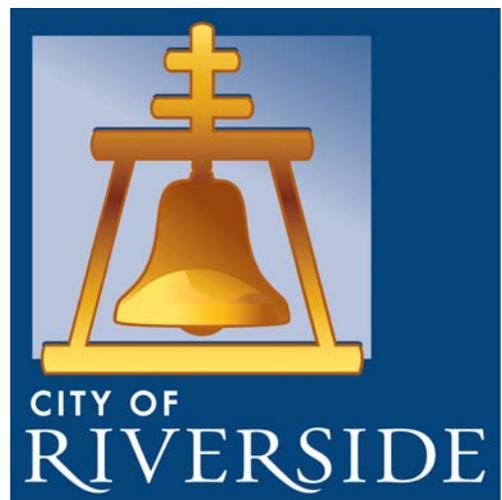


CAPITAL IMPROVEMENT PROGRAM SUMMARY



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
- Riverside Renaissance Funding – proceeds from the issuance of Certificates of Participation by the City, the sale of Tax Allocation Bonds by the Redevelopment Agency in years 1-2 of the CIP, and/or the sale of surplus City property
- Future RDA Funding – proceeds from the sale of Tax Allocation Bonds by the Redevelopment Agency in years 3-5 of the CIP
- Other Fund Revenues – revenues allocated to minor capital projects from other City Funds

CAPITAL IMPROVEMENT PROGRAM SUMMARY

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:

- 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 in years 1-2 of the CIP, and/or the sale of surplus City property
- Future RDA Funding – proceeds from the sale of Tax Allocation Bonds by the Redevelopment Agency in years 3-5 of the CIP
- 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:

- 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

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
- 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 – 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

- 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

Overview of the CIP

The five-year Capital Improvement Program amounts to \$1,052,125,926, which includes years four through five of the Riverside Renaissance Initiative. The Riverside Renaissance Initiative also includes capital projects funded in fiscal years 2006/07, 2007/08, and 2008/09. For FY 2009/10, capital improvement projects totaling \$287,214,873 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

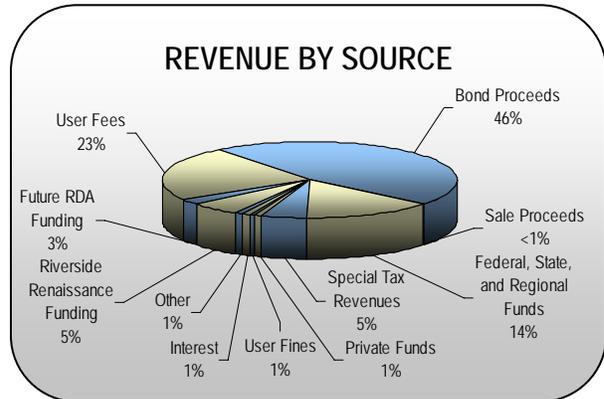
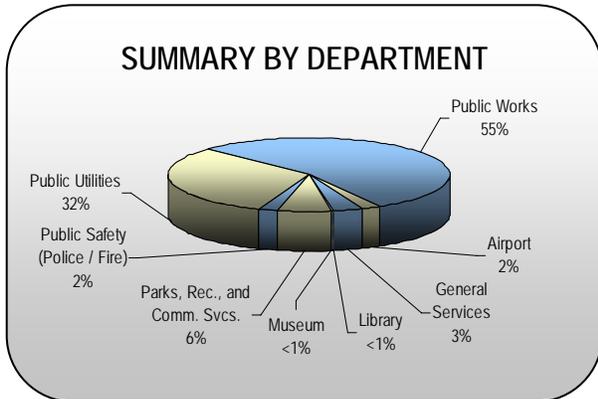
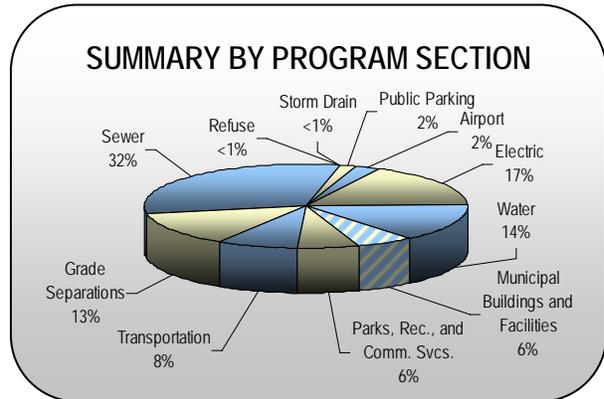
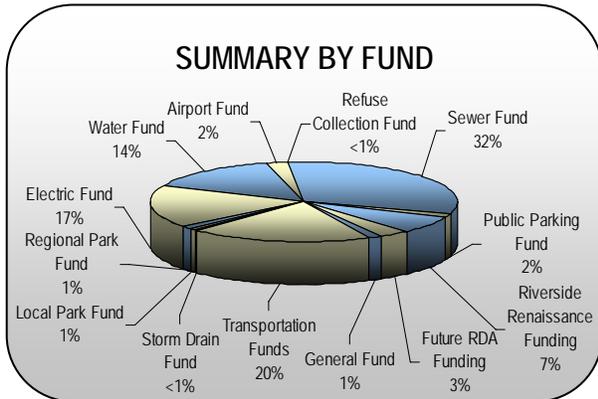
In addition to the \$1.05 billion five-year funded CIP, unfunded capital project needs currently total \$772.76 million. The unfunded projects are primarily included in the Water, Electric, Transportation, Grade Separation, Parks, Recreation, & Community Services, and Municipal Buildings & Facilities CIP Sections. In the case of the Parks, Recreation, and Community Services CIP, some 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 \$195.17 million is still unfunded. The unfunded or partially unfunded transportation projects include one highway interchange, three significant street widening 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	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Riverside Renaissance Funding	38,624,326	35,000,000	-	-	-	73,624,326
Future RDA Funding	-	-	15,500,000	18,450,000	-	33,950,000
User Fees	45,682,935	55,876,952	64,949,280	71,558,836	73,417,711	311,485,716
Bond Proceeds	129,899,700	273,324,300	59,288,300	76,473,300	84,681,800	623,667,400
Sale Proceeds	4,000,000	-	-	-	-	4,000,000
Federal, State, and Regional Funds	91,207,175	15,829,375	64,820,063	1,441,150	16,365,954	189,663,717
Special Tax Revenues	13,433,423	13,250,818	13,672,638	13,794,482	13,918,551	68,069,912
Private Funds	7,700,000	1,300,000	2,800,000	-	-	11,800,000
User Fines	1,945,000	1,945,000	1,945,000	1,945,000	1,945,000	9,725,000
Interest	600,000	1,396,600	4,475,449	1,458,907	1,810,859	9,741,814
Other (1)	335,000	2,786,000	3,340,000	2,310,000	2,235,000	11,006,000
Total	333,427,559	400,709,045	230,790,730	187,431,675	194,374,875	1,346,733,885
Less: Amounts Not Available for Current CIP (2)						(294,607,959)
Adjusted Total						1,052,125,926

- (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	2009/10	2010/11	2011/12	2012/13	2013/14	Total
101	General Fund	753,307	3,210,138	3,776,151	2,866,767	2,847,443	13,453,806
Various	Transportation Funds	90,820,840	22,170,000	74,170,000	8,570,000	7,570,000	203,300,840
410	Storm Drain Fund	1,050,000	150,000	150,000	150,000	150,000	1,650,000
411	Local Park Fund	600,000	600,000	1,600,000	600,000	4,628,954	8,028,954
413	Regional Park Fund	-	1,000,000	1,000,000	1,000,000	11,083,000	14,083,000
510	Electric Fund	46,089,400	33,453,900	34,048,300	32,047,300	35,439,100	181,078,000
520	Water Fund	69,799,000	23,451,000	22,369,000	20,951,000	14,034,000	150,604,000
530	Airport Fund	8,128,000	6,600,000	5,045,000	1,505,000	2,425,000	23,703,000
540	Refuse Collection Fund	50,000	50,000	50,000	50,000	50,000	250,000
550	Sewer Fund	13,300,000	226,700,000	17,450,000	33,650,000	39,300,000	330,400,000
570	Public Parking Fund	18,000,000	-	-	-	-	18,000,000
	Riverside Renaissance Funding	38,624,326	35,000,000	-	-	-	73,624,326
	Future RDA Funding	-	-	15,500,000	18,450,000	-	33,950,000
	Total	287,214,873	352,385,038	175,158,451	119,840,067	117,527,497	1,052,125,926

SUMMARY BY PROGRAM SECTION

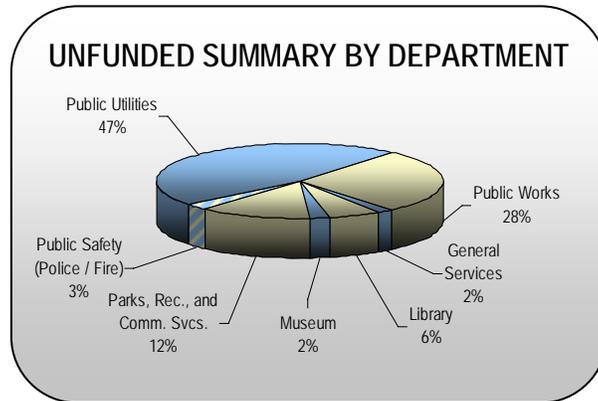
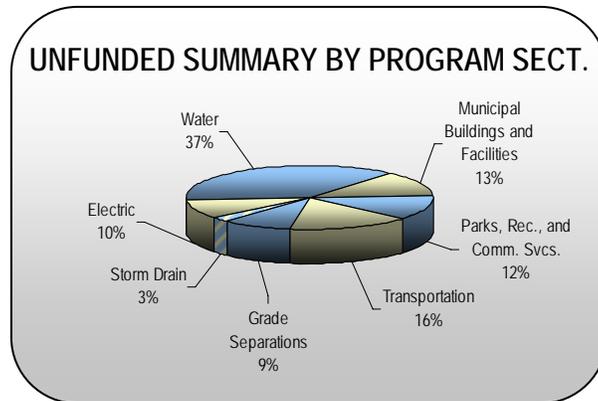
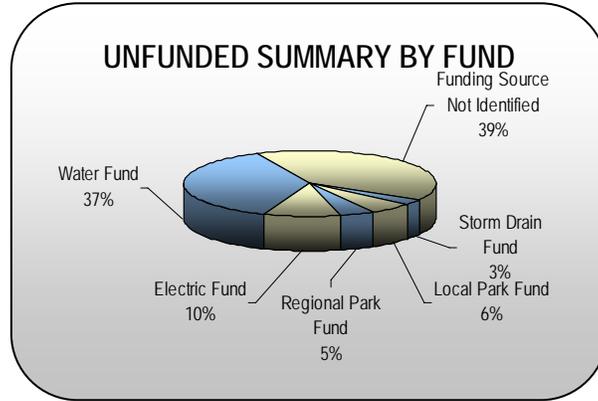
CIP Program Section	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Municipal Buildings and Facilities	5,305,000	37,786,000	12,340,000	2,310,000	2,235,000	59,976,000
Parks, Recreation, and Community Services	16,909,781	2,060,138	9,606,151	20,606,767	16,324,397	65,507,234
Transportation	44,652,692	11,370,000	11,870,000	8,570,000	7,570,000	84,032,692
Grade Separations	63,931,000	10,800,000	62,300,000	-	-	137,031,000
Sewer	13,300,000	226,700,000	17,450,000	33,650,000	39,300,000	330,400,000
Storm Drain	1,050,000	150,000	150,000	150,000	150,000	1,650,000
Refuse	50,000	50,000	50,000	50,000	50,000	250,000
Public Parking	18,000,000	-	-	-	-	18,000,000
Airport	8,128,000	6,564,000	4,975,000	1,505,000	2,425,000	23,597,000
Electric	46,089,400	33,453,900	34,048,300	32,047,300	35,439,100	181,078,000
Water	69,799,000	23,451,000	22,369,000	20,951,000	14,034,000	150,604,000
Total	287,214,873	352,385,038	175,158,451	119,840,067	117,527,497	1,052,125,926

SUMMARY BY DEPARTMENT

Department	2009/10	2010/11	2011/12	2012/13	2013/14	Total
Airport	8,128,000	6,564,000	4,975,000	1,505,000	2,425,000	23,597,000
General Services (1)	2,855,000	26,676,000	1,480,000	1,410,000	1,335,000	33,756,000
Library	2,450,000	250,000	250,000	250,000	250,000	3,450,000
Museum	-	50,000	50,000	50,000	50,000	200,000
Parks, Recreation, and Community Services	16,909,781	2,060,138	9,606,151	20,606,767	16,324,397	65,507,234
Public Safety (Police / Fire)	-	10,810,000	10,560,000	600,000	600,000	22,570,000
Public Utilities	115,888,400	56,904,900	56,417,300	52,998,300	49,473,100	331,682,000
Public Works	140,983,692	249,070,000	91,820,000	42,420,000	47,070,000	571,363,692
Total	287,214,873	352,385,038	175,158,451	119,840,067	117,527,497	1,052,125,926

(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	43,475,000
413	Regional Park Fund	34,850,000
510	Electric Fund	76,037,100
520	Water Fund	286,982,500
	Funding Source Not Identified	311,416,147
Total		772,760,747

UNFUNDED SUMMARY BY PROGRAM SECTION

CIP Program Section	Total
Municipal Buildings and Facilities	98,000,000
Parks, Recreation, and Community Services	96,575,000
Transportation	124,246,147
Grade Separations	70,920,000
Sewer	-
Storm Drain	20,000,000
Refuse	-
Public Parking	-
Airport	-
Electric	76,037,100
Water	286,982,500
Total	772,760,747

UNFUNDED SUMMARY BY DEPARTMENT

Department	Total
Airport	-
General Services	15,000,000
Library	45,000,000
Museum	18,000,000
Parks, Recreation, and Community Services	96,575,000
Public Safety (Police / Fire)	20,000,000
Public Utilities	363,019,600
Public Works	215,166,147
Total	772,760,747

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 2009/10. 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 2009/10. 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 PROJECT BUDGETARY IMPACTS

Project Description	Project Cost	Annual Estimated Budgetary Impact				
		Personnel Services	Non-Personnel	Capital Outlay	Debt Service	Total
Municipal Buildings and Facilities						
Convention Center Carpet - Main Room	100,000	-	10,000	-	-	10,000
Convention Center Kitchen Floor Replacement	60,000	-	-	-	-	-
Convention Center Raincross Lights	50,000	-	5,000	-	-	5,000
Corporation Yard Renovation	2,520,000	-	15,000	-	-	15,000
Marcy Library Branch Relocation	2,450,000	-	50,000	-	-	50,000
Riverside Convention Center Facility Refurbishment	50,000	-	-	-	-	-
Riverside Convention Center Minor Facility Repairs	50,000	-	-	-	-	-
Riverside Municipal Auditorium Facility Upgrades and Refurb	25,000	-	-	-	-	-
SubTotal Municipal Buildings and Facilities	5,305,000	-	80,000	-	-	80,000
Parks, Recreation, and Community Services						
Arlington Childcare Center	2,204,553	-	-	-	-	-
Doty Trust Park Master Plan and Construction	300,000	-	275,000	-	-	275,000
Hunt Park Gymnasium	6,136,921	-	55,800	-	-	55,800
Hunter Park Adult Sports Complex	6,250,000	-	136,800	-	-	136,800
Ramona High School Turf Field	1,000,000	-	25,000	-	-	25,000
Construction Contingency Reserve	400,000	-	-	-	-	-
Park Land Acquisition Reserve	200,000	-	-	-	-	-
Park Refurbishment	247,999	-	-	-	-	-
Recreation Center Rehabilitation	170,308	-	-	-	-	-
SubTotal Parks, Recreation, and Community Services	16,909,781	-	492,600	-	-	492,600
Airport						
Hangar Painting - Parflite Hangars	50,000	-	-	-	-	-
Land Acquisition - 10 acres for Runway 9 RPZ	2,700,000	-	-	-	-	-
Relocate Southern California Gas Line	800,000	-	-	-	-	-
Grading for North Parallel Taxiway & Runway 9/27 RSA	4,000,000	-	-	-	-	-
Install Security Cameras	175,000	-	-	-	-	-
Pavement Preservation - Satellite I Apron	18,000	-	-	-	-	-
Environmental Assessment for North Parallel Taxiway	360,000	-	-	-	-	-
Annual Pavement Preservation	25,000	-	-	-	-	-
SubTotal Airport	8,128,000	-	-	-	-	-
Electric						
Miscellaneous Projects	46,089,400	-	-	-	-	-
SubTotal Electric	46,089,400	-	-	-	-	-
Water						
Miscellaneous Projects	69,799,000	-	-	-	-	-
SubTotal Water	69,799,000	-	-	-	-	-

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						
Bicycle Lane Improvement Projects (10% Match)	54,840	-	-	-	-	-
Collett Avenue Extension	845,000	-	-	-	-	-
Colorado - Van Buren to Jackson	584,000	-	-	-	-	-
Eastridge Medians (1)	300,000	-	3,000	-	-	3,000
5th & 6th Street Cul-de-Sacs	450,000	-	-	-	-	-
14th Street Rehabilitation - SR 91 to Sedgwick	1,000,000	-	-	-	-	-
La Sierra Widening @ Five Points	2,754,946	-	-	-	-	-
Main Street Mall Beautification (1)	1,158,906	-	172,000	-	-	172,000
Main Street - Columbia to Placencia	1,500,000	-	-	-	-	-
Sycamore Canyon Improvements (1)	1,700,000	-	25,000	-	-	25,000
Tyler Improvements - SR 91 to Magnolia	1,400,000	-	-	-	-	-
Tyler Street Widening - Wells to Hole	2,400,000	-	-	-	-	-
Van Buren Widening, Garfield to Jackson	300,000	-	-	-	-	-
Van Buren/SR 91 Interchange	19,065,000	-	-	-	-	-
Miscellaneous Street Projects	9,870,000	-	-	-	-	-
Traffic Management Center	200,000	-	-	-	-	-
Miscellaneous Traffic Signal Projects	1,070,000	-	-	-	-	-
SubTotal Transportation	44,652,692	-	200,000	-	-	200,000
Grade Separations						
BNSF Quiet Zone	600,000	-	-	-	-	-
Iowa/BNSF Grade Separation	30,031,000	-	-	-	-	-
Magnolia Avenue/UPRR Grade Separation	24,500,000	-	-	-	-	-
Riverside Avenue/UPRR Grade Separation	1,300,000	-	-	-	-	-
Streeter Avenue/UPRR Grade Separation	7,500,000	-	-	-	-	-
SubTotal Grade Separations	63,931,000	-	-	-	-	-
Sewer						
Ag Park Cleanup - City Funds	375,000	-	-	-	-	-
Recycled Water Study	75,000	-	-	-	-	-
WQCP Security System Upgrade	2,000,000	-	-	-	-	-
Co-Gen High Pressure Gas Compressor	600,000	-	-	-	-	-
Repl MCC Dist Centers M&W	200,000	-	-	-	-	-
Vehicle Storage and Charging Station	200,000	-	-	-	-	-
E. La Cadena Dr. - No. City Limits to Citrus St.	1,600,000	-	-	-	-	-
Iowa Avenue Grade Separation Sewer Relocations	1,600,000	-	-	-	-	-
La Sierra Foothills Area Sewer Rehabilitation	1,200,000	-	-	-	-	-
Golden Ave from N. of Rancho del Oro to Magnolia Ave	800,000	-	-	-	-	-
Fairgrounds Sewer Pump Station Upgrade	500,000	-	-	-	-	-
Collett Ave from La Sierra Ave to 160' S. of Drexel Ave	250,000	-	-	-	-	-
Bolivar St. Sewer Repair/Replacement	250,000	-	-	-	-	-
Magnolia Ave between Golden Ave and Fillmore St	200,000	-	-	-	-	-
Fillmore St from N. of SR91 to 300' S. of Magnolia Ave	200,000	-	-	-	-	-
Miscellaneous Projects	3,250,000	-	-	-	-	-
SubTotal Sewer	13,300,000	-	-	-	-	-
Storm Drain						
Hacienda Drive Storm Drain	300,000	-	-	-	-	-
Jurupa Extension - Van Buren to Rutland	600,000	-	-	-	-	-
Miscellaneous Storm Drain Construction	150,000	-	-	-	-	-
SubTotal Storm Drain	1,050,000	-	-	-	-	-
Refuse						
Landfill Equipment Upgrade/Replacement	50,000	-	-	-	-	-
SubTotal Refuse	50,000	-	-	-	-	-
Public Parking						
Parking Lot Resurface - Lot 33	100,000	-	-	-	-	-
Revenue Control Equipment (North of 10th)	200,000	-	-	-	-	-
Parking Garage 7 (2)	17,700,000	-	-	-	-	-
SubTotal Public Parking	18,000,000	-	-	-	-	-
Total	287,214,873	-	772,600	-	-	772,600

(1) The non-personnel component of the budgetary impact for these projects has been included in the fiscal year 2009/10 Annual Budget.

(2) These projects are anticipated to generate revenue sufficient to offset operating costs.

NOTE: Debt Service for the 2008 Certificates of Participation and 2008 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.

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