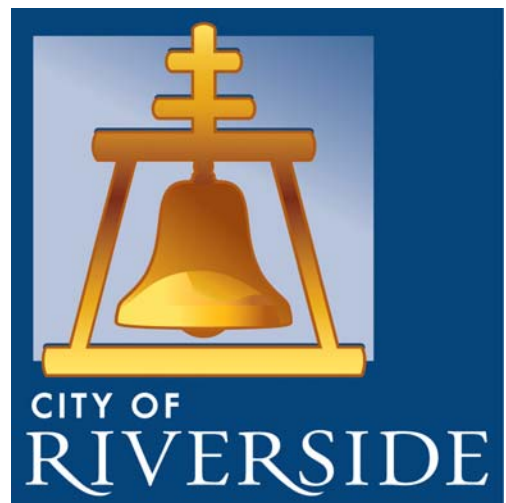


CAPITAL IMPROVEMENT PROGRAM SUMMARY



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, citizen input, and the Visioning Report. 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
- 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.

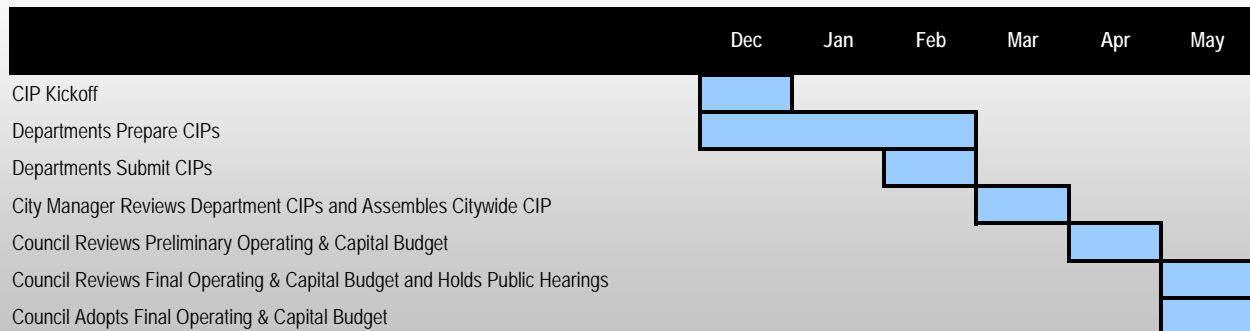
Parks, Recreation, and Community Services

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, railroad grade separations, and traffic signal improvements.

CIP DEVELOPMENT PROCESS TIMELINE



CAPITAL IMPROVEMENT PROGRAM SUMMARY

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
- Riverside Renaissance Funding – proceeds from the issuance of Certificates of Participation by the City, the sale of Tax Allocation Bonds by the Redevelopment Agency, and/or the sale of surplus City property
- 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
- Riverside Renaissance Funding – proceeds from the issuance of Certificates of Participation by the City, the sale of Tax Allocation Bonds by the Redevelopment Agency, and/or the sale of surplus City property
- 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

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:

- Riverside Renaissance Funding – proceeds from the issuance of Certificates of Participation by the City, the sale of Tax Allocation Bonds by the Redevelopment Agency, and/or the sale of surplus City property
- 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

- 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
- 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

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 – revenue from rented facilities
- Garage, Lot and Meter Fees – fees charged for parking
- Parking Fines – fines assessed for parking violations

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 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

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

Overview of the CIP

The five-year Capital Improvement Program amounts to \$909,142,219, which includes \$847.6 million or 66.4% of the \$1.28 billion Riverside Renaissance Initiative. The Riverside Renaissance Initiative also includes \$262.0 million for capital projects funded in fiscal year 2006/07, \$69.5 million allocated to land acquisition and redevelopment projects from the Riverside Renaissance Tax Allocation Bonds issued by the Redevelopment Agency, and \$97.7 million that remains unfunded. The fiscal year 2006/07 and Redevelopment Agency projects are not included in the CIP. For FY 2007/08, capital improvement projects totaling \$491,322,442 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 \$909.1 million five-year funded CIP, unfunded capital project needs currently total \$493.4 million, including the \$97.7 million unfunded component of the Renaissance Initiative. The non-Renaissance

unfunded projects are primarily included in the Transportation, Sewer, and Parks, Recreation, and Community Services 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.

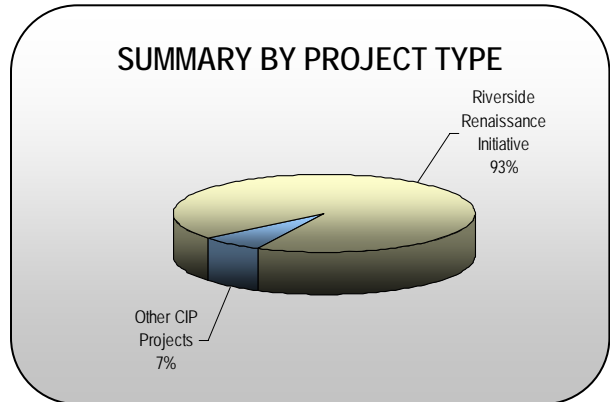
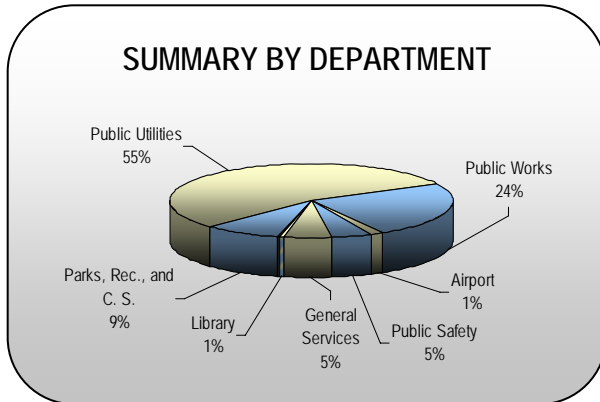
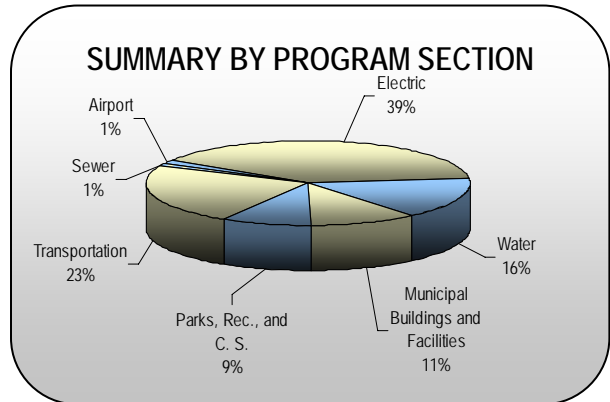
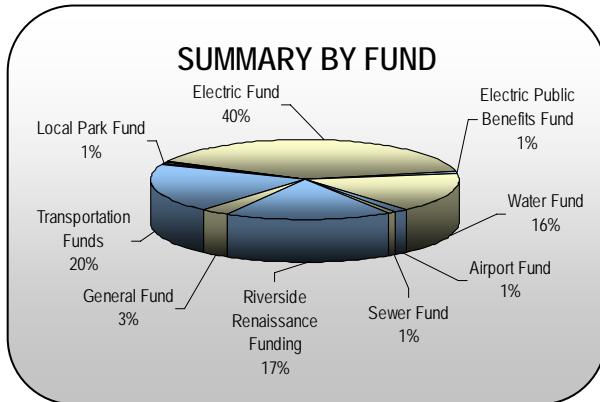
Transportation expenditures in the funded CIP are considerable. However, the current needs still outweigh available resources and \$166.0 million is still unfunded. The 14 unfunded or partially unfunded transportation projects include six railroad grade separations, one highway interchange, and three street widening projects. 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.

Lastly, the Sewer CIP's unfunded component is related to an anticipated rate increase. With favorable review of the rate increase proposal by the City Council in the Fall of 2007, most if not all of the unfunded projects will be funded.

Summary Tables

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

CAPITAL IMPROVEMENT PROGRAM SUMMARY



SUMMARY BY PROJECT TYPE

Project Type	2007/08	2008/09	2009/10	2010/11	2011/12	Total
Riverside Renaissance Initiative	491,322,442	145,530,876	118,534,038	92,209,066	-	847,596,422
Other CIP Projects	-	-	-	-	61,545,797	61,545,797
Total	491,322,442	145,530,876	118,534,038	92,209,066	61,545,797	909,142,219
Less: Fiscal Year 2011/12 Projects						(61,545,797)
Add: Prior Years' Renaissance Projects (Fiscal Year 2006/07) (1)						262,025,996
Add: Riverside Renaissance Land Acquisition and Redevelopment Projects Not Included in the CIP and Funded by the Redevelopm						69,520,256
Add: Currently Unfunded Riverside Renaissance Projects						97,719,333
Total Riverside Renaissance Initiative						1,276,862,007

(1) As Fiscal year 2006/07 is not yet complete, this amount is an estimate.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

SUMMARY BY FUND

Fund	Fund Description	2007/08	2008/09	2009/10	2010/11	2011/12	Total
101	General Fund	10,854,557	10,388,613	2,768,775	2,335,803	2,323,534	28,671,282
Various	Transportation Funds	64,605,668	34,935,000	39,287,000	31,830,000	8,830,000	179,487,668
220	Community Development Block	500,000	-	-	-	-	500,000
410	Storm Drain Fund	350,000	150,000	150,000	150,000	150,000	950,000
411	Local Park Fund	4,628,954	600,000	600,000	600,000	600,000	7,028,954
413	Regional Park Fund	2,500,000	-	-	-	-	2,500,000
510	Electric Fund	231,517,000	27,302,000	34,716,000	30,842,000	31,459,000	355,836,000
511	Electric Public Benefits Fund	10,000,000	-	-	-	-	10,000,000
520	Water Fund	46,321,000	22,364,000	35,793,000	24,233,000	15,683,000	144,394,000
530	Airport Fund	2,850,263	2,241,263	2,219,263	2,218,263	2,500,263	12,029,315
540	Refuse Collection Fund	-	-	-	-	-	-
550	Sewer Fund	9,200,000	-	-	-	-	9,200,000
570	Public Parking Fund	45,000	-	-	-	-	45,000
	Riverside Renaissance Funding	107,950,000	47,550,000	3,000,000	-	-	158,500,000
	Total	491,322,442	145,530,876	118,534,038	92,209,066	61,545,797	909,142,219

SUMMARY BY PROGRAM SECTION

CIP Program Section	2007/08	2008/09	2009/10	2010/11	2011/12	Total
Municipal Buildings and Facilities	62,894,000	30,888,000	1,848,500	1,393,500	1,210,000	98,234,000
Parks, Recreation, and Community Services	48,039,511	24,686,613	4,520,275	1,612,303	1,713,534	80,572,236
Transportation	93,105,668	37,935,000	39,287,000	31,830,000	8,830,000	210,987,668
Sewer	9,200,000	-	-	-	-	9,200,000
Storm Drain	350,000	150,000	150,000	150,000	150,000	950,000
Refuse	-	-	-	-	-	-
Public Parking	45,000	-	-	-	-	45,000
Airport	2,850,263	2,205,263	2,219,263	2,148,263	2,500,263	11,923,315
Electric	231,517,000	27,302,000	34,716,000	30,842,000	31,459,000	355,836,000
Water	43,321,000	22,364,000	35,793,000	24,233,000	15,683,000	141,394,000
Total	491,322,442	145,530,876	118,534,038	92,209,066	61,545,797	909,142,219

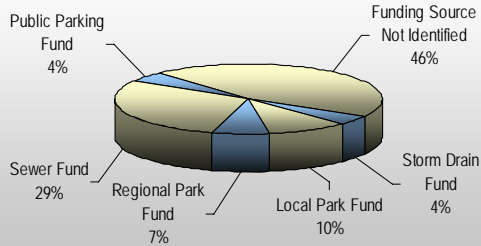
SUMMARY BY DEPARTMENT

Department	2007/08	2008/09	2009/10	2010/11	2011/12	Total
Airport	2,850,263	2,205,263	2,219,263	2,148,263	2,500,263	11,923,315
Public Safety (Police / Fire)	14,504,000	28,157,000	107,500	143,500	-	42,912,000
General Services (1)	41,847,000	1,841,000	1,599,000	1,250,000	1,210,000	47,747,000
Library	6,543,000	105,000	34,000	-	-	6,682,000
Museum	-	785,000	108,000	-	-	893,000
Parks, Recreation, and Community Services	48,039,511	24,686,613	4,520,275	1,612,303	1,713,534	80,572,236
Public Utilities	274,838,000	49,666,000	70,509,000	55,075,000	47,142,000	497,230,000
Public Works	102,700,668	38,085,000	39,437,000	31,980,000	8,980,000	221,182,668
Total	491,322,442	145,530,876	118,534,038	92,209,066	61,545,797	909,142,219

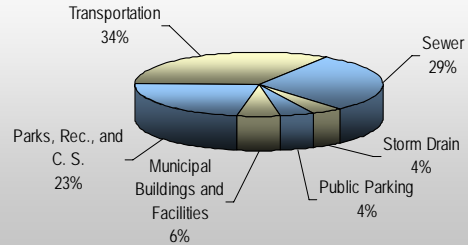
(1) Includes Downtown Riverside Renaissance Projects as well as recurring project budgets that may ultimately be charged to other Departments.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

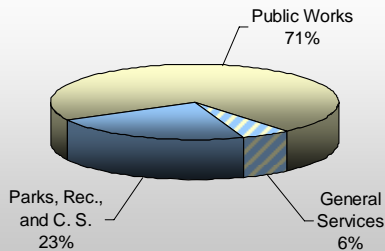
UNFUNDED SUMMARY BY FUND



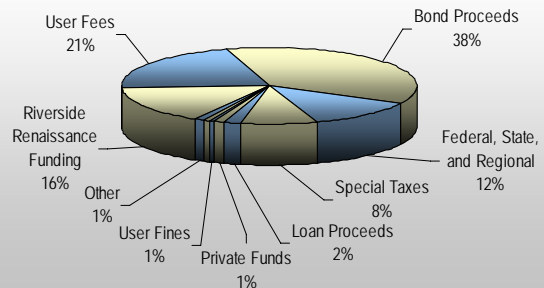
UNFUNDED SUMMARY BY PROGRAM SECT.



UNFUNDED SUMMARY BY DEPARTMENT



REVENUES BY SOURCE



REVENUE SUMMARY BY REVENUE SOURCE

Revenue Source	2007/08	2008/09	2009/10	2010/11	2011/12	Total
Riverside Renaissance Funding	107,950,000	47,550,000	3,000,000	-	-	158,500,000
User Fees	49,926,564	42,517,184	42,055,090	41,012,286	35,254,105	210,765,229
Bond Proceeds	247,816,600	26,052,500	43,069,000	30,858,000	23,855,000	371,651,100
Federal, State, and Regional Funds	52,660,488	21,555,000	28,707,000	17,050,000	2,410,288	122,382,776
Special Tax Revenues	15,647,000	18,880,750	16,259,523	16,686,318	16,878,138	84,351,728
Land Sale Proceeds	-	1,500,000	-	-	-	1,500,000
Loan Proceeds	700,000	15,000,000	2,250,000	-	-	17,950,000
Private Funds	5,243,500	562,500	3,900,000	1,000,000	-	10,706,000
User Fines	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
Contributions	1,300,000	-	-	-	-	1,300,000
Interest	1,550,000	574,000	388,000	381,000	374,000	3,267,000
Interfund Revenue	149,000	149,000	149,000	149,000	149,000	745,000
Other (1)	4,094,000	3,088,000	1,848,500	1,393,500	1,210,000	11,634,000
Total	488,237,152	178,628,934	142,826,113	109,730,104	81,330,531	1,000,752,834
Less: Amounts Not Available for Current CIP (2)						(91,610,615)
Adjusted Total						909,142,219

(1) Includes any revenues anticipated from the General Fund and Airport Fund for Routine Municipal Buildings and Facilities 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

UNFUNDED SUMMARY BY FUND

Fund	Fund Description	Total
410	Storm Drain Fund	20,000,000
411	Local Park Fund	50,465,000
413	Regional Park Fund	34,200,000
550	Sewer Fund	145,090,000
570	Public Parking Fund	22,000,000
	Funding Source Not Identified	221,654,333
Total		493,409,333

UNFUNDED SUMMARY BY PROGRAM SECTION

CIP Program Section	Total
Municipal Buildings and Facilities	28,000,000
Parks, Recreation, and Community Services	112,365,000
Transportation	165,954,333
Sewer	145,090,000
Storm Drain	20,000,000
Refuse	-
Public Parking	22,000,000
Airport	-
Electric	-
Water	-
Total	493,409,333

UNFUNDED SUMMARY BY DEPARTMENT

Department	Total
Airport	-
Fire	-
General Services	28,000,000
Library	-
Museum	-
Parks, Recreation, and Community Services	112,365,000
Police	-
Public Utilities	-
Public Works	353,044,333
Total	493,409,333

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 2007/08. 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 2007/08. 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.

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 PROJECT BUDGETARY IMPACTS

Project Description	Project Cost	Annual Estimated Budgetary Impact				Total
		Personnel Services	Non-Personnel	Capital Outlay	Debt Service	
Municipal Buildings and Facilities						
911 Dispatch and Data Center Improvements	2,250,000	-	-	-	-	-
Arlanza Cybrary	6,500,000	-	35,000	-	-	35,000
City Hall Improvements	905,000	-	-	-	-	-
Convention Center Expansion & Improvements	10,000,000	-	37,500	-	-	37,500
Downtown Beautification Project	10,000,000	-	-	-	-	-
Fire Station #1 Rehabilitation	2,000,000	-	-	-	-	-
Fire Station #2 Rehabilitation	1,000,000	-	-	-	-	-
Fire Station #3 Rehabilitation	850,000	-	-	-	-	-
Fire Station #4 Replacement	3,000,000	-	-	-	-	-
Fire Station #7/Community Center	4,500,000	-	-	-	-	-
Joint Library/Museum Expansion & Improvements	15,000,000	-	157,500	-	-	157,500
Lincoln NPC Rehabilitation	400,000	-	-	-	-	-
Miscellaneous Citywide Projects	1,320,000	-	-	-	-	-
Miscellaneous Fire Station Improvements	414,000	-	-	-	-	-
Miscellaneous Library Improvements	43,000	-	-	-	-	-
Miscellaneous Police Station Improvements	40,000	-	-	-	-	-
Miscellaneous Corporation Yard Improvements	3,472,000	-	-	-	-	-
Municipal Auditorium Seismic Retrofit/Rehabilitation	1,200,000	-	-	-	-	-
SubTotal Municipal Buildings and Facilities	62,894,000	-	230,000	-	-	230,000
Parks, Recreation, and Community Services						
Ab Brown Soccer Expansion	4,500,000	-	235,600	-	-	235,600
Aquatic Centers	1,950,000	-	219,600	-	-	219,600
Doty Trust Park Master Plan and Construction	2,500,000	-	132,800	-	-	132,800
Fairmount Golf Course / Park Improvements	9,250,000	-	36,000	-	-	36,000
Fairmount Lake Rehabilitation	2,500,000	-	56,400	-	-	56,400
Hunt Park Gymnasium	3,800,000	42,300	47,800	-	-	90,100
Hunter Park Adult Sports Complex	7,500,000	27,800	129,000	-	-	156,800
Miscellaneous Park Projects	1,360,557	-	-	-	-	-
Mission Ranch "Turn-Key" Park Facility	4,028,954	-	135,600	-	-	135,600
Parks, Rec., and C. S. Department Headquarters	2,000,000	-	-	-	-	-
Senior Center: La Sierra/Norwood	500,000	356,300	151,600	-	-	507,900
Trails	2,100,000	-	221,300	-	-	221,300
Van Buren/Cleveland Youth Sports Complex	6,050,000	140,000	303,800	-	-	443,800
SubTotal Parks, Recreation, and Community Services	48,039,511	566,400	1,669,500	-	-	2,235,900

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						
Collett Avenue Extension Buchanan to Napa	1,000,000	-	-	-	-	-
Columbia Avenue Grade Separation	10,500,000	-	-	-	-	-
Downtown Traffic System Upgrade	2,000,000	-	-	-	-	-
Magnolia Avenue/UP Grade Separation	17,000,000	-	-	-	-	-
Miscellaneous Street Projects	8,269,588	-	-	-	-	-
Miscellaneous Traffic Signal Projects	1,480,000	-	-	-	-	-
Parkways & Medians (1)	14,656,080	-	62,850	-	-	62,850
Railroad Quiet Zone	3,000,000	-	-	-	-	-
Sidewalks - New Installations	2,000,000	-	-	-	-	-
Third Street/BNSF Grade Separation	2,000,000	-	-	-	-	-
Traffic Management Center (1)	500,000	-	42,600	-	-	42,600
Tyler Street Widening - Wells to Hole	1,000,000	-	-	-	-	-
Tyler/91 Study	1,000,000	-	-	-	-	-
Van Buren Widening	7,100,000	-	-	-	-	-
Van Buren/SR 91 Interchange	20,700,000	-	-	-	-	-
Washington Turn Lanes	900,000	-	-	-	-	-
SubTotal Transportation	93,105,668	-	105,450	-	-	105,450
Sewer						
Capacity Improvements - Van Buren	450,000	-	-	-	-	-
Grease to Gas to Energy System Construction (1)	250,000	-	5,000	15,000	-	20,000
Hidden Valley Wetlands Improvements	250,000	-	-	-	-	-
Miscellaneous Sewer Projects	2,550,000	-	-	-	-	-
Old U.S. 395 Sewer Replacement	700,000	-	-	-	-	-
Pierce Street Sewer Pump Station Upgrade	500,000	-	-	-	-	-
Santa Ana River Sewer Trunk Replacement	1,500,000	-	-	-	-	-
Sewer Relocation - Magnolia Ave Underpass Project	1,000,000	-	-	-	-	-
Woodcrest Area Trunk Sewer	2,000,000	-	-	-	-	-
SubTotal Sewer	9,200,000	-	5,000	15,000	-	20,000
Storm Drain						
Sycamore Canyon Storm Drain Extension	200,000	-	-	-	-	-
Miscellaneous Storm Drain Projects	150,000	-	-	-	-	-
SubTotal Storm Drain	350,000	-	-	-	-	-
Public Parking						
Elevator Retrofit Garage 3	45,000	-	-	-	-	-
SubTotal Public Parking	45,000	-	-	-	-	-
Airport						
North Side Taxiway Project (Design) - Phase 3	2,105,263	-	-	-	-	-
Terminal Building Remodel	580,000	-	-	-	70,429	70,429
Purchase Airport Crash Truck	120,000	-	200	-	14,571	14,771
Miscellaneous Airport Projects	45,000	-	-	-	-	-
SubTotal Airport	2,850,263	-	200	-	85,000	85,200
Electric						
City-wide Communications	1,000,000	117,300	-	-	-	117,300
Miscellaneous Electric Utility Projects	30,272,000	-	-	-	-	-
Riverside Energy Resource Center Units 3 & 4	110,000,000	-	-	-	-	-
Riverside Transmission Reliability Project (RTRP)	90,245,000	-	-	-	-	-
SubTotal Electric	231,517,000	117,300	-	-	-	117,300
Water						
Reservoir Construction	14,000,000	-	-	-	-	-
Miscellaneous Water Utility Projects	29,321,000	-	-	-	-	-
SubTotal Water	43,321,000	-	-	-	-	-
Total	491,322,442	683,700	2,010,150	15,000	85,000	2,793,850
Less: Non-General Fund Impact		(117,300)	(110,650)	(15,000)	(85,000)	(327,950)
Total General Fund Budgetary Impact		566,400	1,899,500	-	-	2,465,900

(1) The non-personnel component of the budgetary impact for these projects has been included in the fiscal year 2007/08 Annual Budget.

NOTE: Debt Service for the 2007 Certificates of Participation issuance and Electric and Water Utility Revenue Bonds to be issued in the near term 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.

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