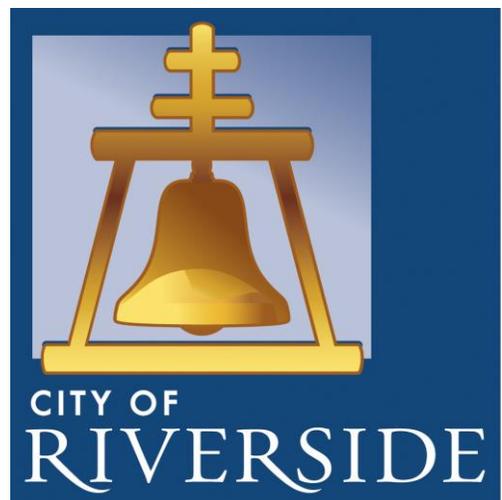


CAPITAL IMPROVEMENT PROGRAM SUMMARY



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.

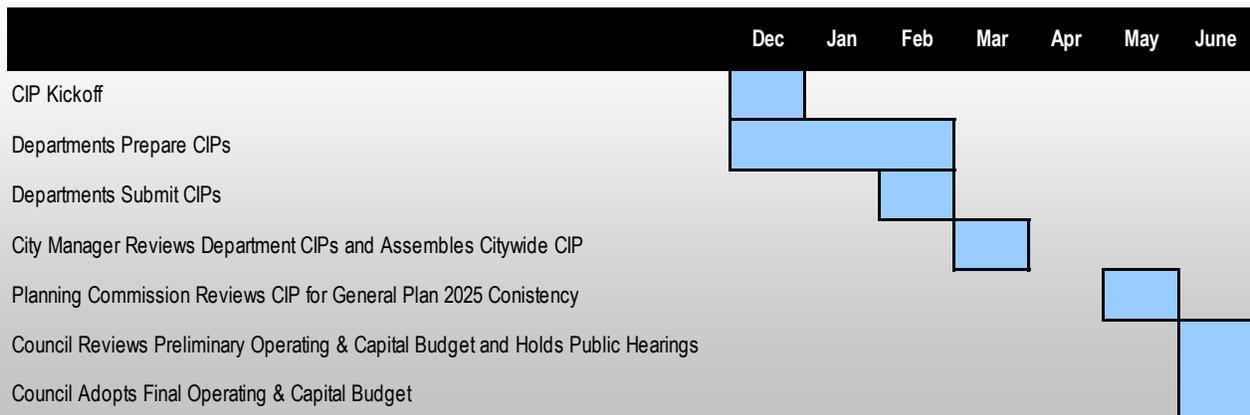
Parks, Recreation, and Community Services

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 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 Impact Fees Fund (411), and the Regional Parks Impact Fees Fund (413). Neighborhood park improvements are funded through the Local Parks Impact Fees Fund, while regional park improvements are funded through the Regional Parks Impact Fees Fund. Major revenue sources include:

- 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

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 federal and state regulations. These five funds are shown as commingled for simplicity sake in the CIP, though in actuality specific revenues described below are 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
- 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

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 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

Overview of the CIP

The five-year Capital Improvement Program amounts to \$400,581,290. For FY 2015/16, capital improvement projects totaling \$79,983,090 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

CAPITAL IMPROVEMENT PROGRAM SUMMARY

program sections of the City's CIP document. Information regarding significant non-routine capital projects, operating budget impacts from all projects included in the first year of the CIP, and summary financial information can be found in the tables on the following pages.

Unfunded Capital Projects

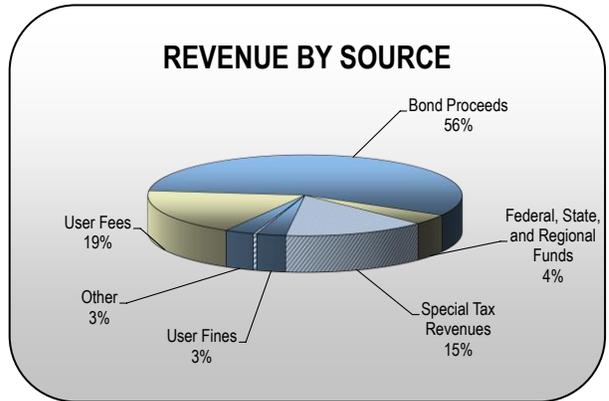
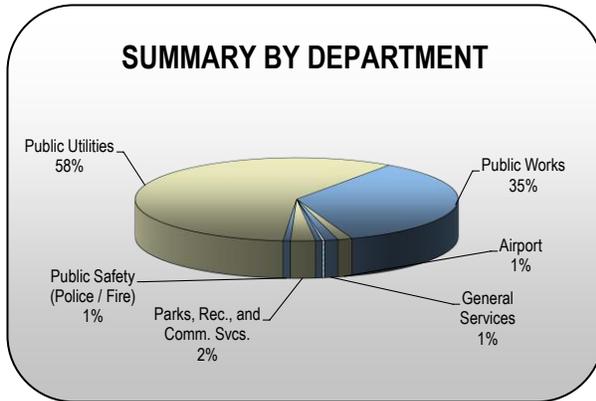
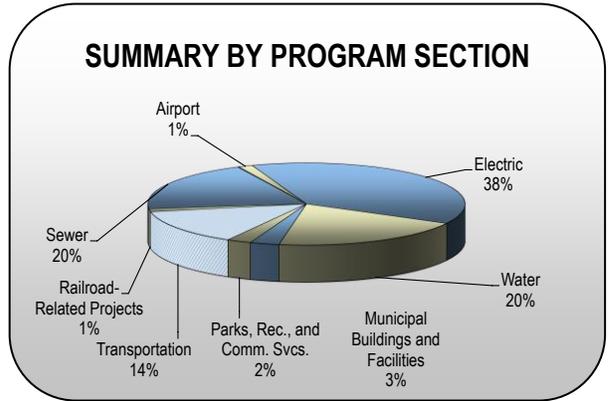
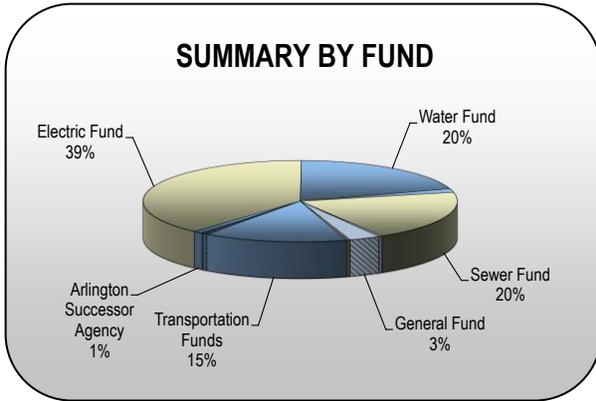
In addition to the \$400.58 million five-year funded CIP, unfunded capital project needs currently total \$543.09 million. The unfunded projects are included in the Electric, Water, Railroad-Related Projects, Transportation, Parks, Recreation, & Community Services, and Municipal Buildings & Facilities CIP Sections. In the case of the Parks, Recreation, and Community Services CIP, many 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 \$186.44 million is still unfunded. The unfunded or partially unfunded transportation projects include five significant street widening projects, one major median construction project, a continuation of the City's railroad quiet zone program, and phase two of the City's grade separation program. 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 City's CIP document.

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 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| User Fees | 16,213,618 | 19,279,953 | 18,119,708 | 18,391,110 | 18,601,064 | 90,605,453 |
| Bond Proceeds | 111,958,000 | 44,295,000 | 38,165,000 | 44,591,000 | 37,989,000 | 276,998,000 |
| Federal, State, and Regional Funds | 12,113,780 | 2,251,510 | 3,193,000 | 1,289,500 | 1,100,500 | 19,948,290 |
| Special Tax Revenues | 14,084,700 | 14,234,300 | 14,387,200 | 14,620,400 | 14,861,300 | 72,187,900 |
| Private Funds | - | - | - | - | - | - |
| User Fines | 2,876,000 | 2,962,000 | 2,962,000 | 2,962,000 | 2,962,000 | 14,724,000 |
| Interest | 346,000 | 340,000 | 340,000 | 340,000 | 340,000 | 1,706,000 |
| Other (1) | 894,560 | 4,084,430 | 3,975,156 | 3,081,756 | 2,805,000 | 14,840,902 |
| Total | 158,486,658 | 87,447,193 | 81,142,064 | 85,275,766 | 78,658,864 | 491,010,545 |
| Less: Amounts Not Available for Current CIP (2) | | | | | | (90,429,345) |
| Adjusted Total | | | | | | 400,581,200 |

- (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 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|--------------|----------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| 101 | General Fund | 894,650 | 3,641,290 | 3,480,000 | 2,530,000 | 2,230,000 | 12,775,940 |
| 220 | CDBG Fund | 500,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,500,000 |
| Various | Transportation Funds | 21,890,150 | 9,783,300 | 12,773,200 | 7,468,400 | 7,390,300 | 59,305,350 |
| 410 | Storm Drain Fund | 100,000 | 100,000 | 87,000 | 87,000 | 87,000 | 461,000 |
| 411 | Local Park Fund | - | 400,000 | 400,000 | 400,000 | 400,000 | 1,600,000 |
| 413 | Regional Park Fund | - | 200,000 | 290,000 | - | - | 490,000 |
| 471 | Arlington Successor Agency | 4,150,000 | - | - | - | - | 4,150,000 |
| 510 | Electric Fund | 30,612,000 | 32,069,000 | 32,033,000 | 27,741,000 | 31,444,000 | 153,899,000 |
| 520 | Water Fund | 16,095,000 | 21,171,500 | 13,768,000 | 14,417,000 | 14,417,000 | 79,868,500 |
| 530 | Airport Fund | 1,019,000 | 2,143,000 | 625,000 | 1,125,000 | 925,000 | 5,837,000 |
| 550 | Sewer Fund | 45,627,500 | 9,850,000 | 2,170,000 | 12,297,000 | 9,250,000 | 79,194,500 |
| 570 | Public Parking Fund | - | - | - | - | - | - |
| 650 | Central Garage Fund | - | 375,000 | 375,000 | 375,000 | 375,000 | 1,500,000 |
| Total | | 120,888,300 | 79,983,090 | 66,251,200 | 66,690,400 | 66,768,300 | 400,581,290 |

SUMMARY BY PROGRAM SECTION

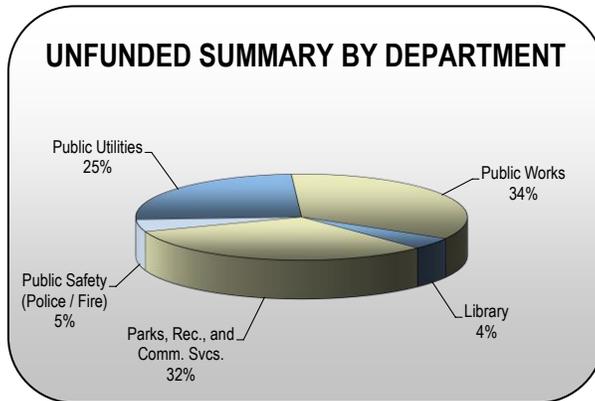
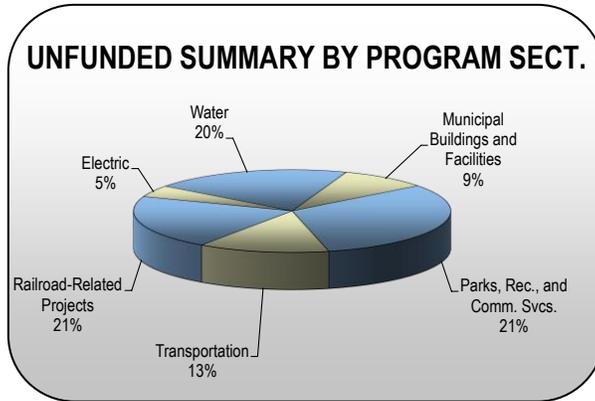
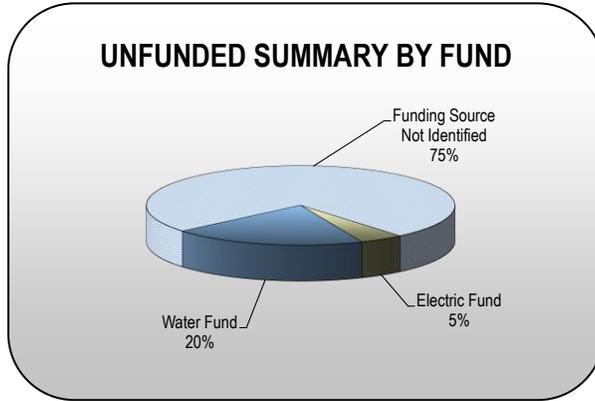
| CIP Program Section | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Municipal Buildings and Facilities | 70,000 | 3,616,290 | 3,455,000 | 2,505,000 | 2,205,000 | 11,851,290 |
| Parks, Recreation, and Community Services | 5,250,000 | 1,250,000 | 1,340,000 | 1,050,000 | 1,050,000 | 9,940,000 |
| Transportation | 20,355,100 | 9,090,000 | 12,066,000 | 6,740,000 | 6,640,000 | 54,891,100 |
| Railroad-Related Projects | 1,759,700 | 693,300 | 707,200 | 728,400 | 750,300 | 4,638,900 |
| Sewer | 45,627,500 | 9,850,000 | 2,170,000 | 12,297,000 | 9,250,000 | 79,194,500 |
| Storm Drain | 100,000 | 100,000 | 87,000 | 87,000 | 87,000 | 461,000 |
| Public Parking | - | - | - | - | - | - |
| Airport | 1,019,000 | 2,143,000 | 625,000 | 1,125,000 | 925,000 | 5,837,000 |
| Electric | 30,612,000 | 32,069,000 | 32,033,000 | 27,741,000 | 31,444,000 | 153,899,000 |
| Water | 16,095,000 | 21,171,500 | 13,768,000 | 14,417,000 | 14,417,000 | 79,868,500 |
| Total | 120,888,300 | 79,983,090 | 66,251,200 | 66,690,400 | 66,768,300 | 400,581,290 |

SUMMARY BY DEPARTMENT

| Department | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | Total |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Airport | 1,019,000 | 2,143,000 | 625,000 | 1,125,000 | 925,000 | 5,837,000 |
| General Services (1) | 70,000 | 1,375,500 | 1,295,000 | 1,295,000 | 1,295,000 | 5,330,500 |
| Library | - | 328,500 | 250,000 | 250,000 | 250,000 | 1,078,500 |
| Museum | - | 1,005,000 | 590,000 | 590,000 | 340,000 | 2,525,000 |
| Parks, Recreation, and Community Services | 5,250,000 | 1,250,000 | 1,340,000 | 1,050,000 | 1,050,000 | 9,940,000 |
| Public Safety (Police / Fire) | - | 907,290 | 1,320,000 | 370,000 | 320,000 | 2,917,290 |
| Public Utilities | 46,707,000 | 53,240,500 | 45,801,000 | 42,158,000 | 45,861,000 | 233,767,500 |
| Public Works | 67,842,300 | 19,733,300 | 15,030,200 | 19,852,400 | 16,727,300 | 139,185,500 |
| Total | 120,888,300 | 79,983,090 | 66,251,200 | 66,690,400 | 66,768,300 | 400,581,290 |

(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 |
|--------------|-------------------------------|--------------------|
| 510 | Electric Fund | 25,000,000 |
| 520 | Water Fund | 110,422,359 |
| | Funding Source Not Identified | 407,666,352 |
| Total | | 543,088,711 |

UNFUNDED SUMMARY BY PROGRAM SECTION

| CIP Program Section | Total |
|---|--------------------|
| Municipal Buildings and Facilities | 48,851,900 |
| Parks, Recreation, and Community Services | 172,376,500 |
| Transportation | 72,414,352 |
| Railroad-Related Projects | 114,023,600 |
| Sewer | - |
| Storm Drain | - |
| Public Parking | - |
| Airport | - |
| Electric | 25,000,000 |
| Water | 110,422,359 |
| Total | 543,088,711 |

UNFUNDED SUMMARY BY DEPARTMENT

| Department | Total |
|---|--------------------|
| Airport | - |
| General Services | - |
| Library | 23,851,900 |
| Museum | - |
| Parks, Recreation, and Community Services | 172,376,500 |
| Public Safety (Police / Fire) | 25,000,000 |
| Public Utilities | 135,422,359 |
| Public Works | 186,437,952 |
| Total | 543,088,711 |

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 2015/16. 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 2015/16. 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 | | | | | | |
| Convention Center Minor Facility Repairs | 40,000 | - | - | - | - | - |
| HVAC Replacement at Various City Facilities | 15,000 | - | - | - | - | - |
| Municipal Auditorium Facility Repairs/Refurbishment | 15,000 | - | - | - | - | - |
| SubTotal Municipal Buildings and Facilities | 70,000 | - | - | - | - | - |
| Parks, Recreation, and Community Services | | | | | | |
| Arlington Youth Opportunity Center | 4,150,000 | 80,000 | 225,000 | 100,000 | - | 405,000 |
| CDBG Projects - From Unfunded Project List | 500,000 | - | - | - | - | - |
| Park Refurbishment | 200,000 | - | - | - | - | - |
| Recreation Center Refurbishment | 200,000 | - | - | - | - | - |
| Park Master Plan Update | 200,000 | - | - | - | - | - |
| SubTotal Parks, Recreation, and Community Services | 5,250,000 | 80,000 | 225,000 | 100,000 | - | 405,000 |
| Airport | | | | | | |
| Design Apron Rehabilitation | 84,000 | - | - | - | - | - |
| Apron Rehabilitation Phase 1 & Phase 2 | 660,000 | - | - | - | - | - |
| Rehabilitation of Electrical Vault | 250,000 | - | - | - | - | - |
| Annual Pavement Preservation | 25,000 | - | - | - | - | - |
| SubTotal Airport | 1,019,000 | - | - | - | - | - |
| Electric | | | | | | |
| Miscellaneous Projects | 30,612,000 | - | - | - | - | - |
| SubTotal Electric | 30,612,000 | - | - | - | - | - |
| Water | | | | | | |
| Miscellaneous Projects | 16,095,000 | - | - | - | - | - |
| SubTotal Water | 16,095,000 | - | - | - | - | - |
| Storm Drain | | | | | | |
| Miscellaneous Storm Drain Construction | 100,000 | - | - | - | - | - |
| SubTotal Storm Drain | 100,000 | - | - | - | - | - |
| Railroad-Related Projects | | | | | | |
| BNSF/UP Quiet Zone - Panorama & Cridge | 679,700 | - | 25,000 | - | - | 25,000 |
| Spruce Street/BNSF Crossing Improvements | 400,000 | - | - | - | - | - |
| Third Street/BNSF Crossing Improvements | 680,000 | - | - | - | - | - |
| SubTotal Grade Separations | 1,759,700 | - | 25,000 | - | - | 25,000 |

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 | | | | | | |
| Adams/SR 91 Interchange | 1,000,000 | - | - | - | - | - |
| Canyon Crest Widening - Country Club to Via Vista | 200,000 | - | - | - | - | - |
| CDBG Matching Funds | 350,000 | - | - | - | - | - |
| 14th Street Underpass Storm Drain | 500,000 | - | - | - | - | - |
| Magnolia Widening - Buchanan to Banbury | 3,030,000 | - | - | - | - | - |
| Mission Boulevard Bridge Replacement at Santa Ana River | 100,000 | - | - | - | - | - |
| Norte Vista Sidewalk Improvements | 2,833,000 | - | - | - | - | - |
| Wells/Arlanza Sidewalk Improvements | 1,961,000 | - | - | - | - | - |
| Curb and Gutter Repair | 200,000 | - | - | - | - | - |
| Major Streets Rehabilitation | 2,400,000 | - | - | - | - | - |
| Minor Streets Preservation (Slurry/ARAM) | 500,000 | - | - | - | - | - |
| Minor Streets Rehabilitation | 1,250,000 | - | - | - | - | - |
| Miscellaneous Street Construction | 500,000 | - | - | - | - | - |
| Sidewalk / Trail Construction at Various Locations | 250,000 | - | - | - | - | - |
| Sidewalk Repair | 300,000 | - | - | - | - | - |
| Wheelchair Ramps | 250,000 | - | - | - | - | - |
| Buchanan & Indiana Traffic Signal | 250,000 | - | 720 | - | - | 720 |
| University & Fairmount Traffic Signal | 225,000 | - | 720 | - | - | 720 |
| Traffic Management Center | 50,000 | - | - | - | - | - |
| Magnolia Interconnect-Buchanan to 1st | 1,387,500 | - | - | - | - | - |
| Arterial Interconnect Project | 40,000 | - | - | - | - | - |
| Controller Assembly Replacement | 40,000 | - | - | - | - | - |
| LED Signal Lenses Replacement | 40,000 | - | - | - | - | - |
| Spread Spectrum Radio Replacement | 10,000 | - | - | - | - | - |
| Traffic Signal Loop Replacement | 35,000 | - | - | - | - | - |
| Miscellaneous Traffic Projects | 75,000 | - | - | - | - | - |
| LED Luminaire Safety Lighting (49 Intersections) | 111,000 | - | (15,000) | - | - | (15,000) |
| Signal Revisions | 100,000 | - | - | - | - | - |
| Downtown Bicycle/Pedestrian Improvements | 1,097,000 | - | - | - | - | - |
| Iowa/Martin Luther King Bicycle Improvements | 332,000 | - | - | - | - | - |
| Santa Ana Bicycle Trail-McLean Park to Rubidoux Ave | 188,600 | - | - | - | - | - |
| SR 91 Pedestrian Bridge-MetroLink to Downtown | 750,000 | - | - | - | - | - |
| SubTotal Transportation | 20,355,100 | - | (13,560) | - | - | (13,560) |
| Sewer | | | | | | |
| Tertiary System Rehabilitation | 850,000 | - | - | - | - | - |
| Bio-Solids Handling Rehabilitation | 1,650,000 | - | - | - | - | - |
| Transformers T-1 and T-2 / Switch Gear A and B Rehabilitation | 2,905,000 | - | - | - | - | - |
| RWQCP Security System Rehabilitation | 430,000 | - | - | - | - | - |
| Plant Support Facilities and Systems Rehabilitation | 392,500 | - | - | - | - | - |
| Ninth Street Sewer | 4,000,000 | - | - | - | - | - |
| Arlington & Fairhaven Wastewater | 800,000 | - | - | - | - | - |
| Santa Ana River Trunk Sewer Replacement - Phase II | 15,500,000 | - | - | - | - | - |
| Tequesquite Trunk Sewer Line - Phase IIB | 14,100,000 | - | - | - | - | - |
| RWQCP Levee Wall Rehabilitation | 5,000,000 | - | - | - | - | - |
| SubTotal Sewer | 45,627,500 | - | - | - | - | - |
| Total | 120,888,300 | 80,000 | 236,440 | 100,000 | - | 416,440 |

NOTE: Personnel Services in this table includes minor liability insurance allocations assigned to each position that would actually be budgeted in a non-personnel

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The fiscal year 2015/16 Capital Improvement Program is anticipated to create an additional \$416,440 in annual operating expenses for the City. Specifically, the Arlington Youth Opportunity Center is anticipated to generate additional operating expenses of \$405,000, continued expansion of the City's Quiet Zone program is anticipated to result in an additional \$25,000 of maintenance expenses, and minor transportation projects are anticipated to result in a savings of \$13,560 per year in operating expenses. Most projects listed will be replacing other, existing facilities as part of a capital replacement cycle with operations and maintenance budgets already in place. These projects are therefore not anticipated to have a budgetary impact.

Major Non-Routine Capital Projects

The fiscal year 2015/16 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.

Arlington Youth Opportunity Center

This project will construct a new Parks, Recreation, and Community Services Department facility in the Arlington area of the City to provide services to the City's youth.

Magnolia Widening – Buchanan to Banbury

This project provides partial funding to a multi-year project to widen Magnolia Avenue from Buchanan Street to Banbury Drive from four to six lanes.

Norte Vista Sidewalk Improvements

This project funds sidewalk construction on Gaylord Street from Tyler Street to Stover Avenue, Jones Avenue from Robinson Avenue to Valley Drive, Chadbourne Avenue from Arlington Avenue to Valley Drive, and Bushnell Avenue from La Sierra Avenue to Campbell Avenue.

Wells/Arlanza Sidewalk Improvements

This project funds sidewalk construction on Challen Avenue from Wells Avenue to Philbin Avenue, Ivanhoe Avenue from Wells Avenue to Philbin Avenue, Kent Avenue from Wells Avenue to Campbell Avenue, Rutland Avenue from Gramercy Place to Philbin Avenue, and Babb Avenue from Gramercy Place to Philbin Avenue.

Magnolia Interconnect-Buchanan to 1st

This project funds coordinated traffic signals on Magnolia Avenue/Market Street from Buchanan Street to First Street.

Santa Ana River Trunk Sewer Replacement – Phase II

This project is the second phase of sewer replacement along the Santa Ana River Trail from Martha McLean-Anza Narrows Park to Tequesquite Avenue.

Tequesquite Trunk Sewer Line – Phase IIB

This project is the second phase of sewer replacement along the Tequesquite Arroyo south of the 91 Freeway.