-Related Projects

The Railroad-Related Projects 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.

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 & Railroad-Related Projects

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

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

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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

Overview of the CIP

The five-year Capital Improvement Program amounts to \$505,255,147. For FY 2014/15, capital improvement projects totaling \$89,850,900 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

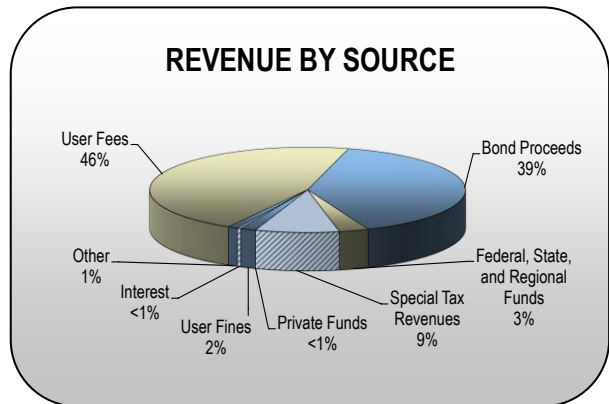
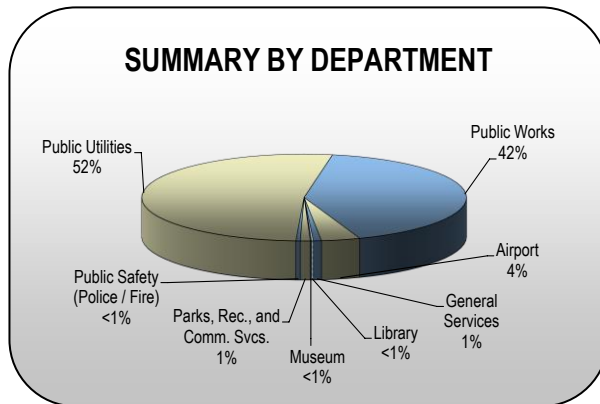
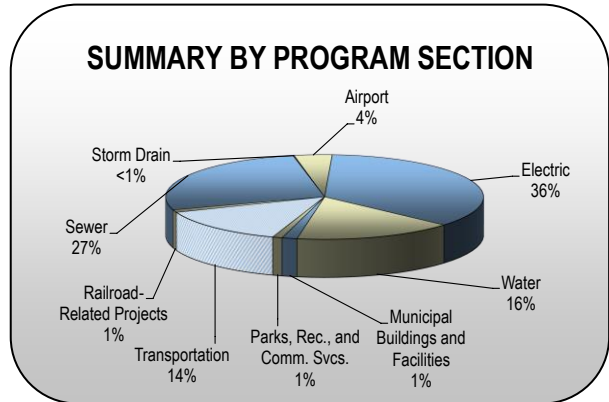
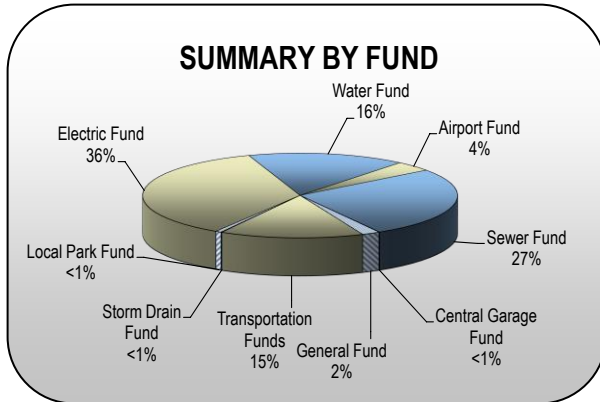
In addition to the \$505 million five-year funded CIP, unfunded capital project needs currently total \$455 million. The unfunded projects are included in the Electric, Water, Railroad-Related Projects, Transportation, Parks, Recreation, & Community Services, and Municipal Buildings & Facilities CIP 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 Railroad-Related Projects expenditures in the funded CIP are considerable. However, the current needs still outweigh available resources and \$186 million is still unfunded. The unfunded or partially unfunded transportation projects include five significant street widening projects, one major median construction project, two quiet zone projects, and one grade separation project. 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	2014/15	2015/16	2016/17	2017/18	2018/19	Total
User Fees	75,257,737	77,016,901	82,248,439	87,882,162	94,092,742	416,497,981
Bond Proceeds	51,628,000	109,546,000	47,314,000	110,136,000	40,684,000	359,308,000
Federal, State, and Regional Funds	3,494,700	11,992,450	4,252,500	5,305,500	2,457,000	27,502,150
Special Tax Revenues	15,028,413	16,171,170	15,373,020	15,512,681	15,752,700	77,837,984
Private Funds	80,000	-	-	-	-	80,000
User Fines	2,900,000	2,900,000	2,900,000	2,900,000	2,900,000	14,500,000
Interest	634,000	621,725	618,616	635,075	629,296	3,138,712
Other (1)	609,194	2,869,845	2,648,140	1,950,156	1,380,000	9,457,335
Total	149,632,044	221,118,091	155,354,715	224,321,574	157,895,738	908,322,162
Less: Amounts Not Available for Current CIP (2)						(403,067,015)
Adjusted Total						505,255,147

(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	2014/15	2015/16	2016/17	2017/18	2018/19	Total
101	General Fund	80,000	2,679,845	2,648,140	1,950,156	1,956,756	9,314,897
Various	Transportation Funds	27,645,400	16,666,950	9,890,000	12,793,300	7,489,100	74,484,750
410	Storm Drain Fund	100,000	100,000	100,000	100,000	100,000	500,000
411	Local Park Fund	600,000	600,000	600,000	600,000	600,000	3,000,000
413	Regional Park Fund	-	-	-	-	-	-
510	Electric Fund	35,557,000	35,118,000	36,875,000	37,501,000	35,680,000	180,731,000
520	Water Fund	18,377,000	15,600,000	19,691,000	13,968,000	14,417,000	82,053,000
530	Airport Fund	865,000	8,325,000	4,525,000	3,125,000	2,625,000	19,465,000
550	Sewer Fund	6,476,500	27,913,750	32,297,250	32,930,000	35,749,000	135,366,500
570	Public Parking Fund	-	-	-	-	-	-
650	Central Garage Fund	150,000	190,000	-	-	-	340,000
Total		89,850,900	107,193,545	106,626,390	102,967,456	98,616,856	505,255,147

SUMMARY BY PROGRAM SECTION

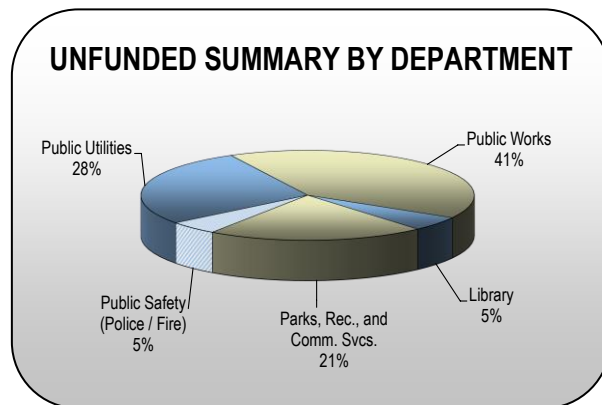
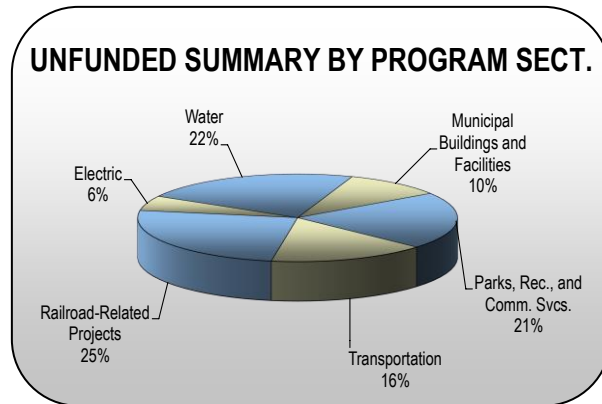
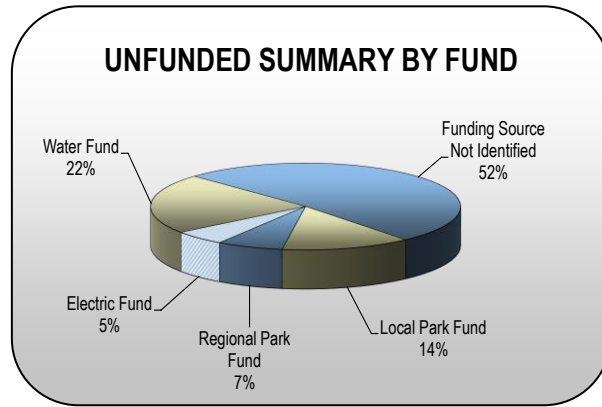
CIP Program Section	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Municipal Buildings and Facilities	230,000	2,448,519	2,180,000	1,430,000	1,380,000	7,668,519
Parks, Recreation, and Community Services	600,000	1,021,326	1,068,140	1,120,156	1,176,756	4,986,378
Transportation	26,549,900	14,962,450	9,090,000	12,066,000	6,740,000	69,408,350
Railroad-Related Projects	1,095,500	1,704,500	800,000	727,300	749,100	5,076,400
Sewer	6,476,500	27,913,750	32,297,250	32,930,000	35,749,000	135,366,500
Storm Drain	100,000	100,000	100,000	100,000	100,000	500,000
Public Parking	-	-	-	-	-	-
Airport	865,000	8,325,000	4,525,000	3,125,000	2,625,000	19,465,000
Electric	35,557,000	35,118,000	36,875,000	37,501,000	35,680,000	180,731,000
Water	18,377,000	15,600,000	19,691,000	13,968,000	14,417,000	82,053,000
Total	89,850,900	107,193,545	106,626,390	102,967,456	98,616,856	505,255,147

SUMMARY BY DEPARTMENT

Department	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Airport	865,000	8,325,000	4,525,000	3,125,000	2,625,000	19,465,000
General Services (1)	230,000	1,130,500	880,000	880,000	880,000	4,000,500
Library	-	253,500	250,000	250,000	250,000	1,003,500
Museum	-	340,000	50,000	50,000	50,000	490,000
Parks, Recreation, and Community Services	600,000	1,021,326	1,068,140	1,120,156	1,176,756	4,986,378
Public Safety (Police / Fire)	-	724,519	1,000,000	250,000	200,000	2,174,519
Public Utilities	53,934,000	50,718,000	56,566,000	51,469,000	50,097,000	262,784,000
Public Works	34,221,900	44,680,700	42,287,250	45,823,300	43,338,100	210,351,250
Total	89,850,900	107,193,545	106,626,390	102,967,456	98,616,856	505,255,147

(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
411	Local Park Fund	61,709,900
413	Regional Park Fund	31,455,000
510	Electric Fund	25,000,000
520	Water Fund	102,236,000
	Funding Source Not Identified	235,384,502
Total		455,785,402

UNFUNDED SUMMARY BY PROGRAM SECTION

CIP Program Section	Total
Municipal Buildings and Facilities	45,851,900
Parks, Recreation, and Community Services	96,064,900
Transportation	72,609,002
Railroad-Related Projects	114,023,600
Sewer	-
Storm Drain	-
Public Parking	-
Airport	-
Electric	25,000,000
Water	102,236,000
Total	455,785,402

UNFUNDED SUMMARY BY DEPARTMENT

Department	Total
Airport	-
General Services	-
Library	23,851,900
Museum	-
Parks, Recreation, and Community Services	96,064,900
Public Safety (Police / Fire)	22,000,000
Public Utilities	127,236,000
Public Works	186,632,602
Total	455,785,402

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 2014/15. 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 2014/15. 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						
Corporation Yard Fuel Island Restroom	50,000	-	-	-	-	-
Corporation Yard E85 Fueling Station	100,000	-	-	-	-	-
Convention Center Minor Facility Repairs	50,000	-	-	-	-	-
HVAC Replacement at Various City Facilities	15,000	-	5,000	-	-	5,000
Municipal Auditorium Facility Repairs/Refurbishment	15,000	-	-	-	-	-
SubTotal Municipal Buildings and Facilities	230,000	-	5,000	-	-	5,000
Parks, Recreation, and Community Services						
Construction Contingency Reserve	400,000	-	-	-	-	-
Park Land Acquisition Reserve	200,000	-	-	-	-	-
SubTotal Parks, Recreation, and Community Services	600,000	-	-	-	-	-
Airport						
Relocate Southern California Gas Line	800,000	-	-	-	-	-
Install Runway End Identifier Lights (REILs) for Runway 27	40,000	-	-	-	-	-
Annual Pavement Preservation	25,000	-	-	-	-	-
SubTotal Airport	865,000	-	-	-	-	-
Electric						
Miscellaneous Projects	35,557,000	-	15,000	-	-	15,000
SubTotal Electric	35,557,000	-	15,000	-	-	15,000
Water						
Miscellaneous Projects	18,377,000	-	5,000	-	-	5,000
SubTotal Water	18,377,000	-	5,000	-	-	5,000
Storm Drain						
Miscellaneous Storm Drain Construction	100,000	-	-	-	-	-
SubTotal Storm Drain	100,000	-	-	-	-	-
Railroad-Related Projects						
BNSF/UP Quiet Zone - Panorama & Cridge	495,500	-	-	-	-	-
Central Ave Crossing Improvements	250,000	-	-	-	-	-
Iowa Ave Crossing Improvements	350,000	-	-	-	-	-
SubTotal Grade Separations	1,095,500	-	-	-	-	-

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						
Adams/SR 91 Interchange	1,100,000	-	-	-	-	-
Arlington Avenue Pavement Rehab, Van Buren to SR 91	2,000,000	-	10,000	-	-	10,000
Arlington - Fairhaven to city limit	100,000	-	-	-	-	-
Bruce Avenue Sidewalks	403,000	-	-	-	-	-
Canyon Crest Widening - Country Club to Via Vista	500,000	-	-	-	-	-
Certificates of Participation (COP) - Paving Projects	8,727,890	-	25,000	-	-	25,000
COP Paving Projects (performed by Streets division)	1,272,110	-	-	-	-	-
Chicago @ 215 Freeway	1,000,000	-	-	-	-	-
Indiana - Vallejo to Auto Center Drive	100,000	-	-	-	-	-
Magnolia Widening - Buchanan to Banbury	301,000	-	-	-	-	-
Wells Improvements-Hole to Tyler	2,750,000	-	-	-	-	-
Curb and Gutter Repair	200,000	-	-	-	-	-
Major Streets Rehabilitation/Preservation	2,400,000	-	-	-	-	-
Minor Streets Rehabilitation/Preservation	2,000,000	-	-	-	-	-
Miscellaneous Street Construction	500,000	-	-	-	-	-
Sidewalk / Trail Construction at Various Locations	300,000	-	-	-	-	-
Sidewalk Repair	300,000	-	-	-	-	-
Wheelchair Ramps	300,000	-	-	-	-	-
Rumsey & Central	250,000	-	-	-	-	-
Traffic Signals (Prioritized Locations)	250,000	-	-	-	-	-
Traffic Management Center	75,000	-	-	-	-	-
Magnolia Interconnect-Buchanan to 3rd	25,000	-	-	-	-	-
Arterial Interconnect Project	40,000	-	-	-	-	-
Spread Spectrum Radio Replacement	10,000	-	-	-	-	-
Traffic Signal Loop Replacement	35,000	-	-	-	-	-
Miscellaneous Traffic Projects	75,000	-	-	-	-	-
Protect/Permit Left Turns- University	125,000	-	-	-	-	-
Signal Revisions	150,000	-	-	-	-	-
3rd/Blaine Bike Lanes	383,400	-	-	-	-	-
Bicycle Share Program	240,000	-	-	-	-	-
SR 91 Pedestrian Bridge-MetroLink to Downtown	637,500	-	5,000	-	-	5,000
SubTotal Transportation	26,549,900	-	40,000	-	-	40,000
Sewer						
Flow Metering Station Rehabilitation	31,500	-	-	-	-	-
Plant Support Facilities and Systems Rehabilitation	157,500	-	-	-	-	-
Santa Ana River Trunk Sewer Replacement - Phase II	5,000,000	-	15,000	-	-	15,000
Tequesquite Trunk Sewer Line - Phase IIB	500,000	-	-	-	-	-
RWQCP Levee Wall Rehabilitation	262,500	-	-	-	-	-
Co-Generation System Rehabilitation	525,000	-	-	-	-	-
SubTotal Sewer	6,476,500	-	15,000	-	-	15,000
Total	89,850,900	-	80,000	-	-	80,000

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 2014/15 Capital Improvement Program is anticipated to create an additional \$80,000 in annual operating expenses for the City. Specifically, street rehabilitation projects are anticipated to result in additional maintenance expenditures associated with removal, replacement, and overlay of deteriorated pavements on arterial roadways. 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 2014/15 Capital Improvement Program anticipates 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.

Certificates of Participation (COP) Paving Projects

These capital projects are funded by Transportation COPs and will consist of street paving work performed by the Public Works Streets Maintenance division will construct street paving Citywide. These projects are not anticipated to have an impact on future operating budgets.

Pavement Rehabilitation – Arlington Avenue

This project will involve pavement rehabilitation along Arlington Avenue from Van Buren Boulevard to State Route 91. This project is not anticipated to have an impact on future operating budgets.

BNSF Quiet Zone/Cridge Street and Union Pacific Railroad crossing at Panorama Road

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

Substation Bus and Upgrades

This project consists of replacing failing equipment, installing additional equipment and improving operability and safety of the La Colina and Hunter Substations. It includes replacement of 69kV oil circuit breakers and SPCC plan update and installation. This project is not anticipated to have an impact on future operating budgets.

Substation Transformer Additions

This project will install new substation power transformers and associated equipment at the Plaza and La Colina Substations. This project is not anticipated to have an impact on future operating budgets.

Santa Ana Trunk Sewer Replacement

This project is the second phase of sewer replacement along the Santa Ana River Trail from Martha McLean-Anza Narrows Park to Tequesquite Avenue. This project is not anticipated to have an impact on future operating budgets.

Water Main Replacements

This project consists of designing and constructing water main replacements throughout the distribution system. This project is not anticipated to have an impact on future operating budgets.