

2011-13 Financial Plan

Appendix B

Capital Improvement Plan



city of
san luis obispo

2011-13 Financial Plan

Appendix B

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Capital Improvement Plan

city of san luis OBISPO

CAPITAL IMPROVEMENT PLAN

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CAPITAL IMPROVEMENT PLAN

Section 1 INTRODUCTION

INTRODUCTION

PURPOSE AND SCOPE

All of the City's construction projects and equipment purchases costing \$15,000 or more are included in the Capital Improvement Plan. (Minor capital outlays costing less than \$15,000 are included with the Financial Plan operating program budgets.)

Through the Capital Improvement Plan (CIP), the City systematically plans, schedules and finances capital projects to ensure cost-effectiveness and conformance with established policies and longer-term plans.

As discussed below under *Major City Goals* and later under *Project Evaluation*, one of the key drivers in determining the City's CIP priorities for 2011-13 are the results of Council goal-setting, which starts the City's budget process.

ORGANIZATION

The CIP is a five-year plan organized into the same six functional groupings used for the operating programs:

1. Public Safety
2. Public Utilities
3. Transportation
4. Leisure, Cultural and Social Services
5. Community Development
6. General Government

It is composed of six sections:

1. Introduction

2. Summary of CIP Expenditures

- a. Summary by function for each year.
- b. Summary by funding source for each year.
- c. Project costs for each CIP project by program and phase: study, environmental review, design, real property acquisitions, site preparation, construction, construction management and equipment acquisitions.
- d. Funding sources for each CIP project.

3. Project Descriptions

Detailed supporting documentation for each recommended (CIP) project proposed during 2011-13 is included in the document providing the following information for each project:

- a. Function
- b. Request title
- c. CIP project description
- d. Link to Council Goals and/or Measure Y
- e. Need and urgency
- f. Readiness to build
- g. Environmental review and permits required
- h. Operating program related to the request
- i. Project phasing and funding sources
- j. Details of ongoing costs
- k. Alternatives
- l. Project manager and team support
- m. Site list (if applicable)
- n. Location map/schematic design (if applicable)

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Also included in this document is summary documentation for CIP projects proposed for 2013-16. It is the City's intent that with the 2013-15 Financial Plan, all proposed CIP projects will include detailed documentation, however during this transition Financial Plan, summary information is provided for projects beyond the current two-year period.

4. Status of Current CIP Projects
5. Budget and Fiscal Policies
6. CIP Preparation Process

FISCAL CONDITION SUMMARY

As discussed in the *Budget Message*, the City is continuing to experience economic challenges and faced a budget gap of \$4.4 million without corrective action. Revenue enhancements, operating budget reductions and employee concessions will each play a role in balancing the 2011-13 Financial Plan as we align the City's delivery of services with our ongoing revenue base over the long term.

Capital Project reductions are not proposed as a budget balancing strategy, as has been the case for many years. An important goal in preparing the 2011-13 Financial Plan was to provide sufficient funds to protect vital City assets for the short and long-term. For the first time this year, a five-year capital improvement plan was developed and reflected in the Five Year Fiscal Forecast. This plan represents a phased approach to funding the projects needed to maintain our infrastructure and building facility assets over the entire five year period. The plan also identified equipment replacement needs in the area of fleet and information technology infrastructure.

Based on the requests submitted and the City's financial circumstances, we are recommending General Fund capital improvement projects that total \$7.3 million for the 2011-13 Financial Plan and \$24 million over the five year plan. Of this amount, \$1.2 million consists of contributions to the equipment replacement fund for fleet and information technology for 2011-12 and 2012-2013. Contributions to the equipment replacement fund total \$3.85 million over the five year plan.

MAJOR CITY GOALS

For 2011-13, in recognition of the fiscal challenges facing us, the Council has adopted just four major City goals:

- Economic Development
- Preservation of Essential Services and Fiscal Health
- Neighborhood Wellness
- Traffic Congestion Relief

The goal-setting process is summarized below and discussed in greater detail in Section B of the Financial Plan (Policies and Objectives). However, these focused goals reflect four things:

1. Responding pro-actively and responsibly to the economic climate.
2. Priorities expressed by the community during the goal-setting process.
3. Focus on preserving core services and maintaining what we already have.
4. Close alignment with the priorities that surfaced both before and during the Measure Y campaign.

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Goal-Setting Process: Background

The fundamental purpose of the City's Financial Plan is to link what we want to accomplish over the next two years with the resources required to do so. The Financial Plan process approved by the Council does this by:

1. Identifying the most important, highest priority things for us to accomplish for the community.
2. Establishing a reasonable timeframe and organizational responsibility for achieving them.
3. Allocating the resources necessary to do so.

Obviously, this approach only has meaning if there is a way of identifying key goals at the beginning of the process that drive budget preparation, not follow it. For this reason, the City begins its two-year budget process with Council goal-setting. This follows an extensive effort to involve advisory bodies and the community in this process.

It also follows consideration of a number of analytical reports such as the General Fund Five-Year Fiscal Forecast and comprehensive updates on the status of long-term plans and policies, current major City goals and capital projects. While the specifics of the process vary from plan to plan, the City has used this basic approach for the past eighteen years.

Goal-Setting Process for 2011-13

For 2011-13, the Council held four workshops for this purpose on December 14, 2010 ("Budget Foundation"), January 11, 2011 (Community Forum), January 29, 2011 (Council Goal-Setting) and April 12, 2011 (Goal Work Programs).

Using the services of a professional facilitator, the Council reached agreement on eleven goals organized into the following three priority groupings at its January 29 goal-setting workshop:

❶ **Major City Goals.** These represent the most important, highest priority goals for the City to accomplish over the next two years, and as such, resources to accomplish them should be included in the Financial Plan. The Financial Plan fully funds all four of the major City goals set by the Council, in accordance with the detailed work programs approved by the Council in April 2011, summarized as follows:

- **Economic Development.** Increase focus on economic development. Support creation of head-of-household jobs through developing strategies for infrastructure, focusing on promising growth sectors, and expediting desired economic activity. Expand collaboration with Cal Poly, Cuesta, business community and responsible agencies.
- **Preservation of Essential Services and Fiscal Health.** Adopt a budget that sustains the city's short and long-term fiscal health, preserves public health and safety and other essential services in line with residents' priorities, and includes cost reduction strategies.
- **Neighborhood Wellness.** Embrace and implement pro-active code enforcement and Neighborhood Wellness Policies.
- **Traffic Congestion Relief.** Continue efforts on projects and programs which relieve traffic congestion (like street modifications, intersection improvements, pedestrian improvements, bicycle facilities, sidewalks, trip reduction programs, traffic signal operations, LOVR interchange, Prado Road and public transit).

Detailed work programs are provided in *Section B: Policies and Objectives* of the Financial Plan.

❷ **Other Important Council Objectives.** Goals in this category are also important for the City to accomplish over the next two years. In general,

INTRODUCTION

goals in this category reflect the continuation of current goals or new initiatives that are not likely to have significant General Fund resource requirements.

In addition to the four *Major City Goals* set by the Council, all of “Other Important Council Objectives” are also reflected in the Preliminary Financial Plan based on the detailed work programs approved by the Council in April 2011, summarized as follows:

- ***Open Space Preservation.*** Continue efforts to acquire, preserve, protect, and maintain open space in our greenbelt. Begin implementation of the master plan for City-owned agricultural lands at Calle Joaquin. Complete and begin implementation of the updated conservation plan for Irish Hills Natural Reserve. Prepare a Conservation Plan for Reservoir Canyon Natural Reserve. Create a plan for maintenance of Laguna Lake and Park, including potential funding.
- ***Infrastructure Maintenance*** Increase infrastructure maintenance and investment. Sustain an effective level of core existing infrastructure and proactively protect and maintain physical assets (such as the downtown, streets, bikeways, sidewalks, flood protection facilities, recreation facilities, City owned historic resources, and the urban forest). Infrastructure Maintenance is a designated Measure Y priority.
- ***Planning: Update Land Use and Circulation Elements.*** Within the scope of the Strategic Growth Council (SGC) Grant, undertake an update of the Land Use and Circulation Elements; including “Healthy Cities”, complete streets, and pedestrian circulation policies.
- ***Affordable Housing/Homeless Services.*** Continue to facilitate provision of affordable as well as market-rate housing and provide

leadership in implementing the County’s 10-Year Plan to End Chronic Homelessness.

Summary work program for each of these objectives are also provided in *Section B: Policies and Objectives* of the Preliminary Financial Plan

③ ***Address As Resources Permit.*** While it is desirable to achieve these goals over the next two years, doing so is subject to current resource availability. The three goals adopted by the Council in this priority grouping are:

- ***Parks and Recreation.*** Increase utilization of Damon-Garcia Sports Fields.
- ***Climate Protection.*** Implement greenhouse gas reduction and Climate Action Plan. Conduct energy audits of all city facilities, increase energy conservation, invest in infrastructure which will save energy and funds in the future.
- ***Historic Preservation.*** Continue to promote historic resource preservation opportunities and update Historic Resource Inventory.

All of these goals are reflected in the Preliminary Financial Plan in some fashion.

KEY ROLE OF MEASURE Y REVENUES

Measure Y is a ½-cent general purpose sales tax adopted in November 2006 with 65% voter approval. It is projected to generate about \$5.7 million annually in added General Fund revenues in 2011-13.

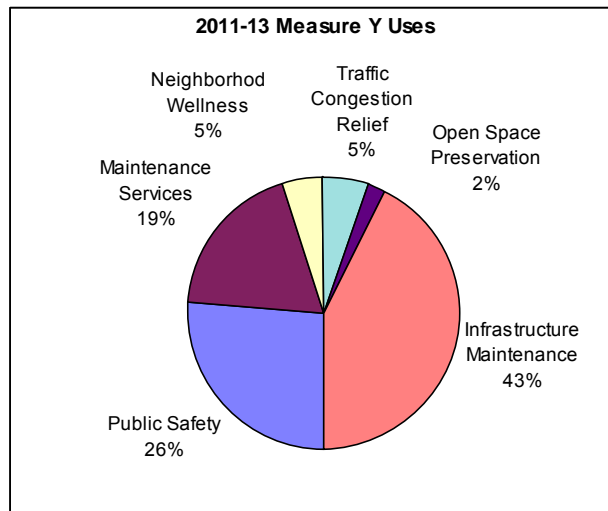
Measure Y revenues play an important role in mitigating even deeper cuts in City services. Given the deep recession and its impact on key General Fund revenues, we will not be able to sustain the level of service

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and facility improvements we launched in 2007-09 in far different economic times. However, Measure Y revenues will allow us to continue funding many of the community priorities that surfaced before and during the Measure Y campaign; and equally important, they will prevent the much deeper cuts in these priority areas that would otherwise be required.

Linkage to Council Goal-Setting

The proposed uses of Measure Y revenues in 2011-13 are closely aligned with the top goals and objectives adopted by the Council, summarized as follows:



As reflected above, Measure Y uses fall into five categories in alignment with top Council goals:

- Preservation of Essential Services: Public Safety; Maintenance Services (Streets & Sidewalks, Parks, Creek & Flood Protection and CIP Project Management)

- Neighborhood Wellness
- Infrastructure Maintenance
- Traffic Congestion Relief
- Open Space Preservation

Accountability for Use of Measure Y Revenues

The ordinance approved by the voters in adopting Measure Y is very clear that these revenues are for general purposes in funding essential services like police, fire, streets, flood protection, code enforcement and open space preservation.

Voters recognized that challenges and priorities change over time; and that the Council would need flexibility in using Measure Y revenues in responding to these. For this reason, one of the key accountability features in Measure Y is using the City's budget and goal-setting process as the primary way of determining the use of these General Fund revenues. As provided in Section 4(B) of Measure Y:

Integration of the Use of Funds into the City's Budget and Goal-Setting Process. The estimated revenue and proposed use of funds generated by this measure shall be an integral part of the City's budget and goal setting process, and significant opportunities will be provided for meaningful participation by citizens in determining priority uses of these funds.

In short, the proposed use of Measure Y revenues in 2011-13 are based on the results of Council goal-setting, which – as intended in Measure Y – reflect the community priorities that surfaced before and during the Measure Y campaign as well as those that emerged during the 2011-13 goal-setting process.

INTRODUCTION

CIP HIGHLIGHTS

As summarized below, the two-year CIP for 2011-13 totals \$18.2 million:

CIP Summary: 2011-13

| CIP Expenditures by Function | 2011-12 | 2012-13 |
|-------------------------------------|--------------------|--------------------|
| Public Safety | 503,200 | 465,800 |
| Public Utilities | 4,015,000 | 4,570,000 |
| Transportation | 3,760,800 | 3,309,000 |
| Leisure, Cultural & Social Services | 213,500 | 580,800 |
| Community Development | 237,500 | 22,500 |
| General Government | 389,000 | 155,000 |
| Total | \$9,119,000 | \$9,103,100 |

| CIP Expenditures by Source | 2009-10 | 2010-11 |
|--------------------------------|--------------------|--------------------|
| General Fund | 3,642,000 | 3,066,900 |
| Parkland Development Fees | | |
| Transportation Impact Fees | 73,000 | 25,000 |
| CDBG Fund | | 105,000 |
| Other Grants and Contributions | 1,006,000 | 850,000 |
| Fleet Replacement Fund | 57,500 | 291,200 |
| Enterprise and Agency Funds | 4,340,500 | 4,765,000 |
| Total | \$9,119,000 | \$9,103,100 |

The following summarizes major CIP projects for 2011-13:

Plans, Studies and Design

We will complete a number of important studies and design efforts during 2011-13 that will set the course for the construction portion of our CIP in the following years. These include:

1. Calle Joaquin lift station replacement: \$500,000 for design
2. Water Reclamation Facility upgrade: \$1.5 million for design
3. Bob Jones bike trail Octagon Barn connection: \$40,000 for study

Major Construction and Acquisition Projects

While planning for the future will be an important part of our work program during the next two years, we will also undertake a number of major construction and acquisition projects to maintain and improve our facilities and infrastructure, including the following “top dozen” projects:

Public Safety

1. Replacement of the Computer Aided Dispatch servers: \$350,000
2. Replacement of thermal imaging cameras and cardiac monitors: \$134,600

Public Utilities

3. Water distribution system improvements: \$400,000
4. Wastewater collection system improvements: \$1.9 million
5. Laguna sewer lift station replacement: \$1.2 million
6. Calle Joaquin lift station replacement: \$1.5 million for construction

Transportation

7. Street reconstruction and resurfacing projects: \$3.2 million
8. Sidewalk accessibility improvements: \$105,000
9. Bikeway improvements: Railroad Safety Trail \$1.2 million
10. Creek and flood protection improvements, including storm drain replacements and repair, culvert repairs and creek silt removal: \$1.4 million

Leisure, Cultural & Social Services

11. Playground equipment replacement: \$604,000

Community Development

12. Open space preservation and improvement: \$237,500

INTRODUCTION

Deferred Projects Beyond 2011-16

As discussed above, each project initially submitted by departments presented a compelling case for meeting capital needs. However, any additional CIP projects will have to be balanced by deeper cuts in the operating budget. Accordingly, in several cases, while a project may have been meritorious, its costs relative to the resources available was so large that it has been deferred beyond the five-year CIP.

The list below reflects the projects that are not recommended in the 2011-16 CIP.

Projects deferred beyond 2011-16:

| Project | Cost | Project | Cost |
|---------------------------------------------------|-----------|-----------------------------------------|---------------------|
| Playground Equipment Maintenance | \$ 25,000 | Highway 227 Traffic Signal Upgrade | \$ 200,000 |
| Park Resroom Remodel/Replacement | 49,200 | Drainage Design Manual Update | 175,000 |
| Parking Lot Pavement Maintenance | 50,000 | Poinsettia Walkway Repair | 50,000 |
| Police Station Remodel - Construction | 300,000 | Replace entry steps at Ludwick Center | 16,000 |
| Median Landscaping - South Street | 200,000 | Laguna Lake Boat Docks & Ramp | 105,000 |
| New Sidewalk Installation - Chorro/Ferrini, Prado | 206,000 | City Hall Kiosk | 17,200 |
| CAD/RMS Management System Replacement (study) | 153,000 | Variable Air Volume Control Units | 32,200 |
| Radio Handhelds and Mobile Replacements | 519,000 | Railroad Safety Trail Fence Maintenance | 115,000 |
| Public Safety Automatic Vehicle Locator System | 87,500 | Southwest Area Annexation | 140,000 |
| Fire Station Engine Bay Door Safety System | 83,000 | Special Use Area Plan Development | 140,000 |
| Fire Station #2 Concrete Driveway (design) | 11,200 | Fire Station #5 design | 350,000 |
| EPCR Toughbook computer/accessory replacement | 60,000 | Fire Station #2 Asphalt resurface | 20,000 |
| South Higuera Widening: Margarita to Elks Lane | 270,000 | Laguna Lake Shoreline Stabilization | 185,000 |
| Downtown Concrete Crosswalk Removal | 300,000 | Marsh Street 2-way Conversion (study) | 15,000 |
| | | Total | \$ 2,313,900 |

Carryover Projects from 2009-11

Along with the projects presented in the 2011-13 Financial Plan, several major projects previously funded in prior Financial Plans will be accomplished during the next two years:

1. Paving upper Monterey Street

2. Water reuse system improvements at the Water Reclamation Facility
3. Los Osos Valley Road interchange design
4. Monterey parking structure design
5. Skate park improvements
6. Acquisition of affordable housing at 313 South Street
7. Prefumo Creek bike path/pedestrian way

INTRODUCTION

Debt Financings

There are no additional debt financings planned in the 2011-13 Financial Plan.

PROJECT EVALUATION

To assist the City Manager in developing the recommended CIP for 2009-11, the Budget Review Team and CIP Review Committee evaluated all departmental requests. Review team members included:

Operating and Capital Improvement Plan

Mary Bradley, Interim Director of Finance & IT
Michael Codron, Assistant City Manager
Brigitte Elke, Principal Administrative Analyst
Monica Irons, Human Resources Director
Debbie Malicoat, Finance Manager
Sallie McAndrew, Accounting Supervisor
Rachel Messner, Administrative Analyst
Jennifer Thompson, Revenue Supervisor

Capital Improvement Plan

Michael Codron, Assistant City Manager
Deborah Linden, Police Chief
Barbara Lynch, City Engineer
John Mandeville, Director of Community Development
Carrie Mattingly, Director of Utilities
Shelly Stanwyck, Director of Parks & Recreation
Jay Walter, Director of Public Works

In preparing their CIP recommendations, this joint review team considered the following evaluation factors in setting priorities for limited funds:

1. Does it complete an existing project?
2. Is it mandated by the state or federal government?
3. Is there significant outside funding for the project?
4. Is it necessary to address an immediate public health or safety concern that cannot be deferred beyond 2011-13?
5. Is it necessary to adequately maintain existing facilities, infrastructure or equipment?
6. Was it previously scheduled in the 2009-11 Financial Plan?
7. Does it implement a high priority Council goal for 2011-13?
8. Will it result in significant operating savings in the future that makes a compelling case for making this investment solely on a financial basis? If yes, how can we ensure that these savings will in fact occur?

The resulting 2011-16 CIP reflects these priority assessments.

STATUS OF CURRENT CIP PROJECTS

The CIP for 2011-13 presents new projects or required supplemental funding for existing ones. However, in addition to these projects, there are a number of projects funded and currently underway from previous Financial Plans that will carryover into 2011-13.

The CIP Status Report provided in *Section 4* takes a more focused look at these projects by showing the financial status for all projects as of June 1, 2011; and a qualitative summary of progress by phase (study, design or construction) for major CIP projects.

INTRODUCTION

In accordance with the City's Financial Plan policy, CIP project budget balances will be re-appropriated at year-end. Unless a contract has been formally awarded, CIP project appropriations lapse three years after budget adoption.

Organization

The status report is organized into two parts:

1. **Status of Major CIP Projects.** This one-page chart concisely presents our progress to-date on 20 major CIP projects by presenting the “percent complete” based on the phase that it is in: construction, design or study.

As reflected in this summary, we are making outstanding progress on our highest-priority CIP projects. Sixteen of the twenty projects are complete within their phase.

2. **CIP Financial Report.** This report presents the financial status of all CIP projects with activity during the fiscal year. As such, it includes equipment and land purchases as well as some completed projects.

BUDGET AND FISCAL POLICIES

The City's *Budget and Fiscal Policies* are set forth in the Policies and Objectives section of the Financial Plan. These include comprehensive policies governing the development and management of the CIP. For this reason, they are included in their entirety in *Section 5* of this Appendix.

CIP Financial Reporting and Funding

The following summarizes key policies related to CIP financial reporting and funding.

CIP Budget and Financial Reporting. It is the City's policy to prepare our financial statements in accordance with generally accepted accounting principles (GAAP). The City prepares its budget for each fund in accordance with its respective basis of accounting. This includes the CIP.

CIP Revenues. It is the City's policy to discourage earmarking general-purpose revenues, whether in the General Fund or enterprise funds. For this reason, there are no “dedicated” revenues for CIP purposes, except in limited circumstances where revenues are legally restricted for capital projects. This includes:

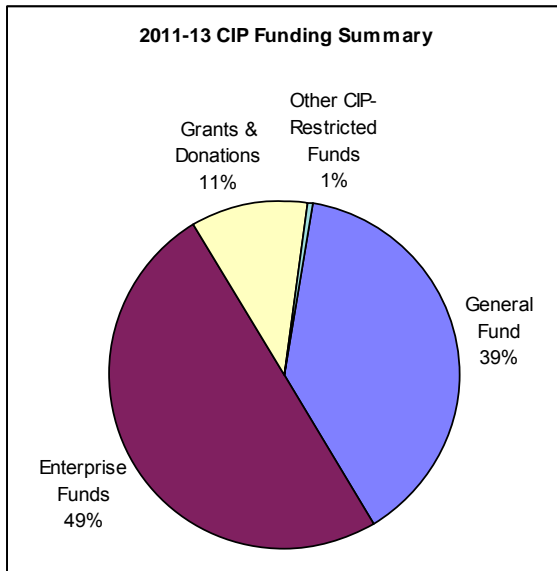
1. **Development Impact Fees.** It is the City's policy that new development should pay for its fair share of the cost of constructing the community facilities needed to serve it. For this reason, the City has established development impact fees for water, sewer and transportation improvements under the stringent requirements set by the State under “AB 1600.”
2. **In-Lieu Fees.** The City has adopted parkland dedication and “inclusionary moderate and low income housing” requirements. In some cases, developers may pay in-lieu fees instead.
3. **Grants.** Projects may be funded—typically on a discretionary, case-by-case basis—from grant programs where the use is restricted for CIP purposes by an outside agency. In preparing the CIP, the City only shows grant funding where these revenues are received on a formula-based entitlement (like the Community Development Block Grant program) or the grant award has already been made (in this case, the amount shown is based on the awarded amount).

INTRODUCTION

4. **Donations.** Very rarely the City may receive donations; but in these cases, they are generally earmarked by the donor for a specific project.

As reflected in the pie chart below, these restricted revenues represent a small portion of the City’s overall CIP: grant and donations account for 11%; and all other CIP-restricted revenues only account for 1%. Over 85% of the CIP is funded from the General Fund and Enterprise Funds.

In summary, with these few exceptions, this means that CIP projects compete with resources for delivery of day-to-day services and other new initiatives, within the overall resource capacity of the General Fund and applicable enterprise funds. This is appropriate, given that this is the fundamental purpose of the City’s budget process: balancing limited resources between basic services, new program initiatives, infrastructure maintenance and new facilities. It also means that the CIP is directly tied to the City’s overall fiscal health and financial outlook.



CIP PREPARATION PROCESS

Preparation of the City’s CIP is closely integrated with the City’s goal-setting and overall budgetary process. *Section 6* provides background information on the CIP and budget process, including workshops, public hearings and key dates in the preparation process.

USE OF MEASURE Y REVENUES

The uses of Measure Y revenues for 2011-13 in funding operating programs and capital improvement plan (CIP) projects are aligned with top Council goals and objectives, and closely match projected revenues. Details are presented in Section A of the Financial Plan document.



CAPITAL IMPROVEMENT PLAN

Section 2 CIP SUMMARY

CAPITAL IMPROVEMENT PLAN

CIP SUMMARY

The following schedules summarize the five-year Capital improvement Plan (CIP):

1. Summary by function for each year.
2. Summary by funding source for each year.
3. Project costs for each CIP project by program and phase (as applicable):
 - a. Study
 - b. Environmental review
 - c. Design
 - d. Real property acquisition
 - e. Site preparation
 - f. Construction
 - g. Construction management
 - h. Equipment acquisition
4. Funding sources for each CIP project by major fund:
 - a. Capital Outlay Fund (General Fund and Grants)
 - b. Community Development Block Grant Fund
 - c. Parkland Development Fund (Park In-Lieu Fees and Grants)
 - d. Transportation Impact Fee Fund (Development Impact Fees and Grants)
 - e. Open Space Protection Fund (General Fund and Grants)
 - f. Fleet Replacement Fund (General Fund)
 - g. Enterprise and Agency Funds (Water, Sewer, Parking, Transit and Whale Rock Reservoir)

As discussed in the Introduction, these summaries are followed by detailed descriptions of each CIP project.

CAPITAL IMPROVEMENT PLAN

SUMMARY OF CIP EXPENDITURES BY FUNCTION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------------------------|------------------------|------------------|------------------|-------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| PUBLIC SAFETY | | | | | |
| Police Protection | 443,200 | 230,000 | 156,500 | 1,291,600 | 648,500 |
| Fire & Environmental Safety | 60,000 | 235,800 | 69,000 | 121,000 | 105,500 |
| Total Public Safety | 503,200 | 465,800 | 225,500 | 1,412,600 | 754,000 |
| PUBLIC UTILITIES | | | | | |
| Water Services | 290,000 | 200,000 | 2,082,300 | 1,957,000 | 2,137,400 |
| Wastewater Services | 3,690,000 | 4,370,000 | 4,786,500 | 62,940,200 | 2,755,500 |
| Whale Rock Reservoir | 35,000 | | | | 89,700 |
| Total Public Utilities | 4,015,000 | 4,570,000 | 6,868,800 | 64,897,200 | 4,982,600 |
| TRANSPORTATION | | | | | |
| Streets | 1,766,500 | 1,671,500 | 2,411,100 | 7,613,600 | 2,452,400 |
| Pedestrian & Bicycle Paths | 387,500 | 407,500 | 1,249,000 | 160,000 | 465,000 |
| Creek & Flood Protection | 719,000 | 730,000 | 1,337,000 | 532,000 | 2,248,000 |
| Parking | 222,300 | 195,000 | 174,500 | | |
| Transit | 45,500 | | 1,104,300 | 572,500 | 483,600 |
| Transportation Management | 284,000.00 | 25,000.00 | 812,000.00 | 17,845,000 | 123,000 |
| Total Transportation | 3,424,800 | 3,029,000 | 7,087,900 | 26,723,100 | 5,772,000 |
| LEISURE, CULTURAL & SOCIAL SERVICES | | | | | |
| Parks & Recreation | 164,800 | 580,800 | 471,100 | 778,700 | 972,700 |
| Total Leisure, Cultural & Social Services | 164,800 | 580,800 | 471,100 | 778,700 | 972,700 |

CAPITAL IMPROVEMENT PLAN

SUMMARY OF CIP EXPENDITURES BY FUNCTION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------|------------------------|--------------------|---------------------|---------------------|---------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| COMMUNITY DEVELOPMENT | | | | | |
| Natural Resource Protection | 237,500 | 22,500 | 300,000 | 300,000 | 300,000 |
| Construction Regulation | | | | 50,200 | 96,100 |
| Total Community Development | 237,500 | 22,500 | 300,000 | 350,200 | 396,100 |
| GENERAL GOVERNMENT | | | | | |
| Information Technology | 312,200 | 25,000 | 675,000 | 627,100 | 27,100 |
| Buildings | 10,000 | 130,000 | 165,200 | 114,500 | 116,900 |
| Fleet Management | 66,800 | | | | 77,400 |
| Total General Government | 389,000 | 155,000 | 840,200 | 741,600 | 221,400 |
| TOTAL | \$8,734,300 | \$8,823,100 | \$15,793,500 | \$94,903,400 | \$13,098,800 |

CAPITAL IMPROVEMENT PLAN

SUMMARY OF CIP EXPENDITURES BY FUNDING SOURCE

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------------------------|------------------------|------------------|------------------|-------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| CAPITAL OUTLAY FUND | | | | | |
| General Fund | 3,355,800 | 3,044,400 | 4,027,200 | 4,146,200 | 4,961,100 |
| Federal & State Grants | 340,000 | 320,000 | 1,682,800 | 5,945,900 | 885,000 |
| Total Capital Outlay Fund | 3,695,800 | 3,364,400 | 5,710,000 | 10,092,100 | 5,846,100 |
| COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUND | | | | | |
| Federal Grants | | 105,000 | 105,000 | 105,000 | 105,000 |
| TRANSPORTATION IMPACT FEE FUND | | | | | |
| Transportation Impact Fees | 73,000 | 25,000 | 73,000 | 25,000 | 73,000 |
| Federal & State Grants | 330,000 | 250,000 | 1,004,000 | 13,800,000 | |
| Other Sources | | | | 4,000,000 | |
| Total Transportation Impact Fee Fund | 403,000 | 275,000 | 1,077,000 | 17,825,000 | 73,000 |
| OPEN SPACE PROTECTION FUND | | | | | |
| General Fund | 237,500 | 22,500 | 75,000 | 75,000 | 75,000 |
| Grants | | | 225,000 | 225,000 | 225,000 |
| Total | 237,500 | 22,500 | 300,000 | 300,000 | 300,000 |
| FLEET REPLACEMENT FUND | | | | | |
| General Fund | 57,500 | 291,200 | 371,200 | 1,042,100 | 1,308,500 |

CAPITAL IMPROVEMENT PLAN

SUMMARY OF CIP EXPENDITURES BY FUNDING SOURCE

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------------|-------------------------------|--------------------|---------------------|---------------------|---------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| ENTERPRISE AND AGENCY FUNDS | | | | | |
| Water Fund | 311,400 | 200,000 | 2,128,300 | 1,974,000 | 2,137,400 |
| Sewer Fund | 3,711,500 | 4,370,000 | 4,807,000 | 62,973,700 | 2,755,500 |
| Parking Fund | 228,600 | 195,000 | 182,600 | 9,500 | |
| Transit Fund | 54,000 | | 1,112,400 | 582,000 | 483,600 |
| Whale Rock Fund | 35,000 | | | | 89,700 |
| Total Enterprise and Agency Funds | 4,340,500 | 4,765,000 | 8,230,300 | 65,539,200 | 5,466,200 |
| TOTAL | \$8,734,300 | \$8,823,100 | \$15,793,500 | \$94,903,400 | \$13,098,800 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC SAFETY

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|---------------------------------------------|------------------------|----------------|----------------|------------------|----------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| POLICE PROTECTION | | | | | |
| Police Laser Fiche Server Replacement | 65,000 | | | | |
| Replace Variable Air Volume Control Units | 28,200 | | | | |
| Computer Aided Dispatch Server Replacement | 350,000 | | | | |
| Interior Painting Police Station | | | 32,000 | | |
| Police Station Chiller | | | 100,000 | | |
| Police Station Mechanical Well | | | 23,000 | | |
| Police Station Exterior Painting | | | | | |
| Design | | | 1,500 | | |
| Construction | | | | 49,500 | |
| Police Station Boiler | | | | 18,000 | |
| Replacement of Mobile Data Computers | | | | 429,000 | |
| Replacement of In Car Video Equipment | | | | 250,000 | |
| Police Station HVAC Ducting | | | | | |
| Design | | | | 7,500 | |
| Construction | | | | | 36,000 |
| Rifle Range Roof Replacement | | | | | 27,000 |
| Police Station Remodel | | | | | 20,000 |
| Fleet Replacement | | | | | |
| Police Department Marked Patrol Sedans | | 230,000 | | 230,000 | 230,000 |
| Police Department Unmarked Patrol Sedans | | | | 78,200 | |
| Police Support Services Marked Pickup Truck | | | | 44,000 | |
| Police Traffic Safety Motorcycles | | | | 185,400 | 30,900 |
| Police Department Transportation Van | | | | | 29,200 |
| Police SNAP Program Sedan | | | | | 25,800 |
| Police Patrol Marked SUVs | | | | | 92,000 |
| Police Investigations Unmarked Sedans | | | | | 105,800 |
| Police Traffic Safety Speed Radar Equipment | | | | | 25,700 |
| Police Administration Unmarked Sedan | | | | | 26,100 |
| Total Police Protection | 443,200 | 230,000 | 156,500 | 1,291,600 | 648,500 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC SAFETY

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------------------------|------------------------|------------------|------------------|--------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| FIRE & ENVIRONMENTAL SAFETY | | | | | |
| Thermal Image Camera Replacement | 40,000 | | | | |
| Fire Station 3 Engine Bay Slab Replacement | | | | | |
| Design | 20,000 | | | | |
| Construction | | 70,000 | | | |
| Construction Management | | 10,000 | | | |
| Cardiac Monitor Replacement | | 94,600 | | | |
| Fire Station Exterior Painting | | | | | |
| Design | | | 1,500 | | |
| Construction | | | | 32,000 | |
| Fire Station Masonry Sealing | | | | 27,000 | |
| Replacement of Holmatro Extrication Equipment on Two Fire Engines | | | | 25,000 | |
| Replacement of Nozzles and Hoses | | | | 37,000 | |
| Replacement of Holmatro Extrication Equipment on Fire Truck | | | | | 45,000 |
| Fire Station #2 Engine Bay Slab Replacement Design | | | | | 19,000 |
| Fleet Replacement | | | | | |
| Fire Battalion Chief Command Vehicle | | 61,200 | | | |
| Fire Prevention SUVs | | | 67,500 | | |
| Fire Administration Chief Sedan | | | | | 41,500 |
| Total Fire & Environmental Safety | 60,000 | 235,800 | 69,000 | 121,000 | 105,500 |
| TOTAL PUBLIC SAFETY | \$503,200 | \$465,800 | \$225,500 | \$1,412,600 | \$754,000 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC UTILITIES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------|------------------------|---------|----------|-----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WATER SERVICES | | | | | |
| <i>Water Distribution</i> | | | | | |
| Water Reuse Automation Improvements | 50,000 | | 100,000 | | |
| Water Reuse Distribution Analysis and Master Plan Update | | | | | |
| Study | 40,000 | | | | |
| Master Plan Update | | | | 50,000 | |
| Water Distribution System Improvements | 200,000 | 200,000 | 200,000 | 1,487,300 | 1,421,400 |
| Distribution Pump Station Assessment | | | 35,000 | | |
| Stenner Canyon Raw Waterline Replacement | | | 100,000 | | |
| Water Storage Reservoir Maintenance and Tank Replacement | | | | | |
| Design | | | | | 60,000 |
| Construction | | | | 181,000 | 386,000 |
| Distribution Pump Station Upgrade | | | | | 50,000 |
| Fleet Replacement | | | | | |
| Mid-Size Pickup Truck Replacement for Water Distribution | | | | | 20,000 |
| <i>Water Customer Service</i> | | | | | |
| <i>Water Treatment Plant</i> | | | | | |
| Air Compressor Replacements at Water Treatment Plant | | | 100,000 | 100,000 | 100,000 |
| Fleet Replacement | | | | | |
| Water Treatment Plant Compact Truck | | | 23,100 | | |
| Water Treatment Plant Service Body Truck | | | | 63,300 | |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC UTILITIES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|--------------------------------------------------|------------------------|----------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WATER SERVICES, Continued | | | | | |
| <i>Administration and Engineering</i> | | | | | |
| Utilities Telemetry System Improvements | | | 1,500,000 | | |
| Utilities Generator Replacement | | | | 55,000 | |
| Water Division Asset Management Plan Development | | | | | 100,000 |
| Fleet Replacement | | | | | |
| Utilities Administration Sedan | | | 24,200 | | |
| Utilities Conservation Compact Pickup Truck | | | | 20,400 | |
| Total Water Services | 290,000 | 200,000 | 2,082,300 | 1,957,000 | 2,137,400 |
| WHALE ROCK RESERVOIR | | | | | |
| <i>Whale Rock Operations</i> | | | | | |
| Whale Rock Reservoir Siltation Study | 35,000 | | | | |
| Fleet Replacement | | | | | |
| Whale Rock Reservoir 4x4 Pickup Truck | | | | | 50,100 |
| Whale Rock Reservoir Skip Loader | | | | | 39,600 |
| Total Whale Rock Reservoir | 35,000 | | | | 89,700 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC UTILITIES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------------------------------------|------------------------|-----------|-----------|----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WASTEWATER SERVICES | | | | | |
| <i>Wastewater Collection</i> | | | | | |
| Laguna Sewer Lift Station Replacement | | | | | |
| Design | 200,000 | | | | |
| Construction | 800,000 | | | | |
| Construction Management | 200,000 | | | | |
| Wastewater Collection System Infrastructure Replacement Strategy | 200,000 | 100,000 | | | |
| Calle Joaquin Siphon, Lift Station and Force Main Replacement | | | | | |
| Design | 500,000 | | | | |
| Construction | | 1,200,000 | | | |
| Construction Management | | 300,000 | | | |
| Wastewater Collection System Improvements | 1,380,000 | 500,000 | 1,575,000 | 800,000 | 1,470,000 |
| Madonna Sewer Lift Station Replacement | | | | | |
| Design | | | 100,000 | | |
| Construction | | | | 500,000 | |
| Margarita Sewer Lift Station Replacement | | | | | |
| Design | | | | 100,000 | |
| Construction | | | | | 500,000 |
| Foothill Sewer Lift Station Replacement | | | | | 100,000 |
| Fleet Replacement | | | | | |
| Wastewater Collections Pickup Truck | | | 20,300 | | |
| Wastewater Collections Vac-Con Sewer Rodder Hydro-Cleaner | | | 345,000 | | |
| Wastewater Collections Portable Generators | | | | 309,300 | |
| Wastewater Collections Sewer Camera Cargo Van | | | | | 160,600 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - PUBLIC UTILITIES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------|------------------------|--------------------|--------------------|---------------------|--------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WASTEWATER SERVICES, Continued | | | | | |
| <i>Water Reclamation Facility (WRF)</i> | | | | | |
| Water Reclamation Facility Energy Cogeneration | | | | | |
| Design | 100,000 | | | | |
| Construction | | 400,000 | | | |
| Water Reclamation Facility Major Maintenance | 310,000 | 370,000 | 575,000 | 320,000 | 505,000 |
| Water Reclamation Facility Upgrade | | | | | |
| Design | | 1,500,000 | 2,000,000 | | |
| Construction | | | | 56,300,000 | |
| Construction Management | | | | 4,500,000 | |
| Fleet Replacement | | | | | |
| Water Reclamation Facility Utility Trucks | | | 42,200 | | |
| Water Reclamation Facility 4-Wheel Drive Loader | | | 129,000 | | |
| Water Reclamation Facility Compact Pickup Truck | | | | 22,400 | |
| Water Reclamation Facility Service Body Truck | | | | 33,500 | |
| Water Reclamation Facility Sedan | | | | | 19,900 |
| <i>Administration and Engineering</i> | | | | | |
| Utilities Generator Replacement | | | | 55,000 | |
| Total Wastewater Services | 3,690,000 | 4,370,000 | 4,786,500 | 62,940,200 | 2,755,500 |
| TOTAL PUBLIC UTILITIES | \$4,015,000 | \$4,570,000 | \$6,868,800 | \$64,897,200 | \$4,982,600 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|---------------------------------------|------------------------|-----------|-----------|-----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| STREETS | | | | | |
| <i>Pavement Maintenance</i> | | | | | |
| City Facility Parking Lot Maintenance | | | | 75,000 | 82,000 |
| <i>Street Improvements</i> | | | | | |
| Street Reconstruction & Resurfacing | | | | | |
| Study | 60,000 | 60,000 | 60,000 | 50,000 | 60,000 |
| Design | 120,000 | 75,000 | 120,000 | 25,000 | 120,000 |
| Construction | 1,450,000 | 1,315,000 | 1,450,000 | 600,000 | 1,450,000 |
| Construction Management | 70,000 | 50,000 | 70,000 | 25,000 | 70,000 |
| Sign Maintenance | | | | | |
| Software | 6,500 | 6,500 | 6,500 | 6,500 | 6,500 |
| Construction | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| Curb Ramps Replacements | | | | | |
| Design | | 30,000 | 30,000 | 30,000 | 30,000 |
| Construction | | 75,000 | 75,000 | 75,000 | 75,000 |
| Pismo Street Retaining Barrier | | | 25,000 | | |
| Prado Road Bridge Maintenance | | | | | |
| Design | | | 15,000 | | |
| Construction | | | | 148,000 | |
| Construction Management | | | | 22,000 | |
| Marsh Street Bridge Rehabilitation | | | | | |
| Property Acquisition | | | 300,000 | | |
| Construction | | | | 6,100,000 | |
| Construction Management | | | | 300,000 | |
| Median Landscaping | | | | | 50,000 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|---------------------------------------|------------------------|------------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| <i>Street Improvements, continued</i> | | | | | |
| Fleet Replacement | | | | | |
| Street Maintenance Trucks | | | 102,700 | | |
| Street Maintenance Backhoes | | | 96,900 | | 111,900 |
| Street Maintenance Stencil Truck | | | | 97,100 | |
| Street Maintenance Skid Steer | | | | | 126,700 |
| Street Maintenance Sweeper | | | | | 210,300 |
| Total Streets | 1,766,500 | 1,671,500 | 2,411,100 | 7,613,600 | 2,452,400 |

PEDESTRIAN AND BICYCLE PATHS

Pedestrian Improvements

| | | | | | |
|---------------------------------------------------------|--------|--------|--------|--------|--------|
| Warden Bridge Deck/Mission Plaza Walkway Rehabilitation | | | | | |
| Design | 7,500 | | | | |
| Construction | | 50,000 | | | |
| Construction Management | | 7,500 | | | |
| Sidewalk Repairs | 25,000 | 35,000 | 35,000 | 35,000 | 35,000 |
| Pathway Maintenance | | | 60,000 | 60,000 | 60,000 |

Bikeway Improvements

| | | | | | |
|---------------------------------------------------|---------|---------|---------|--|--|
| Railroad Safety Trail Extension - Hathway to Taft | | | | | |
| Design | 50,000 | | | | |
| Construction | | 200,000 | | | |
| Construction Management | | 50,000 | | | |
| Railroad Safety Trail Extension - Taft to Pepper | | | | | |
| Land Acquisition | 80,000 | | | | |
| Design | 200,000 | | | | |
| Construction | | | 884,000 | | |
| Construction Management | | | 120,000 | | |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------|------------------------|----------------|------------------|----------------|----------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| <i>Bikeway Improvements, continued</i> | | | | | |
| Bicycle Facility Improvement | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Bob Jones Trail Octagon Barn Connection | | | | | |
| Study | | 40,000 | | | |
| Environmental/Permit | | | 25,000 | | |
| Land Acquisition | | | 100,000 | | |
| Design | | | | 40,000 | |
| Construction | | | | | 300,000 |
| Construction Management | | | | | 45,000 |
| Total Pedestrian and Bicycle Paths | 387,500 | 407,500 | 1,249,000 | 160,000 | 465,000 |

CREEK AND FLOOD PROTECTION

| | | | | | |
|--------------------------------|---------|---------|---------|--------|---------|
| Andrews Creek Bypass | | | | | |
| Construction | 20,000 | | | | |
| Construction Management | 64,000 | | | | |
| Toro Street Bank Stabilization | | | | | |
| Environmental/Permit | 20,000 | | | | |
| Design | 15,000 | | | | |
| Construction | | 30,000 | | | |
| Silt Removal | | | | | |
| Environmental/Permit | | | 90,000 | | |
| Design | | | | 90,000 | |
| Construction | 250,000 | 280,000 | | | 540,000 |
| Storm Drain System Replacement | | | | | |
| Design | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Construction | 250,000 | 250,000 | 250,000 | | 500,000 |
| Construction Management | 50,000 | 50,000 | 50,000 | | 100,000 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------|------------------------|----------------|------------------|----------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| CREEK AND FLOOD PROTECTION, continued | | | | | |
| Broad Street Bank Reinforcement | | | | | |
| Environmental/Permit | | 20,000 | | | |
| Design | | 15,000 | | | |
| Construction | | | | 35,000 | |
| Storm Drain Culvert Repair and Replacement | | | | | |
| Design | | 35,000 | 60,000 | 40,000 | 18,000 |
| Construction | | | 157,000 | 162,000 | 98,000 |
| Mid-Higuera Bypass | | | 500,000 | | |
| Johnson Underpass Pump | | | 180,000 | | |
| City Property Stormwater Improvements | | | | | |
| Design | | | | 50,000 | |
| Construction | | | | | 350,000 |
| Construction Management | | | | | 50,000 |
| Headwall Replacement - Florence Ave | | | | | |
| Design | | | | 30,000 | |
| Construction | | | | | 100,000 |
| Construction Management | | | | | 15,000 |
| Storm Drain Outlet Clearance | | | | | |
| Environmental/Permit | | | | 20,000 | |
| Design | | | | 20,000 | |
| Construction | | | | | 350,000 |
| Construction Management | | | | | 40,000 |
| McMillan Road Bank Stabilization | | | | | |
| Environmental/Permit | | | | 35,000 | |
| Construction | | | | | 37,000 |
| Total Creek and Flood Protection | 719,000 | 730,000 | 1,337,000 | 532,000 | 2,248,000 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------|------------------------|----------------|------------------|----------------|----------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| PARKING | | | | | |
| Credit Card Parking Meter Enhancement | 222,300 | | | | |
| Marsh Street Parking Structure Painting - Phase II | | | | | |
| Construction | | 150,000 | | | |
| Construction Management | | 25,000 | | | |
| Parking Lot Resurfacing | | | | | |
| Design | | 20,000 | | | |
| Construction | | | 75,000 | | |
| Construction Management | | | 20,000 | | |
| Fleet Replacement | | | | | |
| Parking Enforcement Vehicles | | | 79,500 | | |
| Total Parking | 222,300 | 195,000 | 174,500 | | |
| TRANSIT | | | | | |
| Transit Facility Above Ground Fuel Tank | | | 250,000 | | |
| Transit Facility Bus Wash Modification | | | 100,000 | | |
| Transit Facility Expansion | | | 261,000 | | |
| Transit Facility Roof Repair | | | | | |
| Design | | | | 7,500 | |
| Construction | | | | 80,000 | |
| Construction Management | | | | 12,500 | |
| Fleet Addition | | | | | |
| SLO Transit Sedan with Wheelchair Lift | | | 43,300 | | |
| Fleet Replacement | | | | | |
| SLO Transit Pickup Truck | 45,500 | | | | |
| SLO Transit Buses Replacement | | | 450,000 | 472,500 | 483,600 |
| Total Transit | 45,500 | | 1,104,300 | 572,500 | 483,600 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - TRANSPORTATION

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------|------------------------|--------------------|--------------------|---------------------|--------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| TRANSPORTATION MANAGEMENT | | | | | |
| Bob Jones Trail Connection | | | | | |
| Environmental/Permit | 8,000 | | | | |
| Design | 173,000 | | | | |
| Construction | | | 599,000 | | |
| Construction Management | | | 90,000 | | |
| Traffic Operations Projects | 30,000 | | 30,000 | | 30,000 |
| Traffic Counts | 48,000 | | 48,000 | | 48,000 |
| Traffic Safety Projects | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Neighborhood Traffic Management | | | 20,000 | 20,000 | 20,000 |
| Los Osos Valley Road Interchange Improvements | | | | | |
| Construction | | | | 15,400,000 | |
| Construction Management | | | | 2,400,000 | |
| Total Transportation Management | 284,000 | 25,000 | 812,000 | 17,845,000 | 123,000 |
| TOTAL TRANSPORTATION | \$3,424,800 | \$3,029,000 | \$7,087,900 | \$26,723,100 | \$5,772,000 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - LEISURE, CULTURAL & SOCIAL SERVICES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------|------------------------|---------|----------|----------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| PARKS & RECREATION | | | | | |
| <i>Recreation Programs</i> | | | | | |
| Parks and Recreation Administration Software Replacement | 13,500 | | | | |
| Exterior Painting of Parks and Recreation Building | | | | | |
| Design | 3,000 | | | | |
| Construction | 22,000 | | | | |
| Public Art | 8,500 | 10,800 | 10,500 | 11,000 | 13,700 |
| Playground Equipment Replacement | | | | | |
| Design | 35,300 | | | 92,000 | |
| Construction | | 430,000 | | | 460,000 |
| Construction Management | | 90,000 | | | 100,000 |
| Fleet Replacement | | | | | |
| Parks & Recreation Ranger Program Pickup | | | | 31,400 | |
| <i>Parks and Landscape</i> | | | | | |
| Meadow Park Roof Replacement | 25,000 | | | | |
| Sinsheimer Stadium Building Assessment | | 50,000 | | | |
| Damon Garcia Maintenance Cover Construction | | | 62,000 | | |
| Sinsheimer Stadium Stairs | | | | | |
| Design | | | 15,000 | | |
| Construction | | | | 80,000 | |
| Construction Management | | | | 15,000 | |
| Restroom Replacement & Remodeling | | | | | |
| Design | | | | 60,000 | |
| Construction | | | 202,000 | | 182,000 |
| Construction Management | | | 55,000 | | 55,000 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - LEISURE, CULTURAL & SOCIAL SERVICES

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|--------------------------------------------------------------------------|------------------------|----------------|----------------|----------------|----------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| PARKS & RECREATION, continued | | | | | |
| Fleet Replacement | | | | | |
| Parks Maintenance Field Conditioner | | | 10,400 | | |
| Parks Maintenance Equipment Trailer | | | 4,800 | | |
| Trees Maintenance Pickup Truck | | | 20,500 | | |
| Parks Maintenance Pickup Trucks | | | 68,400 | 135,900 | |
| Parks Maintenance Tow-Behind Turf Sweeper | | | | 6,500 | |
| Trees Maintenance Water Tank Truck | | | | 94,000 | |
| Parks Maintenance Utility Cart | | | | | 9,600 |
| <i>Swim Center</i> | | | | | |
| Olympic Pool Replastering | | | | | |
| Design | | | 22,500 | | |
| Construction | | | | 187,500 | |
| Bath House T-Bar Ceiling Replacement | | | | 24,200 | |
| Bath House Roof Replacement | | | | | |
| Design | | | | 7,500 | |
| Construction | | | | | 62,000 |
| Olympic Pool Boiler Replacement | | | | | |
| Design | | | | 2,300 | |
| Construction | | | | | 23,000 |
| Swim Center Pool Cover Replacement | | | | | 25,000 |
| Fleet Replacement | | | | | |
| Swim Center Pickup Truck | | | | 31,400 | |
| <i>Golf Course</i> | | | | | |
| Fleet Replacement | | | | | |
| Laguna Lake Golf Course Mower Replacement | | 57,500 | | | |
| Golf Mower | | | | | 42,400 |
| TOTAL LEISURE, CULTURAL & SOCIAL SERVICES | 164,800 | 580,800 | 471,100 | 778,700 | 972,700 |
| <i>Costs are for construction or acquisition unless noted otherwise.</i> | | | | | |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - COMMUNITY DEVELOPMENT

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------|------------------------|-----------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| NATURAL RESOURCES PROTECTION | | | | | |
| Froom Ranch Improvements | | | | | |
| Environmental/Permit | 5,000 | | | | |
| Land Acquisition | 5,000 | | | | |
| Construction | 52,500 | 22,500 | | | |
| Open Space Acquisition | 175,000 | | 300,000 | 300,000 | 300,000 |
| Total Natural Resources Protection | 237,500 | 22,500 | 300,000 | 300,000 | 300,000 |
| CONSTRUCTION REGULATION | | | | | |
| <i>Building & Safety</i> | | | | | |
| Fleet Replacement | | | | | |
| Building Inspection Vehicles | | | | | 71,000 |
| <i>CIP Project Engineering</i> | | | | | |
| Fleet Replacement | | | | | |
| Capital Engineering Pickup Trucks | | | | 50,200 | 25,100 |
| Total Construction Regulation | | | | 50,200 | 96,100 |
| TOTAL COMMUNITY DEVELOPMENT | \$237,500 | \$22,500 | \$300,000 | \$350,200 | \$396,100 |

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - GENERAL GOVERNMENT

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------------------|------------------------|---------------|----------------|----------------|---------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| INFORMATION TECHNOLOGY | | | | | |
| City Website Upgrade | 45,000 | | | | |
| Microsoft Office Replacement | 201,200 | | | | |
| Wireless Network Infrastructure Replacement | 66,000 | | | | |
| Emergency Communication Center Blade Warranty Extension | | 25,000 | | | |
| Emergency Communication Center Blade Replacements | | | 150,000 | | |
| Firewalls | | | 200,000 | | |
| Virtual Private Network Appliances | | | 200,000 | | |
| Web Filter/Security Upgrades/Network Security | | | 125,000 | | |
| Dispatch Equipment Replacement | | | | 50,000 | |
| Network Equipment Replacement | | | | 550,000 | |
| Fleet Replacement | | | | | |
| Van for Finance & Information Technology | | | | 27,100 | |
| Finance & Information Technology Compact 4x4 Pickup Truck | | | | | 27,100 |
| Total Information Technology | 312,200 | 25,000 | 675,000 | 627,100 | 27,100 |

| | | | | | |
|-------------------------------------------------|--------|---------|--------|--------|--|
| BUILDINGS | | | | | |
| City Hall Entry Steps | | | | | |
| Design | 10,000 | | | | |
| Construction | | 120,000 | | | |
| Construction Management | | 10,000 | | | |
| Exterior Painting of Ludwick and Senior Centers | | | 91,500 | | |
| Jack House Exterior Painting | | | 24,600 | | |
| City Hall Exterior Painting | | | 31,500 | | |
| Corporation Yard Fuel Building Rehabilitation | | | | | |
| Design | | | 8,000 | | |
| Construction | | | | 35,000 | |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT DETAIL AND PHASING - GENERAL GOVERNMENT

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------|------------------------|------------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| BUILDINGS, continued | | | | | |
| City Hall Perimeter Drain Repair | | | | | |
| Design | | | 9,600 | | |
| Construction | | | | 27,500 | |
| Ludwick Center Roof Replacement | | | | | |
| Design | | | | 7,900 | |
| Construction | | | | | 78,900 |
| City/County Library Heat Pump Replacement | | | | | |
| Design | | | | 13,200 | |
| Construction | | | | | 38,000 |
| Fleet Replacement | | | | | |
| Building Maintenance Pickup Truck | | | | 30,900 | |
| Total Buildings | 10,000 | 130,000 | 165,200 | 114,500 | 116,900 |
| FLEET MANAGEMENT | | | | | |
| Particulate Matter Trap Retrofit | 66,800 | | | | |
| Fleet Replacement | | | | | |
| Fleet Division Forklift | | | | | 32,600 |
| Fleet Division City Pool Cars | | | | | 44,800 |
| Total Fleet Management | 66,800 | | | | 77,400 |
| TOTAL GENERAL GOVERNMENT | \$389,000 | \$155,000 | \$840,200 | \$741,600 | \$221,400 |

Costs are for construction or acquisition unless noted otherwise.

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - CAPITAL OUTLAY FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------------------------|------------------------|---------|----------|----------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Police Protection | | | | | |
| Police Laser Fiche Server Replacement | 65,000 | | | | |
| Replace Variable Air Volume Control Units | 28,200 | | | | |
| Computer Aided Dispatch Server Replacement | 350,000 | | | | |
| Interior Painting Police Station | | | 32,000 | | |
| Police Station Chiller | | | 100,000 | | |
| Police Station Mechanical Well | | | 23,000 | | |
| Police Station Exterior Painting | | | 1,500 | 49,500 | |
| Police Station Boiler | | | | 18,000 | |
| Replacement of Mobile Data Computers | | | | 429,000 | |
| Replacement of In Car Video Equipment | | | | 250,000 | |
| Police Station HVAC Ducting | | | | 7,500 | 36,000 |
| Rifle Range Roof Replacement | | | | | 27,000 |
| Police Station Remodel | | | | | 20,000 |
| Fire & Environmental Safety | | | | | |
| Fire Station 3 Engine Bay Slab Replacement | 20,000 | 80,000 | | | |
| Cardiac Monitor Replacement | | 94,600 | | | |
| Fire Station Exterior Painting | | | 1,500 | 32,000 | |
| Fire Station Masonry Sealing | | | | 27,000 | |
| Replacement of Holmatro Extrication Equipment on Two Fire Engines | | | | 25,000 | |
| Replacement of Nozzles and Hoses | | | | 37,000 | |
| Replacement of Holmatro Extrication Equipment on Fire Truck | | | | | 45,000 |
| Fire Station #2 Engine Bay Slab Replacement Design | | | | | 19,000 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - CAPITAL OUTLAY FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|---------------------------------------------------------|------------------------|-----------|-----------|----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Transportation Management | | | | | |
| * Bob Jones Trail Connection | 131,000 | | | | |
| Traffic Operations Projects | 30,000 | | 30,000 | | 30,000 |
| Traffic Safety Projects | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Neighborhood Traffic Management | | | 20,000 | 20,000 | 20,000 |
| Streets | | | | | |
| Street Reconstruction & Resurfacing | 1,700,000 | 1,500,000 | 1,700,000 | 700,000 | 1,700,000 |
| Sign Maintenance | 66,500 | 66,500 | 66,500 | 66,500 | 66,500 |
| Pismo Street Retaining Barrier | | | 25,000 | | |
| * Prado Road Bridge Maintenance | | | 1,800 | 20,000 | |
| * Marsh Street Bridge Rehabilitation | | | 34,400 | 734,100 | |
| City Facility Parking Lot Maintenance | | | | 75,000 | 82,000 |
| Median Landscaping | | | | | 50,000 |
| Pedestrian and Bicycle Paths | | | | | |
| Warden Bridge Deck/Mission Plaza Walkway Rehabilitation | 7,500 | 57,500 | | | |
| Sidewalk Repairs | 25,000 | 35,000 | 35,000 | 35,000 | 35,000 |
| Pathway Maintenance | | | 60,000 | 60,000 | 60,000 |
| Creek and Flood Protection | | | | | |
| Andrews Creek Bypass | 84,000 | | | | |
| Toro Street Bank Stabilization | 35,000 | 30,000 | | | |
| Storm Drain System Replacement | 350,000 | 350,000 | 350,000 | 50,000 | 650,000 |
| Broad Street Bank Reinforcement | | 35,000 | | 35,000 | |
| Storm Drain Culvert Repair and Replacement | | 35,000 | 217,000 | 202,000 | 116,000 |
| Johnson Underpass Pump | | | 180,000 | | |
| City Property Stormwater Improvements | | | | 50,000 | 400,000 |
| Headwall Replacement - Florence Ave | | | | 30,000 | 115,000 |
| Storm Drain Outlet Clearance | | | | 40,000 | 390,000 |
| McMillan Road Bank Stabilization | | | | 35,000 | 37,000 |
| * <i>Project funded by more than one source</i> | 2-24 | | | | |

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - CAPITAL OUTLAY FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------|------------------------|---------|----------|----------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Parks and Recreation | | | | | |
| Parks and Recreation Administration Software Replacement | 13,500 | | | | |
| Exterior Painting of Parks and Recreation Building | 25,000 | | | | |
| Public Art | 8,500 | 10,800 | 10,500 | 11,000 | 13,700 |
| Playground Equipment Replacement | 35,300 | 520,000 | | 92,000 | 560,000 |
| Olympic Pool Replastering | | | 22,500 | 187,500 | |
| Bath House T-Bar Ceiling Replacement | | | | 24,200 | |
| Bath House Roof Replacement | | | | 7,500 | 62,000 |
| Olympic Pool Boiler Replacement | | | | 2,300 | 23,000 |
| Swim Center Pool Cover Replacement | | | | | 25,000 |
| Meadow Park Roof Replacement | 25,000 | | | | |
| Sinsheimer Stadium Building Assessment | | 50,000 | | | |
| Damon Garcia Maintenance Cover Construction | | | 62,000 | | |
| Sinsheimer Stadium Stairs | | | 15,000 | 95,000 | |
| Restroom Replacement & Remodeling | | | 257,000 | 60,000 | 237,000 |
| Information Technology | | | | | |
| * City Website Upgrade | 36,400 | | | | |
| * Microsoft Office Replacement | 173,600 | | | | |
| * Wireless Network Infrastructure Replacement | 56,500 | | | | |
| Emergency Communication Center Blade Warranty Extension | | 25,000 | | | |
| Emergency Communication Center Blade Replacements | | | 150,000 | | |
| * Firewalls | | | 171,000 | | |
| * Virtual Private Network Appliances | | | 164,500 | | |
| * Web Filter/Security Upgrades/Network Security | | | 106,800 | | |
| Dispatch Equipment Replacement | | | | 50,000 | |
| * Network Equipment Replacement | | | | 480,500 | |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - CAPITAL OUTLAY FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------|------------------------|--------------------|--------------------|---------------------|--------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Buildings | | | | | |
| City Hall Entry Steps | 10,000 | 130,000 | | | |
| Exterior Painting of Ludwick and Senior Centers | | | 91,500 | | |
| Jack House Exterior Painting | | | 24,600 | | |
| City Hall Exterior Painting | | | 31,500 | | |
| Corporation Yard Fuel Building Rehabilitation | | | 8,000 | 35,000 | |
| City Hall Perimeter Drain Repair | | | 9,600 | 27,500 | |
| Ludwick Center Roof Replacement | | | | 7,900 | 78,900 |
| City/County Library Heat Pump Replacement | | | | 13,200 | 38,000 |
| Fleet Management | | | | | |
| * Particulate Matter Trap Retrofit | 54,800 | | | | |
| Total General Fund | 3,355,800 | 3,044,400 | 4,027,200 | 4,146,200 | 4,961,100 |
| FEDERAL AND STATE GRANTS | | | | | |
| Thermal Image Camera Replacement | 40,000 | | | | |
| * Bob Jones Trail Connection | 50,000 | | 689,000 | | |
| * Prado Road Bridge Maintenance | | | 13,200 | 150,000 | |
| * Marsh Street Bridge Rehabilitation | | | 265,600 | 5,665,900 | |
| Bob Jones Trail Octagon Barn Connection | | 40,000 | 125,000 | 40,000 | 345,000 |
| Silt Removal | 250,000 | 280,000 | 90,000 | 90,000 | 540,000 |
| Mid-Higuera Bypass | | | 500,000 | | |
| Total Federal and State Grants | 340,000 | 320,000 | 1,682,800 | 5,945,900 | 885,000 |
| TOTAL CAPITAL OUTLAY FUND | \$3,695,800 | \$3,364,400 | \$5,710,000 | \$10,092,100 | \$5,846,100 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - CDBG FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------------|------------------------|------------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| FEDERAL AND STATE GRANTS ** | | | | | |
| Curb Ramps Replacements | | 105,000 | 105,000 | 105,000 | 105,000 |
| TOTAL COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUND | | \$105,000 | \$105,000 | \$105,000 | \$105,000 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - TRANSPORTATION IMPACT FEE FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|---------------------------------------------------|------------------------|------------------|--------------------|---------------------|-----------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| TRANSPORTATION IMPACT FEES | | | | | |
| Traffic Counts | 48,000 | | 48,000 | | 48,000 |
| Bicycle Facility Improvements | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Total Impact Fees | 73,000 | 25,000 | 73,000 | 25,000 | 73,000 |
| FEDERAL AND STATE GRANTS | | | | | |
| * Los Osos Valley Road Interchange Improvements | | | | 13,800,000 | |
| Railroad Safety Trail Extension - Hathway to Taft | 50,000 | 250,000 | | | |
| Railroad Safety Trail Extension - Taft to Pepper | 280,000 | | 1,004,000 | | |
| Total Grants | 330,000 | 250,000 | 1,004,000 | 13,800,000 | |
| OTHER SOURCES | | | | | |
| * Los Osos Valley Road Interchange Improvements | | | | 4,000,000 | |
| Total Other Sources | | | | 4,000,000 | |
| TOTAL TRANSPORTATION IMPACT FEE FUND | \$403,000 | \$275,000 | \$1,077,000 | \$17,825,000 | \$73,000 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - OPEN SPACE PROTECTION FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------|------------------------|-----------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Froom Ranch Improvements | 62,500 | 22,500 | | | |
| * Open Space Acquisition | 175,000 | | 75,000 | 75,000 | 75,000 |
| Total General Fund | 237,500 | 22,500 | 75,000 | 75,000 | 75,000 |
| FEDERAL AND STATE GRANTS | | | | | |
| * Open Space Acquisition | | | 225,000 | 225,000 | 225,000 |
| Total Grants | | | 225,000 | 225,000 | 225,000 |
| TOTAL OPEN SPACE PROTECTION FUND | \$237,500 | \$22,500 | \$300,000 | \$300,000 | \$300,000 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - FLEET REPLACEMENT FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------------|------------------------|---------|----------|----------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Police Protection | | | | | |
| Police Department Marked Patrol Sedans | | 230,000 | | 230,000 | 230,000 |
| Police Department Unmarked Patrol Sedans | | | | 78,200 | |
| Police Support Services Marked Pickup Truck | | | | 44,000 | |
| Police Traffic Safety Motorcycles | | | | 185,400 | 30,900 |
| Police Department Transportation Van | | | | | 29,200 |
| Police SNAP Program Sedan | | | | | 25,800 |
| Police Patrol Marked SUVs | | | | | 92,000 |
| Police Investigations Unmarked Sedans | | | | | 105,800 |
| Police Traffic Safety Speed Radar Equipment Trailer | | | | | 25,700 |
| Police Administration Unmarked Sedan | | | | | 26,100 |
| Fire & Environmental Safety | | | | | |
| Fire Battalion Chief Command Vehicle | | 61,200 | | | |
| Fire Prevention SUVs | | | 67,500 | | |
| Fire Administration Chief Sedan | | | | | 41,500 |
| Streets | | | | | |
| Street Maintenance Trucks | | | 102,700 | | |
| Street Maintenance Backhoes | | | 96,900 | | 111,900 |
| Street Maintenance Stencil Truck | | | | 97,100 | |
| Street Maintenance Skid Steer | | | | | 126,700 |
| Street Maintenance Sweeper | | | | | 210,300 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - FLEET REPLACEMENT FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------------------|------------------------|---------|----------|----------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Parks & Recreation | | | | | |
| Parks & Recreation Ranger Program Pickup | | | | 31,400 | |
| Parks Maintenance Field Conditioner | | | 10,400 | | |
| Parks Maintenance Equipment Trailer | | | 4,800 | | |
| Trees Maintenance Pickup Truck | | | 20,500 | | |
| Parks Maintenance Pickup Trucks | | | 68,400 | 135,900 | |
| Parks Maintenance Tow-Behind Turf Sweeper | | | | 6,500 | |
| Trees Maintenance Water Tank Truck | | | | 94,000 | |
| Parks Maintenance Utility Cart | | | | | 9,600 |
| Swim Center Pickup Truck | | | | 31,400 | |
| Laguna Lake Golf Course Mower Replacement | 57,500 | | | | |
| Golf Mower | | | | | 42,400 |
| Building & Safety | | | | | |
| Building Inspection Vehicles | | | | | 71,000 |
| CIP Project Engineering | | | | | |
| Capital Engineering Pickup Trucks | | | | 50,200 | 25,100 |
| Information Technology | | | | | |
| Van for Finance & Information Technology | | | | 27,100 | |
| Finance & Information Technology Compact 4x4 Pickup Truck | | | | | 27,100 |
| Building Operations & Maintenance | | | | | |
| Building Maintenance Pickup Truck | | | | 30,900 | |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - FLEET REPLACEMENT FUND

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------|------------------------|------------------|------------------|--------------------|--------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| GENERAL FUND | | | | | |
| Fleet Management | | | | | |
| Fleet Division Forklift | | | | | 32,600 |
| Fleet Division City Pool Cars | | | | | 44,800 |
| TOTAL FLEET REPLACEMENT FUND | \$57,500 | \$291,200 | \$371,200 | \$1,042,100 | \$1,308,500 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------|------------------------|---------|-----------|-----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WATER FUND | | | | | |
| Water Distribution | | | | | |
| Water Reuse Automation Improvements | 50,000 | | 100,000 | | |
| Water Reuse Distribution Analysis and Master Plan Update | 40,000 | | | 50,000 | |
| Water Distribution System Improvements | 200,000 | 200,000 | 200,000 | 1,487,300 | 1,421,400 |
| Distribution Pump Station Assessment | | | 35,000 | | |
| Stenner Canyon Raw Waterline Replacement | | | 100,000 | | |
| Water Storage Reservoir Maintenance and Tank Replacement | | | | 181,000 | 446,000 |
| Distribution Pump Station Upgrade | | | | | 50,000 |
| Fleet Replacement | | | | | |
| Mid-Size Pickup Truck Replacement for Water Distribution | | | | | 20,000 |
| Water Treatment Plant | | | | | |
| Air Compressor Replacements at Water Treatment Plant | | | 100,000 | 100,000 | 100,000 |
| Fleet Replacement | | | | | |
| Water Treatment Plant Compact Truck | | | 23,100 | | |
| Water Treatment Plant Service Body Truck | | | | 63,300 | |
| Administration & Engineering | | | | | |
| Utilities Telemetry System Improvements | | | 1,500,000 | | |
| * Utilities Generator Replacement | | | | 55,000 | |
| Water Division Asset Management Plan Development | | | | | 100,000 |
| Fleet Replacement | | | | | |
| Utilities Administration Sedan | | | 24,200 | | |
| Utilities Conservation Compact Pickup Truck | | | | 20,400 | |
| * City Website Upgrade | 1,900 | | | | |
| * <i>Project funded by more than one source</i> | | 2-33 | | | |

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-----------------------------------------------------|------------------------|----------------|------------------|------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| WATER FUND | | | | | |
| Administration & Engineering (Continued) | | | | | |
| * Microsoft Office Replacement | 10,000 | | | | |
| * Wireless Network Infrastructure Replacement | 9,500 | | | | |
| * Firewalls | | | 10,500 | | |
| * Virtual Private Network Appliances | | | 29,000 | | |
| * Web Filter/Security Upgrades/Network Security | | | 6,500 | | |
| * Network Equipment Replacement | | | | 17,000 | |
| Total Water Fund | 311,400 | 200,000 | 2,128,300 | 1,974,000 | 2,137,400 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|------------------------------------------------------------------|------------------------|-----------|-----------|-----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| SEWER FUND | | | | | |
| Wastewater Collection | | | | | |
| Laguna Sewer Lift Station Replacement | 1,200,000 | | | | |
| Wastewater Collection System Infrastructure Replacement Strategy | 200,000 | 100,000 | | | |
| Calle Joaquin Siphon, Lift Station and Force Main Replacement | 500,000 | 1,500,000 | | | |
| Wastewater Collection System Improvements | 1,380,000 | 500,000 | 1,575,000 | 800,000 | 1,470,000 |
| Madonna Sewer Lift Station Replacement | | | 100,000 | 500,000 | |
| Margarita Sewer Lift Station Replacement | | | | 100,000 | 500,000 |
| Foothill Sewer Lift Station Replacement | | | | | 100,000 |
| Fleet Replacement | | | | | |
| Wastewater Collections Pickup Truck | | | 20,300 | | |
| Wastewater Collections Vac-Con Sewer Rodder Hydro-Cleaner | | | 345,000 | | |
| Wastewater Collections Portable Generators | | | | 309,300 | |
| Wastewater Collections Sewer Camera Cargo Van | | | | | 160,600 |
| Water Reclamation Facility (WRF) | | | | | |
| Water Reclamation Facility Energy Cogeneration | 100,000 | 400,000 | | | |
| Water Reclamation Facility Major Maintenance | 310,000 | 370,000 | 575,000 | 320,000 | 505,000 |
| * Water Reclamation Facility Upgrade | | 1,500,000 | 2,000,000 | 4,500,000 | |
| Fleet Replacement | | | | | |
| Water Reclamation Facility Utility Trucks | | | 42,200 | | |
| Water Reclamation Facility 4-Wheel Drive Loader | | | 129,000 | | |
| Water Reclamation Facility Compact Pickup Truck | | | | 22,400 | |
| Water Reclamation Facility Service Body Truck | | | | 33,500 | |
| Water Reclamation Facility Sedan | | | | | 19,900 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------|------------------------|------------------|------------------|-------------------|------------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| SEWER FUND | | | | | |
| Administration & Engineering | | | | | |
| * Utilities Generator Replacement | | | | 55,000 | |
| * City Website Upgrade | 1,900 | | | | |
| * Microsoft Office Replacement | 7,600 | | | | |
| * Firewalls | | | 8,500 | | |
| * Virtual Private Network Appliances | | | 6,500 | | |
| * Web Filter/Security Upgrades/Network Security | | | 5,500 | | |
| * Network Equipment Replacement | | | | 33,500 | |
| * Particulate Matter Trap Retrofit | 12,000 | | | | |
| OTHER SOURCES | | | | | |
| * Water Reclamation Facility Upgrade | | | | 56,300,000 | |
| Total Sewer Fund | 3,711,500 | 4,370,000 | 4,807,000 | 62,973,700 | 2,755,500 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------|------------------------|----------------|----------------|--------------|----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| PARKING FUND | | | | | |
| Credit Card Parking Meter Enhancement | 222,300 | | | | |
| Marsh Street Parking Structure Painting - Phase II | | 175,000 | | | |
| Parking Lot Resurfacing | | 20,000 | 95,000 | | |
| * City Website Upgrade | 1,300 | | | | |
| * Microsoft Office Replacement | 5,000 | | | | |
| * Firewalls | | | 5,000 | | |
| * Web Filter/Security Upgrades/Network Security | | | 3,100 | | |
| * Network Equipment Replacement | | | | 9,500 | |
| Fleet Replacement | | | | | |
| Parking Enforcement Vehicles | | | 79,500 | | |
| Total Parking Fund | 228,600 | 195,000 | 182,600 | 9,500 | |
| TRANSIT FUND | | | | | |
| Transit Facility Expansion | | | 261,000 | | |
| * City Website Upgrade | 3,500 | | | | |
| * Microsoft Office Replacement | 5,000 | | | | |
| * Firewalls | | | 5,000 | | |
| * Web Filter/Security Upgrades/Network Security | | | 3,100 | | |
| * Network Equipment Replacement | | | | 9,500 | |
| Fleet Replacement | | | | | |
| SLO Transit Buses Replacement | | | 450,000 | 472,500 | 483,600 |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES BY SOURCE - ENTERPRISE AND AGENCY FUNDS

| FEDERAL AND STATE GRANTS | | | | |
|--------------------------------------------|--------------------|--------------------|--------------------|---------------------|
| Transit Facility Above Ground Fuel Tank | | 250,000 | | |
| Transit Facility Bus Wash Modification | | 100,000 | | |
| Transit Facility Roof Repair | | | 100,000 | |
| Fleet Addition | | | | |
| SLO Transit Sedan with Wheelchair Lift | | 43,300 | | |
| Fleet Replacement | | | | |
| SLO Transit Pickup Truck | 45,500 | | | |
| Total Transit Fund | 54,000 | 1,112,400 | 582,000 | 483,600 |
| WHALE ROCK FUND | | | | |
| Whale Rock Reservoir Siltation Study | 35,000 | | | |
| Fleet Replacement | | | | |
| Whale Rock Reservoir 4x4 Pickup Truck | | | | 50,100 |
| Whale Rock Reservoir Skip Loader | | | | 39,600 |
| Total Whale Rock Fund | 35,000 | | | 89,700 |
| TOTAL ENTERPRISE & AGENCY FUNDS | \$4,340,500 | \$4,765,000 | \$8,230,300 | \$65,539,200 |
| | | | \$5,466,200 | |

* Project funded by more than one source

CAPITAL IMPROVEMENT PLAN

Section 3 PROJECT DESCRIPTIONS

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE LASER FICHE SERVER REPLACEMENT

Project Description

Replacement of the police department's Laser Fiche server and acquisition of additional data storage space will cost \$65,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Preservation of Essential Services and Fiscal Health

Need and Urgency

The department's Laser Fiche system provides connectivity from our Police Records Division to the District Attorney's Office for electronic report filing. This system has expanded and now serves as the department-wide source for police document storage and retrieval, including archiving of records. The current Laser fiche server, which was installed in 2005-06, was "used" and was chosen to reduce costs at that time.

Included in the overall replacement costs is funding for additional storage space for the Laser Fiche data; currently the Police Department's Laser Fiche data is stored on the storage network at City Hall. This storage is reaching maximum capacity and the purchase of additional storage space is critical due to the high volume of data that the department generates. The breakdown of cost for replacement is approximated by the following: server 16%, scanners 23%, storage 46%, and software (conversion costs that may be incurred as a result of changing to a new vendor) 15%. Annual maintenance for the Laser Fiche system already exists in the department's budget.

Currently the Police department and the County contract with the same vendor for Laser Fiche support. Due to the constant transfer of information from our department to the County, it is in our best interest to continue to use the same vendor for support in the future. The police department's contract is set to expire in September 2011, and the County is planning to release a Request for Proposal for Laser Fiche support in July 2011. Using the same Laser Fiche vendor ensures a more seamless transfer of information in a timely manner.

The urgency of this project to be completed in 2011-12 is to coincide with the County's efforts to upgrade their Laser Fiche system. This upgrade was planned to take place before the previous reseller went out of business and it will be about 2 years past due by the time it is done. The information being transferred between the City and the County District Attorney's office is very sensitive and requires the highest levels of data integrity and security that can be provided. This is why the County is pushing to keep the Laser Fiche software up to date. In the past, when the County upgraded Laser Fiche, all the agencies in the County were required to upgrade concurrently or face the risk of losing direct communication with the County District Attorney's office for filing of records.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE LASER FICHE SERVER REPLACEMENT

This project was included as part of the 2009-11 Financial Plan, scheduled to be completed in 2011-12.

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

80100 - Police Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| Total | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |

Detail of ongoing costs and alternatives to ongoing costs: Ongoing costs for this project include annual maintenance, which is already included in the department's budget.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| Total | \$0 | \$65,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE LASER FICHE SERVER REPLACEMENT

Reduced / Enhanced Project Alternatives

There are no alternatives at this time.

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-------------------------------|-----------------|
| Project Management | Information Technology | 30 |
| Equipment Acquisition | Information Technology/Police | 20 |
| Equipment Installation | Information Technology/Police | 10 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACE VARIABLE AIR VOLUME CONTROL UNITS

Project Description

Replacing the Police Department's air volume control units with updated versions due to aging equipment and recent failures will cost \$28,200 in 2011-12.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

A variable air volume box (VAV) is an essential part of air conditioning and serves as a vital component of the heating, ventilation and air conditioning (HVAC) system. The VAV boxes hold a variable amount of air, and aid the air conditioning system by regulating the amount of cool air targeted for a specific area of the building.

The computers on the VAV boxes at the Police Department are nearly 20-years old and are starting to fail. When the units were installed, they were wired in sequence, resulting in the loss of an entire section of communication when one unit in the chain fails. Consequently, the loss of communication results in no control over the HVAC system, which is leading to extremely uncomfortable conditions in the building. Recently, the detective's bureau reached 80-degrees.

The original control units (MicroFlows) from 1992 are no longer produced or available. To keep the entire HVAC system at the Police Department working, the old control units and wiring will need to be replaced with the modern version (MicroNets.) This work includes re-routing the existing network wiring and running a new network from the new VAV controllers (MNL-V2RV3) to the Universal Network Controller and the associated revised graphics and programming.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACE VARIABLE AIR VOLUME CONTROL UNITS

- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

80100 Police Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | \$0 | \$28,200 | \$0 | \$0 | \$0 | \$0 | \$28,200 |
| Total | \$0 | \$28,200 | \$0 | \$0 | \$0 | \$0 | \$28,200 |

Detail of ongoing costs and alternatives to ongoing costs: Replacing these control units will not have any increased costs to support the system.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$28,200 | \$0 | \$0 | \$0 | \$0 | \$28,200 |
| Total | \$0 | \$28,200 | \$0 | \$0 | \$0 | \$0 | \$28,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACE VARIABLE AIR VOLUME CONTROL UNITS

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: While the project could be phased, this is not practical as repeated site visits would increase the cost of completing the change out.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------|-----------------------------|-----------------|
| CM report | Build Maintenance/ PW Admin | 5 |
| Acquire proposals | Build Maintenance | 5 |
| Execute project | Build Maintenance | 40 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

COMPUTER AIDED DISPATCH SERVER REPLACEMENT

Project Description

Replacement of the public safety Computer Aided Dispatch/Records Management System (CAD/RMS) servers will cost \$350,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Preservation of Essential Services and Fiscal Health

Need and Urgency

Background

The Police Department's current CAD/RMS servers were installed in August of 2007. The unique configuration for these two CAD/RMS servers was a result of staff from both the Police Department and Finance & Information Technology (F&IT) working with representatives from Spillman Technologies. The Police Department has utilized Spillman software since 1998.

Our collaboration efforts resulted in a system that would prevent the interruption of public safety services; a design referred to as "clustering." Clustering provides fault tolerance, whereby back-up system elements are utilized to ensure continued system operation in the event of a hardware failure. The server configuration was designed to have 99.9% uptime, which translates into very few hours of downtime per year for users. This unique design involved the purchase and configuration of two IBM servers, each being a mirror image of the other so that the end user would have no knowledge of the system being "down" or recognizing which server was in use. Because of this, both Police and F&IT staff work closely with Spillman and IBM to ensure that any changes made to the configuration and/or operating system are duplicated on each server.

Based on the City's standard of replacing servers every three years, these servers were scheduled for an upgrade in 2010; however, due to the stability of the servers at that time, staff postponed replacement until 2012. This project was included as part of the 2009-11 Financial Plan, scheduled to be completed in 2012-13.

Although the servers are still functioning at a satisfactory level, the department will need to continue to accept upgrades from Spillman (new versions of the software) and also implement other module enhancements which may require additional memory and different software requirements on the server. These servers will have been in place for five years; the hardware is taxed on a daily basis and used by personnel

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

COMPUTER AIDED DISPATCH SERVER REPLACEMENT

working twenty-four hours a day, seven days a week. Maintaining the integrity of the hardware that both police and fire staff use is vital in providing effective public safety operations to the City.

Staff is concerned with impending projects that could affect the servers' performance; establishing a stable platform with the servers first, then implementing these projects planned for 2013-14, such as the Automatic Vehicle Locator System and Mobile Data Computer replacement, significantly reduces the likelihood of fall out for users. Lastly, because server migrations are a time intensive process, staff must take into consideration the resources and hours needed in order to complete this project; therefore scheduling this during a year with minimal police related IT projects is most effective.

Current warranties on the servers are scheduled to expire in June 2011.

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

80100 - Police Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$350,000 | | \$0 | \$0 | \$0 | \$350,000 |
| Total | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

COMPUTER AIDED DISPATCH SERVER REPLACEMENT

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-------------------|------------------------------|------------|----------------|----------------|----------------|----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Contract Services | \$0 | \$0 | \$5,500 | \$5,500 | \$5,500 | \$5,500 | \$22,000 |
| Total | \$0 | \$0 | \$5,500 | \$5,500 | \$5,500 | \$5,500 | \$22,000 |

Detail of ongoing costs and alternatives to ongoing costs: Ongoing annual costs are estimated at \$5,500; these costs cover contract services with an IBM specialist to be onsite and perform annual updates and necessary testing to ensure server reliability. These onsite visits are coordinated with both Information Technology and Police staff.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Total | \$0 | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

Reduced / Enhanced Project Alternatives

Reduced project is feasible – Cost of reduced project: Reducing the cost of the CAD/RMS servers is an option, however, not recommended by staff. The cost reduction would involve reverting back to one server, as opposed to continuing with a clustered environment which requires the use of two concurrent servers. The clustered concept was created to benefit the users of the Spillman software, mainly dispatch so that they can continue to dispatch effectively if one of the servers crashed. The use of clustered servers also reduces the need for Network Services staff to respond to after-hours call backs. If there is only one server and it crashes after-hours then Network Services would have to respond immediately instead of waiting until the next day.

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-------------------------------|-----------------|
| Project Management | Information Technology | 150 |
| Equipment Acquisition | Information Technology/Police | 40 |
| Equipment Installation | Information Technology/Police | 100 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT MARKED PATROL SEDANS

Project Description

Replacing twelve (12) existing Police Department, Pursuit-Rated, Marked Patrol sedans, equipped with Code-3 equipment, radios and mobile data computers, will cost \$690,000 over the 5-year Financial Plan period.

- Replacing four (4) Pursuit-Rated Marked Patrol Sedans will cost \$230,000 in 2012-13
- Replacing four (4) Pursuit-Rated Marked Patrol Sedans will cost \$230,000 in 2014-15
- Replacing four (4) Pursuit-Rated Marked Patrol Sedans will cost \$230,000 in 2015-16

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

A request is being made to replace four of the existing, pursuit-rated, Police Patrol sedans in 2012-13. The existing patrol sedans, Dodge Chargers, were purchased in 2008 and have come to the end of their front-line service life. The existing Dodge Chargers have been far more expensive to repair than previous Police Patrol sedans and the Fleet Manager is concerned about the cost trend continuing.

Background

In January 2011, The Fleet Manager in conjunction with the Police Department provided the City Council with an analysis of Police patrol fleet. Soon after acquiring the new Dodge Chargers in 2008, staff began to experience several issues with the performance and integrity of the patrol vehicles. Patrol staff liked the high-speed handling and control of the new vehicles; however, the vehicles were over-heating and requiring repairs more frequently than previously experienced with the Ford Crown Victoria vehicles. Staff experienced increased brake-pad replacements, premature tire wear, electrical charging issues (dead batteries), deteriorating chassis components, and loose valve seats which eventually caused the complete engine failure for two of the Dodge Charger vehicles.

In 2008-09 FY, the Fleet division supported roughly \$38,400 in Police Department Patrol division vehicle repair costs (\$29,100 Dodge Charger and \$9,300 Ford Crown Victoria) that were not covered under the manufacturer warranties. In 2008-09, the cost per vehicle was 63% higher for Dodge Chargers than its Ford counterpart. The cost per vehicle far exceeds the budget allocation of approximately \$536 per

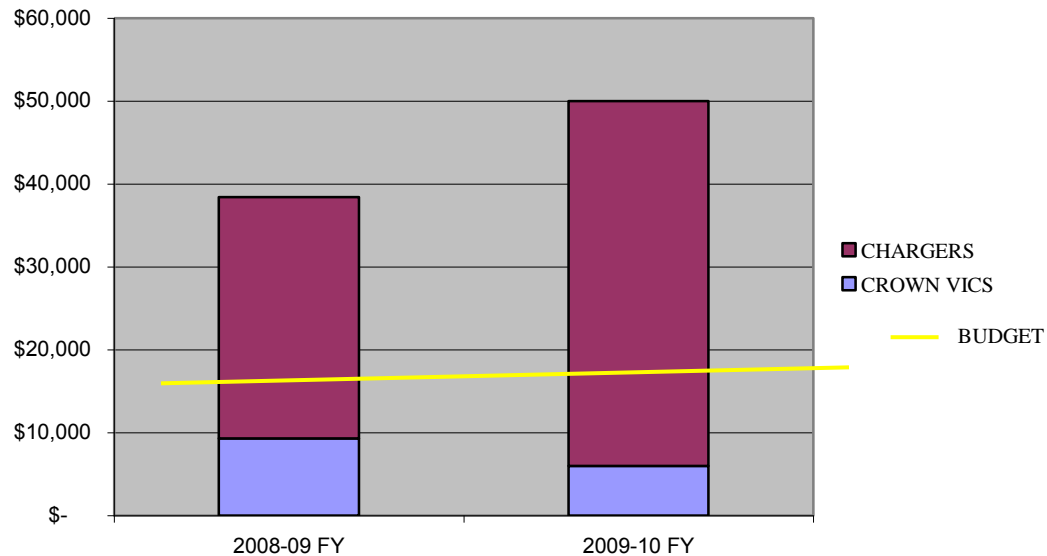
CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT MARKED PATROL SEDANS

vehicle. This figure (as provided in Table 1) included only costs for equipment replacement parts and contracted outside labor provided by local dealerships (fuel costs not included).

Table 1: Patrol Fleet Repair & Maintenance Costs

| Total Repair Parts & Contract Labor | Cost per Vehicle 2008 | | Cost per Vehicle 2009-10 | |
|-------------------------------------|-----------------------|---------------|--------------------------|---------------|
| | 2008-09 FY | 09 | 2009-10 FY | 10 |
| CROWN VICS | \$ 9,300 | \$ 1,860 | \$ 6,000 | \$ 1,200 |
| CHARGERS | \$ 29,100 | \$ 2,910 | \$ 44,000 | \$ 4,400 |
| BUDGET | \$ 24,100 | \$ 536 | \$ 24,900 | \$ 553 |



Even though the patrol vehicles account for only 5% of the City's total fleet, 31% of the Fleet Department operational budget for overhaul, major repairs and equipment maintenance was spent to maintain patrol vehicles in 2008-09. Per fiscal year, the Fleet Division allocates

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT MARKED PATROL SEDANS

approximately \$25,000 (or 20% of its overall repair and maintenance budget) for the maintenance and servicing of the total Police Department fleet (45 pieces total). In 2008-09 and 2009-10, required services and repairs to the patrol fleet alone exceeded the Police Department budget allocation. In these years, the patrol fleet expenditures surpassed the budget allocation for the entire Police Department fleet.

The new 2011 Chevrolet Caprice Police Patrol Vehicle (PPV) is rear-wheel drive and will be available in both V6 and V8 engine sizes. Chevrolet has indicated heavy-duty improvements to this model, such as a high out-put alternator (an addition that City staff added to the Dodge Chargers); auxiliary coolers for engine fluids; 18-inch steel wheels; four-wheel disc brakes with beefier brake pads; police-calibrated stability control and other improved safety systems. The Chevy Caprice rides on a longer wheel-base, providing for more interior space than the Ford Police Interceptor. The front-seat design is police-specific, able to accommodate officers wearing utility belts for long drives. With increased market competition, pricing among all three models remain competitive.

The Police Department is currently leasing a new model Chevy Caprice, pursuit-rated, PPV which is expected to be delivered in July 2011. The Police Department will utilize the new Caprice model and evaluate it as a potential replacement model for the Dodge Chargers. After the completion of the evaluation period, staff will make recommendations for the patrol model for the 2012-13 vehicle replacements.

Operating Program Number and Title:

80200 - Police Patrol

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------------------------|---------------------------------------|------------|------------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Asset #0834, 0835, 0836 & 0837 | | | | | | | |
| Asset #0833, 0906, 0907 & 0908 | | | | | | | |
| Asset #0711, 0712, 0713 & 0714 | | | | | | | |
| Equipment Acquisition | \$0 | \$0 | \$230,000 | \$0 | \$230,000 | \$230,000 | \$690,000 |
| Total | \$0 | \$0 | \$230,000 | \$0 | \$230,000 | \$230,000 | \$690,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT MARKED PATROL SEDANS

Detail of ongoing costs and alternatives to ongoing costs:

Typical annual costs for preventative maintenance such as oil/filter changes, inspections, plus as-needed replacement of wear parts such as tires, batteries, brakes, filters and fuses.

Deny, or defer the request. This will lead to proportionally higher costs for maintenance and operation for the Fleet Division budget. Repairs costs for patrol vehicles have already far exceeded the annual budgeted amount.

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$230,000 | \$0 | \$230,000 | \$230,000 | \$690,000 |
| Total | \$0 | \$0 | \$230,000 | \$0 | \$230,000 | \$230,000 | \$690,000 |

Reduced / Enhanced Project Alternatives

Reduced project is not feasible – Replacement of all four Patrol sedans is necessary, and a smaller vehicle is not an option. The existing Patrol sedans have reached the end of their useful life and have incurred substantial repair costs since new.

Project cannot be phased – Deferring replacement of the Patrol sedans would result in additional costs being incurred in repairs and maintenance.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT MARKED PATROL SEDANS

Description of Replacement Units

Program Patrol - 80200

| Replacement Fiscal Year | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
|--------------------------------|------------|------------------------|------------|------------------------|------------------------|
| City Fleet Number | | 0834, 0835, 0836, 0837 | | 0833, 0906, 0907, 0908 | 0711, 0712, 0713, 0714 |
| Vehicle Type | | Patrol | | Patrol | Patrol |
| Make | | Dodge | | Dodge | Ford |
| Model Type | | Charger | | Charger | Crown Victoria |
| Model Year | | 2008 | | 2009 | 2007 |
| Date Entered City Service | | 4/1/2008 | | 5/1/2008 | 1/1/2007 |
| Odometer Reading | | | | | |
| Target: Years or Mileage | | 5 | | | |
| Proposed: Years or Mileage | | 5 | | | |
| Replacement Cost | | | | | |
| Base Unit | | \$170,200 | | \$170,200 | \$170,200 |
| Accessories & Other Costs | | \$40,000 | | \$40,000 | \$40,000 |
| Delivery | | \$1,400 | | \$1,400 | \$1,400 |
| Sales Tax | | \$18,400 | | \$18,400 | \$18,400 |
| Total Replacement Costs | \$0 | \$230,000 | \$0 | \$230,000 | \$230,000 |

Totals: 2011-12 2012-13 2013-14 2014-15 2015-16

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

INTERIOR PAINTING: POLICE STATION

Project Description

Painting the interior of the Police Station building at 1042 Walnut will cost \$32,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$32,000 | | | \$32,000 |
| Total | \$0 | \$0 | \$0 | \$32,000 | \$0 | \$0 | \$32,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$32,000 | | | \$32,000 |
| Total | \$0 | \$0 | \$0 | \$32,000 | \$0 | \$0 | \$32,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION CHILLER

Project Description

Replacing the roof top chiller for the Police Station building at 1042 Walnut will cost \$100,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$100,000 | | | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$100,000 | | | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION MECHANICAL WELL

Project Description

Rehabilitating the roof top mechanical well for the Police Station building at 1042 Walnut will cost \$23,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$23,000 | | | \$23,000 |
| Total | \$0 | \$0 | \$0 | \$23,000 | \$0 | \$0 | \$23,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$23,000 | | | \$23,000 |
| Total | \$0 | \$0 | \$0 | \$23,000 | \$0 | \$0 | \$23,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION EXTERIOR PAINTING

Project Description

Painting the exterior of the Police Station building at 1042 Walnut will cost \$1,500 for design in 2013-14 and \$49,500 for construction in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$1,500 | | | \$1,500 |
| Construction | | | | | \$49,500 | | \$49,500 |
| Total | \$0 | \$0 | \$0 | \$1,500 | \$49,500 | \$0 | \$51,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$1,500 | \$49,500 | | \$51,000 |
| Total | \$0 | \$0 | \$0 | \$1,500 | \$49,500 | \$0 | \$51,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE DEPARTMENT UNMARKED PATROL SEDANS

Project Description

Replacing two (2) Police Department, Pursuit-Rated, Unmarked Patrol Sedans equipped with radios and mobile data computers will cost \$78,200 in 2014-15.

Project Phasing and Funding Sources

| Asset #0838, 0839 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$78,200 | \$0 | \$78,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$78,200 | \$0 | \$78,200 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$78,200 | \$0 | \$78,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$78,200 | \$0 | \$78,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE SUPPORT SERVICES MARKED PICKUP TRUCK

Project Description

Replacing one (1) Mid-Sized Pickup Truck, equipped with truck bed shell, Code-3 Equipment, radio and Mobile Data Computer, for the Police Department Support Services program will cost \$44,000 in 2014-15.

This vehicle is used by the Field Services Technician position to transport heavy equipment to various locations, City-wide.

Project Phasing and Funding Sources

| Asset #0220 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$44,000 | \$0 | \$44,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$44,000 | \$0 | \$44,000 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$44,000 | \$0 | \$44,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$44,000 | \$0 | \$44,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION BOILER

Project Description

Replacing the boiler for the Police Station building at 1042 Walnut will cost \$18,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | | \$18,000 | | \$18,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$18,000 | \$0 | \$18,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$18,000 | | \$18,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$18,000 | \$0 | \$18,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACEMENT OF MOBILE DATA COMPUTERS

Project Description

Replacing public safety mobile data computers for Police and Fire will cost \$429,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$429,000 | | \$429,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$429,000 | \$0 | \$429,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$429,000 | | \$429,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$429,000 | \$0 | \$429,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACEMENT OF IN-CAR VIDEO EQUIPMENT

Project Description

Replacing the existing in-car video system located in police patrol vehicles will cost \$250,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$250,000 | | \$250,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$250,000 | | \$250,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$250,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION HVAC DUCTING

Project Description

Replacing the ducting in the records area of the Police Station building at 1042 Walnut will cost \$7,500 for design in 2014-15 and \$36,000 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$7,500 | | \$7,500 |
| Construction | | | | | | \$36,000 | \$36,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$36,000 | \$43,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$7,500 | \$36,000 | \$43,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$36,000 | \$43,500 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE TRAFFIC SAFETY MOTORCYCLES

Project Description

Replacing seven (7) Pursuit-Rated Motorcycles, equipped with Code-3 Equipment, radios and mobile data devices, for the Police Department Traffic Safety Division will cost \$185,400 in 2014-15 and \$30,900 in 2015-16.

Project Phasing and Funding Sources

| Asset# 0705,0706,0707,0708,0709,0710 Asset# 0858 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------------------------------------|---------------------------------------|------------|------------|------------|------------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$185,400 | \$30,900 | \$216,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$185,400 | \$30,900 | \$216,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$185,400 | \$30,900 | \$216,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$185,400 | \$30,900 | \$216,300 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

RIFLE RANGE ROOF REPLACEMENT

Project Description

Replacing the roof and deteriorated joists of the rifle range at Reservoir Canyon will cost \$27,000 in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | | | \$27,000 | \$27,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,000 | \$27,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | \$27,000 | \$27,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,000 | \$27,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

POLICE STATION REMODEL

Project Description

Updating and modifying completed plans for the remodel of the vacated dispatch rooms, briefing room, and if funds permit, the men's locker room, will cost \$20,000 in 2015-16, with construction costs for a future year estimated between \$300,000 and \$600,000 depending upon the final scope.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$61,000 | | | | | \$20,000 | \$81,000 |
| Total | \$61,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$81,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$61,000 | | | | | \$20,000 | \$81,000 |
| Total | \$61,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$81,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE DEPARTMENT TRANSPORTATION VAN

Project Description

Replacing one (1) Transport Van, equipped with radio communications equipment, for the Police Department will cost \$29,200 in 2015-16.

Project Phasing and Funding Sources

| Asset #0222 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,200 | \$29,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,200 | \$29,200 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,200 | \$29,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,200 | \$29,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE SNAP PROGRAM SEDAN

Project Description

Replacing one (1) Mid-sized, 4-door, sedan equipped with radio and mobile data computer for the Police Department Student Neighborhood Assistance Program (SNAP) will cost \$25,800 in 2015-16.

This vehicle is used by SNAP program volunteers in patrolling and responding to neighborhood issues.

Project Phasing and Funding Sources

| Asset #0406 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,800 | \$25,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,800 | \$25,800 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,800 | \$25,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,800 | \$25,800 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE PATROL MARKED SUVs

Project Description

Replacing two (2) Mid-Sized, Marked, SUVs, equipped with Code-3 Equipment, radio communications and mobile data computers, for the Police Department Patrol program will cost \$92,000 in 2015-16.

Project Phasing and Funding Sources

| Asset #1105, #1101 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$92,000 | \$92,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$92,000 | \$92,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$92,000 | \$92,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$92,000 | \$92,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE INVESTIGATIONS UNMARKED SEDANS

Project Description

Replacing four (4) Mid-Sized, 4-door, Unmarked, Police Department Investigations program sedans, equipped with radios, will cost \$105,800 in 2015-16.

These sedans were purchased used and are estimated to far exceed their service life by the fiscal year 2015-16.

Project Phasing and Funding Sources

| Asset #0602, 0605, 0209, #0330 | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------------------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$105,800 | \$105,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$105,800 | \$105,800 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$105,800 | \$105,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$105,800 | \$105,800 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – POLICE TRAFFIC SAFETY SPEED RADAR EQUIPMENT

Project Description

Replacing one (1) Speed-Radar Mobile Equipment for the Police Department Traffic Safety division will cost \$25,700 in 2015-16.

Project Phasing and Funding Sources

| Asset# 0215 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,700 | \$25,700 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,700 | \$25,700 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,700 | \$25,700 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,700 | \$25,700 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – POLICE ADMINISTRATION UNMARKED SEDAN

Project Description

Replacing one (1) Mid-Sized, 4-door, Unmarked sedan equipped with radio communications equipment and mobile data computer for the Police Department Administration program will cost \$26,100 in 2015-16.

Currently, this vehicle is equipped with a Code-3 equipment package and a pursuit-rated engine. At time of replacement, this vehicle will be downgraded to a Mid-Sized sedan, equipped with radio communications and mobile data computer equipment.

Project Phasing and Funding Sources

| Asset #0618 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,100 | \$26,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,100 | \$26,100 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,100 | \$26,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,100 | \$26,100 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

THERMAL IMAGE CAMERA REPLACEMENT

Project Description

Replacing aging/obsolete Thermal Imaging Cameras will cost \$40,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Preservation of Essential Services and Fiscal Health

Need and Urgency

Thermal Imaging Cameras (TIC's) are an extremely effective lifesaving tool utilized by firefighters to quickly locate fire victims in burning buildings and detect hidden or scaled-intensity heat sources at fire incidents. TIC's help to quickly locate subjects or victims, based on their "heat signature", at nighttime or other times when normal human vision is unable. No modern-day firefighting tools have had such a profound effect on our ability to find and save victims and assist in our own safety in the dangerous arena of burning buildings as TIC's.

The five (5) first generation of 10-year old TICS that the Fire Department currently has are obsolete, large, heavy and overdue for replacement. Replacement parts and batteries are more difficult to obtain. Additionally and unfortunately, the City currently doesn't have enough TIC's for all of our emergency apparatus. We have 4 additional fire units that do not currently have a TIC. Once new TIC's are purchased the older TIC's will be assigned to the back up fire apparatus until they are no longer serviceable.

If funding were available, it would be ideal that every firefighter who enters a burning building have one of these cameras, not only for quick location of victims, but for the firefighter's safety. However due to the cost of the product, with limited funds available and competing priorities, the Fire Department is requesting five (5) TIC's, one per front line apparatus (4) with one reserve camera on the Battalion Chief's vehicle.

Newer model TIC's provide enhanced imaging, are less than half the weight and size, have improved batteries, and have additional built-in features that contribute to their durability and usefulness.

Readiness to Build

This section does not apply to equipment replacement.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

THERMAL IMAGE CAMERA REPLACEMENT

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

85200 Emergency Response

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Total | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |

Detail of ongoing costs and alternatives to ongoing costs: No increased cost.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Grant | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Total | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible:
Cost of reduced project: Purchasing fewer TIC's would reduce the cost by \$8,000 per camera. The current set of TIC's are becoming increasingly difficult to repair and maintain. Additionally the TIC's are at or near the end of their front-line useful life. While they will provide a valuable tool to the back up fire apparatus, continuing them in front-line service is not recommended.
- Project can be phased – Number of years for phasing:
The purchase can be divided into two years, with three purchased in 2011-2012 and two purchased in 2012-13. Some increase in purchase price should be expected for the second year under this option.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

THERMAL IMAGE CAMERA REPLACEMENT

Project Team

| Assignment | Program | Estimated Hours |
|-----------------------------------|----------------------------|------------------------|
| Project Management | Emergency Response & Admin | 10 hours |
| Equipment Testing and Acquisition | Emergency Response & Admin | 60 hours |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION 3 ENGINE BAY SLAB REPLACEMENT

Project Description

Replacement of the existing concrete slab at Fire Station 3 engine bay will cost \$20,000 for design in 2011-12 and \$80,000 for construction and construction management in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The concrete slab in the engine bay at Fire Station 3 has been deteriorating for several years. The slab has cracked into many pieces and shifts under the weight of fire equipment. The sinking of the slab indicates slab failure, insufficient soil compaction and possible structural problems with the slab itself. Slab failure is most likely the result of the additional weight of the newer fire trucks being used. As the slab sinks, the base cove wall tiles have pulled away from the walls and the gap between the engine bay door and the floor of the slab has widened. Continued sinking of the slab could render the engine bay doors inoperable, which could be disastrous in a critical emergency response. Also, as the slab continues to break apart, damage to fire equipment could occur and present tripping hazards to staff.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION 3 ENGINE BAY SLAB REPLACEMENT

- Railroad
- Other:

Operating Program Number and Title:

85100 Fire Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|-----------------|-----------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Construction | \$0 | \$0 | \$70,000 | \$0 | \$0 | \$0 | \$70,000 |
| Construction Management | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$10,000 |
| Total | \$0 | \$20,000 | \$80,000 | \$0 | \$0 | \$0 | \$100,000 |

Detail of ongoing costs and alternatives to ongoing costs: This project will install a new concrete slab for the fire engines that will reduce maintenance, repair work, and damage to the vehicles and the building. Operating costs will be reduced.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|-----------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$0 | \$20,000 | \$80,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total | \$0 | \$20,000 | \$80,000 | \$0 | \$0 | \$0 | \$100,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION 3 ENGINE BAY SLAB REPLACEMENT

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-----------------------------|------------------------|
| Project Management | CIP Engineering Design | 80 |
| Project Inspection | CIP Engineering Inspection | 160 |
| Project Administration | Public Works Administration | 120 |
| Project Proponent | Fire & Building Maintenance | 8 / 20 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – FIRE BATTALION CHIEF COMMAND VEHICLE

Project Description

Replacing the existing Fire Battalion Chief Full-Sized SUV Mobile-Command vehicle, equipped with mobile data computers, GPS, radio and Code-3 response equipment will cost \$61,200 in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

A request is being made to replace the existing Battalion Chief Command vehicle for Emergency Response division in 2012-13. The existing Chevrolet Tahoe was purchased in 2000 and is coming to the end of its front-line service life and will have met its target front line service in 2013 and will have exceeded its target of 11 years of front-line service.

The existing Command vehicle, a mid-sized Chevrolet Tahoe, is overloaded and undersized to the mobile data equipment it must carry. Staff is recommended the replacement vehicle be upgraded to a larger, full-size, Chevrolet Suburban. It is expected that this unit, if left in front-line service and with its current mileage, will incur costly major overhauls of main and minor sub-components thus becoming unreliable in the near future. The appropriate time to purchase a new Command vehicle is in fiscal year 2012-13.

Operating Program Number and Title:

85200 Emergency Response

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | | \$61,200 | | | | \$61,200 |
| Total | \$0 | \$0 | \$61,200 | \$0 | \$0 | \$0 | \$61,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – FIRE BATTALION CHIEF COMMAND VEHICLE

Detail of ongoing costs and alternatives to ongoing costs: Typical annual costs for preventative maintenance such as oil/filter changes, inspections, plus as-needed replacement of wear parts such as tires, batteries, brakes, filters and fuses.

| Asset #0021 | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | | | \$61,200 | | | | \$61,200 |
| Total | \$0 | \$0 | \$61,200 | \$0 | \$0 | \$0 | \$61,200 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: Replacement costs could be reduced with the purchase of a smaller vehicle. However, the existing command vehicle is overloaded and undersized for its purpose.
- Project can be phased – Number of years for phasing: Vehicle replacement could be deferred which would result in minimal savings. However, deferring vehicle replacement could lead to higher maintenance costs and repairs.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – FIRE BATTALION CHIEF COMMAND VEHICLE

Description of Replacement Units

Program 85200

| Replacement Fiscal Year | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
|--------------------------------|------------|-----------------|------------|------------|------------|
| City Fleet Number | | 0021 | | | |
| Vehicle Type | | Command | | | |
| Make | | Chevy | | | |
| Model Type | | Tahoe | | | |
| Model Year | | 2000 | | | |
| Date Entered City Service | | 5/1/2000 | | | |
| Odometer Reading | | 53,400 | | | |
| Target: Years or Mileage | | 10 | | | |
| Proposed: Years or Mileage | | 12 | | | |
| Replacement Cost | | | | | |
| Base Unit | | \$48,300 | | | |
| Accessories & Other Costs | | \$8,500 | | | |
| Delivery | | \$350 | | | |
| Sales Tax | | \$4,050 | | | |
| Total Replacement Costs | \$0 | \$61,200 | \$0 | \$0 | \$0 |

Totals: 2011-12 2012-13 2013-14 2014-15 2015-16

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

CARDIAC MONITOR REPLACEMENT

Project Description

Replacing four (4) Cardiac Monitors with new/upgraded models that conform to new requirements and improve patient survivability will cost \$94,600 in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Preservation of Essential Services and Fiscal Health

Need and Urgency

Cardiac monitors are the primary tool used by Paramedics in performing Advanced Life Support (ALS) when diagnosing patients with heart conditions or complaints of chest pain. Not only are cardiac monitors a diagnostic tool, but they are used to “shock” the heart rhythm back to a viable rhythm in certain types of cardiac events.

In August of 2010, the San Luis Obispo County Emergency Medical Services Agency (EMSA) established new guidelines which our current cardiac monitors are unable to meet. The cardiac monitors currently in use are five years old and technologically outdated and need to be replaced with 12 Lead and capnography capabilities which will increase patient survivability and meet EMSA guidelines. The cardiac monitors also have additional life saving features such as carbon dioxide detection, non-invasive blood pressure monitoring, and Real Help CPR software which our current equipment does not have. They are also equipped for data collection and transmission as per our County policies and protocols. In addition, the batteries are far superior and have a much longer life span than our current monitors.

Cardiac monitors have evolved into an important component of County medical policies and protocols. Not conforming to current standard practice by having the required capabilities could reduce patient survivability and potentially leave the Department open to liability.

It is important to standardize the cardiac monitors on all four of our front line Fire Department apparatus. Providing four new cardiac monitors for the front line apparatus will provide for consistency in training, maintenance and most importantly use in emergency response. The county ambulance provider, San Luis Ambulance Service, is using the newer model and we try to keep all of our equipment standardized in the county, if possible.

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

CARDIAC MONITOR REPLACEMENT

Another factor is the trade in allowance we receive from our older model cardiac monitors. As time passes without replacing the older cardiac monitors their trade in value is reduced. Current trade in value for the cardiac monitors is estimated at \$2,000 each.

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

85200 Emergency Response

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$94,600 | \$0 | \$0 | \$0 | \$94,600 |
| Total | \$0 | \$0 | \$94,600 | \$0 | \$0 | \$0 | \$94,600 |

Detail of ongoing costs and alternatives to ongoing costs: No increased cost.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | | \$0 | \$94,600 | | | | \$94,600 |
| Total | \$0 | \$0 | \$94,600 | \$0 | \$0 | \$0 | \$94,600 |

Reduced / Enhanced Project Alternatives

Reduced project is feasible – Cost of reduced project: Purchase two cardiac monitors for \$47,300. Replacing only two cardiac monitors would not be desirable as the remaining two older cardiac monitors would be more prone to failure resulting in unacceptable patient

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

CARDIAC MONITOR REPLACEMENT

care. Also, not having the same units on our apparatus at the same time can lead to confusion during emergencies, so it is best to get them in the same year. Another alternative would be to not replace outdated monitors, and continue to use current monitors until they no longer working. This is not recommended as the City places a priority on provision of emergency medical service to citizens and visitors.

Project can be phased – Number of years for phasing: Costs could be spread over two years by replacing two Cardiac Monitors in 2011-12 and two Cardiac Monitors in 2012-2013 (or defer to 2013-14). This is not a desirable alternative because it delays the replacement rotation of the current outdated models. Also, not having the same units on our apparatus at the same time can lead to confusion during emergencies, so it is best to get them in the same year. Replacing only two cardiac monitors per year would make us reliant on older equipment/technology which could be more prone to failure resulting in unacceptable patient care.

Project Team

| Assignment | Program | Estimated Hours |
|-----------------------|----------------------------|------------------------|
| Project Management | Emergency Response & Admin | 10 hours |
| Equipment Acquisition | Emergency Response & Admin | 20 hours |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENTS – FIRE PREVENTION SUVs

Project Description

Replacing two (2) Fire Prevention compact SUVs will cost \$67,500 in 2013-14.

Fire Prevention currently utilizes two compact Ford Explorers. A compact SUV is needed for this program to transport inspection equipment and public education materials required as part of the Fire Prevention Inspector and Hazardous Materials Coordinator staff positions.

Project Phasing and Funding Sources

| Asset# 0236, #0237 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$67,500 | \$0 | \$0 | \$67,500 |
| Total | \$0 | \$0 | \$0 | \$67,500 | \$0 | \$0 | \$67,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$67,500 | \$0 | \$0 | \$67,500 |
| Total | \$0 | \$0 | \$0 | \$67,500 | \$0 | \$0 | \$67,500 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION EXTERIOR PAINTING

Project Description

Painting the exterior of Fire Station 2 will cost \$1,500 for design in 2013-14 and \$32,000 for construction in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$1,500 | | | \$1,500 |
| Construction | | | | | \$32,000 | | \$32,000 |
| Total | \$0 | \$0 | \$0 | \$1,500 | \$32,000 | \$0 | \$33,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$1,500 | \$49,500 | | \$51,000 |
| Total | \$0 | \$0 | \$0 | \$1,500 | \$49,500 | \$0 | \$51,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION MASONRY SEALING

Project Description

Sealing the masonry at Fire Station 1 will cost \$27,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | | \$27,000 | | \$27,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$27,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$27,000 | | \$27,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$27,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACEMENT OF HOLMATRO EXTRICATION EQUIPMENT ON TWO FIRE ENGINES

Project Description

Replacement of Holmatro extrication equipment on two of the four fire engines at a total cost of \$25,000. The industry standard for replacement is 10-15 years; the equipment will be 14 years old in 2014-2015.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$25,000 | | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$25,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$25,000 | | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$25,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACEMENT OF NOZZLES AND HOSES

Project Description

Replacement of twenty 25 year old nozzles and ten 15 year old hoses will cost \$37,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$37,000 | | \$37,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$37,000 | \$0 | \$37,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$37,000 | | \$37,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$37,000 | \$0 | \$37,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

REPLACEMENT OF HOLMATRO EXTRICATION EQUIPMENT ON FIRE TRUCK

Project Description

Replacement of Holmatro extrication equipment on Fire Truck 1 (Tiller Truck). The current equipment on Truck 1 was moved from Truck 2 when Truck 1 went into service. The extrication equipment will be 15 years old in 2015-16. The industry standard for replacement is 10-15 years.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | | \$45,000 | \$45,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 | \$45,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | \$45,000 | \$45,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 | \$45,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FIRE STATION #2 ENGINE BAY SLAB REPLACEMENT DESIGN

Project Description

Designing the cement slab replacement for Fire Station #2 engine bay will cost \$19,000 in 2015-16. Construction and other related costs are estimated at \$70,000 and will be budgeted in 2016-17.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | | \$19,000 | \$19,000 |
| Construction | | | | | | | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,000 | \$19,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | \$19,000 | \$19,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,000 | \$19,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC SAFETY

FLEET REPLACEMENT – FIRE ADMINISTRATION CHIEF SEDAN

Project Description

Replacing one (1) Fire Administration Chief sedan, equipped with a V-6 engine, Code-3 Equipment, radio and mobile data devices, will cost \$41,500 in 2015-16.

This sedan is utilized as a mobile command unit for the Fire Chief and is recommended to have the equipment and accessories necessary for Code-3 response.

Project Phasing and Funding Sources

| Asset #0627 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | | | | | \$41,500 | \$41,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,500 | \$41,500 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | | | | | | \$41,500 | \$41,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$41,500 | \$41,500 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE AUTOMATION IMPROVEMENTS

Project Description

Acquiring additional equipment to help automate the production of recycled water and address fluctuating system pressure will cost \$50,000 in 2011-12 and \$100,000 in 2013-14.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List:

Need and Urgency

The automation of the production of recycled water at the Water Reclamation Facility is critical to efficient operation of the system. Current poor automation capabilities, despite best efforts to work with existing equipment, require treatment plant operators to manually set treatment parameters resulting in estimating recycled water demand and production. In order to achieve full automation and the most efficient process, the recycled water treatment process requires additional equipment including low dosage chlorine pumps, chlorine analyzers, and replacement of a meter vault planned for 2011-12. The additional equipment will also help to maximize the amount of recycled water that can be produced on a daily basis. Also proposed in 2013-14 is funding for equipment to address the pressure fluctuations with the recycled water distribution system.

Readiness to Build

- Study complete or n/a
 Equipment purchased or n/a
 Property owned or property agreement in place
 Environmental approval and permits complete or n/a
 Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
 Building Permit
 Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE AUTOMATION IMPROVEMENTS

- Railroad
- Other:

Operating Program Number and Title:

55110 Source of Supply, Water Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|-----------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | \$50,000 | | \$100,000 | | | \$150,000 |
| Total | \$0 | \$50,000 | \$0 | \$100,000 | \$0 | \$0 | \$150,000 |

Detail of ongoing costs and alternatives to ongoing costs: Adding this equipment will not result in additional ongoing costs. After the automation improvements are implemented, an estimated savings of up to \$5,000 annually may be realized in chemical supplies.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Water Fund | | \$50,000 | | \$100,000 | | | \$150,000 |
| Total | \$0 | \$50,000 | \$0 | \$100,000 | \$0 | \$0 | \$150,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE AUTOMATION IMPROVEMENTS

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|-----------------------------------------------------|------------------------|
| Project Management | Utilities, Water Reclamation Facility Supervisor | 80 |
| Project Proponent | Utilities, Water | 8 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE DISTRIBUTION SYSTEM ANALYSIS AND MASTER PLAN UPDATE

Project Description

Reviewing existing recycled water distribution system and recommending improvements to address fluctuations in water pressure will cost \$40,000 for study in 2011-12 and updating the 2004 Water Reuse Master Plan will cost \$50,000 in 2014-15.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

This request is in two phases. First, an analysis of the water reuse distribution system and the existing pump station is needed to address severe fluctuations in water pressure. The analysis will look at demand (including peak hour demand), pipe sizing, storage, and pump programming. Potential solutions include surge tanks, a booster pump station, and elevated recycled water storage.

As phase two, recommendations from this analysis will be incorporated into an update of the City's 2004 Water Reuse *Master Plan*. The 2004 *Master Plan* identified initial recycled water users, future users, and phased expansion of the recycled water distribution system to meet the City's overall objective of using 1,000 acre-feet per year of recycled water. Changes since that time necessitate a plan update. The recycled water distribution system and recycled water storage must be planned for implementation as demand develops. This update would address distribution system expansion and projected recycled water use and year of delivery, and recycled water storage. This effort will be a key component in focusing future capital improvement strategies.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE DISTRIBUTION SYSTEM ANALYSIS AND MASTER PLAN UPDATE

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

55110 Source of Supply, Water Fund

Project Phasing and Funding Sources

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|--------------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| Study | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Master Plan Update | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 |
| Total | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$90,000 |

Detail of ongoing costs and alternatives to ongoing costs: Eliminating the need to address pressure fluctuations within the recycled water distribution system will allow staff to redirect work efforts to other necessary maintenance activities.

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|--------------|----------------|-----------------|------------|------------|-----------------|------------|-----------------|
| Water Fund | | \$40,000 | | | \$50,000 | | \$90,000 |
| Total | \$0 | \$40,000 | \$0 | \$0 | \$50,000 | \$0 | \$90,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER REUSE DISTRIBUTION SYSTEM ANALYSIS AND MASTER PLAN UPDATE

Project Team

| Assignment | Program | Estimated Hours (Annually) |
|--------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------|
| Project Management | Utilities, Utilities Project Manager | 200 (in 2011-12) 400 (in 2013-14) |
| Project Support | Utilities, Water Distribution Supervisor Utilities, WRF Supervisor | 50 (in 2011-12) 40 (in 2011-12) |
| Project Proponent | Utilities, Water and Wastewater Administration, Water Division Manager and Wastewater Division Manager | 40 (in 2011-12) 40 (in 2011-12) |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER DISTRIBUTION SYSTEM IMPROVEMENTS

Project Description

Replacement of water distribution pipes, mainlines, and related infrastructure is an ongoing program and will cost \$3.5 million over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

These projects include replacing undersized mains in areas requiring increased fire flows, replacing aging mains that have had multiple failures and emergency repairs, and projects to improve the distribution system operations.

Projects have been selected and prioritized that will have the greatest impact in reducing disruptions to water service and improving fire flows. Project scheduling has also been adjusted in acknowledgement of the City's Pavement Management Program schedule for resurfacing streets.

The City's water distribution system includes approximately 184 miles of pipe with diameters ranging in size from four inches to 30 inches. Many City water facilities are improperly sized, are made of inferior materials and/or are deteriorating due to age. Some water lines in the City are over 100 years old. The expected useful life of a water pipeline is approximately 50 years, which corresponds with a replacement schedule of approximately two percent of the distribution system each year.

Water sales in 2010-11 were substantially lower than anticipated and resulted in revenues being lower than estimated in the 2010-11 Water Fund Analysis. Capital funding specifically for water main replacements has been deferred to the 2014-15 budget year to moderate the level of water rate increases needed in the next two years.

Significant investments in the water distribution system over the past fifteen years (over \$1 million per year) have demonstrated effectiveness and provided needed improvements to the system. Despite decrease in funding for water main replacements, activity and further capital investments in other areas of the City's water system infrastructure will continue over the next three years. These include about \$1 million in water main replacements (summer 2011) from the prior financial plan, \$1.2 million in upgrades to the Salinas Pump Station (2011-12), and approximately \$1.5 million for upgrades to water system control and oversight systems (2013-14).

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER DISTRIBUTION SYSTEM IMPROVEMENTS

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title: 55160 Water Distribution, Water Fund

Project Phasing and Funding Sources

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|--------------|----------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|
| Construction | on-going | \$200,000 | \$200,000 | \$200,000 | \$1,487,300 | \$1,421,400 | \$3,508,700 |
| Total | | \$200,000 | \$200,000 | \$200,000 | \$1,487,300 | \$1,421,400 | \$3,508,700 |

Detail of ongoing costs and alternatives to ongoing costs: Project replaces existing pipelines and has an estimated 50 year life cycle.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | on-going | \$200,000 | \$200,000 | \$200,000 | \$1,487,300 | \$1,421,400 | \$3,508,700 |
| Total | | \$200,000 | \$200,000 | \$200,000 | \$1,487,300 | \$1,421,400 | \$3,508,700 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER DISTRIBUTION SYSTEM IMPROVEMENTS

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|----------------------------------|-----------------|
| Project Management | Public Works, Engineering Design | 500 |
| Environmental Review | Community Development | 5 |
| Project Support | Public Works, Administration | 100 |
| | Fire Department | 12 |
| Construction Inspection | Public Works, Inspection | 1,500 |
| Project Proponent | Utilities, Water | 160 |

Site List

The prioritization of projects included below is subject to change as staff works to maximize the benefits of available funding. In some cases, contract design and inspection services may be needed, which could increase project costs. This may result in the need to shift projects to other budget years to work within established funding levels.

2011-2012 Project List

| Location | Pavement Area | Length (feet) | Cost |
|---------------------------------------|---------------|---------------|-------------------|
| Trench Repair | n/a | n/a | \$ 100,000 |
| Raise Valve Covers on Paving Projects | n/a | n/a | \$ 100,000 |
| Total | | | \$ 200,000 |

2012-2013 Project List

| Location | Pavement Area | Length (feet) | Cost |
|---------------------------------------|---------------|---------------|-------------------|
| Trench Repair | n/a | n/a | \$ 100,000 |
| Raise Valve Covers on Paving Projects | n/a | n/a | \$ 100,000 |
| Total | | | \$ 200,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER DISTRIBUTION SYSTEM IMPROVEMENTS

2013-2014 Project List

| Location | Pavement Area | Length (feet) | Cost |
|---------------------------------------|---------------|---------------|-------------------|
| Trench Repair | n/a | n/a | \$ 100,000 |
| Raise Valve Covers on Paving Projects | n/a | n/a | \$ 100,000 |
| Total | | | \$ 200,000 |

2014-2015 Project List

| Location | Pavement Area | Length (feet) | Cost |
|--------------------------------------------|---------------|---------------|---------------------|
| California - Mill to San Luis Drive 16" | 1 | 1,400 | \$ 294,000 |
| San Luis Drive - California to Johnson 16" | 1 | 1600 | \$ 336,000 |
| Johnson - San Luis Drive to Lizzie 16" | 1 | 670 | \$ 140,700 |
| Johnson -Iris to Bishop 16" | 1 | 1800 | \$ 378,000 |
| Bishop - Johnson to Augusta | 2 | 660 | \$ 138,600 |
| Trench Repair | n/a | n/a | \$ 100,000 |
| Raise Valve Covers on Paving Projects | n/a | n/a | \$ 100,000 |
| Total | | | \$ 1,487,400 |

2015-2016 Project List

| Location | Pavement Area | Length (feet) | Cost |
|------------------------------------------------------------|---------------|---------------|---------------------|
| Casa - Murray to Deseret | 8 | 900 | \$ 198,000 |
| Stenner | 8 | 550 | \$ 121,000 |
| Murray - Santa Rosa to Hathway | 8 | 1347 | \$ 296,340 |
| Abandon 14-inch on California between Hathway and Foothill | 8 | - | \$ 75,000 |
| Abandon 4-inch on Olive - tie over three services | 7 | - | \$ 25,000 |
| Abandon main in Foothill shopping center/relocate services | n/a | - | \$ 50,000 |
| Pacific – Nipomo to Higuera | 4 | 2,073 | \$ 456,060 |
| Trench Repair | n/a | n/a | \$ 100,000 |
| Raise Valve Covers on Paving Projects | n/a | n/a | \$ 100,000 |
| Total | | | \$ 1,421,400 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

UTILITIES TELEMETRY SYSTEM IMPROVEMENTS

Project Description

Improving the Utilities telemetry system will cost \$1,500,000 in 2013-14 for construction. This project was previously approved in the 2009-11 Financial Plan. As part of the 2011-12 Water Fund Review the construction phase is proposed to be deferred to 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|--------------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | \$50,600 | | | | | | \$50,600 |
| Design | \$325,000 | | | | | | \$325,000 |
| Construction | | | | \$1,500,000 | | | \$1,500,000 |
| Total | \$375,600 | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,875,600 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|--------------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | \$375,000 | | | \$1,500,000 | | | \$1,875,000 |
| Total | \$375,000 | \$0 | \$0 | \$1,500,000 | \$0 | \$0 | \$1,875,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

DISTRIBUTION PUMP STATION ASSESSMENT

Project Description

Conducting an assessment of the water distribution pump stations will cost \$35,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | | | | \$35,000 | | | \$35,000 |
| Total | \$0 | \$0 | \$0 | \$35,000 | \$0 | \$0 | \$35,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | \$35,000 | | | \$35,000 |
| Total | \$0 | \$0 | \$0 | \$35,000 | \$0 | \$0 | \$35,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT –WATER TREATMENT PLANT COMPACT PICKUP TRUCK

Project Description

Replacing one (1) Compact Pickup Truck Water Treatment Plant (WTP) Program Compact Pickup Truck will cost \$20,400 in 2013-14.

Project Phasing and Funding Sources

| Asset # 0501 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$20,400 | \$0 | \$0 | \$20,400 |
| Total | \$0 | \$0 | \$0 | \$20,400 | \$0 | \$0 | \$20,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Water Fund | \$0 | \$0 | \$0 | \$20,400 | \$0 | \$0 | \$20,400 |
| Total | \$0 | \$0 | \$0 | \$20,400 | \$0 | \$0 | \$20,400 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

STENNER CANYON RAW WATERLINE REPLACEMENT

Project Description

Replacing a section of the raw waterline, located in Stenner Canyon near the water treatment plant, will cost \$100,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$100,000 | | | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | \$100,000 | | | |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT – UTILITIES ADMINISTRATION SEDAN

Project Description

Replacing one (1) Mid-Sized, 4-door, sedan for the Utilities Administration division will cost \$24,200 in 2013-14.

Project Phasing and Funding Sources

| Asset # 0027 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | | | \$24,200 | | \$0 | \$24,200 |
| Total | \$0 | \$0 | \$0 | \$24,200 | \$0 | \$0 | \$24,200 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Water Fund | | | | \$24,200 | | \$0 | \$24,200 |
| Total | \$0 | \$0 | \$0 | \$24,200 | \$0 | \$0 | \$24,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

AIR COMPRESSOR REPLACEMENTS AT THE WATER TREATMENT PLANT

Project Description

Replacing three air compressors, with one replacement per year, will cost \$100,000 in 2013-14, \$100,000 in 2014-15, and \$100,000 in 2015-16 for a total cost of \$300,000

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$100,000 | \$100,000 | \$100,000 | \$300,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$100,000 | \$100,000 | \$300,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | \$100,000 | \$100,000 | \$100,000 | \$300,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$100,000 | \$100,000 | \$300,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT – WATER TREATMENT PLANT SERVICE BODY TRUCK

Project Description

Replacing one (1) Full-Sized, ¾ Ton, Service Body Truck with auxiliary crane for the Water Treatment program will cost \$63,300 in 2014-15.

Project Phasing and Funding Sources

| Asset # 9702 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$63,300 | \$0 | \$63,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$63,300 | \$0 | \$63,300 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Water Fund | \$0 | \$0 | \$0 | \$0 | \$63,300 | \$0 | \$63,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$63,300 | \$0 | \$63,300 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

UTILITIES GENERATOR REPLACEMENT

Project Description

Replacing a portable generator will cost \$110,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$110,000 | | \$110,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$110,000 | \$0 | \$110,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | | \$55,000 | | \$55,000 |
| Sewer Fund | | | | | \$55,000 | | \$55,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$110,000 | \$0 | \$110,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT –UTILITIES CONSERVATION COMPACT PICKUP TRUCK

Project Description

Replacing one (1) Compact Pickup Truck for the Utilities Conservation program will cost \$22,400 in 2014-15.

Currently this vehicle is an Extended Cab Pickup Truck. At time of replacement, this vehicle will be downgrade to a Compact Pickup Truck without an extended cab.

Project Phasing and Funding Sources

| Asset # 9822 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER STORAGE RESERVOIR MAINTENANCE AND TANK REPLACEMENT

Project Description

Maintenance, repairs and coating for Serrano Tank and Edna Tank will cost \$181,000 in 2014-15. Maintenance repairs and coating for Terrace Hill Tank will cost \$386,000 in 2015-16. Design services for the planned replacement of Slack Tank will cost 60,000 in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | | \$60,000 | \$60,000 |
| Construction | | | | | \$181,000 | \$386,000 | \$567,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$181,000 | \$446,000 | \$627,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | | \$181,000 | \$446,000 | \$627,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$181,000 | \$446,000 | \$627,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT – MID-SIZE PICKUP TRUCK REPLACEMENT FOR WATER DISTRIBUTION

Project Description

Replacing one mid-size pickup truck for the Water Distribution Program will cost \$20,000 in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | | \$20,000 | \$20,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | | | \$20,000 | \$20,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

DISTRIBUTION PUMP STATION UPGRADE

Project Description

Upgrading a water distribution pump station will cost \$50,000 in 2015-16 for design. Anticipated project construction costs will be programmed in 2016-17.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | | \$50,000 | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | | | \$50,000 | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER DIVISION ASSET MANAGEMENT PLAN DEVELOPMENT

Project Description

Developing an Asset Management Plan for the Water Division will cost \$100,000 in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | | | | | | \$100,000 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Water Fund | | | | | | \$100,000 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

LAGUNA SEWER LIFT STATION REPLACEMENT

Project Description

Replacement of the Laguna Sewer Lift Station will cost \$1,200,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

Laguna Lift Station (Laguna) is a critical facility that serves the western portion of the City and pumps approximately 750,000 gallons of wastewater daily to the City's Water Reclamation Facility. Since 2003, when this station was put into service, it has been unreliable, experiencing repeated failures, requiring staff time, and costly maintenance and repairs. Due to its unreliability, the City is at risk of regulatory violations and fines from wastewater spills.

In prior years, an array of efforts to remedy the issues associated with the lift station were taken, each of which were anticipated to be the solution to the variety of problems experienced with Laguna. Therefore, replacement of Laguna was not in the previous Financial Plan forecast. All possible options to make the station operational and functional have been exhausted.

The high level of risk associated with the station's continuous failure and the ongoing operations and maintenance costs make continuing its operation infeasible. City utilities and legal staff are actively working with the parties involved in the 2003 construction project to mitigate financial impacts to the City. Concurrent to this legal process, it is the recommendation of the City Attorney's office and the Utilities Department staff to replace the lift station.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

LAGUNA SEWER LIFT STATION REPLACEMENT

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

55310 Wastewater Collection, Sewer Fund

Project Phasing and Funding Sources

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|-------------------------|----------------|--------------------|------------|------------|------------|------------|--------------------|
| Design | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Construction Management | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Construction | \$0 | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| Total | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-----------------------|------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Maintenance materials | \$0 | \$21,000 | \$0 | \$0 | \$0 | \$0 | \$21,000 |
| Staff | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Contract Services | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Total | \$0 | \$46,000 | \$0 | \$0 | \$0 | \$0 | \$46,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

LAGUNA SEWER LIFT STATION REPLACEMENT

Budget expended to date for maintenance and repair of the lift station are part of a separate legal action. In the short-term a significant operating program change budget request is included for maintenance of the current lift station for an additional \$46,000 in 2011-12 only. This assumes that the replacement lift station will be completed in 2011-12. In the long-term replacement of this facility will reduce maintenance costs allowing staff to address other needed repair and maintenance issues within the Collection System. The new facility should have an estimated 50 year life cycle.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|--------------------|------------|------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |
| Total | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: N/A
- Project can be phased – Number of years for phasing: N/A

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------------------------------------|-----------------|
| Project Management | Utilities, Utilities Project Manager | 100 |
| Environmental Review | Community Development | 20 |
| Project Support | Utilities, Wastewater, Wastewater Collection Supervisor | 100 |
| | Public Works, Administration | 100 |
| Construction Management | Public Works, Inspection (with Contract Services) | 500 |
| Project Proponent | Utilities, Wastewater, Wastewater Division Manager | 40 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM INFRASTRUCTURE REPLACEMENT STRATEGY

Project Description

Preparation of a Master Plan to create a data-driven infrastructure replacement strategy for the wastewater collection system will cost \$200,000 in 2011-12 and \$100,000 in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The City's wastewater collection system includes approximately 135 miles of sewer lines and nine lift stations which carry approximately 4.5 million gallons of wastewater daily to the City's Water Reclamation Facility. Much of the City's collection system is over 50 years old, and requires frequent preventive maintenance because of root intrusion, poor grade and/or pipe condition. These conditions contribute to the widespread inflow and infiltration of water into the collection system during wet weather events. This additional water causes system surcharging, service interruptions, wastewater overflows, increased treatment costs, and, on rare occasions, regulatory violations. Portions of the system are at capacity and will be impacted by future infill development. Many lift stations are also at the end of their service life and will need replacing in the near future.

Although portions of the system serving the Margarita and Airport annexation areas have undergone recent master planning, the complete collection system has not been modeled. The proposed master plan will include a hydraulic model of the collection system to assess capacity. It will analyze existing system conditions, future infill development, and increased densities in the City. The plan will utilize existing maintenance information, infrastructure assets, the results of the 2009-11 inflow and infiltration study, short and long range planning documents and policies, and future water reclamation facility master plans.

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM INFRASTRUCTURE REPLACEMENT STRATEGY

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad (as identified below)
- Other: NONE

Operating Program Number and Title:

55310 Wastewater Collection, Sewer Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|------------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Study | | \$200,000 | \$100,000 | | | | \$300,000 |
| Total | \$0 | \$200,000 | \$100,000 | \$0 | \$0 | \$0 | \$300,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM INFRASTRUCTURE REPLACEMENT STRATEGY

Detail of ongoing costs and alternatives to ongoing costs: Ongoing costs are not anticipated from this master planning effort. However, the plan will be used to inform future capital improvement plans.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | | \$200,000 | \$100,000 | | | | \$300,000 |
| Total | \$0 | \$200,000 | \$100,000 | \$0 | \$0 | \$0 | \$300,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours (Annually) |
|--------------------|----------------------------------------------------------------------------------------------------|-------------------------------|
| Project Management | Utilities, Utilities Project Manager | 400 |
| Project Support | Utilities, Wastewater Collection Supervisor Utilities, Wastewater Collection Staff GIS Staff | 300 160 |
| Project Proponent | Utilities, Wastewater Administration / Engineering, Wastewater Division Manager | 80 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY ENERGY COGENERATION

Project Description

Replacing the existing microturbine cogeneration facility will cost \$100,000 for design in 2011-12 and \$400,000 for construction in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The Water Reclamation Facility (WRF) waste digestion process produces methane gas that is a valuable and useful energy source. In an effort to capture this energy source and convert it into electricity for use at the WRF, a microturbine cogeneration facility was installed in 2006. The cogeneration facility became an increasingly unreliable power generator, eventually requiring the units to be taken out of service in early 2009 due to operational costs exceeding electrical savings.

The contractor originally given the maintenance responsibilities for the facility replaced components in a continuing effort to maintain operations but the results were not acceptable. After the maintenance contract expired in early 2009, staff took over responsibility for maintaining the cogeneration facility. During this time it was discovered microturbine cogeneration technology is not suited for wastewater applications. When the methane gas from the digester is introduced into the microturbine, an abrasive compound called siloxane forms and deposits on the blades of the turbine resulting in catastrophic failure. This was unknown to the City at the time of the facility's installation. And while the use of a microturbine at the swimming pool has been a successful endeavor, the City has not been able to take full advantage of the significant electrical cost savings that a reliable cogeneration facility can provide at the WRF.

Due to ongoing efforts to find solutions to the siloxane problem and the expectation that the micro-turbines would be able to be put back into operation, this replacement was not addressed in the previous financial plan capital improvement requests. Because electrical costs continue to rise and are a significant component of wastewater treatment costs, use of methane gas through cogeneration is highly desirable and cost-effective, assisting the WRF in meeting its ongoing energy demands while reducing PG&E electrical power costs and also reducing greenhouse gases discharged into the environment.

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY ENERGY COGENERATION

Proven cogeneration technology (reciprocating engines) is available and is currently widely used in the wastewater industry. Based on staff research, these facilities are experiencing cost savings that, when applied to the WRF electrical usage, will result in the capital costs being recovered within approximately seven years. This request is for the installation of this proven technology at the WRF.

Presently City staff and PG&E have been studying water and wastewater processes to determine the viability of energy saving projects and possible financing. If projects are identified, staff will return to Council with a report of the projects, financing, and requesting direction to proceed with some or all of the projects. If cogeneration at the WRF is identified as a project at the WRF, some or all of this request's funding may not be expended.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

55330 Water Reclamation Facility, Sewer Fund

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY ENERGY COGENERATION

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Construction | \$0 | \$0 | \$400,000 | \$0 | \$0 | \$0 | \$400,000 |
| Total | \$0 | \$100,000 | \$400,000 | \$0 | \$0 | \$0 | \$500,000 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | |
|--------------|------------------------------|------------|------------|--------------------|--------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Utilities | \$0 | \$0 | \$0 | (\$200,000) | (\$205,000) | (\$210,000) | (\$615,000) |
| Total | \$0 | \$0 | \$0 | (\$200,000) | (\$205,000) | (\$210,000) | (\$615,000) |

Project replaces existing cogeneration facility and has an estimated 15 year life cycle. Significant on going electrical savings are expected upon completion of this project.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | \$0 | \$100,000 | \$400,000 | \$0 | \$0 | \$0 | \$500,000 |
| Total | \$0 | \$100,000 | \$400,000 | \$0 | \$0 | \$0 | \$500,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY ENERGY COGENERATION

Project Team

| Assignment | Program | Estimated Hours (Annually) |
|----------------------|------------------------------------------|-----------------------------------|
| Project Management | Utilities Staff | 400 |
| Environmental Review | Community Development | 20 |
| Project Inspection | Public Works, Inspection | 300 |
| Project Support | Public Works Administration | 100 |
| Project Proponent | Utilities, Wastewater, WRF Supervisor | 200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

CALLE JOAQUIN SIPHON, LIFT STATION AND FORCE MAIN REPLACEMENT

Project Description

Replacing the Calle Joaquin siphon, lift station, and force main will cost \$500,000 in 2011-12 for design, \$1,200,000 for construction and \$300,000 for construction management in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The Calle Joaquin Lift Station serves the southern portion of the City, receiving wastewater from a gravity sewer on Los Osos Valley Road and a siphon that runs under San Luis Obispo Creek. The siphon is exposed in the flow line of creek, being vulnerable to failure which would result in significant amounts of sewage being discharged to San Luis Obispo Creek with expensive by-passing, a costly emergency repair and likely water quality fines. The siphon was originally identified to be removed in the *Airport Area Master Plan Update*, presented to Council in February 2010.

The Master Plan recommended the abandonment of the siphon with the construction of the Los Verdes and Buckley Lift Stations. Los Verdes Lift Station would provide wastewater service to existing residents and businesses while Buckley would provide service to the newly annexed airport area. Los Verdes is dependant upon the Buckley Lift Station and the two projects were originally proposed to be constructed concurrently. Because development has significantly slowed, construction of the Buckley Lift Station is now several years away, making construction of the Los Verdes Lift Station infeasible.

Because the siphon continues to be a major concern and Los Verdes Lift Station cannot be constructed in the near future, staff is recommending replacement of the siphon and upgrading the Calle Joaquin Lift Station and force main. With the replacement of the siphon and upgrade of the Calle Joaquin Lift Station, the Los Verdes Lift Station will no longer be needed and a smaller, less costly Buckley Lift Station will most likely be required.

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

CALLE JOAQUIN SIPHON, LIFT STATION AND FORCE MAIN REPLACEMENT

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title: 55310 Wastewater Collection, Sewer Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|------------------|--------------------|------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| Construction | \$0 | \$0 | \$1,200,000 | \$0 | \$0 | \$0 | \$1,200,000 |
| Management | \$0 | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |
| Total | \$0 | \$500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$2,000,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project replaces an existing lift station, siphon, and force main. Each has an estimated 50 year life cycle.

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

CALLE JOAQUIN SIPHON, LIFT STATION AND FORCE MAIN REPLACEMENT

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------------|--------------------|------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$2,000,000 |
| Total | \$0 | \$500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$2,000,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Project Management | Utilities, Utilities Project Manager | 300 (in 2011-12) 100 (in 2012-13) |
| Project Support | Utilities, Wastewater, Wastewater Collection Supervisor Public Works, Administration Public Works, Engineering | 200 (in 2011-12) 100 (in 2011-12) 100 (in 2012-13) 200 (in 2011-12) |
| Environmental Review | Community Development | 20 (in 2011-12) |
| Construction Management | Public Works, Inspection | 500 (in 2012-13) |
| Project Proponent | Utilities, Wastewater, Wastewater Division Manager | 60 (in 2011-12) 20 (in 2012-13) |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM IMPROVEMENTS

Project Description

Replacement of sewer infrastructure is an ongoing program. Projects have been selected and prioritized for replacement due to existing structural deficiencies and the potential for near-term failure. Funding for raising manholes is necessitated by City paving projects. Total funding for these projects is expected to cost \$5.7 million over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The City's wastewater collection system includes approximately 135 miles of sewer lines. Some pipes are over 100 years old and are undersized. Maintenance requirements increase dramatically as a pipeline approaches the end of its useful life.

With an expected service life of fifty years, approximately two percent of the wastewater collection system is scheduled for replacement per year.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review (for previously approved projects and project in 2013-14)
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM IMPROVEMENTS

- Railroad (as identified below)
- Other:

Operating Program Number and Title:

55310 Wastewater Collection, Sewer Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|--------------------|------------------|--------------------|------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | \$1,380,000 | \$500,000 | \$1,575,000 | \$800,000 | \$1,470,000 | \$5,725,000 |
| Total | \$0 | \$1,380,000 | \$500,000 | \$1,575,000 | \$800,000 | \$1,470,000 | \$5,725,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project replaces existing pipelines and has an estimated 50 year life cycle.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|--------------------|------------------|--------------------|------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | on-going | \$1,380,000 | \$500,000 | \$1,575,000 | \$800,000 | \$1,470,000 | \$5,725,000 |
| Total | \$0 | \$1,380,000 | \$500,000 | \$1,575,000 | \$800,000 | \$1,470,000 | \$5,725,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM IMPROVEMENTS

Project Team

| Assignment | Program | Estimated Hours (Annually) |
|-------------------------|----------------------------------|----------------------------|
| Project Management | Public Works, Engineering Design | 500 |
| Environmental Review | Community Development | 5 |
| Project Support | Public Works, Administration | 100 |
| | Utilities, Wastewater | 250 |
| Construction Management | Public Works, Inspection | 500 |
| Project Proponent | Utilities, Wastewater | 40 |

Project List

Approved Projects Pending Construction

| Location | Pavement Area | Length (feet) | Cost |
|-----------------------------------------------------------------|---------------|---------------|---------------------|
| Sewerline Replacement on Chorro, Islay, Beach and Pismo Streets | 4 | 5,163 | \$ 1,300,000 |
| Sewerline Improvements (liners) Johnson and Vets Hall | N/A | 800 | \$ 100,000 |
| Total | | | \$ 1,400,000 |

2011-2012 Project List:

| Location | Pavement Area | Length (feet) | Cost |
|------------------------------------|---------------|---------------|---------------------|
| Sewerline Improvements (liner) | | | |
| *Higuera Street (J10-48 to J12-17) | 4 | 2,350 | \$ 595,000 |
| *Higuera Street (J10-47 to J12-19) | 4 | 2,778 | \$ 535,000 |
| Southwood Easement (liner) | N/A | 1,723 | \$ 200,000 |
| Raise manholes on paving projects | N/A | | \$ 50,000 |
| Total | | | \$ 1,380,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM IMPROVEMENTS

* Higuera Street project conflicts with paving and traffic signal intersection work scheduled to start construction in September 2011. If funding is approved for this work, projects will need to be rescheduled to avoid conflicts.

2012-2013 Project List:

| Location | Pavement Area | Length (feet) | Cost |
|---------------------------------------------------------------|---------------|---------------|-------------------|
| San Luis Creek Siphon (Const.) Motel Inn to San Luis Drive | N/A | 280 | \$ 450,000 |
| Raise manholes on paving projects | N/A | | \$ 50,000 |
| | | Total | \$ 500,000 |

2013-2014 Project List:

| Location | Pavement Area | Length (feet) | Cost |
|-----------------------------------------------------------------------------------------------------------|---------------|---------------|---------------------|
| Sewerline Replacement Higuera Street (Johnson to end) (L08-14 to L09-3; includes railroad crossing) | 1 | 2,141 | \$ 500,000 |
| Sewerline Replacement Marsh Street (Johnson to end) (L08-32 to L09-3; includes railroad crossing) | 1 | 1,216 | \$ 300,000 |
| Sewerline Replacement Rachel Street (L11-29 to L11-41; includes railroad crossing) | 2 | 210 | \$ 100,000 |
| Sewerline Replacement Stafford, Kentucky, Taft (includes railroad crossing) | 8 | 2,688 | \$ 600,000 |
| Pump Station Controllers | N/A | | \$ 25,000 |
| Raise manholes on paving projects | N/A | | \$ 50,000 |
| | | Total | \$ 1,575,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WASTEWATER COLLECTION SYSTEM IMPROVEMENTS

2014-2015 Project List:

| Location | Pavement Area | Length (feet) | Cost |
|--------------------------------------------------------------------|---------------|---------------|-------------------|
| Sewerline Replacement *Meinecke, Murray, Benton, Broad, Mission | 7 | 3,618 | \$ 725,000 |
| Pump Station Controllers | N/A | | \$ 25,000 |
| Raise manholes on paving projects | N/A | | \$ 50,000 |
| | | Total | \$ 800,000 |

* Project is in conflict with paving plan. Projects will need to be coordinated and paving of streets deferred until utility work is complete.

2015-2016 Project List:

| Location | Pavement Area | Length (feet) | Cost |
|-----------------------------------------------------------------------|---------------|---------------|---------------------|
| Sewerline Replacement *Howard, Toro, Phillips, Johnson, California | 1 | 3,049 | \$ 615,000 |
| Sewerline Replacement Osos, Leff, Church, Santa Barbara | 4 | 2,515 | \$ 525,000 |
| Sewerline Replacement Walnut, Morro | 4 | 1,331 | \$ 280,000 |
| Raise manholes on paving projects | N/A | | \$ 50,000 |
| | | Total | \$ 1,470,000 |

* Project is in conflict with paving plan. Projects will need to be coordinated and paving of streets deferred until utility work is complete.

Site List Assumptions

The prioritization of projects included above is subject to change as staff works to maximize the benefits of available funding. In some cases, contract design and inspection services may be needed, which could increase project costs. This may result in the need to shift projects to other budget years to work within established funding levels.

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY MAJOR MAINTENANCE

Project Description

This project includes maintenance or replacement of key components at the Water Reclamation Facility in order to ensure proper operation and prolong the useful life of equipment and other facilities and will cost nearly \$2.1 million over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The structures and equipment at the Water Reclamation Facility (WRF) range in age from five to over 75 years. As part of the continued operation of the WRF, existing processes and equipment require maintenance and periodic replacement to ensure proper function, prolong service life, and maintain high quality treatment processes. Preventive maintenance is a key component to reducing equipment failure and reducing risk associated with regulatory discharge limit violations.

Construction and equipment replacement must occur in such a way as to not interfere with the City's ability to continue to provide wastewater treatment within a strict regulatory setting.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY MAJOR MAINTENANCE

- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

55330 Water Reclamation Facility, Sewer Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | \$310,000 | \$370,000 | \$575,000 | \$320,000 | \$505,000 | \$2,080,000 |
| Total | \$0 | \$310,000 | \$370,000 | \$575,000 | \$320,000 | \$505,000 | \$2,080,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project includes facility maintenance to prolong service life. Additional ongoing costs are not anticipated.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | on-going | \$310,000 | \$370,000 | \$575,000 | \$320,000 | \$505,000 | \$2,080,000 |
| Total | \$0 | \$310,000 | \$370,000 | \$575,000 | \$320,000 | \$505,000 | \$2,080,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY MAJOR MAINTENANCE

Project Team

| Assignment | Program | Estimated Hours (Annually) |
|-------------------------|---------------------------------------|----------------------------|
| Project Management | Public Works, Engineering Design | 800 |
| Environmental Review | Community Development | 5 |
| Construction Management | Public Works, Inspection | 300 |
| Project Support | Public Works, Administration | 100 |
| Project Proponent | Utilities, Wastewater, WRF Supervisor | 200 |

Site List

The prioritization of projects included below is subject to change as staff works to maximize the benefits of available funding. In some cases, contract design and inspection services may be needed, which could increase project costs. This may result in the need to shift projects to other budget years to work within established funding levels.

Approved Projects Pending Construction

| Project | Estimated Cost |
|-----------------------------------------------------------------|-------------------|
| Dual Media Filter Backwash Pump (equipment purchase, WRF staff) | \$ 65,000 |
| Replace Eight HVAC Units (equipment purchase, WRF staff) | \$ 55,000 |
| Telemetry Upgrades (\$75,000 budgeted annually for three years) | \$ 225,000 |
| Empty, Clean and Repair Digester #1 | \$ 300,000 |
| Replace Fine Bubble Diffusers (equipment purchase, WRF staff) | \$ 80,000 |
| Total | \$ 725,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY MAJOR MAINTENANCE

2011-2012 Project List:

| Project | Estimated Cost |
|-----------------------------------------------------------------------|-------------------|
| Replace Belt Press Unit (equipment purchase, WRF staff) | \$ 150,000 |
| Replace Bowl Assemblies for RAS Pumps (equipment purchase, WRF staff) | \$ 120,000 |
| Telemetry Upgrades | \$ 40,000 |
| Total | \$ 310,000 |

2012-2013 Project List:

| Project | Estimated Cost |
|----------------------------------------------------------------------|-------------------|
| Roof Repairs | \$ 100,000 |
| Filter Tower Control Modules Upgrade (equipment purchase, WRF staff) | \$ 120,000 |
| Telemetry Upgrades | \$ 75,000 |
| Maintenance Painting | \$ 25,000 |
| Resurface and Repair Drainage on Sludge Bed #1 | \$ 50,000 |
| Total | \$ 370,000 |

2013-2014 Project List:

| Project | Estimated Cost |
|--------------------------------------------------------|-------------------|
| Upgrade Cooling Towers (equipment purchase, WRF staff) | \$ 175,000 |
| Asphalt Overlay and Slurry Seal Road to Outfall | \$ 175,000 |
| Clean, Repair and Recoat Clarifier #3 | \$ 225,000 |
| Total | \$ 575,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY MAJOR MAINTENANCE

2014-2015 Project List:

| Project | Estimated Cost |
|-------------------------------------------------|-----------------------|
| Enclose Sides on Blower Structure | \$ 75,000 |
| Telemetry Upgrades | \$ 120,000 |
| Valve Actuators (equipment purchase, WRF staff) | \$ 125,000 |
| Total | \$ 320,000 |

2015-2016 Project List:

| Project | Estimated Cost |
|-------------------------------------------------|-----------------------|
| Empty, Clean and Repair Digester #2 | \$ 250,000 |
| Telemetry Upgrades | \$ 75,000 |
| Valve Actuators (equipment purchase, WRF staff) | \$ 180,000 |
| Total | \$ 505,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY UPGRADE

Project Description

Upgrading the City's Water Reclamation Facility will cost \$3.5 million for design and \$60.8 million for construction.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

The upgrade of the City's Water Reclamation Facility (WRF) is in response to stricter discharge limits being proposed by the Regional Water Quality Control Board (RWQCB), to increase capacity to serve the City's population at General Plan buildout, and to replace existing aged facilities at the end of their service life. The 2010 WRF Master Plan identifies the related upgrades and associated costs.

Stricter discharge limits will require new treatment processes and process changes at the WRF to remove nutrients before discharging water to San Luis Obispo Creek. These limits have been applied due to the Creek's beneficial use designation as a Municipal and Domestic Supply (MUN) requiring the WRF's discharge to comply with drinking water standards. The City disagrees with the MUN beneficial use designation and continues to pursue resolution of this issue with the RWQCB and State Water Resources Control Board.

The WRF's current treatment capacity is 5.1 million gallons per day in dry weather and 22 million gallons per day during wet weather. As the City's population nears 50,000, certain infrastructure will need to be added or upgraded to ensure the WRF can meet the increased flows. Recent population projections indicate the City is growing slowly and that the WRF may have adequate capacity for the next ten years. Depending on the resolution of the MUN designation, the timing of this upgrade will be revisited.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY UPGRADE

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

55330 Water Reclamation Facility, Sewer Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|--------------------|--------------------|---------------------|------------|---------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | \$500,000 | | | | | | \$500,000 |
| Design | | | \$1,500,000 | \$2,000,000 | | | \$3,500,000 |
| Construction | | | | | | | |
| Infrastructure | | | | | \$16,840,000 | | \$16,840,000 |
| Nutrient Removal | | | | | \$39,460,000 | | \$39,460,000 |
| Construction Management | | | | | \$4,500,000 | | \$4,500,000 |
| Total | \$500,000 | \$0 | \$1,500,000 | \$2,000,000 | \$60,800,000 | \$0 | \$64,800,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project will include new equipment and processes at the WRF. Ongoing costs will be explored through the project's design phase to ensure efficient use of energy resources and staffing.

| | <i>Project Funding by Source</i> | | | | | | |
|----------------|----------------------------------|------------|--------------------|--------------------|---------------------|------------|---------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | \$500,000 | | \$1,500,000 | \$2,000,000 | \$4,500,000 | | \$8,500,000 |
| Debt Financing | | | | | \$56,300,000 | | \$56,300,000 |
| Total | \$500,000 | \$0 | \$1,500,000 | \$2,000,000 | \$60,800,000 | \$0 | \$64,800,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WATER RECLAMATION FACILITY UPGRADE

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Possible cost of reduced project: \$44,300,000, including \$8,000,000 for design/construction management and \$36,300,000 for construction. If the MUN designation of San Luis Obispo Creek is removed, the 2010 WRF Master Plan identifies infrastructure improvements are still needed. These improvements would replace aged infrastructure and provide additional capacity to serve the population anticipated through General Plan build out. Design of these improvements could begin in 2012-13, with construction in 2014-15.
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Project Management | Utilities, WRF Supervisor | 400 (Annually) |
| Environmental Review | Utilities (with Contract Services) Community Development | 80 (during 2012-13) 20 (during 2012-13) |
| Construction Management | Public Works, Inspection (with Contract Services) | 300 (annually in 2013-14 and 2014-15) |
| Project Support | Public Works, Engineering Public Works, Administration | 100 (annually in 2011-12 and 2012-13) 100 (annually in 2011-12, 2012-13, 2013-14 and 2014-15) |
| Project Proponent | Utilities, Wastewater Administration / Engineering, Wastewater Division Manager | 200 (Annually) |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT –WASTEWATER COLLECTIONS PICKUP TRUCK

Project Description

Replacing one (1) Compact Pickup Truck for the Wastewater Collections program will cost \$20,300 in 2013-14.

Project Phasing and Funding Sources

| Asset# 0233 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$20,300 | \$0 | \$0 | \$20,300 |
| Total | \$0 | \$0 | \$0 | \$20,300 | \$0 | \$0 | \$20,300 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$20,300 | \$0 | \$0 | \$20,300 |
| Total | \$0 | \$0 | \$0 | \$20,300 | \$0 | \$0 | \$20,300 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT –WASTEWATER COLLECTIONS VAC-CON SEWER RODDER HYDRO-CLEANER

Project Description

Replacing one (1) Heavy-Duty, Sewer Rodder Rodder Hydro-Cleaner for Wastewater Collection Program will cost \$345,000 in 2013-14.

Project Phasing and Funding Sources

| Asset# 0204 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$345,000 | \$0 | \$0 | \$345,000 |
| Total | \$0 | \$0 | \$0 | \$345,000 | \$0 | \$0 | \$345,000 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$345,000 | \$0 | \$0 | \$345,000 |
| Total | \$0 | \$0 | \$0 | \$345,000 | \$0 | \$0 | \$345,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

MADONNA SEWER LIFT STATION REPLACEMENT

Project Description

Replacing the Madonna Sewer Lift Station will cost \$100,000 in 2013-14 for design and \$500,000 in 2014-15 for construction.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$100,000 | | | \$100,000 |
| Construction | | | | | \$500,000 | | \$500,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$500,000 | \$0 | \$600,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | | | | \$100,000 | \$500,000 | | \$600,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$500,000 | \$0 | \$600,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WATER RECLAMATION FACILITY (WRF) CLUB CAR UTILITY VEHICLES

Project Description

Replacing three (3) Club Car Utility Vehicles for the Water Reclamation Facility (WRF) will cost \$42,200 in 2013-14.

These compact Utility Club Car Vehicles are utilized by both the Operations and Maintenance staff and have been found to be the most cost-effective and efficient vehicle for the campus-type setting at the WRF.

Project Phasing and Funding Sources

| Asset# 0855, 0856, 0857 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$42,200 | \$0 | \$0 | \$42,200 |
| Total | \$0 | \$0 | \$0 | \$42,200 | \$0 | \$0 | \$42,200 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$42,200 | \$0 | \$0 | \$42,200 |
| Total | \$0 | \$0 | \$0 | \$42,200 | \$0 | \$0 | \$42,200 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WATER RECLAMATION FACILITY (WRF) 4-WHEEL DRIVE LOADER

Project Description

Replacing one (1) 4-Wheel Drive, construction-rated, Tractor-Loader with bucket attachments, for the Water Reclamation Facility (WRF) will cost \$129,000 in 2013-14.

| Asset# 9406 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$129,000 | \$0 | \$0 | \$129,000 |
| Total | \$0 | \$0 | \$0 | \$129,000 | \$0 | \$0 | \$129,000 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$129,000 | \$0 | \$0 | \$129,000 |
| Total | \$0 | \$0 | \$0 | \$129,000 | \$0 | \$0 | \$129,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WASTEWATER COLLECTIONS PORTABLE GENERATORS

Project Description

Replacing five (5) Portable Generators for the Wastewater Collection program will cost \$309,300 in 2014-15.

Four (4) of the Portable Generators are 100-kw and one (1) is 150-kw. The 150-kw capacity generator is required to provide the necessary emergency power output for water distribution at the Stenner Pump Station. These industrial, stand-by, diesel-powered portable generator units are used for emergency power for various sewer lift-stations and water pump station through-out the City.

Project Phasing and Funding Sources

| Asset# 0008, 0009, 0010, 0011 & 8301 | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------------------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$309,300 | \$0 | \$309,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$309,300 | \$0 | \$309,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$309,300 | \$0 | \$309,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$309,300 | \$0 | \$309,300 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WATER RECLAMATION FACILITY (WRF) COMPACT PICKUP TRUCK

Project Description

Replacing one (1) Compact Pickup Truck for the Water Reclamation Facility (WRF) program will cost \$22,400 in 2014-15.

Project Phasing and Funding Sources

| Asset# 0302 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$22,400 | \$0 | \$22,400 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WATER RECLAMATION FACILITY (WRF) SERVICE BODY TRUCK

Project Description

Replacing one (1) Full-Sized, Service Body Truck for the Water Reclamation Facility (WRF) will cost \$33,500 in 2014-15.

Project Phasing and Funding Sources

| Asset# 0313 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$33,500 | \$0 | \$33,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$33,500 | \$0 | \$33,500 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$33,500 | \$0 | \$33,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$33,500 | \$0 | \$33,500 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

MARGARITA SEWER LIFT STATION REPLACEMENT

Project Description

Replacing the Margarita Sewer Lift Station will cost \$100,000 in 2014-15 for design and \$500,000 in 2015-16 for construction.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$100,000 | | \$100,000 |
| Construction | | | | | | \$500,000 | \$500,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$500,000 | \$600,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | | | | | \$100,000 | \$500,000 | \$600,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$500,000 | \$600,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FOOTHILL SEWER LIFT STATION REPLACEMENT - DESIGN

Project Description

Replacing the Foothill Sewer Lift Station will cost \$100,000 in 2015-16 for design. Construction and other associated project costs are estimated at \$500,000 and will be budgeted in 2016-17.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | | \$100,000 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | | | | | | \$100,000 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$100,000 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENT –WASTEWATER COLLECTIONS SEWER CAMERA CARGO VAN

Project Description

Replacing one (1) Cut-Away Television and Camera Cargo Van for the Wastewater Collection program will cost \$160,600 in 2015-16.

This van provides for mobile viewing of sewer pipeline and jetting. The rear portion of the van is equipped with sewer rodding equipment, audio visual equipment, auxiliary generator for mobile power and climate control systems necessary for locating and repairing critical sewer issues.

Project Phasing and Funding Sources

| Asset# 0509 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,600 | \$160,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,600 | \$160,600 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,600 | \$160,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,600 | \$160,600 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WATER RECLAMATION FACILITY (WRF) SEDAN

Project Description

Replacing one (1) Compact Sedan for the Water Reclamation Facility (WRF) will cost \$19,900 in 2015-16.

Project Phasing and Funding Sources

| Asset# 0412 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,900 | \$19,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,900 | \$19,900 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Sewer Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,900 | \$19,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,900 | \$19,900 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WHALE ROCK RESERVOIR SILTATION STUDY

Project Description

Undertaking a proposed siltation study will provide a more accurate estimate of the rate of future siltation and greater reliability to safe annual yield estimates and will cost \$35,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

Whale Rock Reservoir was constructed by the California Department of Water Resources between 1958 and 1961. Staff makes its best guess as to the siltation rate of the reservoir in the estimation of safe annual yield of raw water from the lake. Historically, siltation rate estimates have been based on information from studies performed at Salinas Reservoir. Annual siltation rates based on the unique watershed surrounding the Whale Rock Reservoir are needed in order to more accurately estimate the reservoir's safe annual yield, remaining useful life, and assist in water resource planning.

The proposed siltation study for Whale Rock Reservoir will utilize historical topographic information on the terrain existing prior to inundation of the area. Using sounding technology, an underwater survey, known as a bathymetric survey, will be conducted to gather data to develop cross sections of the current reservoir basin at 100-foot intervals. This new survey data will be compared to the historical topographical information to identify the amount of siltation that has occurred since the reservoir was first constructed approximately 50 years ago.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WHALE ROCK RESERVOIR SILTATION STUDY

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: None

Operating Program Number and Title:

55500 Reservoir Operations, Whale Rock Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Study | | \$35,000 | | | | | \$35,000 |
| Total | \$0 | \$35,000 | \$0 | \$0 | \$0 | \$0 | \$35,000 |

Detail of ongoing costs and alternatives to ongoing costs: Ongoing costs are not anticipated from this study. However, the study will be used to estimate the reservoir's safe annual yield, remaining useful life, and assist in water resource planning.

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|-----------------|----------------|-----------------|------------|------------|------------|------------|-----------------|
| Whale Rock Fund | | \$35,000 | | | | | \$35,000 |
| Total | \$0 | \$35,000 | \$0 | \$0 | \$0 | \$0 | \$35,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: N/A
- Project can be phased – Number of years for phasing: N/A

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

WHALE ROCK RESERVOIR SILTATION STUDY

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|-----------------------------------------------|------------------------|
| Project Management | Utilities, Whale Rock Reservoir Supervisor | 40 |
| Project Support | Utilities, Utilities Project Manager | 80 |
| Project Proponent | Utilities, Water Administration / Engineering | 20 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WHALE ROCK RESERVOIR 4x4 PICKUP TRUCK

Project Description

Replacing one (1), Mid-Sized, 4-Wheel Drive, Pickup Truck for the Whale Rock Reservoir program will cost \$50,100 in 2015-16.

The 4-Wheel Drive capability is a necessary function for this vehicle due to the remote location of the Reservoir. The Whale Rock Reservoir staff are required to inspect and repair water pipelines, which supply the City's water, in rough terrain.

Project Phasing and Funding Sources

| Asset# 0224 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,100 | \$50,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,100 | \$50,100 |

| | <i>Project Funding by Source</i> | | | | | | |
|-----------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Whale Rock Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,100 | \$50,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,100 | \$50,100 |

CAPITAL IMPROVEMENT PLAN - PUBLIC UTILITIES

FLEET REPLACEMENTS –WHALE ROCK RESERVOIR SKIP LOADER

Project Description

Replacing one (1) Construction-rated, Skip Loader and attachments for the Whale Rock Reservoir program will cost \$39,600 in 2015-16.

Project Phasing and Funding Sources

| Asset# 0415 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,600 | \$39,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,600 | \$39,600 |

| | <i>Project Funding by Source</i> | | | | | | |
|-----------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Whale Rock Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,600 | \$39,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,600 | \$39,600 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL CONNECTION

Project Description

Constructing the southern bridge connection of the Bob Jones City-to-Sea trail at Los Osos Valley Road will cost \$181,000 in 2011-12 and \$689,000 in 2013-14.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

Currently the section of the Bob Jones trail between Prado Road and Los Osos Valley Road is a dead-end with no outlet at Los Osos Valley Road. This project provides the final physical connection needed to complete the bike path segment from Prado Road to Los Osos Valley Road. The project was originally included as part of a larger project titled “Bob Jones Bike Trail Bridge Connections” in the FY 2007-09 Financial Plan. When the “Bob Jones Bike Trail Bridge Connections” Capital Improvement Program (CIP) project was proposed in 2007, it was assumed that the southern connection could be made fairly inexpensively by utilizing the freeway shoulder of US 101. This was based upon initial discussion with the State of California, Department of Transportation (Caltrans). In 2010, after a formal submittal, Caltrans concluded that encroachment into the shoulder area could not be done and that an alternative would need to be developed. At this time, all project funding is allocated to the bridge near Prado Road that is scheduled to begin construction in summer 2011.

This CIP request will begin the design and permitting of bridging the Prefumo Creek in this area to complete the connections using information and technical studies compiled from the US 101/ Los Osos Valley Road Interchange project. While the construction of the Los Osos Valley Road interchange is a few years away, beginning this project now will allow for what is anticipated to be a difficult permitting process through Caltrans with a goal of coordinating the work well with the interchange construction. Completion of plans will increase the competitiveness of the project for grant funding of construction.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL CONNECTION

- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: Caltrans Encroachment Permit may be necessary

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|------------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Environmental / Permit | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$0 | \$8,000 |
| Design | \$0 | \$173,000 | \$0 | \$0 | \$0 | \$0 | \$173,000 |
| Construction | \$0 | \$0 | \$0 | \$599,000 | \$0 | \$0 | \$599,000 |
| Construction Management | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$0 | \$90,000 |
| Total | \$0 | \$181,000 | \$0 | \$689,000 | \$0 | \$0 | \$870,000 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | Total |
|-----------------------|------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Maintenance materials | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$10,000 | \$20,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$10,000 | \$20,000 |

The bridge connection to LOVR will require annual maintenance, trash cleaning, and landscape maintenance.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL CONNECTION

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|-------------------|----------------|------------------|------------|------------------|------------|------------|------------------|
| General Fund | \$0 | \$131,000 | \$0 | \$0 | \$0 | \$0 | \$131,000 |
| Grant - Other | | | | \$689,000 | | | \$689,000 |
| Grant - 2011 RSFA | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Total | \$0 | \$181,000 | \$0 | \$689,000 | \$0 | \$0 | \$870,000 |

To date \$22,000 has been spent on the preliminary design; however, that is not shown in the above tables because this proposes a separate CIP for the southern connection. On April 6, 2011 the SLOCOG Board allocated \$50,000 in Regional State Highway Account funding to the project to help initiate project design.

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-----------------|
| Project Management | CIP Engineering Design | 200 |
| Environmental Review | Community Development | 40 |
| Project Proponent | Transportation Planning & Eng. | 100 |
| Construction Inspection | CIP Engineering | 120 |
| Contracts / Insurance | PW Administration | 100 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC OPERATIONS PROJECTS

Project Description

Constructing traffic operations improvements as identified in the Annual Traffic Operations Report will cost \$30,000 in 2011-12, 2013-14 and 2015-16.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

Each year the City analyzes high congestion locations, ranks and prioritizes those locations, develops mitigation measures, and constructs them. This program is a highly effective program built on the same principles as the City's Traffic Safety Program. In 2009 the City was awarded the International Public Agency Achievement Award for this program and the City's Annual Traffic Safety program. This is the highest level of recognition a public agency can receive for its traffic engineering practices. This program is currently grant funded, however available grant funding for this program is expected to be exhausted by 2012. This is the City's primary mechanism for effectively addressing traffic congestion relief. With this project, funding is available to pursue minor capital improvements addressing congestion issues identified in the Traffic Operations Report.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC OPERATIONS PROJECTS

- Railroad
- Other:

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|------------|-----------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | \$30,000 | \$0 | \$30,000 | \$0 | \$30,000 | \$90,000 |
| Total | | \$30,000 | \$0 | \$30,000 | \$0 | \$30,000 | \$90,000 |

Detail of ongoing costs and alternatives to ongoing costs: There will be annual maintenance fees and other costs associated with this minor capital project which are unavailable at this time and will not be known until projects are identified.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|-----------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$30,000 | \$0 | \$30,000 | \$0 | \$30,000 | \$90,000 |
| Total | \$0 | \$30,000 | \$0 | \$30,000 | \$0 | \$30,000 | \$90,000 |

Note: Staff will be pursuing potential grants that may be available to assist with this project however; the grant sources are not available for programming at this time and are competitive in nature.

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: \$15,000 per year.
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC OPERATIONS PROJECTS

Project Team

| Assignment | Program | Estimated Hours |
|---------------------------|--------------------------------|------------------------|
| Project Proponent | Transportation Planning & Eng. | 400 hours |
| Project Management | Transportation Planning & Eng. | 120 hours |
| Contract Admin/ Insurance | PW Administration | 100 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC COUNTS

Project Description

Conducting City-wide bi-annual traffic counts to identify and monitor levels-of-service (LOS) on streets resulting from development and travel changes will cost \$48,000 bi-annually.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

As required under the City Circulation Element policy 7.7 the City conducts bi-annual traffic volume counts city-wide. These counts are required to facilitate the City and private development in determining changes in roadway conditions, intersections or roadways that may need to be analyzed as part of development projects, and help forecast circulation improvements that may be necessary to mitigate project specific and cumulative growth.

Accurate and current information on traffic volume and Level of Service (LOS) is required for various transportation planning and engineering tasks such as signal timing revision, traffic safety investigation, and congested corridor analysis. It is also useful for the City's growth management, pavement management, and traffic mitigation activities. This information is also necessary to perform the analysis required for the Traffic Safety and Traffic Operations reports, which has been a highly successful program.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC COUNTS

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|------------|-----------------|------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | on-going | \$48,000 | \$0 | \$48,000 | \$0 | \$48,000 | \$144,000 |
| Total | | \$48,000 | \$0 | \$48,000 | \$0 | \$48,000 | \$144,000 |

Detail of ongoing costs and alternatives to ongoing costs: No additional operating costs are anticipated from this work.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------------|----------------------------------|-----------------|------------|-----------------|------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Traffic Impact Fee | on-going | \$48,000 | \$0 | \$48,000 | \$0 | \$48,000 | \$144,000 |
| Total | | \$48,000 | \$0 | \$48,000 | \$0 | \$48,000 | \$144,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC COUNTS

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: may be able to be reduced to \$35,000 and offsetting with internal staff *if* the contract engineer position is extended.
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|--------------------------------|-----------------|
| Project Management | Transportation Planning & Eng. | 60 hours |
| Contract Admin | PW Administration | 20 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC SAFETY PROJECTS

Project Description

Constructing traffic safety improvements as identified in the Annual Traffic Safety Report will cost \$25,000 annually.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief, Neighborhood Wellness

Need and Urgency

Each year the City analyses high collision rate locations, ranks and prioritizes those locations, develops mitigation measures, and constructs them. This program is one of the City most successful programs. Since 2001 annual traffic collisions within the City have been reduced by over 45% with an annual return of approximately \$10 million in societal costs. In 2009 the City was awarded the International Public Agency Achievement Award for this program and the City's Bi-Annual Traffic Operations program. This is the highest level of recognition a public agency can receive for its traffic engineering practices. This program is the City's primary mechanism for effectively addressing traffic safety and congestion related collisions. With this project, funding is available to pursue minor capital improvements addressing safety issues identified in the Traffic Safety Report. Large scale safety projects, if any, are brought forward with funding recommendations as part of the annual traffic safety report to Council

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC SAFETY PROJECTS

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |
| Total | | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |

Detail of ongoing costs and alternatives to ongoing costs: There will be annual maintenance fees and other costs associated with this minor capital project which are unavailable at this time and will not be known until projects are identified.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |
| Total | | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRAFFIC SAFETY PROJECTS

Project Team

| Assignment | Program | Estimated Hours |
|---------------------------|--------------------------------|------------------------|
| Project Proponent | Transportation Planning & Eng. | 400 hours |
| Project Management | Transportation Planning & Eng. | 120 hours |
| Contract Admin/ Insurance | PW Administration | 100 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

NEIGHBORHOOD TRAFFIC MANAGEMENT

Project Description

Constructing neighborhood traffic management projects requested by residents and approved by Council will cost \$20,000 annually starting in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | | | \$20,000 | \$20,000 | \$20,000 | \$60,000 |
| Total | | \$0 | \$0 | \$20,000 | \$20,000 | \$20,000 | \$60,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | | | \$20,000 | \$20,000 | \$20,000 | \$60,000 |
| Total | | \$0 | \$0 | \$20,000 | \$20,000 | \$20,000 | \$60,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

LOS OSOS VALLEY ROAD INTERCHANGE IMPROVEMENTS

Project Description

Installation of a new bridge on Los Osos Valley Road at US 101, improving the freeway ramps and widening the street to two lanes in each direction as well as other infrastructure improvements to improve traffic congestion relief and pedestrian and bicycle access will cost \$17.8 million in 2014-15.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

During peak traffic periods, traffic conditions at the Los Osos Valley Road (LOVR)/Highway 101 Interchange come close to exceeding service standards established by the City's Circulation Element (Level of Service D). Recent development projects in the area have increased traffic volumes along LOVR and US 101 and the Target center is scheduled to open in summer 2011. Modifying the interchange will maintain appropriate levels of traffic flow and provide capacity for additional traffic coming from future development of surrounding City and County parcels. Modifications will also eliminate existing gaps in bicycle and pedestrian circulation along LOVR.

The City has developed a project financial plan to fund the project and was successful in receiving California Transportation Commission (CTC) recommendation of up to \$13.8 million in State Transportation Improvement Program (STIP) funding to help with right-of-way and construction. This STIP funding will not be allocated until 2014-15. However, the City has fully funded the Plans, Specifications and Estimates (PS&E) component of the project in an attempt to accelerate design and permitting to take advantage of a possible advanced funding opportunity from the State. Because of the magnitude of funding needed to complete the project, the City will need to be debt financed through general bond obligations or other funding mechanisms. On January 22, 2008, Council adopted Resolution No. 9953 (2008 series) that resolved that the City would use bond financing for the final City portion of the interchange project using Transportation Impact Fee (TIF) and LOVR Fee to pay the debt service costs with the General Fund being the underlying security for the bonds.

Staff continues to work on local access issues associated with the Los Verdes condominium developments. This Capital Improvement Program (CIP) request does not include costs associated with creating additional access to Higuera Street from these complexes. If access options are resolved that include creating new access to Higuera for the condominiums, staff will need to bring forward an additional funding request for Council consideration.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

LOS OSOS VALLEY ROAD INTERCHANGE IMPROVEMENTS

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: Caltrans Encroachment Permit and PS&E approval needed.

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------|---------------------|------------|---------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study (PSR) | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Environmental / Permit | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$700,000 |
| Land Acquisition | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |
| Design | \$2,579,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,579,700 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$15,400,000 | \$0 | \$15,400,000 |
| Construction Management | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$0 | \$2,400,000 |
| Total | \$4,679,700 | \$0 | \$0 | \$0 | \$17,800,000 | \$0 | \$22,479,700 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

LOS OSOS VALLEY ROAD INTERCHANGE IMPROVEMENTS

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-----------------------|------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Maintenance materials | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$40,000 |
| Contract Services | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 | \$45,000 |

Once constructed, the interchange signing, striping and paving will have to be maintained. Operating costs for bike paths would be about \$0.10 per square foot of pavement per year. (or about \$6,000 per year per mile) plus fence maintenance costs.

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------------|----------------------------------|------------|------------|------------|---------------------|------------|---------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |
| State Grant* | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| County Participation/Grant** | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Citywide TIF**** | \$2,670,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,670,000 |
| LOVR Sub Area Fee*** | \$79,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$79,700 |
| STIP Grant | \$0 | \$0 | \$0 | \$0 | \$13,800,000 | \$0 | \$13,800,000 |
| Debt Financing | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$4,000,000 |
| Developer Contribution | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$600,000 |
| Total | \$4,679,700 | \$0 | \$0 | \$0 | \$17,800,000 | \$0 | \$22,479,700 |

* State Highway Assistance (SHA) grant through SLOCOG

** State Transportation Improvement Program (STIP) grants – City and County apportionments

*** The LOVR Impact Fee Area has been amended to reflect project cost increases.

**** The TIF program was amended by Council in May 2006 to reflect project cost increases. It is anticipated that the City funding for the project may need to be financed due to limitations on annually accrued TIF amounts.

These facilities already exist so there will be no additional operating costs. Lifespan of improvements is estimated at 50 to 100 years depending on type of installation.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

LOS OSOS VALLEY ROAD INTERCHANGE IMPROVEMENTS

Reduced / Enhanced Project Alternatives

- Reduced project is feasible:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|------------------------|
| Project Management | CIP Engineering - Design | 200 hours per year |
| Environmental | Community Development | 40 hours per year |
| Technical Studies | Natural Resources | 100 hours per year |
| Insurance / Contracts | PW Admin Staff | 90 hours per year |
| Construction Management | CIP Engineering - Construction | 300 hours per year |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

Project Description

Performing maintenance on City-owned pavement throughout the City will cost \$7.3 million over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The City's Pavement Management Plan (PMP) was adopted in 1998. The PMP established eight principal pavement maintenance zones within the City, and a plan in which each of these areas receives maintenance on an eight-year rotation. The downtown area is a ninth zone for which maintenance activities are coordinated with other work activities. The PMP also sets forth recommended funding for pavement maintenance projects to be included in the City's Capital Improvement Plan.

In 2009, the PMP was re-evaluated by a pavement management consulting firm who recommended that the PMP be modified to provide greater priority for arterial streets while maintaining the eight-year rotation for maintenance work on local streets. The City Council approved this modification on October 6, 2009. This took the place of the prior stated goal of the PMP to achieve an average Pavement Condition Index (PCI) of 80 for the City's network as a whole.

The revised PMP objectives adopted by the Council are shown below in the priority listed:

1. 90% of Arterial Streets in good condition and 0% in bad condition.
2. 80% of Downtown Streets in good condition and 0% in bad condition.
3. 80% of Collector Streets in good condition less than 5% in bad condition.
4. 70% of Local Streets in good condition and less than 7% in bad condition.

* Note: A street with a PCI of greater than 70 is considered to be in good condition and a PCI less than 30 is considered to be in bad condition. PCI continues to be used at the pavement management level because it can be more objectively determined than "good" and "bad."

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

Pavement maintenance is an ongoing need. Preventive maintenance has been found to provide the best long-term solution in providing smooth pavement surfaces at the lowest overall cost. Deferring pavement maintenance funding would likely result in the deterioration of the pavement and higher pavement maintenance costs in the future.

The following table summarizes the staff recommendation for **construction** funds, which makes modest strides toward achieving the objectives for arterial and downtown streets adopted by Council in 2009.

| Street Type | Current Status | Proposed Funding (Yr1 / Yr 2) | Achieves | Goal |
|-------------|----------------|-------------------------------|----------|----------|
| Arterial | 82% Good | \$485,000 / \$485,000 | 85% Good | 90% Good |
| Downtown | 50% Good | \$395,000 / \$395,000 | 65% Good | 80% Good |
| Collector | 75% Good | \$185,000 / \$175,000 | 75% Good | 80% Good |
| Local | 74% Good | \$385,000 / \$260,000 | 70% Good | 70% Good |

Pavement Deflection Testing

Pavement Rehabilitation generally consists of the placement of a thin (1 to 2 inch) layer of asphalt over the existing surface, or if needed, the complete reconstruction of the street. Once a street has been identified as requiring pavement rehabilitation, the pavement surface is tested in order to determine the existing strength of the pavement, the remaining design life, and the required treatment in order to restore it to a “like new” condition. California Standard Test 356 utilizes measured pavement deflection under a specific loading condition in order to measure the strength of the pavement and determine the recommended overlay thickness. This testing is done for City paving projects every two years with the next planned testing work to be performed during 2011-12. This work is budgeted at an amount of \$60,000. There is no alternative proposed for this work as it is a required step in designing a paving project.

Pavement Inspection

In order to maintain accurate and up-to-date pavement condition information, the pavement surfaces require periodic evaluation and updating of the PCI. Staff has found the method of automated data collection by a team of pavement consulting engineers utilizing a specialized vehicle for pavement condition analysis to be the safest, most efficient, and most cost effective approach in updating the City’ pavement database.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

Pavement Inspection is conducted every two years with the next planned inspection work to be performed during 2012-13. This work is budgeted at an amount of \$60,000. There is no alternative proposed for this inspection as it is a required step in planning future paving projects.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review: Pavement Maintenance projects typically receive Notice of Exemptions
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50300 Streets and Sidewalk Maintenance

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | on-going | \$60,000 | \$60,000 | \$60,000 | \$50,000 | \$60,000 | \$290,000 |
| Design | on-going | \$120,000 | \$75,000 | \$120,000 | \$25,000 | \$120,000 | \$460,000 |
| Construction | on-going | \$1,450,000 | \$1,315,000 | \$1,450,000 | \$600,000 | \$1,450,000 | \$6,265,000 |
| Construction Management | on-going | \$70,000 | \$50,000 | \$70,000 | \$25,000 | \$70,000 | \$285,000 |
| Total | | \$1,700,000 | \$1,500,000 | \$1,700,000 | \$700,000 | \$1,700,000 | \$7,300,000 |

Detail of ongoing costs and alternatives to ongoing costs: There are no additional operating costs associated with this project. However, reducing the budget of this project will result in an increased maintenance cost, reflecting the greater need for pavement repairs (i.e. pothole repairs) to be performed by City staff.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|--------------------|--------------------|--------------------|------------------|--------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$1,700,000 | \$1,500,000 | \$1,700,000 | \$700,000 | \$1,700,000 | \$7,300,000 |
| Total | | \$1,700,000 | \$1,500,000 | \$1,700,000 | \$700,000 | \$1,700,000 | \$7,300,000 |

Reduced / Enhanced Project Alternatives

Reduced project is feasible – Cost of reduced project: The amount of a reduction can be varied to meet the budget goals. A reduced project will result in a deterioration of the pavement condition requiring additional future investment.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

The increased construction investment needed to **meet** the pavement management goals is outlined below:

| Street Type | Current Status | Alternative Funding (Yr1 / Yr 2) | Achieves |
|-------------|----------------|----------------------------------|----------|
| Arterial | 82% Good | \$800,000 / \$500,000 | 90% Good |
| Downtown | 50% Good | \$800,000 / \$400,000 | 80% Good |
| Collector | 75% Good | \$300,000 / \$200,000 | 80% Good |
| Local | 74% Good | \$600,000 / \$600,000 | 70% Good |

Project can be phased – Number of years for phasing: Project is presented as a phased project.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------|--------------------|
| Program Maintenance | CIP Engineering – Design | 40 hours per year |
| Project Management | CIP Engineering – Design | 200 hours per year |
| Environmental | Community Development | 4 hours per year |
| Insurance / Contracts | PW Admin Staff | 60 hours per year |
| Construction Management | CIP Engineering | 200 hours per year |

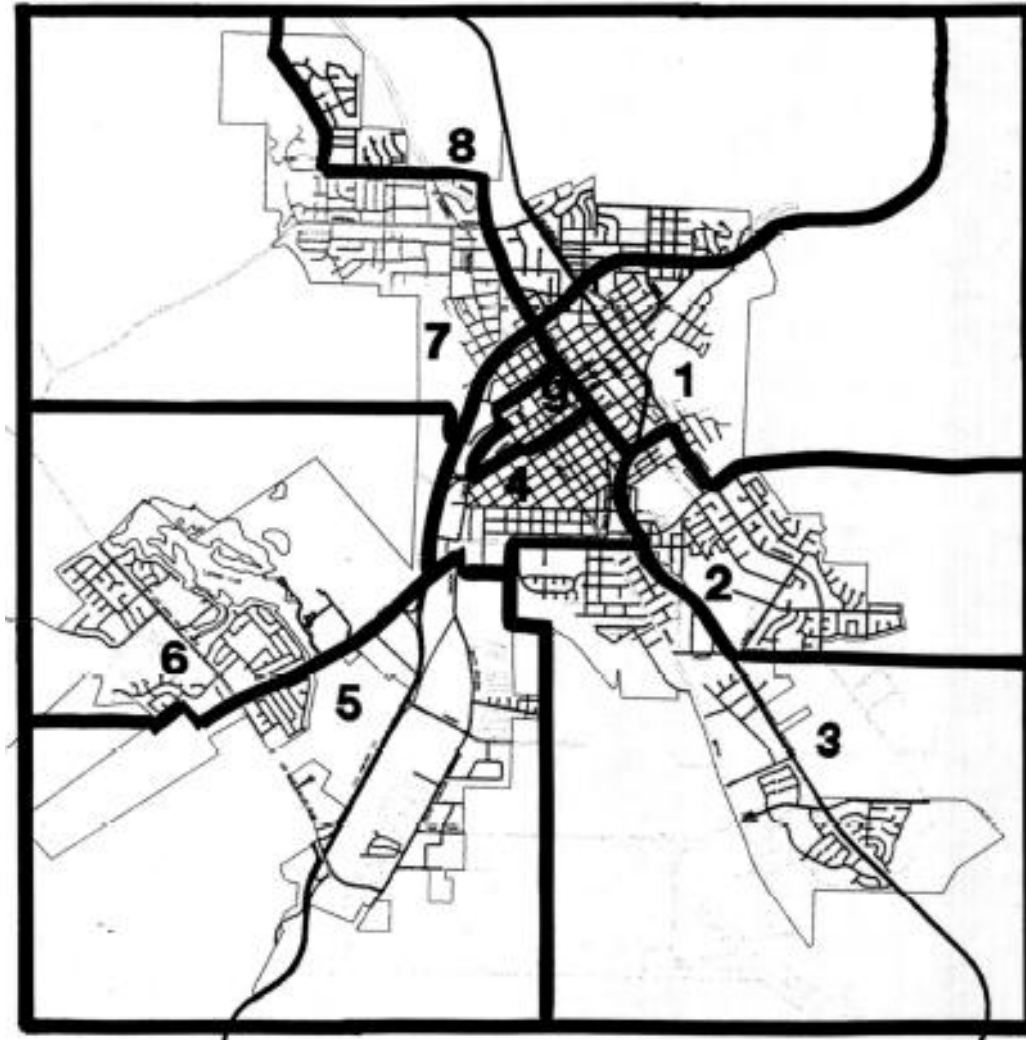
Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|------------------------------|--------------------------------|----------------------------------------------|
| Arterial & Collector Streets | 2012 | Citywide |
| Area 5 Local Streets | 2012 | 5 |
| Arterial & Collector Streets | 2013 | Citywide |
| Area 6 Local Streets | 2013 | 6 |
| Arterial & Collector Streets | 2014 | Citywide |
| Area 7 Local Streets | 2015 | 7 |
| Arterial & Collector Streets | 2015 | Citywide |
| Area 8 Local Streets | 2016 | 8 |
| Arterial & Collector Streets | 2016 | Citywide |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STREET RECONSTRUCTION & RESURFACING

Map of City Pavement Areas



CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIGN MAINTENANCE

Project Description

Replacing roadway signs to meet minimum Federal Highway Administration's retro-reflectivity standards will cost \$66,500 annually.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

Effective January 22, 2008, the U.S. Department of Transportation, Federal Highway Administration (FHWA) requires public agencies to maintain minimum retro-reflectivity for street signs as established in Section 2A.09 of the Manual on Uniform Traffic Control Devices. Compliance dates for the ruling are January 2012 for implementation and continued use of an assessment or management method that is designed to maintain traffic sign retro-reflectivity at or above the established minimum levels; January 2015 for replacement of regulatory, warning and ground-mounted guide (except street name) signs that are identified using the assessment or management method as failing to meet the established minimum levels; and January 2018 for replacement of street name signs and overhead guide signs that are identified using the assessment or management method as failing to meet the established minimum levels.

If the FHWA determines that the City has failed to comply with Federal Regulations they may withhold any state and state and federal funding the City currently receives until compliance has been accomplished. In addition the City may be held liable for any damages incurred related to signs not meeting the new minimum retro-reflectivity requirements. In order to meet these requirement deadlines the City is currently in the process of systematically replacing signs that do not meet these requirements, initiated under funding allocated as in 2009-11.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIGN MAINTENANCE

Environmental Review and Permits Required

- Environmental Review
- Building Permit – Caltrans Encroachment Permit for Santa Rosa Work
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50300 Streets and Sidewalk Maintenance

Project Phasing and Funding Sources

| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|--------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Software | \$0 | \$6,500 | \$6,500 | \$6,500 | \$6,500 | \$6,500 | \$32,500 |
| Construction | on-going | \$60,000 | \$60,000 | \$60,000 | \$60,000 | \$60,000 | \$300,000 |
| Total | \$0 | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$332,500 |

Detail of ongoing costs and alternatives to ongoing costs: These facilities already exist so there will be no additional operating costs.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$332,500 |
| Total | | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$66,500 | \$332,500 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: The project is submitted as a phased project.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIGN MAINTENANCE

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------|-----------------|
| Project Management | Transportation | 500 hours |
| Contracts / Insurance | Public Works Administration | 100 hours |
| Construction Management | CIP Engineering - Inspection | 100 hours |

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|----------------|--------------------------------|-------------------------------------------------|
| Priority Signs | 2012 | Area 5 |
| Priority Signs | 2013 | Area 6 |
| Priority Signs | 2014 | Area 7 |
| Priority Signs | 2015 | Area 8 |
| Priority Signs | 2016 | Area 1 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CURB RAMP REPLACEMENTS

Project Description

Constructing curb ramps for accessibility in conjunction with street reconstruction projects and as requested by the public will cost \$105,000 annually.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The City has an established system of streets with curbs, gutters, and sidewalks. This system works well for most people but can be challenging to negotiate for those with physical disabilities. One of the impediments to travel is the difference in elevation between the street grade and the sidewalk grade at points of transition. While it would be difficult to furnish continuous access between the street and the sidewalk, it is feasible to provide access at corners where people using the sidewalk most often cross the street. The method of access that works best is a ramp with a safe transition.

The City has identified 1,846 points at intersections where pedestrians cross the street. More than 40 percent of these crossing points already have some sort of transition ramp provided; however some of these were built some years ago and do not conform to current standards that allow ready use by wheelchairs. The remaining 60 percent of crossing points continue to have a step between the street and sidewalk.

The Americans with Disabilities Act (ADA) requires that any alteration to a street include construction of an accessible ramp where none exist, and to make compliant any ramps that existed previously. Some ADA compliance problems have arisen from differing interpretations of the term "alteration;" however, the courts have made a determination on this issue and any overlay work requires ramp construction / upgrade. Any ramps required in order to meet legal obligations relative to paving, that are not funded from this program, will be funded from the paving program, reducing funding available for street work. Microsurfacing does not require ramp work.

In addition to building ramps in conjunction with street reconstruction, staff includes a small number of ramps that are requested by members of the public to address access issues on commonly used routes of travel.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CURB RAMP REPLACEMENTS

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review – Notice of Exemption & NEPA Clearance for CDBG Funding
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50300 Streets and Sidewalk Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | on-going | \$0 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$120,000 |
| Construction Management | on-going | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Construction | on-going | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$300,000 |
| Total | | \$0 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$420,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CURB RAMP REPLACEMENTS

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-----------------------|------------------------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Maintenance materials | \$0 | \$5,300 | \$5,300 | \$5,300 | \$5,300 | \$5,300 | \$26,500 |
| Total | \$0 | \$5,300 | \$5,300 | \$5,300 | \$5,300 | \$5,300 | \$26,500 |

There will be minor additional costs associated with maintenance of ramps versus maintenance of sidewalk due to the need to maintain the truncated dome surface; however the addition of the truncated dome surface is required.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| CDBG | on-going | \$0 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$420,000 |
| Total | | \$0 | \$105,000 | \$105,000 | \$105,000 | \$105,000 | \$420,000 |

Reduced / Enhanced Project Alternatives

Reduced project is feasible – Estimated cost for each curb ramp is \$7,000. Project budget can be reduced in \$7,000 increments to desired funding level.

Project can be phased – Number of years for phasing: Project as submitted is a phased project, coordinating with the street resurfacing program.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|--------------------|
| Project Management | CIP Engineering - Design | 120 hours per year |
| Environmental | Community Development | 40 hours per year |
| Contract Administration | PW Administration | 90 hours per year |
| Construction Management | CIP Engineering - Construction | 450 hours per year |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CURB RAMP REPLACEMENTS

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|-------------------|---------------------------------------|---------------------------------------------------------|
| Various Locations | 2013 | Area 7 |
| Various Locations | 2014 | Area 8 |
| Various Locations | 2015 | Area 1 |
| Various Locations | 2016 | Area 2 |
| Various Locations | 2017 | Area 3 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PISMO STREET RETAINING BARRIER

Project Description

Completing preliminary design work and preparing an agreement between private property owners and the City for future slope stability work along a portion of the southerly side of Pismo Street between Morro and Chorro streets will cost \$25,000 in 2013-14. If an agreement is reached future funding for design and construction may be needed.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$25,000 | | | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$25,000 | | | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENT – STREET MAINTENANCE TRUCKS

Project Description

Replacing three (3) Service Pickup Trucks for the Street Maintenance division will cost \$102,700 in 2013-14.

- One (1) Heavy-Duty Full-Sized Flatbed Truck (Asset# 0030) will cost \$53,300 in 2013-14. This vehicle is used as a hook-lift truck in the concrete division with detachable truck beds
- One (1) Compact Pickup Truck (Asset# 0025) will cost \$20,500 in 2013-14. This is currently a mid-sized truck and will be down-sized to a smaller compact truck as it is used primarily by the Streets Maintenance Supervisor staff position for field work and transport of Streets Maintenance staff.
- One (1) Compact Pickup Truck (Asset# 0223) will cost \$28,900 in 2013-14. This vehicle is used for transporting the sidewalk concrete grinder and equipment. This vehicle is also equipped with a lift-gate.

Project Phasing and Funding Sources

| Asset #0030, #0025 & #0223) | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$102,700 | \$0 | \$0 | \$102,700 |
| Total | \$0 | \$0 | \$0 | \$102,700 | \$0 | \$0 | \$102,700 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$102,700 | \$0 | \$0 | \$102,700 |
| Total | \$0 | \$0 | \$0 | \$102,700 | \$0 | \$0 | \$102,700 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PRADO ROAD BRIDGE MAINTENANCE

Project Description

Sealing and overlaying the Prado Road Bridge deck for structural protection of the bridge will cost \$15,000 for design in 2013-14 and \$170,000 in 2014-15 for construction and construction management.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$15,000 | | | \$15,000 |
| Construction | | | | | \$148,000 | | \$148,000 |
| Construction Management | | | | | \$22,000 | | \$22,000 |
| Total | \$0 | \$0 | \$0 | \$15,000 | \$170,000 | \$0 | \$185,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$1,800 | \$20,000 | | \$21,800 |
| Grant - HBP | | | | \$13,200 | \$150,000 | | \$163,200 |
| Total | \$0 | \$0 | \$0 | \$15,000 | \$170,000 | \$0 | \$185,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MARSH STREET BRIDGE REHABILITATION

Project Description

Marsh Street bridge (between Santa Rosa and Osos Street) rehabilitation will cost \$300,000 for design in 2013-14 and \$6,400,000 for construction and construction management in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------------|--------------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Property Acquisition | | | | \$300,000 | | | \$300,000 |
| Construction | | | | | \$6,100,000 | | \$6,100,000 |
| Construction Management | | | | | \$300,000 | | \$300,000 |
| Total | \$0 | \$0 | \$0 | \$300,000 | \$6,400,000 | \$0 | \$6,700,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|--------------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$34,400 | \$734,100 | | \$768,500 |
| Grant (HBRR) | | | | \$265,600 | \$5,665,900 | | \$5,931,500 |
| Total | \$0 | \$0 | \$0 | \$300,000 | \$6,400,000 | \$0 | \$6,700,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENTS – STREET MAINTENANCE BACKHOES

Project Description

Replacing two (2) Backhoes construction equipment, equipped with concrete breaker and buckets, for the Street Maintenance division will cost \$208,800.

- One (1) Construction-rated Backhoe will cost \$96,900 in 2013-14
- One (1) Construction-rated Backhoe will cost \$111,900 in 2015-16

Project Phasing and Funding Sources

| Asset #0213, #0413 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$96,900 | \$0 | \$111,900 | \$208,800 |
| Total | \$0 | \$0 | \$0 | \$96,900 | \$0 | \$111,900 | \$208,800 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|-----------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$96,900 | \$0 | \$111,900 | \$208,800 |
| Total | \$0 | \$0 | \$0 | \$96,900 | \$0 | \$111,900 | \$208,800 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENT – STREET MAINTENANCE STENCIL TRUCK

Project Description

Replacing one (1) Heavy-Duty Full-Sized Service Body Stencil Truck for the Street Maintenance division will cost \$97,100 in 2014-15.

This vehicle is used in the Streets division and is specially equipped to deliver hydraulically applied paint to the roadway.

Project Phasing and Funding Sources

| Asset #0116 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$97,100 | \$0 | \$97,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$97,100 | \$0 | \$97,100 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$97,100 | \$0 | \$97,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$97,100 | \$0 | \$97,100 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CITY FACILITY PARKING LOT MAINTENANCE

Project Description

Performing pavement maintenance at parking lots for City facilities will cost \$75,000 in 2014-15 and \$82,000 in 2015-16, with an estimated future annual expenditure of \$80,000.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | | | | \$75,000 | \$82,000 | \$157,000 |
| Total | | \$0 | \$0 | \$0 | \$75,000 | \$82,000 | \$157,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$75,000 | \$82,000 | \$157,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$82,000 | \$157,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MEDIAN LANDSCAPING

Project Description

Designing the South Street median landscaping will cost \$50,000 in 2015-16. Construction of the improvements and construction management funding is estimated to be \$230,000 in a future year.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | | \$50,000 | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | \$50,000 | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENTS – STREET MAINTENANCE SKID-STEER

Project Description

Replacing one (1) Heavy-Duty Construction Skid-Steer Equipment, for the Street Maintenance division, will cost \$126,700 in 2015-16.

This construction equipment has been placed into a City-Wide “pool” program to promote its use and extend the service-life. This piece of equipment has full exceeded the recommended target replacement date by 2015-16.

Project Phasing and Funding Sources

| Asset #9601 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,700 | \$126,700 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,700 | \$126,700 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,700 | \$126,700 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,700 | \$126,700 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENTS – STREET MAINTENANCE SWEEPER

Project Description

Replacing one (1) Heavy-Duty Streets Sweeper, for the Street Maintenance division, will cost \$210,300 in 2015-16.

The sweeper staff is currently funded by the Stormwater program and sweeping activities are mandated as part of the State of California Regional Water Quality Control Board Stormwater Management Plan for the City.

Project Phasing and Funding Sources

| Asset #0817 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,300 | \$210,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,300 | \$210,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,300 | \$210,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$210,300 | \$210,300 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

WARDEN BRIDGE DECK/MISSION PLAZA WALKWAY REHABILITATION

Project Description

Repair of Warden Bridge deck surface along with repair and replacement of walkway and railing for a portion of the Mission Plaza Creek Walk will cost \$7,500 for design in 2011-12 and \$57,500 for construction and construction management in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The Warden Bridge, located in the heart of Mission Plaza, is a historical bridge that spans San Luis Obispo Creek, providing access for pedestrians and service vehicles between the Plaza below the Mission, and downtown businesses. Many years ago the Warden Bridge deck was overlaid with masonry bricks. The bricks provided a temporary deck surface for vehicular and pedestrian traffic but were never grouted in place or adhered to the bridge deck. Over the years, many of the bricks have vertically shifted or been dislodged such that the deck has many areas that have vertical displacements and holes which have been temporarily patched.

While the steep slope on the south side of the bridge cannot be corrected to comply with current Americans with Disabilities Act (ADA) accessibility requirements, the bridge deck surface can be repaired to eliminate the uneven surface and fill in areas of depression on the deck to provide a smooth walking surface for the pedestrian traffic in this busy area of the downtown.

The bridge railing and a short portion of the Mission Plaza Creek Walk railing between the Warden Bridge and the Amphitheater is also not compliant with the current ADA provisions. The existing concrete railing foundation has deteriorated to a level where the railing is not secure and the walking surface has experienced the same displacement issues as the Warden Bridge. The foundation and railing will be replaced to provide a firm, supported railing which is ADA compliant. The Creek Walk surface will be re-leveled. The benches and trash enclosure will also be improved and relocated so that they no longer encroach into the walkway path.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

WARDEN BRIDGE DECK/MISSION PLAZA WALKWAY REHABILITATION

- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50200 Landscape & Park Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | 0 | \$7,500 | \$0 | \$0 | \$0 | \$0 | \$7,500 |
| Construction | \$0 | 0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Construction Management | \$0 | 0 | \$7,500 | \$0 | \$0 | \$0 | \$7,500 |
| Total | \$0 | \$7,500 | \$57,500 | \$0 | \$0 | \$0 | \$65,000 |

Detail of ongoing costs and alternatives to ongoing costs: This project will install a new deck for the bridge and new railing for the walkway that will reduce maintenance and repair work. Operating costs will be reduced.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

WARDEN BRIDGE DECK/MISSION PLAZA WALKWAY REHABILITATION

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$0 | \$7,500 | \$57,500 | \$0 | \$0 | \$0 | \$65,000 |
| Total | \$0 | \$7,500 | \$57,500 | \$0 | \$0 | \$0 | \$65,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-----------------------------------|-----------------|
| Project Management | Engineering Design | 120 |
| Project Inspection | Engineering Inspection | 240 |
| Project Administration | Public Works Administration | 100 |
| Project Maintenance | Landscape & Park Maintenance | 20 |
| Project Proponent | Parks & Recreation Administration | 8 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION – HATHWAY TO TAFT

Project Description

Extending the Railroad Safety Trail along the west side of California Boulevard from its current terminus at Hathway Street south to Taft Street will cost \$50,000 for design in 2011-12, \$200,000 for construction and \$50,000 for construction management in 2012-13.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

In November 2000, the Council adopted the preliminary alignment plan for the Railroad Safety Trail. Since that time Public Works staff has been applying for grants and working with Union Pacific Railroad (UPRR) to receive their approval for specific segments.

In 2009 the City constructed the bike path and installed fencing along California Boulevard between Foothill Boulevard and Hathway Street, but was not able to extend the path farther south as planned on because the necessary easement from UPRR was not granted. City staff has developed an alternate alignment that utilizes City right of way to extend the path to Taft Street.

The City received an \$890,000 BTA grant to design and construct the Railroad Safety Trail section from Amtrak Station to Marsh Street (Phase 3). When design plans and easements were not approved by UPRR, the City developed an alternative alignment from the current terminus of the bike path at Hathway Street and applied for and received approval to move the grant funding to complete the section from Foothill to Campus Way (Phase 4a) and extend the bike path south from the current terminus at Hathway Street. A request for a grant extension has been submitted, and if approved, the grant would fund the design and construction of this section.

Readiness to Build

- Study complete or n/a
 Equipment purchased or n/a
 Property owned or property agreement in place
 Environmental approval and permits complete or n/a
 Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION – HATHWAY TO TAFT

Environmental Review and Permits Required

- Environmental Review- Mitigated Negative Declaration anticipated
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|-----------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Construction | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$0 | \$200,000 |
| Construction Management | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Total | \$0 | \$50,000 | \$250,000 | \$0 | \$0 | \$0 | \$300,000 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | Total |
|-------------------|------------------------------|------------|------------|----------------|----------------|----------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Contract Services | \$0 | \$0 | \$0 | \$2,000 | \$2,000 | \$2,000 | \$6,000 |
| Total | \$0 | \$0 | \$0 | \$2,000 | \$2,000 | \$2,000 | \$6,000 |

Once constructed, the bike path signing, striping and paving will have to be maintained.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION – HATHWAY TO TAFT

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Grant | \$0 | \$50,000 | \$250,000 | \$0 | \$0 | \$0 | \$300,000 |
| Total | \$0 | \$50,000 | \$250,000 | \$0 | \$0 | \$0 | \$300,000 |

The City received approval to reallocate approximately \$300,000 from an existing \$890,000 BTA grant for the Railroad Safety Trail section from Amtrak Station to Marsh Street (Phase 3). Because all of the funds could not be spent by the April 30, 2011 deadline, a request for a grant extension has been submitted. If the extension is approved, the grant would fund the design and construction of this section.

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: Project is submitted as a phased project.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-----------------|
| Project Management | CIP Engineering Design | 200 |
| Environmental Review | Planning Development Review | 8 |
| Project Proponent | Transportation Planning & Eng. | 40 |
| Construction Management | CIP Engineering Construction | 160 |
| Contract Admin | PW Administration | 100 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION - TAFT TO PEPPER

Project Description

Extending the Railroad Safety Trail from Taft Street south on the west side of the California Boulevard bridge and continuing through the California Highway Patrol property to a bicycle/pedestrian bridge over Union Pacific Railroad corridor to Pepper Street will cost \$280,000 in 2011-12 for land acquisition and design and \$1,004,000 for construction and construction management in 2013-14.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

In November 2000, the Council adopted the preliminary alignment plan for the Railroad Safety Trail. Since that time Public Works staff has been applying for grants and working with Union Pacific Railroad to receive their approval for specific segments. In 2009 the City constructed the bike path and installed fencing along California Boulevard between Foothill Boulevard and Hathway Street, but was not able to extend the path farther south as planned on Union Pacific Railroad (UPRR) property because the necessary easement was not granted.

City staff has developed an alternate alignment utilizing City and State property with a bridge crossing over the railroad corridor. This Capital Improvement Program (CIP) project pursues the necessary approvals to permit the construction of the alternate alignment.

The City received an \$890,000 Bicycle Transportation Account (BTA) grant to design and construct the Railroad Safety Trail from the Amtrak Station to Marsh Street and a \$495,000 BTA grant to design and construct the Railroad Safety Trail bridge over Highway 101. When design plans and easements were not approved by UPRR, the City developed an alternative alignment from the current terminus of the bike path at Hathway Street and applied for and received a time extension for the \$495,000 grant until April 1, 2015 (the time extension request for the \$890,000 is pending) to provide the City the time needed to obtain approvals from UPRR, the California Public Utilities Commission and the California Highway Patrol to design and construct the project. In order to be eligible for future grant funding, it is imperative that the City utilize these grant funds in a timely manner.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION - TAFT TO PEPPER

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review- Mitigated Negative Declaration anticipated
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad- UPRR approval
- Other: Possible Caltrans Encroachment Permit
CPUC approval
Easement from California Highway Patrol

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|------------------|------------|--------------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Land Acquisition | | \$80,000 | | | | | \$80,000 |
| Design | | \$200,000 | | | | | \$200,000 |
| Construction | \$616,000 | | | \$884,000 | | | \$1,500,000 |
| Construction Management | | | | \$120,000 | | | \$120,000 |
| Total | \$616,000 | \$280,000 | \$0 | \$1,004,000 | \$0 | \$0 | \$1,900,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

RAILROAD SAFETY TRAIL EXTENSION - TAFT TO PEPPER

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | Total |
|-------------------|------------------------------|------------|------------|------------|----------------|----------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Contract Services | \$0 | \$0 | \$0 | \$0 | \$3,000 | \$3,000 | \$6,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$3,000 | \$3,000 | \$6,000 |

Once constructed, the bike path signing, striping and paving will have to be maintained.

| | <i>Project Funding by Source</i> | | | | | | Total |
|-----------------------------|----------------------------------|------------------|------------|--------------------|------------|------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| BTA Grant- Phase 3 | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| BTA Grant- Hwy 101 bridge | \$416,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$416,000 |
| BTA or other Grant - future | \$0 | \$122,000 | \$0 | \$1,004,000 | \$0 | \$0 | \$1,126,000 |
| SHA grant- approved | \$0 | \$158,000 | \$0 | \$0 | \$0 | \$0 | \$158,000 |
| Total | \$616,000 | \$280,000 | \$0 | \$1,004,000 | \$0 | \$0 | \$1,900,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: Project is presented as a phased project. Grant deadline April 1, 2015

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-----------------|
| Project Management | CIP Engineering Design | 400 |
| Environmental Review | Planning Development Review | 40 |
| Project Proponent | Transportation Planning & Eng. | 120 |
| Construction Inspection | CIP Engineering – Inspection | 240 |
| Contract Admin | PW Administration | 100 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BICYCLE FACILITY IMPROVEMENTS

Project Description

Constructing small-scale, miscellaneous bicycle facility improvements identified in the City's Bicycle Transportation Plan will cost \$25,000 annually.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

Issues regarding traffic congestion and the development of bikeways were two high priority concerns received from public comments as part of the goal setting process of the 2011-13 Financial Plan. This funding allows the City to complete small-scale bicycle facility improvements in a cost efficient manner by incorporating them into larger projects such as the City's annual pavement maintenance project. Past projects include removal of storm drain grates that impact bike lanes, bike lane signing and striping, shared lane markings, and striping for on-street bike parking downtown.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BICYCLE FACILITY IMPROVEMENTS

Environmental Review and Permits Required

- Environmental Review: Bicycle facility improvements typically receive Notice of Exemptions
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: City encroachment permit

Operating Program Number and Title:

50500 Transportation Planning and Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Construction | on-going | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |
| Total | | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |

Detail of ongoing costs and alternatives to ongoing costs: No increase in operating costs is anticipated from the work. Project extends life cycle of existing improvements.

| | <i>Project Funding by Source</i> | | | | | | Total |
|-----------------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Traffic Impact Fees * | on-going | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |
| Total | | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$125,000 |

* Project work will only be undertaken if adequate TIF funds are available.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BICYCLE FACILITY IMPROVEMENTS

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: \$10,000 annually
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-----------------|
| Project Management | CIP Engineering Design | 40 |
| Construction Management | CIP Engineering Construction | 50 |
| Project Administration | PW Administration | 16 |
| Project Proponent | Transportation Planning & Eng. | 10 |

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|-------------------|--------------------------------|-------------------------------------------------|
| Various Locations | 2012 | Area 5 |
| Various Locations | 2013 | Area 6 |
| Various Locations | 2014 | Area 7 |
| Various Locations | 2015 | Area 8 |
| Various Locations | 2016 | Area 1 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIDEWALK REPAIRS

Project Description

Repairing various City sidewalks in Pavement Areas 5 and 6 will cost \$25,000 in 2011-12 and \$35,000 annually thereafter.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

Areas of the City's sidewalks are damaged by street tree roots or other problems. Damaged areas are often displaced resulting in an uneven walkway that can pose difficulties to pedestrians. These areas of curb, gutter and sidewalk are repaired in advance of pavement maintenance work to prevent cutting into new pavement.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIDEWALK REPAIRS

Operating Program Number and Title:

50300 Streets and Sidewalk Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | \$25,000 | \$35,000 | \$35,000 | \$35,000 | \$35,000 | \$165,000 |
| Total | | \$25,000 | \$35,000 | \$35,000 | \$35,000 | \$35,000 | \$165,000 |

Detail of ongoing costs and alternatives to ongoing costs: These facilities already exist so there will be no additional operating costs. The replacement of damaged sidewalk with new sidewalk will reduce the maintenance costs because ongoing grinding or patching of raised areas and sunken areas will not be required for a period of years.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$25,000 | \$35,000 | \$35,000 | \$35,000 | \$35,000 | \$165,000 |
| Total | | \$25,000 | \$35,000 | \$35,000 | \$35,000 | \$35,000 | \$165,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Materials cost for installation of 250 lineal feet of curb, gutter and sidewalk is \$5,000. Project budget can be reduced in \$5,000 increments to desired funding level.
- Project can be phased – Number of years for phasing: Project is submitted as a phased project.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SIDEWALK REPAIRS

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-------------------|
| Project Proponent | Streets Maintenance Supervisor | 40 hours per year |
| Project Management | CIP Engineering - Design | 30 hours per year |
| Contract Administration | PW Administration | 30 hours per year |
| Construction Management | CIP Engineering - Construction | 10 hours per year |

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|-------------------|--------------------------------|-------------------------------------------------|
| Various Locations | 2012 | Area 5 |
| Various Locations | 2013 | Area 6 |
| Various Locations | 2014 | Area 7 |
| Various Locations | 2015 | Area 8 |
| Various Locations | 2016 | Area 1 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL: OCTAGON BARN CONNECTION

Project Description

Completing the planning effort, environmental and permitting work, and land acquisition for the extension of the Bob Jones City-to-Sea trail between the Octagon Barn and Los Osos Valley Road will cost \$40,000 in 2012-13, \$125,000 in 2013-14, \$40,000 in 2014-15, and \$345,000 in 2015-16.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Traffic Congestion Relief

Need and Urgency

Currently the County's conceptual plan for the Bob Jones City-to-Sea Trail terminates at the Octagon Barn and the City's plan begins at Los Osos Valley Road (LOVR). Planning for this section between the Octagon Barn and LOVR is needed to ensure a continuous trail is developed. A joint City/County CalTrans grant application is proposed to fund the planning effort.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: Land acquisitions or easements will be required.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL: OCTAGON BARN CONNECTION

Operating Program Number and Title:

50500 Transportation Planning/Engineering

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|-----------------|------------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |
| Environmental / Permit | \$0 | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |
| Land Acquisition | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| Design | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$300,000 |
| Construction Management | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 | \$45,000 |
| Total | \$0 | \$0 | \$40,000 | \$125,000 | \$40,000 | \$345,000 | \$550,000 |

Detail of ongoing costs and alternatives to ongoing costs

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-------------------|------------------------------|------------|------------|------------|------------|----------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Contract Services | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,500 | \$2,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,500 | \$2,500 |

Costs include general maintenance of the facility and assume no landscaping will be installed with the project.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|-----------------|------------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grant | \$0 | \$0 | \$40,000 | \$125,000 | \$40,000 | \$345,000 | \$550,000 |
| Total | \$0 | \$0 | \$40,000 | \$125,000 | \$40,000 | \$345,000 | \$550,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BOB JONES TRAIL: OCTAGON BARN CONNECTION

The project is dependent on the City/County receiving a grant from CalTrans to pay for the initial study, environmental review, and land acquisition (if needed). Future grants would be sought to pay for the design and construction. General Fund would assume ongoing maintenance costs.

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: Project is presented as a phased project.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|-----------------|
| Project Management | CIP Engineering Design | 160 |
| Environmental Review | Planning Development Review | 40 |
| Project Proponent | Transportation Planning & Eng. | 40 |
| Contract Administration | PW Administration | 100 |
| Construction Inspection | CIP Engineering | 80 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PATHWAY MAINTENANCE

Project Description

Performing pavement maintenance on Class 1 bicycle and pedestrian pathways throughout the City will cost \$60,000 annually beginning in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | on-going | | | \$60,000 | \$60,000 | \$60,000 | \$180,000 |
| Total | \$0 | \$0 | \$0 | \$60,000 | \$60,000 | \$60,000 | \$180,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | | | \$60,000 | \$60,000 | \$60,000 | \$180,000 |
| Total | \$0 | \$0 | \$0 | \$60,000 | \$60,000 | \$60,000 | \$180,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

ANDREWS CREEK BYPASS

Project Description

Improving the storm water conveyance of Andrews Creek will cost an additional \$84,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Creek and Flood Protection

Need and Urgency

In 1999 the Andrews/Conejo Storm Drainage Improvement Project was constructed. The goal of this project was to reduce flooding to the residents of Conejo Avenue. This project installed a high flow bypass system that would allow larger flows in Andrews Creek to be diverted into two pipes, down Andrews Street, and into San Luis Obispo Creek. In August of 2008 an evaluation of the drainage system was completed with recommendations for improvements. Some funding is already set aside for this work. This will complete the funding needed for modifications to the bypass structure and channel.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Regulatory permits are pending but are likely to be obtained prior to the start of fiscal year 2011-12.

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

ANDREWS CREEK BYPASS

- Railroad
- Other:

Operating Program Number and Title:

50320 Creek and Flood Protection

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|-----------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Study | \$4,100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,100 |
| Environmental / Permit | \$6,900 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,900 |
| Design | \$164,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$164,400 |
| Construction | \$371,200 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$391,200 |
| Construction Management | \$0 | \$64,000 | \$0 | \$0 | \$0 | \$0 | \$64,000 |
| Total | \$546,600 | \$84,000 | \$0 | \$0 | \$0 | \$0 | \$630,600 |

Detail of ongoing costs and alternatives to ongoing costs: Emergency response costs for this area will be lessened to the degree the storm water remains in the system.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$546,600 | \$84,000 | \$0 | \$0 | \$0 | \$0 | \$630,600 |
| Total | \$546,600 | \$84,000 | \$0 | \$0 | \$0 | \$0 | \$630,600 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

ANDREWS CREEK BYPASS

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|------------------------|
| Project Management | CIP Engineering - Design | 400 hours |
| Off-site Mitigation | Natural Resources | 100 hours |
| Insurance / Contracts | PW Admin Staff | 90 hours |
| Construction Management | CIP Engineering - Construction | 400 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TORO STREET BANK STABILIZATION

Project Description

Stabilizing a section of San Luis Obispo Creek bank near Toro Street Bridge that has failed will cost \$35,000 in 2011-12 and \$30,000 in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Creek and Flood Protection

Need and Urgency

Toro Street between Marsh and Pacific streets runs along the top of the bank of San Luis Creek for about two thirds of the block. Much of the creek is actually in the original street right of way with the street built in a later acquired addition. A portion of the creek bank is armored with concrete sack revetment to protect it against erosion as the creek makes a curve to move along behind the buildings fronting Marsh Street.

A section of the revetment is severely undermined. Toro Street sits at the top of the bank. While Toro is not a major street it does serve as the loading access for the adjacent commercial development where Scolari's Market is located. A similar problem exists at the base of the bank along the Dallidet Adobe. Some build up of silt has also occurred near the bridge on Toro and would be appropriately dealt with at the same time. If the bank failed it would result in road failure and the need to close Toro Street.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TORO STREET BANK STABILIZATION

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50320 Creek and Flood Protection

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------------|---------------------------------------|-----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | | \$20,000 | | | | | \$20,000 |
| Design | | \$15,000 | | | | | \$15,000 |
| Construction | \$20,000 | | \$30,000 | | | | \$50,000 |
| Total | \$20,000 | \$35,000 | \$30,000 | \$0 | \$0 | \$0 | \$85,000 |

Detail of ongoing costs and alternatives to ongoing costs: No increase in operating costs is anticipated from the work and may prevent the need for emergency response work that would be required in the event of a road failure.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$20,000 | \$35,000 | \$30,000 | | | | \$85,000 |
| Total | \$20,000 | \$35,000 | \$30,000 | \$0 | \$0 | \$0 | \$85,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TORO STREET BANK STABILIZATION

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------|-----------------|
| Project Management | CIP Engineering – Design | 200 hours |
| Contracts / Insurance | PW Administration | 100 hours |
| Environmental | Community Development | 40 hours |
| Technical Studies | Natural Resources | 100 hours |
| Construction Management | CIP Engineering – Inspection | 300 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SILT REMOVAL

Project Description

Removing areas of silt build-up within the City's open channel drainage system will cost \$1,250,000 over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Creek and Flood Protection

Need and Urgency

Silt carried by storm water settles at points in the creek where the storm water's velocity decreases. This reduction in velocity allows solids suspended in the water to settle out. As these deposits build up, the capacity of the creek decreases and flooding of the surrounding areas becomes more likely.

The regular removal of built up silt in areas of the creek assists in keeping the channel open in two ways. Firstly, the physical bulk of the silt can reduce the channel's capacity. Secondly, the presence of silt in the channel encourages the growth of vegetation in the silt, where it would have a more difficult time taking root in the natural channel gravels. This vegetation, can, if large enough, also restrict channel flows.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a – 2011 projects proposed for construction funding are permitted from regulatory agencies or staff is currently working to obtain permits.
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SILT REMOVAL

Environmental Review and Permits Required

- Environmental Review – for projects in 2012-13 and 2015-16
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps) - for projects in 2012 & 2015
- Railroad
- Other: - Grading Permit

Operating Program Number and Title:

50320 Creek and Flood Control

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------------|---------------------------------------|------------------|------------------|-----------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | on-going | \$0 | \$0 | \$90,000 | \$0 | \$0 | \$90,000 |
| Design | on-going | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$90,000 |
| Construction | on-going | \$250,000 | \$280,000 | \$0 | \$0 | \$540,000 | \$1,070,000 |
| Total | \$0 | \$250,000 | \$280,000 | \$90,000 | \$90,000 | \$540,000 | \$1,250,000 |

Detail of ongoing costs and alternatives to ongoing costs: No additional operating costs are anticipated from this work. The potential need for emergency response during storm events should be reduced.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------------|-----------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Zone 9 | on-going | \$250,000 | \$280,000 | \$90,000 | \$90,000 | \$540,000 | \$1,250,000 |
| Total | | \$250,000 | \$280,000 | \$90,000 | \$90,000 | \$540,000 | \$1,250,000 |

Staff will request Zone 9 funds for these projects but does not currently have an allocation for all project work proposed. If funding is not allocated for this work, staff will put forward a request for General Fund support at a future date.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

SILT REMOVAL

Reduced / Enhanced Project Alternatives

☒ Reduced project is feasible – Cost of reduced project: If only one site was completed the cost would be between \$5,000 and \$100,000 depending upon the project site. Permitting costs may be incurred again if the proposed year of construction changed from that authorized under the permit.

☒ Project can be phased – Number of years for phasing: Project is submitted as a phased project using a cycle time representative of the normal period for silt to build up.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|--------------------|
| Project Management | CIP Engineering - Design | 200 hours per year |
| Environmental | Community Development | 40 hours per year |
| Technical Studies | Natural Resources | 100 hours per year |
| Insurance / Contracts | PW Admin Staff | 90 hours per year |
| Construction Management | CIP Engineering - Construction | 300 hours per year |

Site List – For multi-year projects

| Location | Estimated Year of Construction |
|------------------------------------------------------------------------------------------------|--------------------------------|
| San Luis Obispo Creek at Marsh Street Bridge / 101 Freeway | 2011 & 2015 |
| San Luis Obispo Creek Bypass Channel - Near Water Reclamation Facility northwest side of creek | 2012 & 2015 |
| San Luis Obispo Creek Bypass Channel - East side of Prefumo Creek confluence | 2012 & 2015 |
| San Luis Obispo Creek at LOVR - Bridge Barrel Sediment Removal | 2011 & 2015 |
| Prefumo Creek downstream of Madonna Road | 2012 & 2015 |
| Prefumo Creek Arm - Between LOVR and Laguna Lake | 2011 & 2015 |
| Tank Farm Road at Hollyhock Culvert | 2011 & 2015 |
| Old Garden Creek – Broad s/o Murray | 2015 |
| San Luis Obispo Creek – downstream from LOVR | 2015 |
| Sydney Creek at Railroad Safety Trail - East side of bike path | 2015 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN SYSTEM REPLACEMENT

Project Description

Replacing failing drainage infrastructure throughout the City will cost \$1,750,000 over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

In 2001 the entire storm drain system (manholes, inlets, and pipes) was inspected and evaluated to establish overall condition. About 25 percent of the pipes surveyed were Corrugated Metal Pipe (CMP), a material that no longer conforms to City standards and should be replaced based on known performance problems. Over time, the bottom of the pipe, where water collects, typically rusts through. Water then erodes the ground below the pipe, pulls surrounding soil into the pipe, and then carries the soil downstream. The surface above the pipe then settles. As this deterioration progresses and becomes more severe, the pipe deforms and often collapses taking the surrounding improvements with it.

From a flood capacity standpoint, the system was also evaluated. It was determined that about 65% of the drainage sub systems could handle the flow from a 100 year storm event, but that about 25% of the systems could pass no more than a 10 year event.

When Public Works presented the Storm Sewer Management Plan to the Council in early 2005, addressing CMP exclusively was one of the options for system maintenance. A second option was to replace all substandard pipes, regardless of material, including non-CMP pipe with inadequate capacity. Because of the prohibitive costs associated with this second option, Public Works is recommending continuing with the CMP replacement and failed storm drain infrastructure methodology.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN SYSTEM REPLACEMENT

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place – Most facilities are in the City’s right-of-way or previously dedicated easements.
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: Caltrans Encroachment Permit – Depending upon site

Operating Program Number and Title:

50320 Creek and Flood Control

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------------|------------------|------------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | on-going | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$250,000 |
| Construction | on-going | \$250,000 | \$250,000 | \$250,000 | \$0 | \$500,000 | \$1,250,000 |
| Construction Management | on-going | \$50,000 | \$50,000 | \$50,000 | \$0 | \$100,000 | \$250,000 |
| Total | | \$350,000 | \$350,000 | \$350,000 | \$50,000 | \$650,000 | \$1,750,000 |

Detail of ongoing costs and alternatives to ongoing costs: These facilities already exist so there will be no additional operating costs. Lifespan of improvements is estimated at 50 to 100 years depending on type of installation.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN SYSTEM REPLACEMENT

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------------|------------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$350,000 | \$350,000 | \$350,000 | \$50,000 | \$650,000 | \$1,750,000 |
| Total | | \$350,000 | \$350,000 | \$350,000 | \$50,000 | \$650,000 | \$1,750,000 |

Reduced / Enhanced Project Alternatives

Reduced project is feasible:

Typical pipeline infrastructure is funded at 50 year replacement cycle. To achieve that replacement cycle 2% of the total systems replacement cost is funded for construction. Based on the 2005 Storm Sewer Management Plan the total system replacement cost for storm sewer is \$75,000,000. Therefore the annual construction funding for a 50 year replacement cycle would be \$1,500,000. In order to reduce storm drain funding levels to a manageable costs an alternate methodology was presented in the storm sewer management plan. This methodology was the CMP System Replacement Methodology. Replacement of CMP as well as other failed storm drain pipe would cost the follow based on the replacement cycle:

| Replacement Cycle | Construction Funding Required |
|--------------------------|--------------------------------------|
| 8 Years | \$1,687,500 |
| 10 Years | \$1,350,000 |
| 20 Years | \$675,000 |
| 25 Years | \$540,000 |
| 50 Years | \$270,000 |

This request funds storm drain replacements at \$350,000, or a 39 year replacement cycle. Alternate replacement cycles funding are listed below, but not recommended because the CMP portion of the infrastructure is already around 50 years old and in need of replacement. Delaying the replacement of this aging infrastructure will increase the likelihood of storm drain failure.

| Replacement Cycle | Construction Funding Required |
|--------------------------|--------------------------------------|
| 75 Years | \$180,000 |
| 100 Years | \$135,000 |
| 200 Years | \$67,500 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN SYSTEM REPLACEMENT

Project can be phased – Number of years for phasing: Project is presented as a phased project.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|--------------------|
| Project Management | CIP Engineering - Design | 200 hours per year |
| Environmental | Community Development | 40 hours per year |
| Technical Studies | Natural Resources | 100 hours per year |
| Insurance / Contracts | PW Admin Staff | 90 hours per year |
| Construction Management | CIP Engineering - Construction | 300 hours per year |

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|-------------------|--------------------------------|-------------------------------------------------|
| Various Locations | 2012 | Area 6 & Failures |
| Various Locations | 2013 | Area 7& Failures |
| Various Locations | 2014 | Area 8& Failures |
| Various Locations | 2016 | Area 1 & 2& Failures |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BROAD STREET BANK REINFORCEMENT

Project Description

Improving creek bank prior to failure will cost \$35,000 in 2012-13 for design and permitting and \$35,000 in 2014-15 for construction.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

In 1964 the City installed three 72 inch diameter reinforced concrete pipes to pass the flow of Old Garden Creek from the west side of Broad Street to the east side of Broad Street between Meinecke and Murray streets. Just upstream of the culvert entrance the creek bank is stabilized with wire mesh boxes which contain rocks, otherwise known as gabions.

Upstream of the gabion structures, Old Garden Creek is beginning to cut into the creek bank and work its way behind the gabions. If Old Garden Creek continues to cut back into the creek bank, the creek will eventually dislodge the gabions and likely plug the downstream culverts. Above this area of the bank is an assisted living facility, including their backflow device and phone service enclosure. Without improved revetment, the bank may erode below these facilities. Some improvements upstream of the gabion structure are needed.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BROAD STREET BANK REINFORCEMENT

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50320 Creek and Flood Protection

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------------|---------------------------------------|------------|-----------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$20,000 |
| Design | \$0 | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$15,000 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$35,000 | \$0 | \$35,000 |
| Total | \$0 | \$0 | \$35,000 | \$0 | \$35,000 | \$0 | \$70,000 |

Detail of ongoing costs and alternatives to ongoing costs: No increase in operating costs is anticipated from the work and may prevent the need for emergency response work that would be required if the bank failed and the culvert plugged.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|-----------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$0 | \$35,000 | \$0 | \$35,000 | \$0 | \$70,000 |
| Total | \$0 | \$0 | \$35,000 | \$0 | \$35,000 | \$0 | \$70,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

BROAD STREET BANK REINFORCEMENT

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|--------------------------|------------------------------|-----------------|
| Project Management | CIP Engineering – Design | 200 hours |
| Contracts Administration | PW Administration | 100 hours |
| Environmental | Community Development | 40 hours |
| Technical Studies | Natural Resources | 100 hours |
| Construction Management | CIP Engineering – Inspection | 300 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Project Description

Repairing concrete culverts at street crossings at various locations within the City in Areas 2, 4, 7, and 8 will cost \$570,000 over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

Storm Drain Culverts are vital components to the City's overall stormwater drainage system. These structures carry water beneath roadways in concrete structures which are designed to meet the drainage capacity needs for stormwater runoff, while providing structural support of the roadway above the facility.

These structures vary in age up to one hundred years old and many are in need of maintenance. Without periodic maintenance and repair, these structures will eventually fail and result in unplanned street closures and impacts to the City's stormwater drainage network.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Broad Street at Leff

The existing culvert was constructed in the early 1900's and the concrete around reinforcing steel has worn away over the years. Reinforcing steel is exposed and corroding.



Garden Street between Islay and Leff

The culvert crossing under Garden Street was built in 1909. The structure is showing signs of severe age with reinforcing steel showing in the roof and floor. Floor steel had rusted through in several places. There is settlement in the street and standing water at this low point.



CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Mission between Broad and Chorro

The culvert crossing under Mission Street was built in 1956 and is constructed of corrugated metal. It has rusted through on the bottom and surrounding soils is susceptible to be carried away by flowing water, leading to roadway failure.



Hathway at Murray

The culvert crossing under Hathway at Murray is of undetermined age and was constructed of rock grouted into place. The existing structure is at the end of its design life and is fragile.



CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Orcutt Road at Lawnwood

During response to a sewer spill an old structure that acts similar to a culvert was discovered. It is not apparent what the original intended purpose of this structure was. Speculation exists that it was an old cattle crossing that was retrofitted to act as a culvert. The existing structure is not needed and presents challenges if allowed to remain in place. The structure is decaying, an existing sewer line travels through the structure, and a storm drain is attached. The project would abandon the culvert and stabilize the area.



Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete – Broad at Leff Culvert Only
- Specifications or construction documents complete – 50% PS&E for Broad at Leff Culvert Complete

Environmental Review and Permits Required

- Environmental Review - Complete
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Operating Program Number and Title:

50320 Creek and Flood Control

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|-----------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | on-going | \$0 | \$35,000 | \$60,000 | \$40,000 | \$18,000 | \$153,000 |
| Construction | on-going | \$0 | \$0 | \$157,000 | \$162,000 | \$98,000 | \$417,000 |
| Total | | \$0 | \$35,000 | \$217,000 | \$202,000 | \$116,000 | \$570,000 |

Detail of ongoing costs and alternatives to ongoing costs: These facilities already exist so there will be no additional operating costs. Lifespan of improvements is estimated at 50 years.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|-----------------|------------------|------------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$0 | \$35,000 | \$217,000 | \$202,000 | \$116,000 | \$570,000 |
| Total | | \$0 | \$35,000 | \$217,000 | \$202,000 | \$116,000 | \$570,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: Project is presented as a phased program. The design of one culvert repair would be completed per year and the following year the culvert improvement would be constructed. Phasing over a longer period of time is not recommended because these facilities are important infrastructure and failure can lead to additional problems to adjacent areas in the event of collapse.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN CULVERT REPAIR AND REPLACEMENT

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|--------------------------------|--------------------|
| Project Management | CIP Engineering - Design | 120 hours per year |
| Environmental | Community Development | 40 hours per year |
| Insurance / Contracts | PW Admin Staff | 90 hours per year |
| Construction Management | CIP Engineering - Construction | 150 hours per year |

Site List – For multi-year projects

| Location | Estimated Year of Construction | Pavement Area (for projects in right-of-way) |
|--------------------------------------|--------------------------------|-------------------------------------------------|
| Broad Street at Leff | 2013 | Area 4 |
| Garden Street between Islay and Leff | 2014 | Area 4 |
| Mission between Broad and Chorro | 2015 | Area 7 |
| Hathway at Murray | 2016 | Area 8 |
| Orcutt Road at Lawnwood | 2017 | Area 2 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MID-HIGUERA BYPASS

Project Description

Construction of the Mid-Higuera Bypass channel in San Luis Obispo creek will cost \$500,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$500,000 | | | \$500,000 |
| Total | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | | \$0 |
| Grant | | | | \$500,000 | | | \$500,000 |
| Total | \$0 | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

JOHNSON UNDERPASS PUMP

Project Description

Replacing the second storm drain pump at the Johnson Avenue underpass will cost \$180,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$180,000 | | | \$180,000 |
| Total | \$0 | \$0 | \$0 | \$180,000 | \$0 | \$0 | \$180,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$180,000 | | | \$180,000 |
| Total | \$0 | \$0 | \$0 | \$180,000 | \$0 | \$0 | \$180,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CITY PROPERTY STORMWATER IMPROVEMENTS

Project Description

Providing for increased filtration and various improvements at high-priority City-owned properties for stormwater runoff will cost \$50,000 for design in 2014-15, \$400,000 for construction and construction management in 2015-16, and similar future costs to improve all City owned property stormwater run-off.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | on-going | | | | \$50,000 | | \$50,000 |
| Construction | on-going | | | | | \$350,000 | \$350,000 |
| Construction Management | on-going | | | | | \$50,000 | \$50,000 |
| Total | | \$0 | \$0 | \$0 | \$50,000 | \$400,000 | \$450,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | | | | \$50,000 | \$400,000 | \$450,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$400,000 | \$450,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

HEADWALL REPLACEMENT – FLORENCE AVE

Project Description

Replacing the existing concrete headwall in its original position along Florence Avenue will cost \$30,000 for design in 2014-15 and \$115,000 for construction and construction management in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$30,000 | | \$30,000 |
| Construction | | | | | | \$100,000 | \$100,000 |
| Construction Management | | | | | | \$15,000 | \$15,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$115,000 | \$145,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$30,000 | \$115,000 | \$145,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$115,000 | \$145,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

STORM DRAIN OUTLET CLEARANCE

Project Description

Clearing silt and vegetation accumulated at various storm drain outlets will cost \$40,000 in 2014-15 for design and permitting, and \$390,000 in 2015-16 for construction and construction management.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | | | | | \$20,000 | | \$20,000 |
| Design | | | | | \$20,000 | | \$20,000 |
| Construction | | | | | | \$350,000 | \$350,000 |
| Construction Management | | | | | | \$40,000 | \$40,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$390,000 | \$430,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$40,000 | \$390,000 | \$430,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$40,000 | \$390,000 | \$430,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

McMILLAN ROAD BANK STABILIZATION

Project Description

Bank stabilization along McMillan Road near the railroad tracks will cost \$35,000 for design and permitting in 2014-15 and \$37,000 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------------|---------------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | | | | | \$35,000 | | \$35,000 |
| Construction | | | | | | \$37,000 | \$37,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$35,000 | \$37,000 | \$72,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$35,000 | \$37,000 | \$72,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$35,000 | \$37,000 | \$72,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CREDIT CARD PARKING METER ENHANCEMENT

Project Description

Purchasing and installing four hundred (400) credit card accepting parking meters will cost \$222,300 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

On April 5, 2011 the City Council approved an increase of parking meter rates from \$1.25 to \$1.50 in a new downtown “super core” beginning November 2011. The City Council also approved the purchase and installation of approximately 400 parking meters that accept credit cards and coins to improve customer service.

Parking meters that accept credit cards lower expenses for coin collection and processing while increasing parking revenues by 20% or more. These meters provide more options for paying customers and have increased customer satisfaction in other cities. This capital improvement project formalizes the project in the 2011-13 Parking Enterprise budget.

There are ongoing costs and maintenance fees associated with this capital improvement project. These costs are primarily credit card and bank licensing fees associated with credit card acceptance. These ongoing maintenance costs account for approximately \$17,600 to \$27,900 in annual fees. These costs have been included in the Significant Operating Program Change request for Sunday Parking and Core Meter Increases.

Readiness to Build

- Study complete or n/a
- Equipment purchased
- Property owned or property agreement in place
- Environmental approval and permits complete n/a

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CREDIT CARD PARKING METER ENHANCEMENT

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

(50600) Parking Enterprise Fund

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$222,300 | \$0 | \$0 | \$0 | \$0 | \$222,300 |
| Total | \$0 | \$222,300 | \$0 | \$0 | \$0 | \$0 | \$222,300 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | Total |
|-------------------|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Contract Services | \$0 | \$17,600 | \$26,300 | \$26,800 | \$27,300 | \$27,800 | \$125,800 |
| Total | \$0 | \$17,600 | \$26,300 | \$26,800 | \$27,300 | \$27,800 | \$125,800 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Parking Fund | \$0 | \$222,300 | \$0 | \$0 | \$0 | \$0 | \$222,300 |
| Total | \$0 | \$222,300 | \$0 | \$0 | \$0 | \$0 | \$222,300 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

CREDIT CARD PARKING METER ENHANCEMENT

Reduced / Enhanced Project Alternatives

- ☒ Reduced project is feasible – Cost of reduced project: The project cost could be reduced slightly by reducing the total of core meters purchased. However City Council approved the entire area of the new super core after considering a smaller area.
- ☒ Project can be phased – Number of years for phasing: This project could be phased-in over a period of two years by purchasing and installing 200 parking meters in 2011-12 and 200 parking meters in 2012-13. However City Council approved the purchase of 400 credit card meters.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------|-----------------|
| Project Management | Parking Services | 80 hours |
| RFP Preparation | Parking Services | 80 hours |
| Ordering & Installation | Parking Services | 480 hours |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MARSH STREET PARKING STRUCTURE PAINTING – PHASE II

Project Description

Painting the Marsh Street Parking garage expansion area will cost \$150,000 for construction and \$25,000 for construction management in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

The Marsh Street parking structure expansion was never painted due to cost overruns with the original construction project; instead, the structure was covered with colored stucco. The colored stucco surface is retaining water, causing or contributing to water leaks into leased office spaces. This, in turn, is accelerating the aging of the parking decks and deteriorating the appearance of the facility. The stucco surface needs to be painted to help seal the material and for the longevity of the structure.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MARSH STREET PARKING STRUCTURE PAINTING – PHASE II

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50600 Parking Operations & Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$0 | \$150,000 |
| Construction Management | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |
| Total | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$175,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project is for an existing facility and will reduce ongoing maintenance and extend facility life.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Parking Fund | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$175,000 |
| Total | \$0 | \$0 | \$175,000 | \$0 | \$0 | \$0 | \$175,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

MARSH STREET PARKING STRUCTURE PAINTING – PHASE II

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|---------------------------------|-----------------|
| Project Management | CIP Engineering Design | 80 |
| Project Inspection | CIP Engineering Inspection | 240 |
| Project Administration | Public Works Administration | 100 |
| Project Maintenance | Parking Division Administration | 20 |
| Project Proponent | Parking Division Administration | 8 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PARKING LOT RESURFACING

Project Description

Resurfacing and restriping City parking lots will cost \$20,000 for design in 2012-13 and \$95,000 for construction and construction management in 2013-14.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

Parking Lots 2, 3, 11, and the Utilities lot (Old Library lot) need to be resurfaced and parking space lines redone with thermoplastic. Lots 2, 3, and 11 are slated to be redeveloped with the Garden Street Terraces and Chinatown projects, but due to the recession these projects are developing more slowly than anticipated and the driving and parking surface continues to deteriorate. This request is based on assumptions for development and ensuring a safe parking surface for the remaining expected useful life of the lots. These parking lots are used for both parking and pedestrian access so maintenance is necessary to provide for safe and organized parking and access and to reduce the City's liability.

Readiness to Build

- Study complete or n/a
 Equipment purchased or n/a
 Property owned or property agreement in place
 Environmental approval and permits complete or n/a
 Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
 Building Permit
 Waterway Permits (Fish & Game, Water Quality, Army Corps)

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PARKING LOT RESURFACING

- Railroad
- Other:

Operating Program Number and Title:

50600 Parking Operations & Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|------------|-----------------|-----------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | | | \$20,000 | | | | \$20,000 |
| Construction | | | | \$75,000 | | | \$75,000 |
| Construction Management | | | | \$20,000 | | | \$20,000 |
| Total | \$0 | \$0 | \$20,000 | \$95,000 | \$0 | \$0 | \$115,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project is for an existing facility and will reduce ongoing maintenance and extend facility life.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|-----------------|-----------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Parking Fund | \$0 | \$0 | \$20,000 | \$95,000 | \$0 | \$0 | \$115,000 |
| Total | \$0 | \$0 | \$20,000 | \$95,000 | \$0 | \$0 | \$115,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: The project includes three parking lots and can be phased accordingly. Larger projects will provide some economies of scale and parking lots will continue to deteriorate and require more expensive maintenance treatments.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

PARKING LOT RESURFACING

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------|-----------------|
| Project Management | CIP Engineering Design | 80 |
| Construction Management | CIP Engineering Construction | 100 |
| Project Administration | PW Administration | 60 |
| Project Proponent | Parking | 15 |

Site List – For multi-year projects

| Location | Estimated Year of Construction |
|----------------|--------------------------------|
| Parking Lot 2 | 2013-14 |
| Parking Lot 3 | 2013-14 |
| Parking Lot 11 | 2013-14 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENTS - PARKING ENFORCEMENT VEHICLES

Project Description

Replacing two (2) Parking Enforcement Go-4 Interceptor vehicles will cost \$79,500 in 2013-14.

The Go-4 Vehicles are 3-wheeled parking patrol vehicles which provide the much needed maneuverability for parking enforcement officers throughout the downtown core and City streets.

Project Phasing and Funding Sources

| Asset# 0503, 0504 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | | | \$79,500 | | | \$79,500 |
| Total | \$0 | \$0 | \$0 | \$79,500 | \$0 | \$0 | \$79,500 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|-------------------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Parking Enterprise Fund | | | | \$79,500 | | | \$79,500 |
| Total | \$0 | \$0 | \$0 | \$79,500 | \$0 | \$0 | \$79,500 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENT – SLO TRANSIT PICKUP TRUCK

Project Description

Replacing one (1) SLO Transit Full-Size Pickup Truck, equipped with an ADA compliant wheel-chair lift, will cost \$45,500 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

The Transit Manager has evaluated the condition of the proposed fleet replacement for conformance with Fleet Management policies and operational needs, and consulted with the Public Works Fleet Manager to research pricing through the State’s cooperative purchasing program or other sources.

This truck is at its useful life. In order to provide safe and productive work environment and keep maintenance costs reasonable, staff recommends replacement in the 2011-12 fiscal year.

Operating Program Number and Title:

50700 - Transit Services

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$45,500 | \$0 | \$0 | \$0 | \$0 | \$45,500 |
| Total | \$0 | \$45,500 | \$0 | \$0 | \$0 | \$0 | \$45,500 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENT – SLO TRANSIT PICKUP TRUCK

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grant-FTA-PROP 1B-STIP | \$0 | \$39,000 | \$0 | \$0 | \$0 | \$0 | \$39,000 |
| TDA/LTF/PROP 1B-STIP | \$0 | \$6,500 | \$0 | \$0 | \$0 | \$0 | \$6,500 |
| Total | \$0 | \$45,500 | \$0 | \$0 | \$0 | \$0 | \$45,500 |

Project Phasing and Funding Sources: FTA Section 5307 or California State Grants such as Prop 1B or STIP.

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: This purchase is full supported through Federal Grant funding. Should grant funding be augmented, the vehicle purchase may be deferred until full funding is available.
- Project can be phased – Number of years for phasing: This will lead to proportionally higher costs for maintenance and operation reflected in the program budgets for Fleet Maintenance and the Department using the equipment

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENT – SLO TRANSIT PICKUP TRUCK

Description of Replacement Units

Program Transit - 50700

| Replacement Fiscal Year | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
|--------------------------------|-----------------|------------|------------|------------|------------|
| City Fleet Number | 0028 | | | | |
| Vehicle Type | Truck | | | | |
| Make | Ford | | | | |
| Model Type | F-250 | | | | |
| Model Year | 2000 | | | | |
| Date Entered City Service | 2/21/2000 | | | | |
| Odometer Reading | 98,378 | | | | |
| Target: Years or Mileage | 12 | | | | |
| Proposed: Years or Mileage | 12 | | | | |
| Replacement Cost | | | | | |
| Base Unit | 41800 | | | | |
| Accessories & Other Costs | | | | | |
| Delivery | | | | | |
| Sales Tax | 3700 | | | | |
| Total Replacement Costs | \$45,500 | \$0 | \$0 | \$0 | \$0 |

Totals: 2011-12 2012-13 2013-14 2014-15 2015-16

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET ADDITION – SLO TRANSIT SEDAN WITH WHEELCHAIR LIFT

Project Description

Adding one (1) Mid-Sized Sedan, 4-door, equipped with a wheel-chair lift, for the SLO Transit program will cost \$43,300 in 2013-14.

At time of replacement, staff will review alternative fuel options, such as Compressed Natural Gas (CNG) or hybrid vehicles.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

In April 2006, the existing SLO Transit program station wagon was replaced with a Ford Crown Victoria vehicle. This vehicle was originally assigned to the Police Department. When replaced, this vehicle became apart of the City's "gray fleet" and was loaned to the SLO Transit program. This vehicle was equipped with wheel-chair accessibility per Americans with Disabilities Act (ADA) requirements. This vehicle has been used for the transport of disabled passengers when a bus becomes inoperable.

The Transit Manager has evaluated the condition of the "gray fleet" vehicle, which has far exceeded its useful life, and proposes replacement in conformance with Fleet Management Policies and operational needs of the SLO Transit system. Staff recommends a fleet addition of a comparable vehicle to the "gray fleet" vehicle currently used. A Mid-Sized, 4-door sedan, equipped with an ADA wheel-chair lift, will cost \$43,300 in 2013-14. Staff consulted with the Public Works Fleet Manager to research pricing through the State's cooperative purchasing program or other sources. At time of replacement, staff will review alternative fuel options, such as CNG engines or hybrid vehicles.

Operating Program Number and Title:

50700 - Transit Services

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET ADDITION – SLO TRANSIT SEDAN WITH WHEELCHAIR LIFT

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$43,300 | \$0 | \$0 | \$43,300 |
| Total | \$0 | \$0 | \$0 | \$43,300 | \$0 | \$0 | \$43,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grant-FTA-PROP 1B-STIP | \$0 | \$0 | \$0 | \$35,300 | \$0 | \$0 | \$35,300 |
| TDA/LTF/PROP 1B-STIP | \$0 | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$8,000 |
| Total | \$0 | \$0 | \$0 | \$43,300 | \$0 | \$0 | \$43,300 |

Project Phasing and Funding Sources: FTA Section 5307 or California State Grants such as Prop 1B or STIP.

Reduced / Enhanced Project Alternatives

Reduced project is feasible – Cost of reduced project: Purchase is fully supported through Federal Grant funding. If grant funding is not realized, then the purchase may be deferred until full funding is available.

Project can be phased – Number of years for phasing: This will lead to proportionally higher costs for maintenance and operation reflected in the program budgets for Fleet Maintenance.

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRANSIT FACILITY ABOVE GROUND FUEL TANK

Project Description

Installation of an above ground fuel tank and delivery system at the transit facility located at 29 Prado Road will cost \$250,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$20,000 |
| Construction | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| Construction Management | \$0 | \$0 | \$0 | \$40,000 | \$0 | \$0 | \$40,000 |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$90,000 | \$0 | \$0 | \$90,000 |
| Total | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |

Detail of ongoing costs and alternatives to ongoing costs:

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-----------------------|------------------------------|------------|------------|-----------------|----------------|----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Maintenance materials | \$0 | \$0 | \$0 | \$10,000 | \$2,000 | \$2,000 | \$14,000 |
| Permitting | \$0 | \$0 | \$0 | \$0 | \$4,000 | \$4,000 | \$8,000 |
| Staff | \$0 | \$0 | \$0 | \$2,000 | \$2,000 | \$2,000 | \$6,000 |
| Contract Services | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$0 | \$15,000 |
| Total | \$0 | \$0 | \$0 | \$27,000 | \$8,000 | \$8,000 | \$43,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|-------------------------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Grant - Federal (FTA 5307) | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| Grant - State (Prop 1B local) | \$0 | \$0 | \$0 | \$26,000 | \$0 | \$0 | \$26,000 |
| Grant - State (TDA Capital) | \$0 | \$0 | \$0 | \$24,000 | \$0 | \$0 | \$24,000 |
| Total | \$0 | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRANSIT FACILITY BUS WASH MODIFICATION

Project Description

Modifying the existing bus wash to accommodate the double deck bus at the City's Transit Facility located at 29 Prado Road will cost \$100,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |

Detail of ongoing costs and alternatives to ongoing costs: No additional operating costs are anticipated from this work. First Transit will be responsible for maintenance and repairs under current operations and maintenance agreement.

| | <i>Project Funding by Source</i> | | | | | | |
|-----------------------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Grant - Federal (FTA 5307) | \$0 | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$80,000 |
| Grant - State (TDA Capital) | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$20,000 |
| Total | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRANSIT FACILITY EXPANSION

Project Description

Remodeling and expansion of the SLO Transit Facility located at 29 Prado Road will cost \$261,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$0 | \$0 | | \$20,000 | \$0 | \$0 | \$20,000 |
| Construction | \$0 | \$0 | | \$111,000 | \$0 | \$0 | \$111,000 |
| Construction Management | \$0 | \$0 | | \$40,000 | \$0 | \$0 | \$40,000 |
| Equipment Acquisition | \$0 | \$0 | | \$90,000 | \$0 | \$0 | \$90,000 |
| Total | \$0 | \$0 | \$0 | \$261,000 | \$0 | \$0 | \$261,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|-------------------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Transit Enterprise Fund | \$0 | \$0 | \$0 | \$261,000 | \$0 | \$0 | \$261,000 |
| Total | \$0 | \$0 | \$0 | \$261,000 | \$0 | \$0 | \$261,000 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

FLEET REPLACEMENTS – SLO TRANSIT BUSES REPLACEMENT

Project Description

Replacing three (3) buses for the SLO Transit System will cost \$1,406,100 within the 5-year Financial Plan period.

- One (1) 30-40 ft Bus (Asset# 0201) will cost \$450,000 in 2013-14
- One (1) 30-40 ft Bus (Asset# 0202) will cost \$472,500 in 2014-15
- One (1) 30-40 ft Bus (Asset# 0203) will cost \$483,600 in 2014-15

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|---------------------------------------------------|---------------------------------------|------------|------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition (Asset#0201, 0202, 0203) | \$0 | \$0 | \$0 | \$450,000 | \$472,500 | \$483,600 | \$1,406,100 |
| Total | \$0 | \$0 | \$0 | \$450,000 | \$472,500 | \$483,600 | \$1,406,100 |

| | <i>Project Funding by Source</i> | | | | | | |
|-------------------------|----------------------------------|------------|------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Transit Enterprise Fund | \$0 | \$0 | \$0 | \$450,000 | \$472,500 | \$483,600 | \$1,406,100 |
| Total | \$0 | \$0 | \$0 | \$450,000 | \$472,500 | \$483,600 | \$1,406,100 |

CAPITAL IMPROVEMENT PLAN - TRANSPORTATION

TRANSIT FACILITY ROOF REPAIR

Project Description

Repairing the SLO Transit Facility roof will cost \$100,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$0 | \$7,500 |
| Construction | \$0 | \$0 | \$0 | \$0 | \$80,000 | \$0 | \$80,000 |
| Construction Management | \$0 | \$0 | \$0 | \$0 | \$12,500 | \$0 | \$12,500 |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|-------------------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Transit Enterprise Fund | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PARKS AND RECREATION ADMINISTRATION SOFTWARE REPLACEMENT

Project Description

Replacing RecWare Safari, the critical operational software used for administrative and programmatic functions in the Parks and Recreation Department will cost \$13,500 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Need and Urgency

Since 1994, the Parks and Recreation Department has utilized specialized software, currently RecWare Safari, to manage essential daily departmental functions including: the creation of financial and marketing reports, registration of participants for all programs/special events (SLO Tri), scheduling of facility rentals, tracking of customer accounts and provision of minimal online capabilities for some program registrations and facility requests. The current program, RecWare Safari, was subsumed into a larger company in 2008 and the successor company is no longer supporting this software platform. Therefore the program has become essentially a dinosaur (very limited, if any, technical support).

Due to age and lack of ability to upgrade the current software, RecWare has become unreliable. Staff, aware of this challenge in 2009, submitted a Capital Improvement Project to replace RecWare. Today, nothing has changed for the better and with issues of unsatisfactory technical support, such as the inability to consistently track scholarships and prepare instructor payment reports continue to be unresolved. This situation is similar to the challenges the City faced with the Fox Pro Applications. Although the main functions of the software (registration and reservations) continue to operate at the basic level, staff are fearful these will soon not operate properly and jeopardize the entire management and functionality of the Department. It is unclear if the Department, with its current level of resources, could handle all the necessary services without a software system. For instance “hand” tracking over 800 children in childcare.

In addition, over the past 15 years, services and applications available for Parks and Recreation Administrative software have far surpassed the abilities of the Department’s current software. The Department is lagging behind the industry standard in regards to on-line capabilities as well as with policies outlined in the Parks and Recreation Element (1.33.11: Recreation services shall consider the use of technology to provide enhanced service delivery and program offerings) and is losing customers as a result. Significantly, the current software does not allow for “on-line waivers” for programs and facilities, “on-line purchasing” of childcare hours, “on-line league scheduling” for youth and adult sports to name only a few. Not only would these “on-line” capabilities increase customer service and satisfaction, they would also streamline staff involvement in various operational processes and ultimately could result in fewer staffing hours needed for administrative

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PARKS AND RECREATION ADMINISTRATION SOFTWARE REPLACEMENT

tasks. Other operational gaps that have been identified include inventory/equipment tracking capabilities, class instructor database access, point of sale transactions by use of bar coding and the purchase and tracking of pass cards. Furthermore, it is highly desired to expand the point of sale locations to include all childcare sites as the current situation involves transporting checks from outlying sites to the department administrative offices.

Operating Program Number and Title:

60100 Parks and Recreation Administration Software Replacement

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|----------------------|---------------------------------------|-----------------|---------|---------|---------|---------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Software Acquisition | | 13,500 | | | | | 13,500 |
| Total | | \$13,500 | | | | | \$13,500 |

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-----------------------------------|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Software Fees | | 17,100 | 17,100 | 17,100 | 17,100 | 17,100 | 98,400 |
| Customer Fees (transaction based) | | -5,000 | -5,000 | -5,000 | -5,000 | -5,000 | -25,000 |
| Total | | \$12,100 | \$12,100 | \$12,100 | \$12,100 | \$12,100 | \$73,400 |

Detail of ongoing costs and alternatives to ongoing costs: There is currently \$12,900 budgeted annually in the Parks and Recreation Administration budget (60100) for software subscription and transaction fees. Preliminary discussions with potential vendors indicate that annual on-going fees for the new software would be no more than \$30,000. Therefore, with \$5,000 in anticipated customer transaction fees the net new on-going costs to the budget is estimated at \$12,100.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | 0 | 13,500 | 0 | 0 | 0 | 0 | 13,500 |
| Total | \$0 | \$13,500 | \$0 | \$0 | \$0 | \$0 | \$13,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PARKS AND RECREATION ADMINISTRATION SOFTWARE REPLACEMENT

Reduced / Enhanced Project Alternatives

Reduced project is feasible: A reduced project (i.e. purchasing a less robust and comprehensive software program) is feasible but not desirable. Software programs that include little or no improvements to our current system (a lateral shift) may be available; however, these programs often “pass off” additional “hidden” costs to the user/customer in the form of higher transaction fees. While start-up and on-going fees to the City may be lower, increased fees to customers may inadvertently result in decreased participation in Department programs/events and/or decreased usage of on-line registration capabilities. Furthermore, consistent with Council’s “Other Important Objective” of increasing use at the Damon Garcia Sports Fields, a sub-par system would not provide the necessary applications to schedule and track additional uses. Additionally there will likely be increased staff time associated with these inefficient programs due to their limited abilities (i.e. tracking usage and participants, creating reports, and handling scheduling and rosters).

Sole Source for a Negotiated Price: Due to the merger of the three largest parks and recreation software vendors in 2000, many cities have been left with a similar predicament of owning unsupported software. With the inability to upgrade existing software, cities are being forced to replace administrative software programs. The industry’s leader (Active Network Inc.), and acquirer of RecWare, has been responsive to these challenges and has expressed interest in negotiating a decrease in transaction based fees/user fees and has offered to transfer program and customer data free of charge. In addition, preliminary feedback from other cities currently using Active Network Inc. products has been favorable, with high levels of satisfaction reported in both software abilities and customer services/technical support. The approval of a sole source approach could lend itself to an opportunity to negotiate reduced on-going software fees. A fully developed needs assessment and project scope will assist staff in making this decision.

Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|-------------------------------------|-----------------|
| Project Management | Parks and Recreation Administration | |
| IT Support | Network Services | |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

EXTERIOR PAINTING OF PARKS AND RECREATION BUILDING

Project Description

Painting the exterior of the Parks and Recreation building to waterproof and recoat exterior walls, trim, and doors will cost \$25,000 in 2011-12.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

The exterior of the Parks and Recreation offices building at 1341 Nipomo has not been painted since construction of the building in 1997. Maintenance painting of the building is a best practice to prevent absorption of moisture through the porous surface of cement-based exterior siding and damage to the woodwork. In order to insure the best seal, repainting is recommended to be done every ten years. Maintenance painting of the building will prevent the eventual need for more extensive and costly repairs to the siding.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

EXTERIOR PAINTING OF PARKS AND RECREATION BUILDING

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

60100 Recreation Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | | \$3,000 | | | | | \$3,000 |
| Construction | | \$22,000 | | | | | \$22,000 |
| Total | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project is maintenance of an existing facility. No additional on-going costs would be attributed to this project.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | | \$25,000 | | | | | \$25,000 |
| Total | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

EXTERIOR PAINTING OF PARKS AND RECREATION BUILDING

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-----------------------------------|------------------------|
| Project Management | Engineering Design | 40 |
| Project Inspection | Engineering Inspection | 20 |
| Project Administration | Public Works Administration | 100 |
| Project Maintenance | Building Maintenance | 16 |
| Project Proponent | Parks & Recreation Administration | 8 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PUBLIC ART

Project Description

Funding public art at 50% of the City's public art policy level (1/2% rather than 1% of eligible construction costs) but consistent with requirements for private development will cost \$8,500 in 2011-12, \$10,800 in 2012-13, \$10,500 in 2013-14, \$11,000 in 2014-15 and \$13,700 in 2015-16. This will continue funding for public art, but at a reduced level given the fiscal challenges facing the City that is the same as private sector requirements.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

Under the City's public art policy, 1% of the construction component of City capital improvement plan (CIP) projects is to be allocated for public art. Excluded from this 1% requirement are:

1. Underground projects
2. Utility infrastructure projects
3. Projects funded from outside agencies
4. Costs other than construction such as study, environmental review, design, site preparation and acquisition.

Non-residential, private sector improvement projects are also required to include a public art component. While there are some exceptions and the amount varies depending on the size of the project, non-residential private sector projects are generally required to include a public art component with a value that is at least 0.5% of construction costs.

City Projects. Generally, it is preferable for the public art component to be integrated directly into the project. However, in some cases, this is not practical or desirable. In these circumstances, an "in-lieu" contribution may be made to a generic public art account that can be used to fund public art in conjunction with other projects or locations where it can have a greater public benefit than if it was arbitrarily installed with a project to which public art was not well-suited.

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PUBLIC ART

To ensure that funds are adequately budgeted for public art regardless of whether public art will be directly incorporated into the project, funds for this purpose are identified separately in the CIP. After the Financial Plan is adopted, the CIP Review Committee will review the approved projects, and make recommendations to the Council regarding the allocation of public art funds to specific projects. This review should be completed by September 2011. Following Council approval, briefings will be held with affected project managers on the most effective process for incorporating public art into their project.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: Will be evaluated on case-by-case basis, but the need for significant environmental review of public art projects is unlikely.

Operating Program Number and Title:

60100 Parks and Recreation Administration

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|--------------|---------------------------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Public Art | | \$8,500 | \$10,800 | \$10,500 | \$11,000 | \$13,700 | \$54,500 |
| Total | \$0 | \$8,500 | \$10,800 | \$10,500 | \$11,000 | \$13,700 | \$54,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PUBLIC ART

Detail of ongoing costs and alternatives to ongoing costs: Ongoing maintenance costs of public art pieces is likely to be minimal and is funded through the Public Art fund.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | \$8,500 | \$10,800 | \$10,500 | \$11,000 | \$13,700 | \$54,500 |
| Total | \$0 | \$8,500 | \$10,800 | \$10,500 | \$11,000 | \$13,700 | \$54,500 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: Funding at less than 1% policy level has been done in the past and is a feasible alternative.
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|-----------------------------------|-----------------|
| Public art coordination | Parks & Recreation Administration | 200 |
| Public Works | Various | 400 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PUBLIC ART

Projects with eligible construction components:

| Project Title | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|----------------------------------------------------------|------------------------|-----------|-----------|----------|-----------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| Interior Painting of Police Station Building | | | 32,000 | | |
| Replace Police Station Roof-top Chiller | | | 100,000 | | |
| Police Station Mechanical Well Roof | | | 23,000 | | |
| Exterior Painting of Police Station | | | | 49,500 | |
| Replace Police Station Boiler | | | | 18,000 | |
| Police Station HVAC Ducting | | | | | 36,000 |
| Rifle Range Roof Repair | | | | | 27,000 |
| Fire Station #3 Engine Bay Slab Replacement | | 70,000 | | | |
| Fire Station #2 Exterior Painting | | | | 32,000 | |
| Fire Station #1 Masonry Sealing | | | | 27,000 | |
| Traffic Operations Report Implementation | 30,000 | | 30,000 | | 30,000 |
| Traffic Safety Report Implementation | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Neighborhood Traffic Management | | | 20,000 | 20,000 | 20,000 |
| Pavement Maintenance - Streets | 1,450,000 | 1,315,000 | 1,450,000 | 600,000 | 1,450,000 |
| Roadway Signs Replacement - Retro-Reflectivity Standards | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| Marsh Street Bridge Rehabilitation | | | | 699,700 | |
| Warden Bridge Deck/Mission Plaza Walkway Rehabilitation | | 50,000 | | | |
| Sidewalk Repair | 25,000 | 35,000 | 35,000 | 35,000 | 35,000 |
| Pavement Maintenance- Pathways | | | 60,000 | 60,000 | 60,000 |
| Parking Lot Pavement Maintenance | | | | 75,000 | 82,000 |
| Andrews Creek Bypass | 20,000 | | | | |
| Toro Street Bank Stabilization | | 30,000 | | | |
| Broad Street Bank Reinforcement | | | | 35,000 | |
| Johnson Pump Replacement | | | | 180,000 | |
| Replacement of Headwall - Florence Ave | | | | | 100,000 |
| McMillan Rd Creek Bank Stabilization | | | | | 37,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PUBLIC ART

| Project Title | 2011-13 Financial Plan | | Proposed | Proposed | Proposed |
|-------------------------------------------------|------------------------|--------------|--------------|--------------|--------------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
| Playground Equipment Replacement | | 430,000 | | | 460,000 |
| Olympic Pool Replastering | | | | 187,500 | |
| Replace Bath House T-Bar Ceiling | | | | 24,200 | |
| Bath House Roof Replacement | | | | | 62,000 |
| Olympic Pool Boiler Replacement | | | | | 23,000 |
| Meadow Park Roof Replacement | 25,000 | | | | |
| Damon Garcia & Park Maintenance Building Cover | | | 62,000 | | |
| Sinsheimer Stadium Stairs | | | | 80,000 | |
| Park Restroom Remodel/Replacement | | | 202,000 | | 182,000 |
| Froom Ranch Improvements | 52,500 | 22,500 | | | |
| Exterior Painting of Ludwick and Senior Centers | | | 91,500 | | |
| Exterior Painting of the Jack House Bldgs | | | 24,600 | | |
| City Hall Exterior Painting | | | 31,500 | | |
| Corp Yard Fuel Island Bldg Rehab | | | | 35,000 | |
| City Hall Perimeter Drain Repair | | | | 27,500 | |
| Replace Roof of Ludwick Center | | | | | 78,900 |
| City Hall Entry Step Replacement | | 120,000 | | | |
| City/County Library Heat Pump Replacement | | | | | 38,000 |
| TOTAL | \$ 1,709,500 | \$ 2,157,500 | \$ 2,091,600 | \$ 2,202,900 | \$ 2,742,900 |
| Public Art Recommendation | \$ 8,500 | \$ 10,800 | \$ 10,500 | \$ 11,000 | \$ 13,700 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PLAYGROUND EQUIPMENT REPLACEMENT

Project Description

Replacing playground equipment that is at the end of useful life at City parks will cost \$1,256,000 over the next five years.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

In 1999, staff developed a plan to identify replacement of the City's park playground equipment, which anticipates the useful life of the equipment to be 15 years. In 2000, the State passed AB 1055 which mandates that all playgrounds constructed prior to 1994 shall be replaced or upgraded prior to 2003. In 2008, the State passed AB 1144 which mandates that all play equipment constructed between 1994 and 1999 be replaced or upgraded within 15 years of installation. Compliance with the state playground regulations reduces the City's liability exposure in the event a child is injured on a structure that was non-compliant.

Johnson Park (installed in 1995): This playground for 2-5 year olds is frequently used. The playground does not have an accessible path to the transfer point. The swings are similar to what is in other City parks and wood rot in the frame exists.

Santa Rosa Park (installed in 1995): The Santa Rosa Park playground is one of the most heavily used play areas by the public and is also one that is easily accessible for the mobility impaired. The wooden swing structures experienced wood rot and had to be replaced several years ago.

Emerson Park (installed in 1996): This playground is not ADA accessible, therefore will require an entry and appropriate surfacing to allow for access to the facility. The equipment is well used.

Islay Hill Park (installed in 1997): A well-used neighborhood park, the Islay Hill playground also attracts users from throughout the community. The poured-in place surfacing has not done well, with much of the top surface gone, exposing the subsurface, which in turn reduces protection for head injury.

Ludwick Community Center (installed in 1997): This play area was originally built to accommodate the Parks & Recreation Department's Tiny Tot program, which was discontinued in the late 1990's. Currently, the area is leased on a year-to-year basis to the Community Action Partnership (CAP) for their Head Start program. The structure is designed for ages 2-5, which is the age limit for the CAP program.

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PLAYGROUND EQUIPMENT REPLACEMENT

Sinsheimer Park Swings (installed in 1998): This area is well used by neighborhood children and park users. The access between upper and lower play will be addressed with this project.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50200 Parks and Landscape Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-------------------------|---------------------------------------|-----------------|------------------|------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Design | on-going | \$35,300 | \$0 | \$0 | \$92,000 | \$0 | \$127,300 |
| Construction | on-going | | \$430,000 | \$0 | \$0 | \$460,000 | \$890,000 |
| Construction Management | on-going | | \$90,000 | \$0 | \$0 | \$100,000 | \$190,000 |
| Total | | \$35,300 | \$520,000 | \$0 | \$92,000 | \$560,000 | \$1,207,300 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PLAYGROUND EQUIPMENT REPLACEMENT

Detail of ongoing costs and alternatives to ongoing costs: Maintenance costs will remain the same or be reduced depending on type of surfacing material installed.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------------|------------|-----------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | on-going | \$35,300 | \$520,000 | \$0 | \$92,000 | \$560,000 | \$1,207,300 |
| Total | | \$35,300 | \$520,000 | \$0 | \$92,000 | \$560,000 | \$1,207,300 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
 Project can be phased – Number of years for phasing: Project is presented as a phased project.

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|------------------------------|--------------------|
| Project Management | CIP Engineering – Design | 275 hours per year |
| Environmental | Community Development | 40 hours per year |
| Permitting | Community Development | 40 hours per year |
| Plan Review | Park Maintenance | 20 hours per year |
| Neighborhood Meetings | Parks and Recreation | 60 hours per year |
| Contracts / Insurance | Public Works Administration | 90 hours per year |
| Construction Management | CIP Engineering - Inspection | 125 hours per year |

Site List – For multi-year projects

| Location – 5 year CIP forecast | Estimated Year of Construction |
|-----------------------------------------------|--------------------------------|
| Johnson Park Playground | 2012 |
| Santa Rosa Park Playground | 2012 |
| Emerson Park Playground | 2012 |
| Islay Hill Park Playground – Excluding Swings | 2016 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

PLAYGROUND EQUIPMENT REPLACEMENT

| | |
|-------------------------------------|------|
| Ludwick Center Playground | 2016 |
| Sinsheimer Playground | 2016 |
| Future Projects | |
| Vista Lago Mini Park Playground | 2018 |
| Mitchell Park Playground | 2018 |
| DeVaul Ranch Playground | 2020 |
| Laguna Hills Playground | 2020 |
| Islay Hill Park Playground – Swings | 2020 |
| Throop Park Playground | 2022 |
| Anholm Park Playground | 2022 |
| French Park Playground | 2022 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – PARKS & RECREATION RANGER PROGRAM PICKUP TRUCK

Project Description

Replacing one (1) Full-Sized Pickup truck for the Parks & Recreation Department Ranger program will cost \$31,400 in 2014-15.

This size vehicle is recommended for the transport of Ranger staff and for the towing of equipment trailers to and from various locations, City-wide.

Project Phasing and Funding Sources

| Asset #0219 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

OLYMPIC POOL REPLASTERING

Project Description

Replastering the Olympic Pool at the Swim Center will cost \$22,500 for design in 2013-14 and \$187,500 for construction in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$22,500 | | | \$22,500 |
| Construction | | | | | \$187,500 | | \$187,500 |
| Total | \$0 | \$0 | \$0 | \$22,500 | \$187,500 | \$0 | \$210,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$22,500 | \$187,500 | | \$210,000 |
| Total | \$0 | \$0 | \$0 | \$22,500 | \$187,500 | \$0 | \$210,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

BATH HOUSE T-BAR CEILING REPLACEMENT

Project Description

Replacing the T-Bar Ceiling in Bath House at the Swim Center will cost \$24,200 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | | \$24,200 | | \$24,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$24,200 | \$0 | \$24,200 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$24,200 | | \$24,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$24,200 | \$0 | \$24,200 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – SWIM CENTER PICKUP TRUCK

Project Description

Replacing one (1) Full-Size ¾ Ton Pick Up Truck equipped with a Service Body, for the Swim Center division will cost \$31,400 in 2014-15.

This size of a vehicle is required for the transport of heavy equipment & pool materials.

Project Phasing and Funding Sources

| Asset #0332 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$31,400 | \$0 | \$31,400 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

BATH HOUSE ROOF REPLACEMENT

Project Description

Replacing the Bath House roof at the Swim Center will cost \$7,500 for design in 2014-15 and \$62,000 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$7,500 | | \$7,500 |
| Construction | | | | | | \$62,000 | \$62,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$62,000 | \$69,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$7,500 | \$62,000 | \$69,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,500 | \$62,000 | \$69,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

OLYMPIC POOL BOILER REPLACEMENT

Project Description

Replacing the boilers for the Olympic Pool at the Swim Center will cost \$2,300 for design in 2014-15 and \$23,000 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$2,300 | | \$2,300 |
| Construction | | | | | | \$23,000 | \$23,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$2,300 | \$23,000 | \$25,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$2,300 | \$23,000 | \$25,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$2,300 | \$23,000 | \$25,300 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

SWIM CENTER POOL COVER REPLACEMENT

Project Description

Replacing the pool cover for the Olympic pool at the Swim Center will cost \$25,000 in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | | \$25,000 | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$25,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | | \$25,000 | \$25,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 | \$25,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

MEADOW PARK ROOF REPLACEMENT

Project Description

Metal roof replacement and roof repairs of the existing recreation building at Meadow Park will cost an additional \$25,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The Meadow Park Recreation building, constructed in 1975, has the original metal roof system still in place. In recent years, the recreation building has experienced interior damage from rain leakage due to the failure of the metal roof from age. It has become increasingly difficult to make repairs of any kind to the roof because the metal roof is in such poor condition. Incorrect installation has also led to dry-rot damage of the roof structural wood. Continued deterioration of the metal roof will lead to additional structural damage, disruption of recreational activities and increased need of costly repairs.

This project was approved in the 2009-11 Financial Plan, but with roofing material costs anticipated to increase in 2011 along the unknown extent of damage to the roof underlayment from deterioration, additional funds are necessary.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

MEADOW PARK ROOF REPLACEMENT

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50200 Parks and Landscape Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Construction | \$40,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| Total | \$45,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project will replace an existing facility and has an estimated 30 year life cycle. Ongoing costs will be significantly reduced due to minimal maintenance and no emergency repairs for water leaks.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$45,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Total | \$45,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$70,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

MEADOW PARK ROOF REPLACEMENT

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|-----------------------------------|-----------------|
| Project Management | Engineering Design | 80 |
| Project Inspection | Engineering Inspection | 80 |
| Project Administration | Public Works Administration | 100 |
| Project Maintenance | Building Maintenance | 20 |
| Project Proponent | Parks & Recreation Administration | 8 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

SINSHEIMER STADIUM BUILDING ASSESSMENT

Project Description

Completing an assessment of the Sinsheimer Stadium Building to determine the full scope of needed repairs will cost \$50,000 in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure maintenance

Need and Urgency

The Sinsheimer stadium building was built in the mid-1970s. Some minor routine maintenance has been performed over the years; however, the building is now exhibiting signs of several problems. Problems exist with several elements of the building including an inadequate electrical system for the current loads, marginal plumbing operation, rotting structural members in the restrooms, failing exterior trim and siding, as well as possible access issues and needed replacement of the concession facilities. Given the age and use of the building there may be other problems which may or may not affect the buildings serviceability, and which may not be visible.

Staff believes a complete assessment of the building is in order to identify all the problems. The assessment will allow development of a thorough and organized repair program to prevent the removal of new repairs to make other repairs. The report may also reveal that the building is not salvageable. Repair projects would be put forward in future budgets or may be funded with assistance of community partners.

Given the popularity and high use of this facility, staff believes a thorough review of the building is needed, with a follow-up maintenance plan.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

SINSHEIMER STADIUM BUILDING ASSESSMENT

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50200 Parks and Landscape Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Study | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Total | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |

Detail of ongoing costs and alternatives to ongoing costs: There are no annual costs associated with this study phase.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |
| Total | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

SINSHEIMER STADIUM BUILDING ASSESSMENT

Project Team

| Assignment | Program | Estimated Hours |
|------------------------|------------------------------|------------------------|
| Project Management | Engineering Design | 40 |
| Project Proponent | Parks & Facility Maintenance | 40 |
| Related Department | Parks & Recreation | 20 |
| Project Administration | Public Works Administration | 8 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

FLEET REPLACEMENT – PARKS MAINTENANCE FIELD CONDITIONER

Project Description

Replacing one (1) Field Conditioner, used for sports field preparation, for the Parks Maintenance division will cost \$10,400 in 2013-14.

Project Phasing and Funding Sources

| Asset #9828 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$10,400 | \$0 | \$0 | \$10,400 |
| Total | \$0 | \$0 | \$0 | \$10,400 | \$0 | \$0 | \$10,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$10,400 | \$0 | \$0 | \$10,400 |
| Total | \$0 | \$0 | \$0 | \$10,400 | \$0 | \$0 | \$10,400 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

FLEET REPLACEMENTS – PARKS MAINTENANCE EQUIPMENT TRAILER

Project Description

Replacing one (1) Equipment Trailer, used to transport equipment, for the Parks Maintenance division will cost \$4,800 in 2013-14.

Project Phasing and Funding Sources

| Asset #9405 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|----------------|------------|------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$4,800 | \$0 | \$0 | \$4,800 |
| Total | \$0 | \$0 | \$0 | \$4,800 | \$0 | \$0 | \$4,800 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|----------------|------------|------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$4,800 | \$0 | \$0 | \$4,800 |
| Total | \$0 | \$0 | \$0 | \$4,800 | \$0 | \$0 | \$4,800 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL, & SOCIAL SERVICES

FLEET REPLACEMENT – TREES MAINTENANCE PICKUP TRUCK

Project Description

Replacing one (1) Compact Pickup Truck, used for tree trimming field work, for the Trees Maintenance division will cost \$20,500 in 2013-14.

Project Phasing and Funding Sources

| Asset #9910 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$20,500 | \$0 | \$0 | \$20,500 |
| Total | \$0 | \$0 | \$0 | \$20,500 | \$0 | \$0 | \$20,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$20,500 | \$0 | \$0 | \$20,500 |
| Total | \$0 | \$0 | \$0 | \$20,500 | \$0 | \$0 | \$20,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

DAMON GARCIA MAINTENANCE COVER CONSTRUCTION

Project Description

Construction of a cover for the Damon Garcia Sports Fields maintenance area to increase worker safety and protect water quality will cost \$62,000 in 2013-14. The project plans are complete and a building permit is in hand.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$62,000 | | | \$62,000 |
| Total | \$0 | \$0 | \$0 | \$62,000 | \$0 | \$0 | \$62,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$62,000 | | | \$62,000 |
| Total | \$0 | \$0 | \$0 | \$62,000 | \$0 | \$0 | \$62,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

SINSHEIMER STADIUM STAIRS

Project Description

Replacing deteriorating stairs at Sinsheimer Stadium will cost \$15,000 for design in 2013-14 and \$95,000 for construction and construction management in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|-----------------|-----------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$15,000 | | | \$15,000 |
| Construction | | | | | \$80,000 | | \$80,000 |
| Construction Management | | | | | \$15,000 | | \$15,000 |
| Total | \$0 | \$0 | \$0 | \$15,000 | \$95,000 | \$0 | \$110,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|-----------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$15,000 | \$95,000 | | \$110,000 |
| Total | \$0 | \$0 | \$0 | \$15,000 | \$95,000 | \$0 | \$110,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENTS – PARKS MAINTENANCE PICKUP TRUCKS

Project Description

Replacing six (6) Mid-Sized Pickup Trucks for the Parks Maintenance division will cost a total of \$204,300;

- Two (2) Mid-Sized Pickup Trucks will cost \$68,400 in 2013-14
- Four (4) Mid-Sized Pickup Trucks will cost \$135,900 in 2014-15

These Mid-Sized Pickup Trucks are utilized daily by Parks Maintenance staff for the hauling of equipment, landscape materials and debris from various City-wide parks and sports fields.

Project Phasing and Funding Sources

| Asset # 0225 & 0226 Asset #0124, 0309, 0310 & 0311 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------------------------------------|---------------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$68,400 | \$135,900 | \$0 | \$204,300 |
| Total | \$0 | \$0 | \$0 | \$68,400 | \$135,900 | \$0 | \$204,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|-----------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$68,400 | \$135,900 | \$0 | \$204,300 |
| Total | \$0 | \$0 | \$0 | \$68,400 | \$135,900 | \$0 | \$204,300 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

RESTROOM REPLACEMENT & REMODELING

Project Description

Remodeling the Jack House restroom will cost \$257,000 for construction in 2013-14, and designing the Golf Course restroom replacement will cost \$60,000 in 2014-15, and \$237,000 for construction and construction management in 2015-16. This work is required for these facilities to meet ADA requirements.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|------------|------------|------------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | on-going | | | | \$60,000 | | \$60,000 |
| Construction | on-going | | | \$202,000 | | \$182,000 | \$384,000 |
| Construction Management | on-going | | | \$55,000 | | \$55,000 | \$110,000 |
| Total | \$0 | \$0 | \$0 | \$257,000 | \$60,000 | \$237,000 | \$554,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|-----------------|------------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$257,000 | \$60,000 | \$237,000 | \$554,000 |
| Total | \$0 | \$0 | \$0 | \$257,000 | \$60,000 | \$237,000 | \$554,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – PARKS MAINTENANCE TOW-BEHIND TURF SWEEPER

Project Description

Replacing one (1) Tow-Behind Turf Sweeper equipment, used for sports field maintenance, for the Parks Maintenance division will cost \$6,500 in 2014-15.

Project Phasing and Funding Sources

| Asset #9830 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|----------------|------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$6,500 | \$0 | \$6,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$6,500 | \$0 | \$6,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|----------------|------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$6,500 | \$0 | \$6,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$6,500 | \$0 | \$6,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – TREES MAINTENANCE WATER TANK TRUCK

Project Description

Replacing one (1) Heavy-Duty Full-Sized Water Tank Truck for the Trees Maintenance division will cost \$94,000 in 2014-15.

This tank truck carries water to various locations throughout the City and is used in the watering of various City Trees and in the development of the City’s Urban Forest program. This vehicle has been placed into a City-wide “pool” program to maximize its usage and extend the service life prior to replacement.

Project Phasing and Funding Sources

| Asset #9109 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$94,000 | \$0 | \$94,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$94,000 | \$0 | \$94,000 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$94,000 | \$0 | \$94,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$94,000 | \$0 | \$94,000 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – PARKS MAINTENANCE UTILITY CART

Project Description

Replacing one (1) Carry-All, Motorized, Utility Cart for the Parks Maintenance division will cost \$9,600 in 2015-16.

The Motorized Utility Cart is used primarily at the Damon-Garcia Sports Field Complex for transport of field preparation equipment and chemicals to various locations throughout the sports complex.

Project Phasing and Funding Sources

| Asset #0608 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|----------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,600 | \$9,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,600 | \$9,600 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|----------------|----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,600 | \$9,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,600 | \$9,600 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

LAGUNA LAKE GOLF COURSE MOWER REPLACEMENT

Project Description

Replacing the existing Laguna Lake Golf Course Riding Mower with all-terrain cut will cost \$57,500 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

Presently the Laguna Lake Golf Course has a Toro Mower (model 322-D, City I.D. #0419) which was used on a daily basis to maintain the un-groomed areas of the course. Despite being several years away from the time to replace per City policy the Golf Course Mower has ceased working. The Mower is specialized equipment used on a daily basis to mow a majority of the Course. It unfortunately is not a candidate for shared equipment with other parks maintenance equipment due to the nature of this mower and the heavy use of other City owned mowers.

The Mower was acquired in 2004. Almost since its date of acquisition the Mower has experienced substantial problems with its engine and drive train. In fact in the first year alone the Mower was sent back to Toro, all the way to Southern California where the nearest “dealer” is, for extensive re-working three separate times. Although Toro assured staff the problem was fixed, it was indeed not, and so once the warranty expired Fleet Maintenance and the Golf Course Supervisor began servicing this critical piece of equipment. This year, in September, having spent too many hours trying to maintain this particular mower, staff determined that it was no longer fixable.

The Laguna Lake Golf Course mowing of “roughs” and fairways consumes at least 14 operator hours by this or another mower each week. Because the course requires such frequent maintenance, another much older mower has been put back into service. At this time, staff is relying upon a 1991 Toro and the existing mower (for its parts) to maintain the Course fairways. Staff is spending approximately 3 to 4 hours per week additional hours maintaining this old equipment. Staff has identified a more appropriate and durable piece of equipment to use at the Golf Course and is requesting that the equipment be purchased at this time to reduce added staff maintenance burdens and provide a reliable piece of equipment to be used in daily tasks.

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

LAGUNA LAKE GOLF COURSE MOWER REPLACEMENT

Operating Program Number and Title:

60700 – Golf Course

Project Phasing and Funding Sources

| Asset # 0419 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$57,500 | \$0 | \$0 | \$0 | \$0 | \$57,500 |
| Total | \$0 | \$57,500 | \$0 | \$0 | \$0 | \$0 | \$57,500 |

Detail of ongoing costs and alternatives to ongoing costs: Project replaces existing vehicle with an estimated 7-year life cycle. Due to the very poor condition of the existing mower in use, maintenance costs will be reduced with the new mower.

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$57,500 | | | | | \$57,500 |
| Total | \$0 | \$57,500 | \$0 | \$0 | \$0 | \$0 | \$57,500 |

Reduced / Enhanced Project Alternatives

- ☒ Reduced project is feasible – Cost of reduced project:
 - A smaller, less expensive, (by about \$15,000) and more compact mower could be purchased at a reduced cost for maintenance of the Golf Course fairways and rough. However, this alternative is not without significant operational tradeoffs. A smaller mower is expected to require added staff time, to perform the primary task of this equipment because it will mow a narrower path with each pass of the mower, requiring more passes. That would result in 7-10 more hours a week in operator time to mow. These added hours also will result in more hours being put on the equipment in a year's time than expected, and as the

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

LAGUNA LAKE GOLF COURSE MOWER REPLACEMENT

past has shown, it will shorten the lifecycle of the equipment. This alternative is not recommended by staff at this time because staff would also not be able to allocate time to other needed services and tasks at the course.

- ☒ Project can be phased (leased) – Number of years for phasing:
 - Staff has discussed the possibility of leasing a mower in lieu of purchasing outright. Leasing options will not result in a notable savings, however, this option does provide increased flexibility for the following reasons:
 - Replacement cycle shortened: 5 years vs. 7 years
 - At the end of the 5-year lease period, the City will own the mower and may choose to sell, or return to vendor with a buy- back option, or replace it with a new mower.
 - The lifecycle of a mower is based on the number of hours it is used and, more often than not, five (5) calendar years is about the end of the lifespan for this equipment.
 - Leasing eliminates the City from being liable for a “lemon”, as this equipment can be returned to vendor for replacement
 - Leasing allows staff to experience the equipment, determining if it is suitable for the golf course needs, without committing to the purchase.
 - No down payment is required for leasing options

| ▪ Lease Option | | ▪ Owned | |
|-------------------|-----------------|-------------------|-----------------|
| # of payments | 60 | # of payments | 1 |
| Term (years) | 5 years | Term (years) | |
| Monthly Payment | \$1,035 | Monthly Payment | 0 |
| Buy Back | Yes | Buy Back | No |
| Sub-total | \$62,100 | Sub-total | \$55,000 |
| Discount | n/a | Discount | -\$4,000 |
| Sales Tax | Inc | Sales Tax | \$4,500 |
| Delivery | Inc | Delivery | \$2,000 |
| TOTAL COST | \$62,100 | TOTAL COST | \$57,500 |

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

LAGUNA LAKE GOLF COURSE MOWER REPLACEMENT

Description of Replacement Units

| Replacement Fiscal Year | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 |
|--------------------------------|-----------------|------------|------------|------------|------------|
| City Fleet Number | 0419 | | | | |
| Vehicle Type | Mower | | | | |
| Make | Toro | | | | |
| Model Type | TRC | | | | |
| Model Year | 2004 | | | | |
| Date Entered City Service | 4/30/2004 | | | | |
| Odometer Reading | 2,407 | | | | |
| Target: Years or Mileage | 7 | | | | |
| Proposed: Years or Mileage | - | | | | |
| Replacement Cost | | | | | |
| Base Unit | 54,900 | | | | |
| Accessories & Other Costs | 100 | | | | |
| CMAS Discount | (4,000) | | | | |
| Delivery | 2,000 | | | | |
| Sales Tax | 4,500 | | | | |
| Total Replacement Costs | \$57,500 | \$0 | \$0 | \$0 | \$0 |

Totals: 2011-12 **\$57,500** 2012-13 **\$0** 2013-14 **\$0** 2014-15 **\$0** 2015-16 **\$0**

CAPITAL IMPROVEMENT PLAN - LEISURE, CULTURAL & SOCIAL SERVICES

FLEET REPLACEMENT – GOLF MOWER

Project Description

Replacing one (1) Two-Wheel Drive (2WD) Golf Course Mower for the Parks and Recreation Department Golf program will cost \$42,400 in 2015-16.

Project Phasing and Funding Sources

| Asset #0606 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,400 | \$42,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,400 | \$42,400 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,400 | \$42,400 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,400 | \$42,400 |

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

FLEET REPLACEMENTS – BUILDING INSPECTION VEHICLES

Project Description

Replacing three (3) Building Inspection vehicles for the Community Development Department will cost \$71,000 in 2015-16.

- One (1) Mid-Sized, 4-door, sedan will cost \$22,400 in 2015-16
- Two (2) Compact Pickup Trucks will cost \$48,600 in 2015-16

These vehicles are used to transport inspection equipment and building plans to various locations and building sites, City-wide.

Currently, the Building Inspection program has two (2) compact SUVs. Staff is making the recommendation to downsize the SUVs to Compact Pickup Trucks. Often, Building Inspection staff are called to visit building and construction sites which require significant ground clearance that are available with Compact Pickup Trucks.

Project Phasing and Funding Sources

| Asset #0127, 0128 & 0229 | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,000 | \$71,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,000 | \$71,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,000 | \$71,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$71,000 | \$71,000 |

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

FLEET REPLACEMENTS – CAPITAL ENGINEERING PICKUP TRUCKS

Project Description

Replacing three (3) Compact Pickup Trucks for the Capital Improvement Program Inspection staff will cost \$75,300 in the 5-year Financial Plan period.

Two (2) Compact Pickup Trucks will cost \$50,200 in 2014-15

One (1) Compact Pickup Truck will cost \$25,100 in 2015-16

These trucks are needed for the transport of various construction and inspection equipment.

Currently, the CIP Inspection program is utilizing Mid-Sized Pickup Trucks. These trucks will be downgraded to a smaller Compact Pickup Truck model at time of replacement.

Project Phasing and Funding Sources

| Asset #9905, #9906 Asset #0024 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------------------|---------------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$50,200 | \$25,100 | \$75,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$50,200 | \$25,100 | \$75,300 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$50,200 | \$25,100 | \$75,300 |
| Total | \$0 | \$0 | \$0 | \$0 | \$50,200 | \$25,100 | \$75,300 |

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

FROOM RANCH IMPROVEMENTS

Project Description

Development of Trail and Other Recreational Infrastructure for the Froom Ranch addition to Irish Hills Natural Reserve.

- Maintenance/Replacement New project Fleet Replacement New Fleet Request
- Council Goal / Measure Y Priority - List: Open Space Preservation

Need and Urgency

With acquisition of the Froom Ranch, the need to make the property more accessible and safe has manifested itself. While the general routing of new trails and other features is known, detailed study currently underway is expected to result in some changes to those expectations. However, the Froom Ranch has the capability to make the Irish Hills Natural Reserve a much larger and more dramatic area to visit and enjoy. Therefore special funding for trail improvements is warranted over the next two years.

Readiness to Build

- Study underway, completion expected before July 2011
- Equipment purchased or n/a
- Property owned or property agreement in place—additional agreements for trails anticipated before July 2011
- Environmental approval expected before July 2011; some permitting may be needed afterward
- Specifications or construction documents complete or n/a

Environmental Review and Permits Required

- Environmental Review – expected before July 2011
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps) possibly needed
- Railroad
- Other:

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

FROOM RANCH IMPROVEMENTS

Operating Program Number and Title:

11250 Natural Resources Protection

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------------|---------------------------------------|-----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Environmental / Permit | | \$5,000 | | | | | \$5,000 |
| Land Acquisition | | \$5,000 | | | | | \$5,000 |
| Construction | | \$52,500 | \$22,500 | | | | \$75,000 |
| Total | \$0 | \$62,500 | \$22,500 | \$0 | \$0 | \$0 | \$85,000 |

Detail of ongoing costs and alternatives to ongoing costs: Costs are expected to consist of normal Ranger Service and Natural Resources personnel staffing for maintenance and patrol.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | \$62,500 | \$22,500 | \$0 | \$0 | \$0 | \$85,000 |
| Total | \$0 | \$62,500 | \$22,500 | \$0 | \$0 | \$0 | \$85,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing: 2-3 years

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

FROOM RANCH IMPROVEMENTS

Project Team

| Assignment | Program | Estimated Hours |
|-----------------------|---------|-----------------|
| Natural Resources Mgr | | 60 |
| Lead Ranger/Rangers | | 200 |
| Biologist | | 60 |

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

OPEN SPACE ACQUISITION

Project Description

Continued funding for open space acquisition in the Greenbelt surrounding the City of San Luis Obispo will cost \$175,000 in 2011-12 and \$300,000 annually in 2013-16.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Open Space Preservation

Need and Urgency

The City of San Luis Obispo continues to actively pursue fee and easement acquisition opportunities to enhance the Greenbelt surrounding the City, and to provide recreational and habitat conservation opportunities for our citizens. The Council has consistently supported such efforts, particularly where they can be leveraged with other outside funding. Several opportunities exist for such efforts over the 2011-2013 financial plan period. These are (1) fee purchase of portions of the King and/or Filipponi/Twisselman properties above Johnson Avenue and adjacent to the Reservoir Canyon Natural Reserve; and (2) funding for one or more conservation easement transactions in cooperation with the Land Conservancy of San Luis Obispo County, which in February 2011 entered into a new agreement with the Department of Defense (DoD) which authorized the expenditure of up to one million dollars beyond that which has already been spent by DoD for such transactions in the area around Camp San Luis Obispo. Since portions of this area are also in the City of San Luis Obispo's designated Greenbelt, it is an ideal match source for conservation projects.

Open Space acquisition was an important community benefit acknowledged in the successful campaign for Measure Y in 2006.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place – mechanisms available to quickly work on opportunities
- Environmental approval not needed for acquisitions
- Specifications or construction documents complete or n/a

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

OPEN SPACE ACQUISITION

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps) possibly needed
- Railroad
- Other:

Operating Program Number and Title:

11250 Natural Resource Protection

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|------------------|---------------------------------------|------------------|------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Land Acquisition | \$0 | \$175,000 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$1,075,000 |
| Total | \$0 | \$175,000 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$1,075,000 |

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-------------------|------------------------------|------------|------------|-----------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Contract Services | \$0 | \$0 | \$0 | \$15,000 | \$15,000 | \$15,000 | \$45,000 |
| Total | \$0 | \$0 | \$0 | \$15,000 | \$15,000 | \$15,000 | \$45,000 |

Detail of ongoing costs and alternatives to ongoing costs: Costs are expected to consist of 20% to 25% of the Natural Resources Manager's time, minor time requirements from the City Biologist, plus consultant expenses (appraisals, etc.).

CAPITAL IMPROVEMENT PLAN - COMMUNITY DEVELOPMENT

OPEN SPACE ACQUISITION

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------------|------------|------------------|------------------|------------------|--------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$175,000 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$400,000 |
| Grant | \$0 | \$0 | \$0 | \$225,000 | \$225,000 | \$225,000 | \$675,000 |
| Total | \$0 | \$175,000 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$1,075,000 |

The City funds would be matched by outside funding at ratio of at least a 3:1 ratio, provided by Army Compatible Use Buffer (ACUB) program monies secured by the Land Conservancy of San Luis Obispo County.

Reduced / Enhanced Project Alternatives

Reduced project is feasible; however, such reduction would eliminate the potential for at least one of the identified projects. Cost of reduced project: \$600,000 (would eliminate one year of ACUB match).

Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|-----------------------|-----------------|
| Project Management | Natural Resources Mgr | 2,500 |
| Project Support | Biologist | 1,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY WEBSITE UPGRADE

Project Description

Updating and redesigning the City's website to provide better communication with the community will cost \$45,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

The City currently uses Microsoft FrontPage 2003 to create and maintain content on the City's website and Intranet. Microsoft discontinued FrontPage at the end of 2006. As a result, the website is becoming outdated and is difficult to navigate.

Although the website should be one of the City's greatest communications assets, it has suffered from the use of outdated software and is updated at irregular intervals by a variety employees. There is a need for a total web redesign to take advantage of new technology and design conventions that users are becoming accustomed to using other websites.

The City website should be more picture intensive, have a dedicated spot for breaking news and press releases, provide easy access to business, government, citizen, and visitor information. The new site should continue to give each department autonomy in creating content for their pages, but the management of the design of each page should be centralized so that consistency can be maintained throughout the site.

In light of the current fiscal challenges facing the City, the need for a dynamic site is critical because government websites are increasingly used by the public for updates and information. It is another method that the City can use to provide excellent customer service. There are several generations of customers that will benefit from a more friendly and navigable site.

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY WEBSITE UPGRADE

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other: None

Operating Program Number and Title:

25300 Network Services

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | \$45,000 | | | | | \$45,000 |
| Total | \$0 | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$45,000 |

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-------------------|------------------------------|------------|------------|----------------|----------------|----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Contract Services | | | | \$5,000 | \$5,000 | \$5,000 | \$15,000 |
| Total | \$0 | \$0 | \$0 | \$5,000 | \$5,000 | \$5,000 | \$15,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY WEBSITE UPGRADE

Detail of ongoing costs and alternatives to ongoing costs: Contract maintenance to provide increased functionality, custom graphics and other ongoing site needs.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | | \$36,400 | | | | | \$36,400 |
| Sewer Fund | | \$1,900 | | | | | \$1,900 |
| Water Fund | | \$1,900 | | | | | \$1,900 |
| Parking Fund | | \$1,300 | | | | | \$1,300 |
| Transit Fund | | \$3,500 | | | | | \$3,500 |
| Total | \$0 | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$45,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|--------------------|-----------------|
| Project Management | Network Services | 120 |
| Project Support | Community Programs | 120 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

MICROSOFT OFFICE REPLACEMENT

Project Description

Upgrading the Microsoft Office Suite from 2003 to 2010 will cost \$201,200 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

Currently the City is standardized on Microsoft Office 2003. In 2007, Microsoft released another version of its Office suite; however, the user interface was radically redesigned. The Microsoft Office user community responded very negatively to the new user interface and Microsoft shortly announced that the concerns would be addressed with the next version of Office. After Network Services consulted with the City's Microsoft Office training vendor, Network Services decided to postpone upgrading the Microsoft Office Suite until the City had a chance to see how Microsoft was going to address the user interface concerns. In early 2010 Microsoft released Office 2010 that addressed many of the user interface concerns, provides enhanced functionality and increased user efficiency. Because of other Information Technology projects and integration concerns with the City's ShoreTel system, by the time the City is ready to upgrade, the Office Suite that the City will be using will be about eight years old and will be increasingly incompatible with the newer file types. There are also security concerns with using eight-year old software with security vulnerabilities that are well documented.

Another major benefit is that the new Office 2010 file types can decrease file sizes by up to two-thirds. Because Office files, particularly Excel spreadsheets and PowerPoint presentations, make up most of the City's data growth, using the new file types could potentially cut in half the City's data growth. From September 2009 to December 2010, the City's data grew by 64% due to new aerial photos of the City. March 2008 to September 2009 saw only about a 10% growth rate because of major data clean-up efforts that had never been tried before. Network Services has seen substantial improvement in how data is being retained, cleaned up and handled by City staff. Unfortunately, the rate at which new data is created is increasing. The EnerGov and Laserfiche projects are also expected to not only increase the amount of data that the City needs to retain but also cause increased data growth as the City makes full use of these programs. Using the new Office 2010 file types is the best, easiest and one of the few ideas that Networks Services sees as being able to significantly reduce the rate of the City's data growth.

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

MICROSOFT OFFICE REPLACEMENT

There is also the potential to convert all of the City's achieved Office files to the new file types, freeing a significant amount of data storage space. However, ensuring that files would still be formatted correctly so that they are usable could require significant staff time. Network Service would work with City staff to find the balance between freeing up space and use of staff time.

The growth of the City's data storage capacity must keep pace with the growth of the City's data. Network Services currently expects to spend about \$35,000 a year on data storage in order to keep pace with the current rate of growth of the City's data. If the City does not convert to using the new Office 2010 file types, Network Services will need additional funding to handle the growth of the City's data. Office 2010 has a more efficient method of storing data which will slow the need for additional storage.

This project would include upgrading the City's e-mail system from Microsoft Exchange 2007 to Microsoft Exchange 2010. This is important in order to ensure complete compatibility with Outlook 2010 that is included in the Microsoft Office 2010 suite. By ensuring complete compatibility, the City will be able to take advantage of improved scheduling tools, rule options and collaboration features in Outlook 2010. An equally important reason to upgrade the City's e-mail system is to address security concerns caused by not using the latest version of Exchange.

The total cost of this project includes \$60,000 of training costs to assure that the City's users have a smooth transition to the new MS Office suite.

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

25300 Network Services

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

MICROSOFT OFFICE REPLACEMENT

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | | \$201,200 | \$0 | \$0 | \$0 | \$0 | \$201,200 |
| Total | \$0 | \$201,200 | \$0 | \$0 | \$0 | \$0 | \$201,200 |

Detail of ongoing costs and alternatives to ongoing costs: There are no ongoing costs for the MS Office suite. Network Services has historically not purchased software maintenance for Microsoft software because of the uncertainty of when Microsoft will release new versions and the uncertainty of whether or not the City will adopt the new versions.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------------|------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | | \$173,600 | \$0 | \$0 | \$0 | \$0 | \$173,600 |
| Water Fund | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Sewer Fund | \$0 | \$7,600 | \$0 | \$0 | \$0 | \$0 | \$7,600 |
| Parking Fund | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Transit Fund | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Total | \$0 | \$201,200 | \$0 | \$0 | \$0 | \$0 | \$201,200 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project: \$91,000 for Microsoft Exchange licenses and training. By deferring for a year and assuming no cuts to Information Technology’s desktop replacement budget, Network Services would be able to purchase the Microsoft Office 2010 licenses needed and would only need to purchase the Microsoft Exchange licenses and provide training for all City staff. Without increasing storage capacity beyond what Network Services is already projecting, it is likely that the City will need to purchase additional storage before the Office upgrade could happen.
- Project can be phased – Number of years for phasing: Two years – The City could choose to upgrade only the users that are scheduled for desktop replacements and then wait until the following year to upgrade the other users. However, a staggered replacement would result in file types that not completely compatible with the older Office versions, which would result in file incompatibilities between City departments. In addition, upgrading to 2010 will save storage space because files are compressed. A staggered replacement

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

MICROSOFT OFFICE REPLACEMENT

would not address the data growth problems and it is possible that this incompatibility would actually increase data growth as City users save copies of their documents in both the old and the new format in order to take advantage of the new Office features while also making sure any City user could access it.

Project Team

| Assignment | Program | Estimated Hours |
|--------------------------|------------------|-----------------|
| Project Management | Network Services | 30 |
| Installation/Deployment | Network Services | 90 |
| Project Support/Training | Network Services | 30 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

WIRELESS NETWORK INFRASTRUCTURE REPLACEMENT

Project Description

Replacing the City's aging wireless network infrastructure will cost \$66,000 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The City's wireless network infrastructure currently consists of nine access points and a single wireless controller from Extreme Networks. They are used to support the public safety in-car video system, fleet maintenance systems, the emergency operation center's audio/visual controls, the channel 20 broadcast system's control system, public wireless access for the Council Chambers and Council Hearing room, and the emergency communications center's audio/visual control system. In addition, the Utilities Department utilizes a wireless connection to update water infrastructure records. Each of these systems has unique requirements that necessitate a wireless network connection in order to make them feasible.

The City's current wireless controller is nine years old and was among the first generation of enterprise level wireless controllers. Extreme Networks stopped selling the City's wireless controller on June 30, 2009, and will end support for the wireless controller on June 30, 2014. Network Service's experience with other vendors is that once a product goes on extended support like the City's wireless controller, support suffers and the closer to the end of support date, the more difficult it will be to get replacement parts if the controller should have a problem.

Enterprise level wireless controllers allow the combining of access points to create large wireless hot spots, allow multiple wireless networks to coexist without interfering with each other, and centralize management, security and access control. These are all critical features necessary for Network Services to economically provide easy to use, reliable and secure wireless network access. Subsequent generations of enterprise level wireless controllers have refined the core functionality, increased the bandwidth available, and increased the level of security and access control that they provide. Almost half the cost of a replacement system would be the licenses to provide full firewall protection for the City's network for and from wireless network connections.

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

WIRELESS NETWORK INFRASTRUCTURE REPLACEMENT

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

25300 Network Services

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |
| Total | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |

| | <i>Ongoing Costs by Type</i> | | | | | | |
|-------------------|------------------------------|------------|----------------|----------------|----------------|----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Contract Services | \$0 | \$0 | \$7,000 | \$7,000 | \$7,000 | \$7,000 | \$28,000 |
| Total | \$0 | \$0 | \$7,000 | \$7,000 | \$7,000 | \$7,000 | \$28,000 |

Detail of ongoing costs and alternatives to ongoing costs: Maintenance on the system is expected to cost \$7,000 per year.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$56,500 | \$0 | \$0 | \$0 | \$0 | \$56,500 |
| Water Fund | \$0 | \$9,500 | \$0 | \$0 | \$0 | \$0 | \$9,500 |
| Total | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

WIRELESS NETWORK INFRASTRUCTURE REPLACEMENT

Reduced / Enhanced Project Alternatives

- Reduced project is feasible
- Project can be phased – Number of years for phasing: Two – The project could be phased over two years by upgrading the wireless controller the first year and then upgrading the wireless access points the second year. However, this would require that the City purchase a wireless controller from the same vendor as the City’s current wireless controller. Only a wireless controller from the same vendor is compatible with the City’s existing wireless access points. The drawback to this is that the City would not be able to competitively bid this project or be assured of getting the vendor with the best possible fit for the City.

Project Team

| Assignment | Program | Estimated Hours |
|--------------------|------------------|-----------------|
| Project Management | Network Services | 40 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

EMERGENCY COMMUNICATIONS CENTER BLADE WARRANTY EXTENSION

Project Description

Extension of the ClearCube blade warranties for the Emergency Communication Center in 2012-13 will cost \$25,000.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

The blade computers in the Emergency Communication Center were initially purchased for \$206,425 with a three-year extended warranty on both the hardware and software that is the standard for all City workstations. Unfortunately, delays in construction caused an almost one-year gap between when the City purchased the blade computers and when they went into production. These blade computers are all mission-critical systems that are how the City's dispatchers access the Computer Aided Dispatching (CAD) system, Avtec radio consoles and Milestone security camera client. The blade computers are continuing to function well and Network Services recommends deferring their replacement for a year. However, because the current warranties expire on June 30, 2012, Network Services also strongly recommends that an additional year of warranty extension be purchased in order to maintain these mission-critical systems.

Readiness to Build

This section does not apply to equipment replacement.

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

25300 Network Services

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

EMERGENCY COMMUNICATIONS CENTER BLADE WARRANTY EXTENSION

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |
| Total | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |

Detail of ongoing costs and alternatives to ongoing costs: No ongoing costs are projected.

| | <i>Project Funding by Source</i> | | | | | | Total |
|--------------|----------------------------------|------------|-----------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| General Fund | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |
| Total | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$0 | \$25,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

Project Team

| Assignment | Program | Estimated Hours |
|----------------------|------------------|-----------------|
| Warranty acquisition | Network Services | 2 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

EMERGENCY COMMUNICATION CENTER BLADE REPLACEMENTS

Project Description

Replacing the Emergency Communication Center's server blades for the security, computer-aided dispatch (CAD) and radio PC's will cost \$150,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | \$150,000 | | | \$150,000 |
| Total | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$150,000 | | | \$150,000 |
| Total | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FIREWALLS

Project Description

Upgrading the City's firewalls will cost \$200,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | \$200,000 | | | \$200,000 |
| Total | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$171,000 | | | \$171,000 |
| Water Fund | | | | \$10,500 | | | \$10,500 |
| Sewer Fund | | | | \$8,500 | | | \$8,500 |
| Parking Fund | | | | \$5,000 | | | \$5,000 |
| Transit Fund | | | | \$5,000 | | | \$5,000 |
| Total | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

VIRTUAL PRIVATE NETWORK APPLIANCES

Project Description

Replacing the City's virtual private network (VPN) appliances will cost \$200,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | \$200,000 | | | \$200,000 |
| Total | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$164,500 | | | \$164,500 |
| Water Fund | | | | \$29,000 | | | \$29,000 |
| Sewer Fund | | | | \$6,500 | | | \$6,500 |
| Total | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

WEB FILTER/SECURITY UPGRADES/NETWORK SECURITY

Project Description

Upgrading the City's web filter and network security will cost \$125,000 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | \$125,000 | | | \$125,000 |
| Total | \$0 | \$0 | \$0 | \$125,000 | \$0 | \$0 | \$125,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$106,800 | | | \$106,800 |
| Water Fund | | | | \$6,500 | | | \$6,500 |
| Sewer Fund | | | | \$5,500 | | | \$5,500 |
| Parking Fund | | | | \$3,100 | | | \$3,100 |
| Transit Fund | | | | \$3,100 | | | \$3,100 |
| Total | \$0 | \$0 | \$0 | \$125,000 | \$0 | \$0 | \$125,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

DISPATCH EQUIPMENT REPLACEMENT

Project Description

Replacing computer equipment that has reached its anticipated five year lifecycle in the Dispatch Center will cost \$50,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$50,000 | | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$50,000 | | \$50,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

NETWORK EQUIPMENT REPLACEMENTS

Project Description

Replacing network equipment will cost \$550,000 in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | | | | | \$550,000 | | \$550,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$550,000 | \$0 | \$550,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|------------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$480,500 | | \$480,500 |
| Water Fund | | | | | \$17,000 | | \$17,000 |
| Sewer Fund | | | | | \$33,500 | | \$33,500 |
| Parking Fund | | | | | \$9,500 | | \$9,500 |
| Transit Fund | | | | | \$9,500 | | \$9,500 |
| Total | \$0 | \$0 | \$0 | \$0 | \$550,000 | \$0 | \$550,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FLEET REPLACEMENT –FINANCE & INFORMATION TECHNOLOGY VAN

Project Description

Replacing one (1) Transport Van for the Finance & Information Technology department will cost \$27,100 in 2014-15.

The van is utilized in transporting computer equipment, servers and other related technologies devices and equipment to various locations city-wide.

Project Phasing and Funding Sources

| Asset #9903 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$0 | \$27,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$0 | \$27,100 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$0 | \$27,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$0 | \$27,100 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FLEET REPLACEMENT – FINANCE & INFORMATION TECHNOLOGY COMPACT 4x4 PICKUP TRUCK

Project Description

Replacing one (1) Compact, 4-Wheel Drive, Pickup Truck for the Finance & Information Technology department will cost \$ 27,100 in 2015-16.

This vehicle is used to transport various technology equipment, computers and servers to various locations, City-wide. This vehicle is also used in rough terrain to inspect and repair radio repeater equipment. A 4-wheel drive vehicle is recommended to have the ability to access these locations.

This vehicle is currently a Compact 4-wheel Drive SUV. At time of replacement, this vehicle will be downgraded to a smaller Compact 4-Wheel Drive Pickup Truck.

Project Phasing and Funding Sources

| Asset #0403 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$27,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$27,100 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$27,100 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,100 | \$27,100 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY HALL ENTRY STEPS

Project Description

Removing and replacing all the concrete steps, landings, and handrails at the upper Palm Street entrance to City Hall will cost \$10,000 for design in 2011-12 and \$130,000 for construction and construction management in 2012-13.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List: Infrastructure Maintenance

Need and Urgency

The concrete steps and landings at the main entrance to City Hall have cracked and spalled over many years and have become unsightly. This deterioration detracts from the overall appearance of City Hall at a location. The entry apron was original to the building construction 60 years ago and were not designed or installed to today's building concrete standards. This project would remove all the concrete steps and landings and replace them. The existing handrails would also be replaced with handrails complying with current ADA standards. The project may require Cultural Heritage and Architectural Review Commission review. The project also includes funding to improve accessibility at the entrances with items such as railings and power assist doors to meet requirements triggered by the stair replacement. Ultimately, the City may be required to install an elevator in the building, which could substantially add to the cost of this project and is beyond the scope of this request.

Readiness to Build

- Study complete or n/a
- Equipment purchased or n/a
- Property owned or property agreement in place
- Environmental approval and permits complete or n/a
- Specifications or construction documents complete

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY HALL ENTRY STEPS

Environmental Review and Permits Required

- Environmental Review
- Building Permit
- Waterway Permits (Fish & Game, Water Quality, Army Corps)
- Railroad
- Other:

Operating Program Number and Title:

50230 Buildings

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-------------------------|---------------------------------------|-----------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Construction | \$0 | \$0 | \$120,000 | | \$0 | \$0 | \$120,000 |
| Construction Management | \$0 | \$0 | \$10,000 | | \$0 | \$0 | \$10,000 |
| Total | \$0 | \$10,000 | \$130,000 | \$0 | \$0 | \$0 | \$140,000 |

Detail of ongoing costs and alternatives to ongoing costs: Project replaces existing facility and no additional maintenance costs are anticipated.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------------|------------|------------|------------|------------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$10,000 | \$130,000 | \$0 | \$0 | \$0 | \$140,000 |
| Total | \$0 | \$10,000 | \$130,000 | \$0 | \$0 | \$0 | \$140,000 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
- Project can be phased – Number of years for phasing:

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY HALL ENTRY STEPS

Project Team

| Assignment | Program | Estimated Hours |
|-------------------------|-----------------------------|------------------------|
| Project Management | Engineering Design | 120 |
| Environmental Review | Community Development | 8 |
| Project Proponent | Administration | 40 |
| Contract / Insurance | Public Works Administration | 100 |
| Construction Inspection | CIP Engineering | 80 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

EXTERIOR PAINTING OF LUDWICK AND SENIOR CENTERS

Project Description

Painting the exteriors of the Ludwick Center and the Senior Center will cost \$91,500 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$91,500 | | | \$91,500 |
| Total | \$0 | \$0 | \$0 | \$91,500 | \$0 | \$0 | \$91,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$91,500 | | | \$91,500 |
| Total | \$0 | \$0 | \$0 | \$91,500 | \$0 | \$0 | \$91,500 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

JACK HOUSE EXTERIOR PAINTING

Project Description

Painting the exterior of the Jack House buildings will cost \$24,600 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$24,600 | | | \$24,600 |
| Total | \$0 | \$0 | \$0 | \$24,600 | \$0 | \$0 | \$24,600 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$24,600 | | | \$24,600 |
| Total | \$0 | \$0 | \$0 | \$24,600 | \$0 | \$0 | \$24,600 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY HALL EXTERIOR PAINTING

Project Description

Painting the exterior of City Hall, located at 990 Palm Street, will cost \$31,500 in 2013-14.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Construction | | | | \$31,500 | | | \$31,500 |
| Total | \$0 | \$0 | \$0 | \$31,500 | \$0 | \$0 | \$31,500 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|-----------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$31,500 | | | \$31,500 |
| Total | \$0 | \$0 | \$0 | \$31,500 | \$0 | \$0 | \$31,500 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CORPORATION YARD FUEL BUILDING REHABILITATION

Project Description

Repairing and rehabilitating the Corporation Yard Fuel Island and Buildings will cost \$8,000 for design in 2013-14 and \$35,000 for construction in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$8,000 | | | \$8,000 |
| Construction | | | | | \$35,000 | | \$35,000 |
| Total | \$0 | \$0 | \$0 | \$8,000 | \$35,000 | \$0 | \$43,000 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$8,000 | \$35,000 | | \$43,000 |
| Total | \$0 | \$0 | \$0 | \$8,000 | \$35,000 | \$0 | \$43,000 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY HALL PERIMETER DRAIN REPAIR

Project Description

Repairing the City Hall perimeter drain system will cost \$9,600 for design in 2013-14 and \$27,500 for construction in 2014-15.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | \$9,600 | | | \$9,600 |
| Construction | | | | | \$27,500 | | \$27,500 |
| Total | \$0 | \$0 | \$0 | \$9,600 | \$27,500 | \$0 | \$37,100 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|----------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | \$9,600 | \$27,500 | | \$37,100 |
| Total | \$0 | \$0 | \$0 | \$9,600 | \$27,500 | \$0 | \$37,100 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FLEET REPLACEMENT – BUILDING MAINTENANCE PICKUP TRUCK

Project Description

Replacing one (1) Full-Sized, ¾ Ton , Pickup Truck, equipped with a Service Body, for the Building Maintenance division will cost \$30,900 in 2014-15.

This size of a vehicle is required for the transport of heavy equipment to various City-wide locations.

Project Phasing and Funding Sources

| Asset #0314 | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$30,900 | \$0 | \$30,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$30,900 | \$0 | \$30,900 |

| | <i>Project Funding by Source</i> | | | | | | |
|------------------------|----------------------------------|------------|------------|------------|-----------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$30,900 | \$0 | \$30,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$30,900 | \$0 | \$30,900 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

LUDWICK CENTER ROOF REPLACEMENT

Project Description

Replacing the roof at the Ludwick Center will cost \$7,900 for design in 2014-15 and \$78,900 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$7,900 | | \$7,900 |
| Construction | | | | | | \$78,900 | \$78,900 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,900 | \$78,900 | \$86,800 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$7,900 | \$78,900 | \$86,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$7,900 | \$78,900 | \$86,800 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

CITY/COUNTY LIBRARY HEAT PUMP REPLACEMENT

Project Description

Replacing the City/County Library Heat Pump will cost \$13,200 for design in 2014-15 and \$38,000 for construction in 2015-16.

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|--------------|---------------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Design | | | | | \$13,200 | | \$13,200 |
| Construction | | | | | | \$38,000 | \$38,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$13,200 | \$38,000 | \$51,200 |

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|------------|------------|------------|-----------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | | | | | \$13,200 | \$38,000 | \$51,200 |
| Total | \$0 | \$0 | \$0 | \$0 | \$13,200 | \$38,000 | \$51,200 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

PARTICULATE MATTER TRAP RETROFIT

Project Description

Mandated retrofit of various City fleet vehicles with the installation of Diesel Particulate Matter Filters will cost \$66,800 in 2011-12.

Maintenance/Replacement New project Fleet Replacement New Fleet Request

Council Goal / Measure Y Priority - List:

Need and Urgency

The California Air Resources Board (CARB) is requiring as part of Senate Bill (SB 656) installation of Diesel Particulate Filters (DPF) to on-road and off-road vehicles and equipment to reduce diesel exhaust particulate matter. The Particulate Matter Control Measure affects the City's on-road heavy-commercial diesel-fueled vehicles assigned to the City's Public Works maintenance division and Utilities Department. To ensure compliance with SB 656, installation of semi-electric DPF and low-temperature filters will be required for the following vehicles.

Currently, this mandate affects eight heavy commercial vehicles within the City's fleet which will require either a vehicle replacement or DPF retrofit prior to December 31, 2011.

The Streets Maintenance division 1994 freightliner diesel dump truck (Asset # 9713) was purchased in 1997 for approximately \$72,000. This dump truck is utilized daily by Streets Maintenance staff for pavement management operations, removal of debris and hauling of sweeping spoils to the landfills. Vehicle #9713 currently has an odometer reading of 518,568 and was initially slated for replacement in the 2011-12 fiscal year. The affected vehicle has failed data logging due to low exhaust temperature. A retrofit of two DPFs is necessary due to engine size and horsepower. Staff is recommending the installation of two low-temperature filters for vehicle #9713 as required to bring the vehicle into low emissions compliance.

The Wastewater Collections division Sewer VacCon Truck (Asset #0718) was purchased in 2007 for \$252,300. The Sewer VacCon Truck is utilized daily by Utilities staff does the cleaning, maintenance and repairs of the City's sewer laterals. This vehicle is utilized for preventative maintenance of sewer mains as required by the California Water Quality Control Board and as part of the City's Storm Water Management Plan. Per the City's Fleet Management Policy, vehicle #0718 is eligible for replacement in the 2011-12 fiscal year. However, in light of

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

PARTICULATE MATTER TRAP RETROFIT

minimal routine maintenance costs of the vehicle and the availability of a DPF for this vehicle, staff recommends the installation of a DPF in lieu of replacement at this time.

The Facilities Maintenance division Ford F450 Service Truck with crane-lift was purchased in 2003 for \$68,400. This heavy service commercial vehicle is utilized daily by Facilities Maintenance staff in the maintenance and repairs of various City facilities. Per the City's Fleet Management Policy, this vehicle is eligible for replacement in the 2014-15 fiscal year. However, when tested, the engine failed the necessary data logging and will require a DPF retrofit to bring the vehicle into compliance with CARB regulations.

CARB mandates particulate matter retrofits completed prior to December 31, 2011.

The other five on-road heavy commercial use vehicles affected by the CARB particulate matter emissions regulations will be placed into a fleet "pool" program and registered with CARB as "low-usage" vehicles. The "low-usage" designation will allow the continued use of these five vehicles without triggering a vehicle replacement or DPF retrofit at this time. As such, the replacement or retrofit of these "pooled" vehicles can be deferred to years 3-5 of the Financial Plan.

To ensure regulatory compliance with the three "non-pooled" vehicles (9713, 0718 and 0414), it will be necessary to install Semi-Electric DPF and low temperature filters. The Streets Maintenance division dump truck (9713) will be retrofitted with two low-temperature filters, the Wastewater Collections Sewer VacCon Truck (0718) and the Facilities Maintenance Service Truck (0414) with semi-electric DPF filters.

| Division | Vehicle # | Retrofit Description | Qty. | Est. Cost |
|----------------------------|-----------|--------------------------------------|------|------------------|
| Streets Maint. | 9713 | HUSS-Dual Syst MK600 Low-temp Filter | 2 | \$ 36,300 |
| Wastewater Collections | 0718 | Donaldson semi-electric DPF | 1 | \$ 12,000 |
| Facilities Maint | 0414 | HUSS-Single System | 1 | \$ 18,500 |
| TOTAL RETROFIT COST | | | | \$ 66,800 |

Readiness to Build

This section does not apply to equipment replacement.

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

PARTICULATE MATTER TRAP RETROFIT

Environmental Review and Permits Required

This section does not apply to equipment replacement.

Operating Program Number and Title:

50340 Vehicle and Equipment Maintenance

Project Phasing and Funding Sources

| | <i>Initial Project Costs by Phase</i> | | | | | | |
|-----------------------|---------------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| Equipment Acquisition | \$0 | \$66,800 | \$0 | \$0 | \$0 | \$0 | \$66,800 |
| Total | \$0 | \$66,800 | \$0 | \$0 | \$0 | \$0 | \$66,800 |

Detail of ongoing costs and alternatives to ongoing costs: No additional operating costs are anticipated from this work.

| | <i>Project Funding by Source</i> | | | | | | |
|--------------|----------------------------------|-----------------|------------|------------|------------|------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
| General Fund | \$0 | \$54,800 | \$0 | \$0 | \$0 | \$0 | \$54,800 |
| Sewer Fund | \$0 | \$12,000 | \$0 | \$0 | \$0 | \$0 | \$12,000 |
| Total | \$0 | \$66,800 | \$0 | \$0 | \$0 | \$0 | \$66,800 |

Reduced / Enhanced Project Alternatives

- Reduced project is feasible – Cost of reduced project:
Retrofit costs have already been reduced by placing five of the eight affected vehicles into a fleet “pool” program and registering with CARB as “low-usage” vehicles thereby allowing the continued use without replacement/retrofit costs.
- Project can be phased – Number of years for phasing:
No. CARB SB 656 regulation requires retrofits prior to December 31, 2011.

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

PARTICULATE MATTER TRAP RETROFIT

Project Team

| Assignment | Program | Estimated Hours |
|-------------------|-----------------------------|------------------------|
| Project Proponent | Vehicle & Equipment Maint | 20 |
| Administration | Public Works Administration | 10 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FLEET REPLACEMENT – FLEET DIVISION FORKLIFT

Project Description

Replacing one (1) Forklift and accessories for the Fleet Maintenance division will cost \$32,600 in 2015-16.

This equipment is stored at a central location at the Corporation Yard and its use is shared among various City departments.

Project Phasing and Funding Sources

| Asset #8426 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,600 | \$32,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,600 | \$32,600 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,600 | \$32,600 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$32,600 | \$32,600 |

CAPITAL IMPROVEMENT PLAN - GENERAL GOVERNMENT

FLEET REPLACEMENT – FLEET DIVISION CITY POOL CARS

Project Description

Replacing two (2) Mid-Sized, 4-door, Sedans as part of the City’s shared “pool” fleet will cost \$44,800 in 2015-16.

Project Phasing and Funding Sources

| Asset #0227, #0228 | <i>Initial Project Costs by Phase</i> | | | | | | Total |
|-----------------------|---------------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Equipment Acquisition | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,800 | \$44,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,800 | \$44,800 |

| | <i>Project Funding by Source</i> | | | | | | Total |
|------------------------|----------------------------------|------------|------------|------------|------------|-----------------|-----------------|
| | Budget to Date | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | |
| Fleet Replacement Fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,800 | \$44,800 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,800 | \$44,800 |

CAPITAL IMPROVEMENT PLAN

Section 4 CIP STATUS SUMMARY

CIP STATUS REPORT

OVERVIEW

This section presents the status of our current Capital Improvement Plan (CIP) as of June 1, 2011. It is organized into two parts:

Status of Major CIP Projects

This one-page chart concisely presents our progress to-date on 20 major CIP projects by presenting the “percent complete” based on the phase that it is in: construction, design or study.

As reflected in this summary, we are making outstanding progress on our highest-priority CIP projects. Sixteen of the twenty projects are 100% complete within its phase.

CIP Financial Report

Scope: All Projects with Activity in 2010-11. This report presents the financial status of all CIP projects with activity during the fiscal year. As such, along with construction-related activities, it includes equipment and land purchases.

And since it includes all projects with financial activity in 2010-11, it also includes any projects that were completed during the year, and as such, are no longer in progress.

Organized by Fund. This report presents projects based on the *fund* it is financed through, such as the Community Development Block Grant, Capital Outlay Fund (our largest CIP fund, largely financed through the General Fund) or Enterprise Funds (water, sewer, parking, transit or golf).

If a project is financed through more than one fund, the budget and year-to-date activity will be shown separately in each fund.

Fiscal Year Based. This report is fiscal-year based. This means it shows the *current* fiscal year budget, expenditures, encumbrances and remaining balance for all project phases approved to-date.

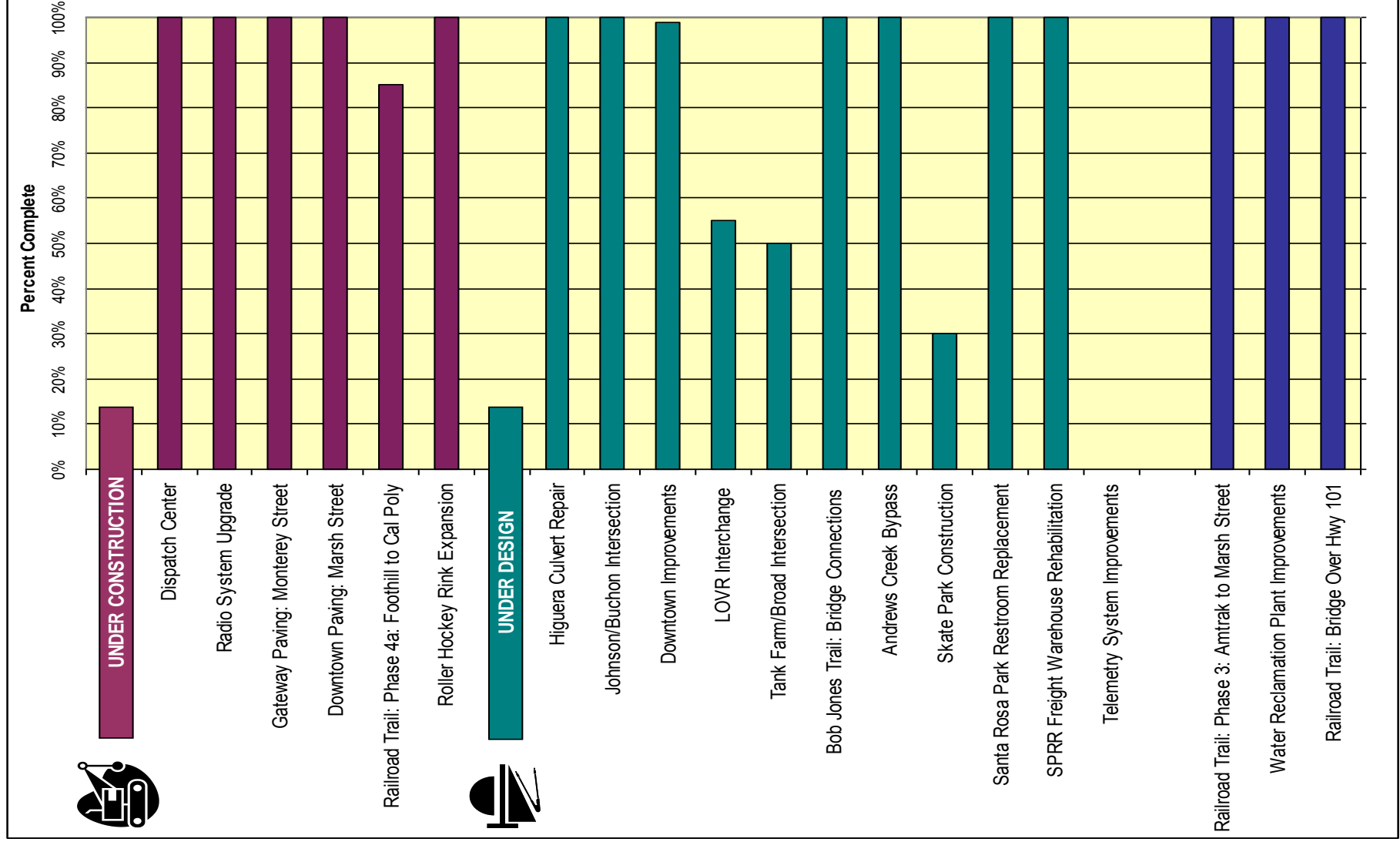
For example, if a project has a *project* budget of \$850,000, and spent \$50,000 two years ago and \$200,000 last year, the *current* fiscal year budget shown in the report would be \$600,000: the budget available for the current fiscal (\$850,000 less \$250,000 in project-to-date expenditures before the current fiscal year).

And if we have spent \$150,000 this fiscal year, and there is \$350,000 remaining to be paid on the contract (“encumbered”), then the *current fiscal year* uncommitted balance remaining would show as \$100,000.

In short, whether presented on a project-to-date or year-to-date basis, the uncommitted available balance is the same. However, in reviewing the report, it is important to note that there may have been significant activity in prior years.

CIP STATUS REPORT

STATUS OF MAJOR CIP PROJECTS



SUNGARD PENTAMATION - FUND ACCOUNTING V4.1
 DATE: 05/09/11
 TIME: 15:40:07

CITY OF SAN LUIS OBISPO
 EXPENDITURE STATUS REPORT

PAGE NUMBER: 1
 EXPSTAll

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-240 CDBG FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90106953 | CN-SPRR FREIGHT WAREHOUS | 100,000.00 | .00 | .00 | .00 | 100,000.00 | .00 |
| 90569954 | CM-ADA IMPROVEMENTS | 433.75 | .00 | .00 | 433.75 | .00 | 100.00 |
| 90651953 | CN-PRADO DAY CTR IMPROVE | .26 | .00 | .00 | .00 | .26 | .00 |
| 90658953 | CN-LA LOMA ADOBE | 110,198.00 | .00 | 1,611.90 | 19,404.37 | 89,181.73 | 19.07 |
| 90816953 | CN-JUDSON TERRACE REPAIR | 7,938.67 | .00 | .00 | 7,905.67 | 33.00 | 99.58 |
| 90817953 | CN-ANDERSON FIRE SPRINKL | -.32 | .00 | .00 | .00 | -.32 | .00 |
| 90902952 | DN-CDBG CURB RAMP 2011 | 50,000.00 | .00 | 8,145.19 | 41,854.81 | .00 | 100.00 |
| 90902953 | CN-CDBG CURB RAMP 2011 | 165,277.93 | .00 | .00 | 305.45 | 164,972.48 | .18 |
| 90923952 | DN-SR PK RESTRM REPL | 7,024.04 | .00 | 1,209.83 | 5,814.21 | .00 | 100.00 |
| 90923953 | CN-SR PK RESTROOM REPL | 282,659.00 | .00 | .00 | .00 | 282,659.00 | .00 |
| 90923954 | CM-SR PK RESTROOM REPL | 60,000.00 | .00 | 10,500.00 | .00 | 49,500.00 | 17.50 |
| 91012950 | LA-3592/3594 BROAD ST | 189,607.00 | .00 | .00 | 189,604.00 | 3.00 | 100.00 |
| 91033953 | CN-ANDERSON HOTEL ELEVAT | 25,250.00 | .00 | .00 | 25,250.00 | .00 | 100.00 |
| 91034950 | LA-313 SOUTH STREET | 71,536.00 | .00 | .00 | .00 | 71,536.00 | .00 |
| 91057951 | SY-WOMENS BUSINESS CENTE | 10,826.00 | .00 | .00 | 5,413.00 | 5,413.00 | 50.00 |
| 91058953 | CN-WOMENS SHELTER HOUSIN | 37,024.00 | 28,503.43 | .00 | 28,503.43 | 8,520.57 | 76.99 |
| 91075953 | CN-2201 EMILY STREET | 150,000.00 | .00 | .00 | .00 | 150,000.00 | .00 |
| | TOTAL CAPITAL PROJECTS | 1,267,774.33 | 28,503.43 | 21,466.92 | 324,488.69 | 921,818.72 | 27.29 |
| | TOTAL CDBG FUND | 1,267,774.33 | 28,503.43 | 21,466.92 | 324,488.69 | 921,818.72 | 27.29 |

SUNGARD PENTAMATION - FUND ACCOUNTING V4.1
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 TIME: 15:40:07

CITY OF SAN LUIS OBISPO
 EXPENDITURE STATUS REPORT

PAGE NUMBER: 2
 EXPSTA11

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-241 CDBG-R
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|-----------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90569953 | CN-ADA IMPROVEMENTS | 19,400.73 | .00 | .00 | .00 | 19,400.73 | .00 |
| 90569954 | CM-ADA IMPROVEMENTS | 2,000.00 | .00 | .00 | .00 | 2,000.00 | .00 |
| 90923953 | CN-SR PK RESTROOM REPL | 47,300.00 | .00 | .00 | .00 | 47,300.00 | .00 |
| 90973954 | CM-HOMELESS SVCS DIRECTO | 10,756.00 | .00 | .00 | .00 | 10,756.00 | .00 |
| | TOTAL CAPITAL PROJECTS | 79,456.73 | .00 | .00 | .00 | 79,456.73 | .00 |
| | TOTAL CDBG-R | 79,456.73 | .00 | .00 | .00 | 79,456.73 | .00 |

SUNGARD PENTAMATION - FUND ACCOUNTING V4.1
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CITY OF SAN LUIS OBISPO
 EXPENDITURE STATUS REPORT

PAGE NUMBER: 3
 EXPSTAll

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-250 LAW ENFORCE GRANT FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|------------------------------|----------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90885956 | EA-SOFTWARE LIC/AFR PROJ | 1,115.00 | .00 | 1,115.00 | .00 | .00 | 100.00 |
| 91000956 | EA-TRAFF COLLISION SOFTW | 215.08 | .00 | .00 | .00 | 215.08 | .00 |
| 99899999 | COMPLETED PROJECTS | 650.29 | .00 | .00 | .00 | 650.29 | .00 |
| | TOTAL CAPITAL PROJECTS | 1,980.37 | .00 | 1,115.00 | .00 | 865.37 | 56.30 |
| | TOTAL LAW ENFORCE GRANT FUND | 1,980.37 | .00 | 1,115.00 | .00 | 865.37 | 56.30 |

SUNGARD PENTAMATION - FUND ACCOUNTING V4.1
 DATE: 05/09/11
 TIME: 15:40:07

CITY OF SAN LUIS OBISPO
 EXPENDITURE STATUS REPORT

PAGE NUMBER: 4
 EXPSTA11

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-260 PUBLIC ART PRIVATE SECTOR
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-------------------------------|------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90093965 | PA-THERAPY POOL PUBLIC A | 425.43 | .00 | .00 | .00 | 425.43 | .00 |
| 90455965 | PA-FOUNTAIN AT MARSH/HIG | 59,738.28 | .00 | .00 | 59,500.00 | 238.28 | 99.60 |
| 90525965 | PA-PUBLIC ART MAINTENANC | 33,408.32 | 299.45 | .00 | 5,696.78 | 27,711.54 | 17.05 |
| 90617965 | PA-BEESON ART PROJECT | 389.71 | .00 | .00 | .00 | 389.71 | .00 |
| 90880965 | PA-BUENA VISTA/MONTEREY | .96 | .00 | .00 | .00 | .96 | .00 |
| 90883965 | PA-BRIDGE ENHANCE ART | 27,800.00 | .00 | .00 | .00 | 27,800.00 | .00 |
| 91017965 | PA-MEADOW PK COMM GARDEN | 8,200.00 | .00 | .00 | 262.40 | 7,937.60 | 3.20 |
| 91018965 | PA-9-11 MEMORIAL | 70,000.00 | .00 | .00 | .00 | 70,000.00 | .00 |
| 91019965 | PA-OH GREAT SPIRIT | 10,000.00 | .00 | .00 | 9,258.39 | 741.61 | 92.58 |
| 91020965 | PA-UTILITY BOX BEAUTIFY | 34,000.00 | .00 | .00 | 34,373.68 | -373.68 | 101.10 |
| 99626965 | PA-PUBLIC ART IN-LIEU | 8,499.33 | .00 | .00 | .00 | 8,499.33 | .00 |
| 99899999 | COMPLETED PROJECTS | 105.09 | .00 | .00 | .00 | 105.09 | .00 |
| | TOTAL CAPITAL PROJECTS | 252,567.12 | 299.45 | .00 | 109,091.25 | 143,475.87 | 43.19 |
| | TOTAL PUBLIC ART PRIVATE SECT | 252,567.12 | 299.45 | .00 | 109,091.25 | 143,475.87 | 43.19 |

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-400 CAPITAL OUTLAY FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/BUD |
|----------|---------------------------|--------------|---------------------|--------------------------|------------------|-------------------|----------|
| 90013951 | SY-FLOOD PLAN PHASE II | 600.00 | .00 | 600.00 | .00 | .00 | 100.00 |
| 90084951 | SY-BOB JONES BIKE TRAIL | 1,493.56 | .00 | .00 | .00 | 1,493.56 | .00 |
| 90106952 | DN-SPRR FREIGHT WAREHOUS | 8,500.00 | .00 | .00 | 8,500.00 | .00 | 100.00 |
| 90135956 | EA-TR 1750-6 MIT-OPTICOM | 10,000.00 | .00 | .00 | .00 | 10,000.00 | .00 |
| 90197950 | LA-FOOTHILL BLVD BRIDGE | 9,434.41 | .00 | .00 | .00 | 9,434.41 | .00 |
| 90197952 | DN-FOOTHILL BLVD BRIDGE | 4,874.85 | .00 | .00 | .00 | 4,874.85 | .00 |
| 90197953 | CN-FOOTHILL BLVD BRIDGE | 78,566.29 | .00 | .00 | .00 | 78,566.29 | .00 |
| 90197954 | CM-FOOTHILL BLVD BRIDGE | 52,652.31 | .00 | .00 | .00 | 52,652.31 | .00 |
| 90197957 | ER-FOOTHILL BLVD BRIDGE | 13,793.96 | .00 | 10,463.96 | 475.00 | 2,855.00 | 79.30 |
| 90215999 | CP-CIP RESERVE | 34,913.00 | .00 | .00 | .00 | 34,913.00 | .00 |
| 90222952 | DN-RADIO SYSTEM UPGRADE | 352.41 | .00 | .00 | 352.41 | .00 | 100.00 |
| 90222953 | CN-RADIO SYSTEM UPGRADE | 48,598.20 | .00 | .00 | 46,054.48 | 2,543.72 | 94.77 |
| 90222954 | CM-RADIO SYSTEM UPGRADE | 70,905.75 | .00 | .00 | 71,579.47 | -673.72 | 100.95 |
| 90222956 | EA-RADIO SYSTEM UPGRADE | 668,460.12 | 1,073.37 | 35,114.05 | 621,136.78 | 12,209.29 | 98.17 |
| 90223952 | DN-RADIO CONSOLE & DISPA | .81 | .00 | .00 | 92.05 | -91.24 | 11364.20 |
| 90223953 | CN-RADIO CONSOLE & DISPA | 280,418.81 | .00 | 6,532.07 | 273,546.28 | 340.46 | 99.88 |
| 90223954 | CM-RADIO CONSOLE & DISPA | 2,588.98 | .00 | .00 | 13,107.24 | -10,518.26 | 506.27 |
| 90223956 | EA-RADIO CONSOLE & DISPA | 1,667.52 | .00 | .00 | 1,728.11 | -60.59 | 103.63 |
| 90262953 | CN-NEW SIDEWALK | 2,400.00 | .00 | .00 | .00 | 2,400.00 | .00 |
| 90346953 | CN-MASTER-STREET R&R | 1,187,675.62 | 16,420.39 | 24,990.00 | 123,390.71 | 1,039,294.91 | 12.49 |
| 90353954 | CM-JACK HOUSE FOUNDATION | 1,966.93 | .00 | .00 | .00 | 1,966.93 | .00 |
| 90398953 | CN-TRAFFIC SAFETY REPORT | 566.55 | .00 | .00 | 96.78 | 469.77 | 17.08 |
| 90422953 | CN-LAGUNA LAKE PLAYGROUN | 18,755.00 | .00 | .00 | .00 | 18,755.00 | .00 |
| 90455965 | PA-FOUNTAIN AT MARSH/HIG | 65,500.00 | .00 | 62,500.00 | 3,000.00 | .00 | 100.00 |
| 90495953 | CN-CITY-TO-SEA GREENWAY | 26,982.80 | .00 | .00 | .00 | 26,982.80 | .00 |
| 90521952 | DN-ORCUTT RD WIDENING | 10,000.00 | .00 | .00 | .00 | 10,000.00 | .00 |
| 90521953 | CN-ORCUTT RD WIDENING | 1,231,255.45 | .00 | .00 | .00 | 1,231,255.45 | .00 |
| 90546953 | CN-LOVR REHABILITATION | .93 | .00 | .00 | .00 | .93 | .00 |
| 90558952 | DN-TRAFFIC SAFETY REPORT | .00 | .00 | .00 | 2,415.12 | -2,415.12 | .00 |
| 90558953 | CN-TRAFFIC SAFETY REPORT | 26,545.37 | .00 | 6,045.00 | 900.00 | 19,600.37 | 26.16 |
| 90562952 | DN-ANDREWS BYPASS | 2,671.44 | .00 | 1,659.19 | .00 | 1,012.25 | 62.11 |
| 90562953 | CN-ANDREWS BYPASS | 362,634.50 | .00 | .00 | 2,126.97 | 360,507.53 | .59 |
| 90569952 | CN-ADA IMPROVEMENTS | 1,460.00 | .00 | .00 | 1,208.17 | 251.83 | 82.75 |
| 90569953 | CN-ADA IMPROVEMENTS | 12,893.50 | .00 | .00 | .00 | 12,893.50 | .00 |
| 90581952 | DN-SILT REMOVAL | 13,898.71 | .00 | 7,308.30 | 6,590.41 | .00 | 100.00 |
| 90581953 | CN-SILT REMOVAL | 50,345.00 | .00 | .00 | 1,400.00 | 48,945.00 | 2.78 |
| 90622953 | CN-CITY HALL REMODEL | 41,805.25 | .00 | .00 | .00 | 41,805.25 | .00 |
| 90632956 | EA-BROADCAST ROOM UPDATE | 13,221.75 | 1,195.80 | .00 | 9,860.23 | 3,361.52 | 74.58 |
| 90646953 | CN-TORO ST CK BANK STABI | 13,350.50 | .00 | .00 | .00 | 13,350.50 | .00 |
| 90649953 | CN-MID-HIG BY-PASS CHANN | 1,391.33 | .00 | .00 | .00 | 1,391.33 | .00 |
| 90650953 | CN-SINGSHEIMER EQUIP REPL | 97,608.25 | .00 | .00 | .00 | 97,608.25 | .00 |
| 90670952 | DN-BOB JONES TRAIL | 9,267.33 | .00 | 60.00 | 9,212.41 | -5.08 | 100.05 |
| 90670953 | CN-BOB JONES TRAIL | 430,367.74 | .00 | .00 | 2,568.48 | 427,799.26 | .60 |
| 90676953 | CN-BV-GAR @ MONTEREY | 16,636.47 | .00 | .00 | .00 | 16,636.47 | .00 |
| 90676954 | CM-BV-GAR @ MONTEREY | 4,357.75 | .00 | .00 | .00 | 4,357.75 | .00 |

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
 ACCOUNTING PERIOD: 11/11

SORTED BY: FUND,FUNCTION,ACCOUNT
 TOTALED ON: FUND,FUNCTION
 PAGE BREAKS ON: FUND,FUNCTION

FUND-400 CAPITAL OUTLAY FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90700953 | CN- SL BYPASS SILT REMOV | 8,787.50 | .00 | .00 | .00 | 8,787.50 | .00 |
| 90714953 | CN-PD ROOF REPLCMNT | 10,526.12 | .00 | .00 | .00 | 10,526.12 | .00 |
| 90716952 | DN-PD REMODEL/LWR LEVL | 3,050.00 | .00 | .00 | 3,050.00 | .00 | 100.00 |
| 90731953 | CN-BUCHON/JOHNSON INT IM | 100,000.00 | .00 | .00 | .00 | 100,000.00 | .00 |
| 90740952 | DN-DIRECTIONAL SIGN PRGM | 40,000.00 | 669.39 | 12,748.14 | 24,251.86 | 3,000.00 | 92.50 |
| 90740953 | CN-DIRECTIONAL SIGN PRGM | 50,000.00 | .00 | .00 | .00 | 50,000.00 | .00 |
| 90742952 | DN-MASTER CMP REPLACE | 102,286.44 | .00 | .00 | .00 | 102,286.44 | .00 |
| 90742953 | CN-MASTER CMP REPLACE | 171,442.17 | .00 | .00 | 2,900.00 | 168,542.17 | 1.69 |
| 90742954 | CM-MASTER CMP REPALACE | 30,000.00 | .00 | .00 | .00 | 30,000.00 | .00 |
| 90743953 | CN-MINOR STORM DRAIN FAC | 75,000.00 | .00 | .00 | 2,800.00 | 72,200.00 | 3.73 |
| 90744952 | DN-STORM DRAIN CULVERTS | 31,283.55 | .00 | 318.34 | 17,060.34 | 13,904.87 | 55.55 |
| 90744953 | CN-STORM DRAIN CULVERTS | 229,383.00 | .00 | .00 | .00 | 229,383.00 | .00 |
| 90744954 | CM-STORM DRAIN CULVERTS | 15,000.00 | .00 | .00 | .00 | 15,000.00 | .00 |
| 90751953 | CN-ROLLER RINK EXPNSION | 165,322.33 | .00 | 4,305.50 | 153,416.20 | 7,600.63 | 95.40 |
| 90752951 | SY-SKATE PRK IMPR | 8.55 | .00 | .00 | .00 | 8.55 | .00 |
| 90755953 | CN-PRK RESTROOM REPLCMNT | 50.00 | .00 | .00 | .00 | 50.00 | .00 |
| 90755954 | CM-PARK RESTROOM REPLACE | 3,677.14 | .00 | .00 | 3,329.30 | 347.84 | 90.54 |
| 90766952 | DN-CITY GATEWAYS | 49,000.00 | 465.17 | 7,876.61 | 15,863.39 | 25,260.00 | 48.45 |
| 90778952 | DN-CITY HALL ROOF REPAIR | 19,400.00 | .00 | .00 | 19,400.00 | .00 | 100.00 |
| 90778953 | CN-CITY HALL ROOF REPAIR | 288,938.45 | .00 | .00 | 288,938.45 | .00 | 100.00 |
| 90778954 | CM-CITY HALL ROOF | 33,902.50 | .00 | .00 | 33,902.50 | .00 | 100.00 |
| 90779956 | EA-CY OPERATIONS CTR RMD | .00 | .00 | .00 | 1,780.86 | -1,780.86 | .00 |
| 90792953 | CN-OSOS/SR TRAFFIC SIGNA | 20,529.34 | .00 | .00 | .00 | 20,529.34 | .00 |
| 90803953 | CN-SENIOR CENTER PKG LOT | 2,200.00 | .00 | 1,980.00 | 220.00 | .00 | 100.00 |
| 90806952 | DN-PREFUMO BIKE/PED BR | 3,217.78 | .00 | 3,165.28 | 52.50 | .00 | 100.00 |
| 90806953 | CN-PREFUMO BIKE/PED BR | 703,321.47 | .00 | .00 | 24.54 | 703,296.93 | .00 |
| 90806954 | CM-PREFUMO BIKE/PED BR | 12,100.00 | .00 | .00 | .00 | 12,100.00 | .00 |
| 90809954 | CM-MICRO-SURFACING PROJ | 1,398.51 | .00 | .00 | .00 | 1,398.51 | .00 |
| 90821953 | CN-RRST PHASE 4A | 237,647.50 | .00 | .00 | 112,165.38 | 125,482.12 | 47.20 |
| 90827957 | ER-BISHOP-AUGUSTA CR BAN | 5,000.00 | .00 | .00 | .00 | 5,000.00 | .00 |
| 90842956 | EA-PD ON DUTY WEAPONS | .42 | .00 | .00 | .00 | .42 | .00 |
| 90843956 | EA-FIRE ST ALERT SYS | 123,666.50 | .00 | 21,113.00 | 99,845.38 | 2,708.12 | 97.81 |
| 90849953 | CN-SIDEWALK REPAIR | 20,000.00 | 708.79 | .00 | 8,267.68 | 11,732.32 | 41.34 |
| 90850950 | LA-CHORRO BRIDGE REHAB | 50,000.00 | .00 | .00 | .00 | 50,000.00 | .00 |
| 90850952 | DN-CHORRO BRIDGE REHAB | 250,000.00 | .00 | .00 | .00 | 250,000.00 | .00 |
| 90850957 | ER-CHORRO BRIDGE REHAB | 250,000.00 | .00 | .00 | .00 | 250,000.00 | .00 |
| 90851952 | DN-PLAY EQUIP REP-MEADOW | 358.85 | .00 | 338.75 | 20.10 | .00 | 100.00 |
| 90851954 | CM-PLAY EQUIP REP-MEADOW | 18,500.00 | .00 | .00 | .00 | 18,500.00 | .00 |
| 90852952 | DN-MEADOW PK ROOF REP | 250.00 | .00 | .00 | 250.00 | .00 | 100.00 |
| 90852953 | CN-MEADOW PK ROOF REP | 40,000.00 | .00 | .00 | 3,913.65 | 36,086.35 | 9.78 |
| 90854952 | DN-FOOTHILL/TASSAJARA IM | 12,869.25 | .00 | 5,746.80 | 7,321.08 | -198.63 | 101.54 |
| 90854953 | CN-FOOTHILL/TASSAJARA IM | 113,003.00 | .00 | .00 | 80.39 | 112,922.61 | .07 |
| 90870952 | DN-PLAY EQUIP REP-THROOP | 648.10 | .00 | 278.10 | 370.00 | .00 | 100.00 |
| 90872952 | DN-GEN TRAF SIGNAL IMP | 7,200.00 | .00 | .00 | 10,932.75 | -3,732.75 | 151.84 |
| 90872953 | CN-GEN TRAF SIGNAL IMP | 316,418.95 | 13,100.00 | 16,840.00 | 17,114.99 | 282,463.96 | 10.73 |

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FUND-400 CAPITAL OUTLAY FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|---------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90875952 | DN-HWY 227 SIG UPGRADES | 35,000.00 | 985.00 | 31,202.50 | 3,247.50 | 550.00 | 98.43 |
| 90875953 | CN-HWY 227 SIG UPGRADES | 165,000.00 | .00 | .00 | .00 | 165,000.00 | .00 |
| 90876952 | DN-GRAND/HWY 101 NB SIG | 4,174.30 | .00 | .00 | 8,162.65 | -3,988.35 | 195.55 |
| 90876953 | CN-GRAND/HWY 101 NB SIG | 337,000.00 | .00 | .00 | .00 | 337,000.00 | .00 |
| 90876954 | CM-GRAND/HWY 101 NB SIG | 40,000.00 | .00 | .00 | .00 | 40,000.00 | .00 |
| 90879952 | DN-TREE INVENTORY | 7,180.90 | .00 | .00 | 5,000.00 | 2,180.90 | 69.63 |
| 90883965 | PA-BRIDGE ENHANCE ART | 47,200.00 | .00 | .00 | .00 | 47,200.00 | .00 |
| 90884952 | DN-TRAFIC OPER REPT IMPLM | .00 | .00 | .00 | 844.54 | -844.54 | .00 |
| 90884953 | CN-TRAFIC OPER REPT IMPLM | 145,550.87 | .00 | .00 | .00 | 145,550.87 | .00 |
| 90893954 | CM-MICROSURFACING 08-09 | 11,831.49 | .00 | 11,831.49 | .00 | .00 | 100.00 |
| 90894952 | DN-HIGUERA CMP REPL | 1,903.74 | .00 | 297.82 | 814.93 | 790.99 | 58.45 |
| 90894953 | CN-HIGUERA CMP REPL | .00 | .00 | .00 | 2,094.00 | -2,094.00 | .00 |
| 90902953 | CN-CDBG CURB RAMP 2011 | 50,005.07 | .00 | .00 | .00 | 50,005.07 | .00 |
| 90923952 | DN-SR PK RESTRM REPL | 15,544.96 | .00 | 311.87 | 5,576.31 | 9,656.78 | 37.88 |
| 90927953 | CN-SAFE RTE 2 SCHL PHS 2 | 124,037.65 | .00 | .00 | 66,215.04 | 57,822.61 | 53.38 |
| 90927954 | CM-SAFE RTE 2 SCHL PHS 2 | 11,000.00 | .00 | .00 | .00 | 11,000.00 | .00 |
| 90943953 | CN-STR SIGN MAINT | 60,000.00 | .00 | .00 | .00 | 60,000.00 | .00 |
| 90943956 | EA-STR SIGN MAINT | 32,889.98 | .00 | .00 | .00 | 32,889.98 | .00 |
| 90968952 | DN-HWY 1/SANTA ROSA-MIS | 75,486.06 | .00 | .00 | .00 | 75,486.06 | .00 |
| 90976953 | CN-DOWNTOWN IMP 09-10 | 242,772.62 | .00 | .00 | 230,709.06 | 12,063.56 | 95.03 |
| 90976954 | CM-DOWNTOWN IMP 09-10 | 22,296.02 | .00 | 254.15 | 20,431.87 | 1,610.00 | 92.78 |
| 90979952 | DN-DWNTWN BEAUTIFICATION | 41,528.83 | .00 | .00 | 23,116.42 | 18,412.41 | 55.66 |
| 90979953 | CN-DWNTWN BEAUTIFICATION | 600,000.00 | .00 | .00 | 3,086.54 | 596,913.46 | .51 |
| 90985953 | CN-STREET RECONSTRUC 201 | 649,062.50 | .00 | .00 | 566,972.98 | 82,089.52 | 87.35 |
| 90986953 | CN-MICROSURFACE SUM 2010 | 773,867.00 | .00 | .00 | 603,435.96 | 170,431.04 | 77.98 |
| 90986954 | CM-MICROSURFACE SUM 2010 | 110,000.00 | .00 | .00 | 79,234.00 | 30,766.00 | 72.03 |
| 90999956 | EA-NETWORK SWITCH UPGRD | 24.75 | .00 | .00 | .00 | 24.75 | .00 |
| 91005953 | CN-STORM DRAIN EMERG REP | 9,448.00 | .00 | .00 | .00 | 9,448.00 | .00 |
| 91006963 | CA-FOX PRO REPLACE | 862,131.37 | .00 | 270,847.15 | 558,290.14 | 32,994.08 | 96.17 |
| 91008953 | CN-GTWY PVING MONTEREY | 1,405,000.00 | .00 | 464,582.08 | 430,890.84 | 509,527.08 | 63.73 |
| 91008954 | CM-GTWY PVING MONTEREY | 130,000.00 | .00 | 48,477.50 | 52,681.00 | 28,841.50 | 77.81 |
| 91011953 | CN-EMERG SD REP-PALM ST | 7,865.57 | .00 | .00 | 125.00 | 7,740.57 | 1.59 |
| 91014953 | CN-PACHECO SCHOOL RAMPS | 21,380.00 | .00 | .00 | 19,506.34 | 1,873.66 | 91.24 |
| 91017965 | PA-MEADOW PK COMM GARDEN | 62,575.00 | .00 | .00 | .00 | 62,575.00 | .00 |
| 91021953 | CN-TRAFFIC SIGN MODIFY | 110,400.00 | .00 | .00 | 101,697.09 | 8,702.91 | 92.12 |
| 91022963 | CA-LASERFICHE | 90,000.00 | .00 | 14,700.00 | 62,393.75 | 12,906.25 | 85.66 |
| 91028952 | DN-JOHNSON PRK PLAY EQUI | 7,200.00 | .00 | .00 | .00 | 7,200.00 | .00 |
| 91029952 | DN-SANTA ROSA PRK PLAY | 28,000.00 | .00 | .00 | .00 | 28,000.00 | .00 |
| 91030952 | DN-EMERSON PRK PLAYGROUN | 13,500.00 | .00 | .00 | .00 | 13,500.00 | .00 |
| 91032953 | CN-POOL COVER REPLACEMENT | 23,000.00 | .00 | .00 | 21,700.00 | 1,300.00 | 94.35 |
| 91035953 | CN-HIGHLAND SD RPLCMNT | 54,000.00 | .00 | 10,064.79 | 43,935.21 | .00 | 100.00 |
| 91036953 | CN-MONTEREY SD RPLCMNT | 370,940.00 | .00 | 257,672.63 | 74,566.32 | 38,701.05 | 89.57 |
| 91037953 | CN-SD RPLMNT VAR LOC 201 | 47,000.00 | .00 | 7,675.00 | 39,325.00 | .00 | 100.00 |
| 91040952 | DN-STREET RECONST 2011 | 87,000.00 | .00 | 16,150.87 | 69,349.13 | 1,500.00 | 98.28 |
| 91041952 | DN-MICROSURFACING 2011 | 115,000.00 | .00 | 4,529.15 | 105,470.85 | 5,000.00 | 95.65 |

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FUND-400 CAPITAL OUTLAY FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|---------------------------|---------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 91043952 | DN-CHORRO ST R&R | 35,000.00 | .00 | 7,671.25 | 22,328.75 | 5,000.00 | 85.71 |
| 91050952 | DN-CURB RAMP 2011 PROJEC | 150,000.00 | .00 | 8,501.71 | 136,498.29 | 5,000.00 | 96.67 |
| 91053953 | CN-CALTRANS PAVING AGREE | 54,000.00 | .00 | .00 | 54,000.00 | .00 | 100.00 |
| 91064953 | CN-SILT REM-HOLLYHCK/LOV | 71,000.00 | .00 | .00 | .00 | 71,000.00 | .00 |
| 91065952 | DN-SILT REMOVAL VAR LOC | 88,705.00 | .00 | 54,340.37 | 34,364.63 | .00 | 100.00 |
| 99110957 | ER-LAGUNA LAKE DREDGING | 30,295.17 | .00 | .00 | 1,500.00 | 28,795.17 | 4.95 |
| 99501952 | DN-NEIGHBORHOOD TRAFFIC | 27,840.00 | .00 | 6,694.49 | 21,145.51 | .00 | 100.00 |
| 99501953 | CN-NEIGHBORHOOD TRAFFIC | 164,393.73 | .00 | .00 | 15,013.35 | 149,380.38 | 9.13 |
| 99868953 | CN-SIDEWALK ACCESS IMP | 189,304.67 | .00 | .00 | 5,004.62 | 184,300.05 | 2.64 |
| 99899999 | COMPLETED PROJECTS | 36,794.59 | .00 | .00 | .00 | 36,794.59 | .00 |
| | TOTAL CAPITAL PROJECTS | 16,441,896.41 | 34,617.91 | 1,445,787.91 | 5,515,340.06 | 9,480,768.44 | 42.34 |
| | TOTAL CAPITAL OUTLAY FUND | 16,441,896.41 | 34,617.91 | 1,445,787.91 | 5,515,340.06 | 9,480,768.44 | 42.34 |

SELECTION CRITERIA: expledgr.account between '90000' and '99999'
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FUND-405 TRANSPORTATION IMPACT FEE
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-------------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90073952 | DN-HIGUERA WIDENING MARS | 50,000.00 | .00 | .00 | 20,732.60 | 29,267.40 | 41.47 |
| 90073953 | MID-HIGUERA IMPR PROJ | 608,105.59 | .00 | .00 | .00 | 608,105.59 | .00 |
| 90347950 | LA-RR SAFETY TR PHASE 4 | 4,767.59 | .00 | .00 | .00 | 4,767.59 | .00 |
| 90347953 | CN-RR SAFETY TR PHASE 4 | 247,116.15 | .00 | .00 | .00 | 247,116.15 | .00 |
| 90347954 | CM-RR SAFETY TR PHASE 4 | 1,439.51 | .00 | .00 | .00 | 1,439.51 | .00 |
| 90398953 | CN-TRAFFIC SAFETY REPORT | 17,547.08 | .00 | 1,163.00 | .00 | 16,384.08 | 6.63 |
| 90442950 | LA-HIGUERA-PRADO RIGHT W | 63,100.00 | .00 | .00 | .00 | 63,100.00 | .00 |
| 90521950 | LA-ORCUTT RD WIDENING | 8,000.00 | .00 | .00 | .00 | 8,000.00 | .00 |
| 90521952 | DN-ORCUTT RD WIDENING | 457.64 | .00 | .00 | .00 | 457.64 | .00 |
| 90538953 | CN-TIF REIMBURSEMENT | 86,100.00 | .00 | .00 | 86,100.00 | .00 | 100.00 |
| 90572953 | CN-BICYCLE FACILITY IMPR | 106,535.10 | .00 | .00 | 5,000.00 | 101,535.10 | 4.69 |
| 90573953 | CN-SIGNAL HIGUERA@GRANAD | 74,289.22 | .00 | .00 | .00 | 74,289.22 | .00 |
| 90574953 | CN-SIGNAL JOHNSON AT ELL | 7,058.70 | .00 | .00 | .00 | 7,058.70 | .00 |
| 90653951 | SY-TRAFFIC VOLUME COUNTS | 49,477.86 | .00 | .00 | 34,380.13 | 15,097.73 | 69.49 |
| 90741952 | DN-RRST HWY 101 BR | 10,908.55 | .00 | .00 | .00 | 10,908.55 | .00 |
| 90741953 | CN-RRST HWY 101 BR | 495,000.00 | .00 | .00 | .00 | 495,000.00 | .00 |
| 90821952 | DN-RRST PHASE 4A | 1,440.42 | .00 | 441.76 | 67.00 | 931.66 | 35.32 |
| 90821953 | CN-RRST PHASE 4A | 1,187,917.07 | .00 | 238,233.83 | 157,090.15 | 792,593.09 | 33.28 |
| 90949951 | SY-TRAFFIC MODEL UPDATE | 145,000.00 | .00 | 1,440.00 | 3,560.00 | 140,000.00 | 3.45 |
| 90950951 | SY-RR SAFETY TR LIGHTING | 5,000.00 | .00 | .00 | .00 | 5,000.00 | .00 |
| 90950952 | DN-RR SAFETY TR LIGHTING | 10,000.00 | .00 | .00 | .00 | 10,000.00 | .00 |
| 90950953 | CN-RR SAFETY TR LIGHTING | 60,000.00 | .00 | .00 | .00 | 60,000.00 | .00 |
| 90950954 | CM-RR SAFETY TR LIGHTING | 10,000.00 | .00 | .00 | .00 | 10,000.00 | .00 |
| 90986953 | CN-MICROSURFACE SUM 2010 | 10,375.00 | .00 | .00 | 10,501.00 | -126.00 | 101.21 |
| 99614953 | CN-RR BIKE PATH PHASE II | 58,063.43 | .00 | .00 | .00 | 58,063.43 | .00 |
| 99615953 | CN-BICYCLE PROJECTS | 37,470.14 | .00 | .00 | .00 | 37,470.14 | .00 |
| 99821950 | LA-LOVR INTERCHANGE | 1,200,000.00 | .00 | .00 | .00 | 1,200,000.00 | .00 |
| 99821952 | DN-LOVR/US 101 INTERCHAN | 1,311,325.27 | .00 | 1,093,683.45 | 98,041.82 | 119,600.00 | 90.88 |
| 99821957 | ER-LOVR/HWY 101 INTERCHA | 1,146.28 | .00 | .00 | 6.13 | 1,140.15 | .53 |
| 99899999 | COMPLETED PROJECTS | 241.82 | .00 | .00 | .00 | 241.82 | .00 |
| | TOTAL CAPITAL PROJECTS | 5,867,882.42 | .00 | 1,334,962.04 | 415,478.83 | 4,117,441.55 | 29.83 |
| | TOTAL TRANSPORTATION IMPACT F | 5,867,882.42 | .00 | 1,334,962.04 | 415,478.83 | 4,117,441.55 | 29.83 |

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FUND-410 FLEET REPLACEMENT
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90057956 | EA-PD SEDAN REPLCMNT | 1,600.75 | .00 | .00 | 1,296.53 | 304.22 | 81.00 |
| 90720956 | EA-UTLTY 1 TON 4X4 | 23.00 | .00 | .00 | .00 | 23.00 | .00 |
| 90857956 | EA-PATROL SEDANS 08-09 | .00 | .00 | .00 | 11,005.60 | -11,005.60 | .00 |
| 90867956 | EA-TRASH COMPACTOR TRUCK | 7,993.32 | .00 | .00 | .00 | 7,993.32 | .00 |
| 90951956 | EA-LADDER TRUCK/ENGINE | 10,226.13 | .00 | .00 | 10,253.03 | -26.90 | 100.26 |
| 90953956 | EA-PATCH TRUCK | 153,184.34 | .00 | .00 | 141,879.64 | 11,304.70 | 92.62 |
| 91023956 | EA-PATROL SEDANS 10-11 | 34,400.00 | .00 | .00 | .00 | 34,400.00 | .00 |
| 91024956 | EA-PICKUP 10-11 | 40,100.00 | .00 | .00 | 37,173.96 | 2,926.04 | 92.70 |
| 91025956 | EA-SUV'S (2) 10-11 | 37,800.00 | .00 | .00 | 32,486.53 | 5,313.47 | 85.94 |
| 91031956 | EA-URB FOREST MAINT TRUC | 22,100.00 | .00 | .00 | .00 | 22,100.00 | .00 |
| 91045956 | EA-TURF AERATOR DAMON-GA | 16,115.66 | .00 | .00 | 16,115.66 | .00 | 100.00 |
| 99644956 | EA-PICKUP | .04 | .00 | .00 | .00 | .04 | .00 |
| 99899999 | COMPLETED PROJECTS | 24,811.71 | .00 | .00 | .00 | 24,811.71 | .00 |
| | TOTAL CAPITAL PROJECTS | 348,354.95 | .00 | .00 | 250,210.95 | 98,144.00 | 71.83 |
| | TOTAL FLEET REPLACEMENT | 348,354.95 | .00 | .00 | 250,210.95 | 98,144.00 | 71.83 |

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FUND-420 PARKLAND DEVELOPMENT FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-------------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90421952 | DN-FRENCH PARK PLAYGROUN | 2,898.95 | .00 | .00 | .00 | 2,898.95 | .00 |
| 90422952 | DN-LAGUNA LAKE PLAYGROUN | 7,142.91 | .00 | .00 | 6.26 | 7,136.65 | .09 |
| 90422953 | CN-LAGUNA LAKE PLAYGROUN | 31,394.65 | .00 | .00 | 34,019.52 | -2,624.87 | 108.36 |
| 90422956 | EA-LAGUNA LAKE PLAYGROUN | 58,000.00 | .00 | .00 | 57,407.93 | 592.07 | 98.98 |
| 90751953 | CN-ROLLER RINK EXPNSION | 8,483.91 | .00 | .00 | .00 | 8,483.91 | .00 |
| 90752952 | DN-SKATE PRK IMPR | 151,280.18 | .00 | 127,438.93 | 16,395.66 | 7,445.59 | 95.08 |
| 90752953 | CN-SKATE PRK IMPR | 1,099,100.00 | .00 | .00 | .00 | 1,099,100.00 | .00 |
| 90752954 | CM-SKATE PRK IMPR | 193,900.00 | .00 | .00 | .00 | 193,900.00 | .00 |
| 90851952 | DN-PLAY EQUIP REP-MEADOW | 500.00 | .00 | .00 | .00 | 500.00 | .00 |
| 90851953 | CN-PLAY EQUIP REP-MEADOW | 87,853.00 | .00 | .00 | 73.08 | 87,779.92 | .08 |
| 90851956 | EA-PLAY EQUIP REP-MEADOW | 49,800.00 | .00 | .00 | .00 | 49,800.00 | .00 |
| 90870953 | CN-PLAY EQUIP REP-THROOP | 17,663.54 | .00 | .00 | 17,663.54 | .00 | 100.00 |
| 99031950 | LA-OPEN SPACE-PARKLAND A | 3,360.10 | .00 | .00 | .00 | 3,360.10 | .00 |
| 99899999 | COMPLETED PROJECTS | 6,970.86 | .00 | .00 | .00 | 6,970.86 | .00 |
| | TOTAL CAPITAL PROJECTS | 1,718,348.10 | .00 | 127,438.93 | 125,565.99 | 1,465,343.18 | 14.72 |
| | TOTAL PARKLAND DEVELOPMENT FU | 1,718,348.10 | .00 | 127,438.93 | 125,565.99 | 1,465,343.18 | 14.72 |

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FUND-430 OPEN SPACE PROTECTION
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-----------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90310953 | CN-JOHNSON RANCH | 519.01 | .00 | .00 | 519.01 | .00 | 100.00 |
| 90768955 | SP-CREEK MITIGATION | 15,000.00 | .00 | .00 | .00 | 15,000.00 | .00 |
| 99837950 | LA-OPEN SPACE PROTECTION | 1,120,958.77 | .00 | .00 | 558,000.00 | 562,958.77 | 49.78 |
| | TOTAL CAPITAL PROJECTS | 1,136,477.78 | .00 | .00 | 558,519.01 | 577,958.77 | 49.14 |
| | TOTAL OPEN SPACE PROTECTION | 1,136,477.78 | .00 | .00 | 558,519.01 | 577,958.77 | 49.14 |

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FUND-450 AIRPORT AREA IMPACT FEE
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-------------------------------|------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90588952 | DN-TANK FARM BROAD INTER | 375,000.00 | .00 | 37,905.17 | 19,382.83 | 317,712.00 | 15.28 |
| 90917951 | SY-AASP UPDATE | 8.75 | .00 | .00 | .00 | 8.75 | .00 |
| | TOTAL CAPITAL PROJECTS | 375,008.75 | .00 | 37,905.17 | 19,382.83 | 317,720.75 | 15.28 |
| | TOTAL AIRPORT AREA IMPACT FEE | 375,008.75 | .00 | 37,905.17 | 19,382.83 | 317,720.75 | 15.28 |

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FUND-460 LOVR IMPACT FEE FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|----------------------------|-----------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90668951 | SY-COSTCO-LOVR REIMB | 1,809.05 | .00 | 1,809.00 | 34,408.81 | -34,408.76 | 2002.03 |
| 99821951 | SY-LOVR/HWY 101 INTERCHA | 2,402.58 | .00 | .00 | .00 | 2,402.58 | .00 |
| 99821957 | ER-LOVR/HWY 101 INTERCHA | 57,153.64 | .00 | .00 | .00 | 57,153.64 | .00 |
| | TOTAL CAPITAL PROJECTS | 61,365.27 | .00 | 1,809.00 | 34,408.81 | 25,147.46 | 59.02 |
| | TOTAL LOVR IMPACT FEE FUND | 61,365.27 | .00 | 1,809.00 | 34,408.81 | 25,147.46 | 59.02 |

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FUND-470 AFFORDABLE HOUSING FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|-------------------------------|------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90496954 | CM-HOUSING TRUST FUND | 30,000.00 | .00 | .00 | 30,000.00 | .00 | 100.00 |
| 90933953 | CN-JUDSON TERR TERMITE | 45,000.00 | .00 | .00 | .00 | 45,000.00 | .00 |
| 90964950 | LA-3591 SACRAMENTO #53 | 14,269.13 | .00 | .00 | 3,017.10 | 11,252.03 | 21.14 |
| 91012950 | LA-3592/3594 BROAD ST | 30,271.71 | .00 | .00 | 6,114.18 | 24,157.53 | 20.20 |
| 91034950 | LA-313 SOUTH STREET | 650,000.00 | .00 | .00 | .00 | 650,000.00 | .00 |
| 91074950 | LA-3212 ROCKVIEW | 38,783.00 | .00 | .00 | .00 | 38,783.00 | .00 |
| | TOTAL CAPITAL PROJECTS | 808,323.84 | .00 | .00 | 39,131.28 | 769,192.56 | 4.84 |
| | TOTAL AFFORDABLE HOUSING FUND | 808,323.84 | .00 | .00 | 39,131.28 | 769,192.56 | 4.84 |

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FUND-500 WATER FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90063953 | CN-MASTER POLYBUTYLENE | 452,116.41 | .00 | .00 | 5,490.00 | 446,626.41 | 1.21 |
| 90227953 | CN-DIST SYS IMPR MASTER | 1,689,355.41 | .00 | .00 | 51,035.32 | 1,638,320.09 | 3.02 |
| 90238953 | CN-MASTER-DIST PLAN IMPL | 1,066,557.20 | .00 | .00 | .00 | 1,066,557.20 | .00 |
| 90362953 | CN-WATER REUSE MASTER PL | 404,387.10 | .00 | .00 | 1,600.00 | 402,787.10 | .40 |
| 90450952 | DN-HIGHLAND TANK RMVL | 13,916.66 | .00 | .00 | 8,533.05 | 5,383.61 | 61.32 |
| 90450953 | CN-HIGHLAND TANK RMVL | 140,009.77 | .00 | 1,600.00 | 132,395.71 | 6,014.06 | 95.70 |
| 90490951 | SY-TELEMETRY SYS UPGRADE | 16,147.26 | .00 | 14,694.16 | .00 | 1,453.10 | 91.00 |
| 90490952 | DN-TELEMETRY SYS UPGRADE | 325,000.00 | .00 | .00 | .00 | 325,000.00 | .00 |
| 90490953 | CN-TELEMETRY SYS UPGRADE | 1,500,000.00 | .00 | .00 | .00 | 1,500,000.00 | .00 |
| 90626951 | SY-SALINAS DAM SEISMIC | 42,388.45 | .00 | 38,377.45 | .00 | 4,011.00 | 90.54 |
| 90788953 | CN-WATERLINE REPL 2007 | 206,956.49 | .00 | .00 | 206,956.49 | .00 | 100.00 |
| 90863956 | EA-UB SYSTEM UPGRADE | 75,000.00 | .00 | 30,847.50 | 42,937.50 | 1,215.00 | 98.38 |
| 90901953 | CN-SLURRY SEAL WTP/WRF | 26,152.52 | .00 | .00 | 26,152.52 | .00 | 100.00 |
| 90915953 | CN-REUSE HIG-MARGARITA | 429,943.62 | .00 | .00 | 336,944.24 | 92,999.38 | 78.37 |
| 90935953 | CN-WATERLINE IMPR 09-10 | 607,764.00 | .00 | 55,509.80 | 476,609.38 | 75,644.82 | 87.55 |
| 90936953 | CN-WATERLINE REPL 2010-1 | .00 | .00 | .00 | 377.00 | -377.00 | .00 |
| 90958956 | EA-EMERGENCY GENERATOR | 33,800.00 | .00 | .00 | .00 | 33,800.00 | .00 |
| 90965953 | CN-UTIL TRENCH REP 09-10 | 18,750.00 | .00 | .00 | 18,750.00 | .00 | 100.00 |
| 90976953 | CN-DOWNTOWN IMP 09-10 | 160,799.54 | .00 | .00 | 158,529.88 | 2,269.66 | 98.59 |
| 90976954 | CM-DOWNTOWN IMP 09-10 | 29,536.71 | .00 | 694.20 | 27,242.51 | 1,600.00 | 94.58 |
| 90983952 | DN-RAW WATERLINE RECOAT | 20,000.00 | .00 | 13,283.75 | 2,716.25 | 4,000.00 | 80.00 |
| 90985953 | CN-STREET RECONSTRUC 201 | 11,455.00 | .00 | .00 | 8,365.00 | 3,090.00 | 73.02 |
| 90992953 | CN-WATER METERS AND AMR | 75,000.00 | .00 | 8,813.02 | 65,920.07 | 266.91 | 99.64 |
| 91003953 | CN-WTP ROOF REPAIR | 147,046.63 | .00 | .00 | 66,682.25 | 80,364.38 | 45.35 |
| 91006963 | CA-FOX PRO REPLACE | 137,941.02 | .00 | .00 | 109,805.40 | 28,135.62 | 79.60 |
| 91022963 | CA-LASERFICHE | 14,400.00 | .00 | .00 | 12,015.00 | 2,385.00 | 83.44 |
| 91042952 | DN-JOHNSON PAVEMNT WTRLI | 45,000.00 | .00 | 211.40 | 37,388.60 | 7,400.00 | 83.56 |
| 99124953 | CN-WATER REUSE | 58,032.73 | 16,459.75 | .00 | 80,249.09 | -22,216.36 | 138.28 |
| 99124955 | SP-WATER REUSE | 432,212.56 | .00 | .00 | .00 | 432,212.56 | .00 |
| 99653953 | CN-WTP MAJOR EQUIP MAINT | 327,172.06 | .00 | .00 | .00 | 327,172.06 | .00 |
| | TOTAL CAPITAL PROJECTS | 8,506,841.14 | 16,459.75 | 164,031.28 | 1,876,695.26 | 6,466,114.60 | 23.99 |
| | TOTAL WATER FUND | 8,506,841.14 | 16,459.75 | 164,031.28 | 1,876,695.26 | 6,466,114.60 | 23.99 |

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FUND-510 PARKING FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|---------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90319951 | SY-COPELAND DOWNTOWN-ARC | 5,542.23 | .00 | .00 | .00 | 5,542.23 | .00 |
| 90414951 | SY-FOXPRO DATABASE CONVE | 500.00 | .00 | .00 | .00 | 500.00 | .00 |
| 90435950 | LA-PALM-NIPOMO PKG GARAG | 4,126.61 | .00 | .00 | 500.00 | 3,626.61 | 12.12 |
| 90435952 | DN-PALM-NIPOMO PKG GARAG | 1,219,299.70 | .00 | 59,372.02 | 119,644.77 | 1,040,282.91 | 14.68 |
| 90435957 | ER-PALM-NIPOMO PKG GARAG | 300,000.00 | .00 | 77,800.00 | .00 | 222,200.00 | 25.93 |
| 90440953 | CN-TRAFFIC SIGNAL BROAD/ | 21,257.31 | .00 | .00 | .00 | 21,257.31 | .00 |
| 90558953 | CN-TRAFFIC SAFETY REPORT | 7,861.25 | .00 | .00 | .00 | 7,861.25 | .00 |
| 90960956 | EA-UPGRD PKG STRUCT EQUI | 113,000.00 | .00 | .00 | .00 | 113,000.00 | .00 |
| 90961953 | CN-PKG LOT RESEAL/RESURF | 122,000.00 | .00 | .00 | 74.52 | 121,925.48 | .06 |
| 90962965 | PA-PURCH 610 MONTEREY | 650,000.00 | .00 | .00 | .00 | 650,000.00 | .00 |
| 91006963 | CA-FOX PRO REPLACE | 34,485.25 | .00 | .00 | 27,451.35 | 7,033.90 | 79.60 |
| 91022963 | CA-LASERFICHE | 3,600.00 | .00 | .00 | 3,003.75 | 596.25 | 83.44 |
| 91027956 | EA-UTILITY CART 10-11 | 36,600.00 | .00 | .00 | .00 | 36,600.00 | .00 |
| 99618953 | CN-LOT RESEAL/RESTRIPIING | 42,189.90 | .00 | .00 | .00 | 42,189.90 | .00 |
| 99707951 | SY-ARCH STY-GARAGE ARTIF | 21,242.00 | .00 | 21,242.00 | .00 | .00 | 100.00 |
| 99858953 | CN-GARAGE RENOV & REPAIR | 15,756.73 | .00 | .00 | 19,592.00 | -3,835.27 | 124.34 |
| 99859956 | EA-PARKING METER REPLACE | 4,930.02 | .00 | .00 | .00 | 4,930.02 | .00 |
| 99899999 | COMPLETED PROJECTS | 62,937.16 | .00 | .00 | .00 | 62,937.16 | .00 |
| | TOTAL CAPITAL PROJECTS | 2,665,328.16 | .00 | 158,414.02 | 170,266.39 | 2,336,647.75 | 12.33 |
| | TOTAL PARKING FUND | 2,665,328.16 | .00 | 158,414.02 | 170,266.39 | 2,336,647.75 | 12.33 |

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 PAGE BREAKS ON: FUND,FUNCTION

FUND-520 SEWER FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|------------------------|--------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90046953 | CN-DIGESTER 3-CLEAN & RE | 14,239.02 | .00 | 14,239.02 | .00 | .00 | 100.00 |
| 90223953 | CN-RADIO CONSOLE & DISPA | 4.80 | .00 | .00 | .00 | 4.80 | .00 |
| 90239953 | CN-MASTER-COLL SYS IMPRO | 534,623.90 | 711.36 | .00 | 80,998.80 | 453,625.10 | 15.15 |
| 90341951 | SY-MASTER-PLAN IMPLMNT W | 45,653.45 | 2,540.04 | 12,414.27 | 14,276.83 | 18,962.35 | 58.46 |
| 90787953 | CN-SEWERLINE REPL 2007 | 602,165.00 | .00 | .00 | 571,667.63 | 30,497.37 | 94.94 |
| 90820953 | CN-WRF DISINFECTION MOD | 54,054.01 | .00 | .00 | .00 | 54,054.01 | .00 |
| 90863956 | EA-UB SYSTEM UPGRADE | 75,000.00 | .00 | 30,847.50 | 42,937.50 | 1,215.00 | 98.38 |
| 90901953 | CN-SLURRY SEAL WTP/WRF | 145,236.79 | .00 | .00 | 145,236.79 | .00 | 100.00 |
| 90908952 | DN-CLARIFIER 1/PAINTING | .00 | .00 | .00 | 5,115.00 | -5,115.00 | .00 |
| 90916953 | CN-SEWERLINE IMPR 09-10 | .00 | .00 | .00 | 7,377.59 | -7,377.59 | .00 |
| 90938953 | CN-SEWERLINE REPL 10-11 | 540,692.76 | .00 | .00 | 451,739.59 | 88,953.17 | 83.55 |
| 90958956 | EA-EMERGENCY GENERATOR | 33,800.00 | .00 | .00 | .00 | 33,800.00 | .00 |
| 90966952 | DN-PARK AVE SEWERLINE | 9,299.81 | .00 | 12.30 | 8,541.16 | 746.35 | 91.97 |
| 90966957 | ER-PARK AVE SEWERLINE | 9,159.75 | .00 | .00 | .00 | 9,159.75 | .00 |
| 90967952 | DN-SEWER SIPHON UPGRD | 32,063.92 | .00 | 12,578.53 | 14,119.29 | 5,366.10 | 83.26 |
| 90967957 | ER-SEWER SIPHON UPGRD | 13,000.00 | .00 | .00 | .00 | 13,000.00 | .00 |
| 90976953 | CN-DOWNTOWN IMP 09-10 | 44,816.67 | .00 | 1,375.62 | 28,787.38 | 14,653.67 | 67.30 |
| 90976954 | CM-DOWNTOWN IMP 09-10 | 22,296.02 | .00 | 254.15 | 20,431.87 | 1,610.00 | 92.78 |
| 90984953 | CN-RICH CT SEWER REPAIR | 77,250.50 | .00 | .00 | 77,250.50 | .00 | 100.00 |
| 90985953 | CN-STREET RECONSTRUC 201 | 10,631.00 | .00 | .00 | 8,107.00 | 2,524.00 | 76.26 |
| 91001953 | CN-WRF CLARIFIER | 149,951.78 | .00 | .00 | 149,951.78 | .00 | 100.00 |
| 91001954 | CM-WRF CLARIFIER | 28,995.00 | .00 | .00 | 28,995.00 | .00 | 100.00 |
| 91006963 | CA-FOX PRO REPLACE | 91,960.67 | .00 | .00 | 73,203.60 | 18,757.07 | 79.60 |
| 91022963 | CA-LASERFICHE | 9,600.00 | .00 | .00 | 8,010.00 | 1,590.00 | 83.44 |
| 91046952 | DN-SEWER REPL AT RR XING | 130,000.00 | .00 | 2,806.47 | 122,727.96 | 4,465.57 | 96.56 |
| 91046953 | CN-SEWER REPL AT RR XING | 1,694,900.00 | .00 | .00 | 201,818.29 | 1,493,081.71 | 11.91 |
| 91046954 | CM-SEWER REPL AT RR XING | 101,400.00 | .00 | 101,400.00 | .00 | .00 | 100.00 |
| 99639953 | CN-MASTER-MJR EQUIP RPLC | 1,304,648.88 | .00 | 17,861.19 | 9,391.63 | 1,277,396.06 | 2.09 |
| 99703953 | CN-TANK FARM LIFT STATIO | 3,000.00 | .00 | .00 | 3,000.00 | .00 | 100.00 |
| 99863953 | CN-LATERAL REHAB PROG | 135,701.91 | 2,000.00 | .00 | 72,684.00 | 63,017.91 | 53.56 |
| 99899999 | COMPLETED PROJECTS | 300,000.00 | .00 | .00 | .00 | 300,000.00 | .00 |
| TOTAL CAPITAL PROJECTS | | 6,214,145.64 | 5,251.40 | 193,789.05 | 2,146,369.19 | 3,873,987.40 | 37.66 |
| TOTAL SEWER FUND | | 6,214,145.64 | 5,251.40 | 193,789.05 | 2,146,369.19 | 3,873,987.40 | 37.66 |

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FUND-530 TRANSIT FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|--------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90414951 | SY-FOXPRO DATABASE CONVE | 500.00 | .00 | .00 | .00 | 500.00 | .00 |
| 90589956 | EA-BUSES AND TROLLEY | 579,702.41 | .00 | 636.19 | .00 | 579,066.22 | .11 |
| 90748956 | EA-PARTICULATE TRAPS | 3,100.00 | .00 | .00 | .00 | 3,100.00 | .00 |
| 90918956 | EA-DOUBLE DECK BUS | 850,000.00 | .00 | .00 | 851,999.09 | -1,999.09 | 100.24 |
| 90919953 | CN-BUS STOP IMPR | 25,700.00 | .00 | .00 | .00 | 25,700.00 | .00 |
| 90920956 | EA-AVL PASSENG ACCESS SY | 33,711.70 | .00 | .00 | 33,711.03 | .67 | 100.00 |
| 90921956 | EA-ELECT FAREBOX UPGRD | 3,395.25 | .00 | .00 | 3,363.53 | 31.72 | 99.07 |
| 90922953 | CN-TRANSIT FAC IMPROV | 4,235.66 | .00 | .00 | 614.09 | 3,621.57 | 14.50 |
| 90922956 | EA-TRANSIT FAC IMPROV | -3,254.29 | .00 | .00 | 224.97 | -3,479.26 | -6.91 |
| 90996956 | EA-FORKLIFT | 30,000.00 | .00 | .00 | 24,536.82 | 5,463.18 | 81.79 |
| 90997956 | EA-STAFF VEHICLE REPL | 50,000.00 | .00 | .00 | .00 | 50,000.00 | .00 |
| 90998951 | SY-DWNTN TRANS COORD CTR | 125,000.00 | .00 | .00 | 9,166.70 | 115,833.30 | 7.33 |
| 91006963 | CA-FOX PRO REPLACE | 22,990.17 | .00 | .00 | 18,300.90 | 4,689.27 | 79.60 |
| 91022963 | CA-LASERFICHE | 2,400.00 | .00 | .00 | 2,002.50 | 397.50 | 83.44 |
| 91077956 | EA-TRANSIT RADIO REPLACE | 183,900.00 | .00 | .00 | .00 | 183,900.00 | .00 |
| 99001956 | EA-BUS STOPS | 436.29 | .00 | .00 | .00 | 436.29 | .00 |
| 99601952 | DN-BUS MAINT FACILITY EX | 23,129.06 | .00 | .00 | .00 | 23,129.06 | .00 |
| 99601953 | CN-BUS MAINT FACILITY EX | 6,429.15 | .00 | .00 | .00 | 6,429.15 | .00 |
| 99601956 | EA-BUS MAINT FACILITY EX | 28,765.52 | .00 | 13,968.95 | 2,418.17 | 12,378.40 | 56.97 |
| | TOTAL CAPITAL PROJECTS | 1,970,140.92 | .00 | 14,605.14 | 946,337.80 | 1,009,197.98 | 48.78 |
| | TOTAL TRANSIT FUND | 1,970,140.92 | .00 | 14,605.14 | 946,337.80 | 1,009,197.98 | 48.78 |

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FUND-540 GOLF COURSE FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|----------|--------------------------|-----------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90139953 | CN-TREE REMOVAL & REPLAC | 7,890.50 | .00 | .00 | .00 | 7,890.50 | .00 |
| 90139956 | EA-TREE REMOVAL & REPLAC | 43.64 | .00 | .00 | .00 | 43.64 | .00 |
| 90763952 | DN-GOLF SHOP ROOF REPL | 164.00 | .00 | .00 | 164.00 | .00 | 100.00 |
| 90763953 | CN-GOLF SHOP ROOF REPLC | 24,572.22 | .00 | .00 | 24,572.22 | .00 | 100.00 |
| 90764956 | EA-IRRIG CNTRL REPAIRS | 2,332.11 | .00 | .00 | .00 | 2,332.11 | .00 |
| 91049953 | CN-GOLF VOIP HARDWARE MO | 8,000.00 | .00 | .00 | .00 | 8,000.00 | .00 |
| 99899999 | COMPLETED PROJECTS | 408.36 | .00 | .00 | .00 | 408.36 | .00 |
| | TOTAL CAPITAL PROJECTS | 43,410.83 | .00 | .00 | 24,736.22 | 18,674.61 | 56.98 |
| | TOTAL GOLF COURSE FUND | 43,410.83 | .00 | .00 | 24,736.22 | 18,674.61 | 56.98 |

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FUND-640 WHALE ROCK FUND
 FUNCTION-70 CAPITAL PROJECTS

| ACCOUNT | TITLE | BUDGET | PERIOD EXPENDITURES | ENCUMBRANCES OUTSTANDING | YEAR TO DATE EXP | AVAILABLE BALANCE | YTD/ BUD |
|--------------|--------------------------|---------------|------------------------|-----------------------------|---------------------|----------------------|-------------|
| 90069952 | DN-OLD CREEK HABITAT PLA | 145,316.01 | .00 | 464.58 | .00 | 144,851.43 | .32 |
| 90490951 | SY-TELEMETRY SYS UPGRADE | 3,116.12 | .00 | 2,938.12 | .00 | 178.00 | 94.29 |
| 90490952 | DN-TELEMETRY SYS UPGRADE | 75,000.00 | .00 | .00 | .00 | 75,000.00 | .00 |
| 90490953 | CN-TELEMETRY SYS UPGRADE | 350,000.00 | .00 | .00 | .00 | 350,000.00 | .00 |
| | TOTAL CAPITAL PROJECTS | 573,432.13 | .00 | 3,402.70 | .00 | 570,029.43 | .59 |
| | TOTAL WHALE ROCK FUND | 573,432.13 | .00 | 3,402.70 | .00 | 570,029.43 | .59 |
| TOTAL REPORT | | 48,332,734.89 | 85,131.94 | 3,504,727.16 | 12,556,022.56 | 32,271,985.17 | 33.23 |

CAPITAL IMPROVEMENT PLAN

Section 5 BUDGET AND FISCAL POLICIES

BUDGET AND FISCAL POLICIES

BUDGET AND FISCAL POLICIES

Formally articulated budget and fiscal policies provide the fundamental framework and foundation for preparing and implementing the City's Financial Plan. As set forth below, these include:

- Financial Plan Purpose and Organization
- Financial Reporting and Budget Administration
- General Revenue Management
- User Fee Cost Recovery Goals
- Enterprise Funds Fees and Rates
- Revenue Distribution
- Investments
- Appropriations Limitation
- Fund Balance and Reserves
- Capital Improvement Management
- Capital Financing and Debt Management
- Human Resource Management
- Productivity
- Contracting for Services

Changes for 2011-13

The following summarizes changes in the City's Budget and Fiscal Policies for 2011-13.

Public Art. The City's public art policy generally requires that 1% of eligible project construction costs be set aside for public art. However, given the City's fiscal situation for 2011-13, public art will be funded at the same level required by the private sector: 0.5% rather than 1%. This was also the situation in 2009-11.

Golf. At the April 19, 2011 meeting, the City Council directed staff to incorporate golf operations into the General Fund, rather than continuing to account for golf as an enterprise fund. The 2011-13 Financial Plan reflects this change.

Fleet Replacement. Revisions to the Fleet Management Policy are proposed that will lengthen the useful lives of vehicles and provide condition indicators to guide future fleet replacements. These revisions are included in the attached Council Agenda Report and have been incorporated into the 2011-13 Financial Plan.

FINANCIAL PLAN PURPOSE AND ORGANIZATION

A. **Financial Plan Objectives.** Through its Financial Plan, the City will link resources with results by:

1. Identifying community needs for essential services.
2. Organizing the programs required to provide these essential services.
3. Establishing program policies and goals, which define the nature and level of program services required.
4. Identifying activities performed in delivering program services.
5. Proposing objectives for improving the delivery of program services.
6. Identifying and appropriating the resources required to perform program activities and accomplish program objectives.
7. Setting standards to measure and evaluate the:
 - a. Output of program activities.
 - b. Accomplishment of program objectives.

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- c. Expenditure of program appropriations.
- B. **Two-Year Budget.** Following the City's favorable experience, the City will continue using a two-year financial plan, emphasizing long-range planning and effective program management. The benefits identified when the City's first two-year plan was prepared for 1983-85 continue to be realized:
 - 1. Reinforcing the importance of long-range planning in managing the City's fiscal affairs.
 - 2.
 - 3. Concentrating on developing and budgeting for the accomplishment of significant objectives.
 - 4. Establishing realistic timeframes for achieving objectives.
 - 5. Creating a pro-active budget that provides for stable operations and assures the City's long-term fiscal health.
 - 6. Promoting more orderly spending patterns.
 - 7. Reducing the amount of time and resources allocated to preparing annual budgets.
- C. **Measurable Objectives.** The two-year financial plan will establish measurable program objectives and allow reasonable time to accomplish those objectives.
- D. **Second Year Budget.** Before the beginning of the second year of the two-year cycle, the Council will review progress during the first year and approve appropriations for the second fiscal year.
- E. **Operating Carryover.** Operating program appropriations not spent during the first fiscal year may be carried over for specific purposes into the second fiscal year with the approval of the City Manager.

- F. **Goal Status Reports.** The status of major program objectives will be formally reported to the Council on an ongoing, periodic basis.
- G. **Mid-Year Budget Reviews.** The Council will formally review the City's fiscal condition, and amend appropriations if necessary, six months after the beginning of each fiscal year.
- H. **Balanced Budget.** The City will maintain a balanced budget over the two-year period of the Financial Plan. This means that:
 - 1. Operating revenues must fully cover operating expenditures, including debt service.
 - 2. Ending fund balance (or working capital in the enterprise funds) must meet minimum policy levels. For the general and enterprise funds, this level has been established at 20% of operating expenditures.

Under this policy, it is allowable for total expenditures to exceed revenues in a given year; however, in this situation, beginning fund balance can only be used to fund capital improvement plan projects, or other "one-time," non-recurring expenditures.

FINANCIAL REPORTING AND BUDGET ADMINISTRATION

- A. **Annual Reporting.** The City will prepare annual financial statements as follows:
 - 1. In accordance with Charter requirements, the City will contract for an annual audit by a qualified independent certified public accountant. The City will strive for an unqualified auditors' opinion.

BUDGET AND FISCAL POLICIES

2. The City will use generally accepted accounting principles in preparing its annual financial statements, and will strive to meet the requirements of the GFOA's Award for Excellence in Financial Reporting program.
 3. The City will issue audited financial statements within 180 days after year-end.
- B. Interim Reporting.** The City will prepare and issue timely interim reports on the City's fiscal status to the Council and staff. This includes: on-line access to the City's financial management system by City staff; monthly reports to program managers; more formal quarterly reports to the Council and Department Heads; mid-year budget reviews; and interim annual reports.
- C. Budget Administration.** As set forth in the City Charter, the Council may amend or supplement the budget at any time after its adoption by majority vote of the Council members. The City Manager has the authority to make administrative adjustments to the budget as long as those changes will not have a significant policy impact nor affect budgeted year-end fund balances.

GENERAL REVENUE MANAGEMENT

- A. Diversified and Stable Base.** The City will seek to maintain a diversified and stable revenue base to protect it from short-term fluctuations in any one revenue source.
- B. Long-Range Focus.** To emphasize and facilitate long-range financial planning, the City will maintain current projections of revenues for the succeeding five years.
- C. Current Revenues for Current Uses.** The City will make all current expenditures with current revenues, avoiding procedures that

balance current budgets by postponing needed expenditures, accruing future revenues, or rolling over short-term debt.

- D. Interfund Transfers and Loans.** In order to achieve important public policy goals, the City has established various special revenue, capital project, debt service and enterprise funds to account for revenues whose use should be restricted to certain activities. Accordingly, each fund exists as a separate financing entity from other funds, with its own revenue sources, expenditures and fund equity.

Any transfers between funds for operating purposes are clearly set forth in the Financial Plan, and can only be made by the Director of Finance & Information Technology in accordance with the adopted budget. These operating transfers, under which financial resources are transferred from one fund to another, are distinctly different from interfund borrowings, which are usually made for temporary cash flow reasons, and are not intended to result in a transfer of financial resources by the end of the fiscal year.

In summary, interfund transfers result in a change in fund equity; interfund borrowings do not, as the intent is to repay in the loan in the near term.

From time-to-time, interfund borrowings may be appropriate; however, these are subject to the following criteria in ensuring that the fiduciary purpose of the fund is met:

1. The Director of Finance & Information Technology is authorized to approve temporary interfund borrowings for cash flow purposes whenever the cash shortfall is expected to be resolved within 45 days. The most common use of interfund borrowing under this circumstance is for grant programs like the Community Development Block Grant, where costs are incurred before drawdowns are initiated and received. However, receipt

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of funds is typically received shortly after the request for funds has been made.

2. Any other interfund borrowings for cash flow or other purposes require case-by-case approval by the Council.
3. Any transfers between funds where reimbursement is not expected within one fiscal year shall not be recorded as interfund borrowings; they shall be recorded as interfund operating transfers that affect equity by moving financial resources from one fund to another.

USER FEE COST RECOVERY GOALS

A. Ongoing Review

Fees will be reviewed and updated on an ongoing basis to ensure that they keep pace with changes in the cost-of-living as well as changes in methods or levels of service delivery.

In implementing this goal, a comprehensive analysis of City costs and fees should be made at least every five years. In the interim, fees will be adjusted by annual changes in the Consumer Price Index. Fees may be adjusted during this interim period based on supplemental analysis whenever there have been significant changes in the method, level or cost of service delivery.

B. User Fee Cost Recovery Levels

In setting user fees and cost recovery levels, the following factors will be considered:

1. **Community-Wide Versus Special Benefit.** The level of user fee cost recovery should consider the *community-wide* versus

special service nature of the program or activity. The use of general-purpose revenues is appropriate for community-wide services, while user fees are appropriate for services that are of special benefit to easily identified individuals or groups.

2. **Service Recipient Versus Service Driver.** After considering community-wide versus special benefit of the service, the concept of *service recipient* versus *service driver* should also be considered. For example, it could be argued that the applicant is not the beneficiary of the City's development review efforts: the community is the primary beneficiary. However, the applicant is the *driver* of development review costs, and as such, cost recovery from the applicant is appropriate.

3. **Effect of Pricing on the Demand for Services.** The level of cost recovery and related pricing of services can significantly affect the demand and subsequent level of services provided. At full cost recovery, this has the specific advantage of ensuring that the City is providing services for which there is genuinely a market that is not overly-stimulated by artificially low prices.

Conversely, high levels of cost recovery will negatively impact the delivery of services to lower income groups. This negative feature is especially pronounced, and works against public policy, if the services are specifically targeted to low income groups.

4. **Feasibility of Collection and Recovery.** Although it may be determined that a high level of cost recovery may be appropriate for specific services, it may be impractical or too costly to establish a system to identify and charge the user. Accordingly, the feasibility of assessing and collecting charges should also be considered in developing user fees, especially if significant program costs are intended to be financed from that source.

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C. Factors Favoring Low Cost Recovery Levels

Very low cost recovery levels are appropriate under the following circumstances:

1. There is *no* intended relationship between the amount paid and the benefit received. Almost all "social service" programs fall into this category as it is *expected* that one group will subsidize another.
2. Collecting fees is not cost-effective or will significantly impact the efficient delivery of the service.
3. There is *no* intent to limit the use of (or entitlement to) the service. Again, most "social service" programs fit into this category as well as many public safety (police and fire) emergency response services. Historically, access to neighborhood and community parks would also fit into this category.
4. The service is non-recurring, generally delivered on a "peak demand" or emergency basis, cannot reasonably be planned for on an individual basis, and is not readily available from a private sector source. Many public safety services also fall into this category.
5. Collecting fees would discourage compliance with regulatory requirements and adherence is primarily self-identified, and as such, failure to comply would not be readily detected by the City. Many small-scale licenses and permits might fall into this category.

D. Factors Favoring High Cost Recovery Levels

The use of service charges as a major source of funding service levels is especially appropriate under the following circumstances:

1. The service is similar to services provided through the private sector.
2. Other private or public sector alternatives could or do exist for the delivery of the service.
3. For equity or demand management purposes, it is intended that there be a direct relationship between the amount paid and the level and cost of the service received.
4. The use of the service is specifically discouraged. Police responses to disturbances or false alarms might fall into this category.
5. The service is regulatory in nature and voluntary compliance is not expected to be the primary method of detecting failure to meet regulatory requirements. Building permit, plan checks, and subdivision review fees for large projects would fall into this category.

E. General Concepts Regarding the Use of Service Charges

The following general concepts will be used in developing and implementing service charges:

1. Revenues should not exceed the reasonable cost of providing the service.
2. Cost recovery goals should be based on the total cost of delivering the service, including direct costs, departmental

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administration costs and organization-wide support costs such as accounting, personnel, information technology, legal services, fleet maintenance and insurance.

3. The method of assessing and collecting fees should be as simple as possible in order to reduce the administrative cost of collection.
4. Rate structures should be sensitive to the "market" for similar services as well as to smaller, infrequent users of the service.
5. A unified approach should be used in determining cost recovery levels for various programs based on the factors discussed above.

F. Low Cost-Recovery Services

Based on the criteria discussed above, the following types of services should have very low cost recovery goals. In selected circumstances, there may be specific activities within the broad scope of services provided that should have user charges associated with them. However, the primary source of funding for the operation as a whole should be general-purpose revenues, not user fees.

1. Delivering public safety emergency response services such as police patrol services and fire suppression.
2. Maintaining and developing public facilities that are provided on a uniform, community-wide basis such as streets, parks and general-purpose buildings.
3. Providing social service programs and economic development activities.

G. Recreation Programs

The following cost recovery policies apply to the City's recreation programs:

1. Cost recovery for activities directed to adults should be relatively high.
2. Cost recovery for activities directed to youth and seniors should be relatively low. In those circumstances where services are similar to those provided in the private sector, cost recovery levels should be higher.

Although ability to pay may not be a concern for all youth and senior participants, these are desired program activities, and the cost of determining need may be greater than the cost of providing a uniform service fee structure to all participants. Further, there is a community-wide benefit in encouraging high-levels of participation in youth and senior recreation activities regardless of financial status.

3. Cost recovery goals for recreation activities are set as follows:

High-Range Cost Recovery Activities (60% to 100%)

- a. Adult athletics
- b. Banner permit applications
- c. Child care services (except Youth STAR)
- d. Facility rentals (indoor and outdoor; excludes use of facilities for internal City uses)
- e. Triathlon
- f. Golf

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Mid-Range Cost Recovery Activities (30% to 60%)

- g. Classes
- h. Holiday in the Plaza
- i. Major commercial film permit applications

Low-Range Cost Recovery Activities (0 to 30%)

- j. Aquatics
 - k. Batting cages
 - l. Community gardens
 - m. Junior Ranger camp
 - n. Minor commercial film permit applications
 - o. Skate park
 - p. Special events (except for Triathlon and Holiday in the Plaza)
 - q. Youth sports
 - r. Youth STAR
 - s. Teen services
 - t. Senior/boomer services
4. For cost recovery activities of less than 100%, there should be a differential in rates between residents and non-residents. However, the Director of Parks and Recreation is authorized to reduce or eliminate non-resident fee differentials when it can be demonstrated that:
- a. The fee is reducing attendance.
 - b. And there are no appreciable expenditure savings from the reduced attendance.
5. Charges will be assessed for use of rooms, pools, gymnasiums, ball fields, special-use areas, and recreation equipment for

activities not sponsored or co-sponsored by the City. Such charges will generally conform to the fee guidelines described above. However, the Director of Parks and Recreation is authorized to charge fees that are closer to full cost recovery for facilities that are heavily used at peak times and include a majority of non-resident users.

- 6. A vendor charge of at least 10 percent of gross income will be assessed from individuals or organizations using City facilities for moneymaking activities.
- 7. Director of Parks and Recreation is authorized to offer reduced fees such as introductory rates, family discounts and coupon discounts on a pilot basis (not to exceed 18 months) to promote new recreation programs or resurrect existing ones.
- 8. The Parks and Recreation Department will consider waiving fees only when the City Manager determines in writing that an undue hardship exists.

H. Development Review Programs

The following cost recovery policies apply to the development review programs:

- 1. Services provided under this category include:
 - a. Planning (planned development permits, tentative tract and parcel maps, rezonings, general plan amendments, variances, use permits).
 - b. Building and safety (building permits, structural plan checks, inspections).
 - c. Engineering (public improvement plan checks, inspections, subdivision requirements, encroachments).

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- d. Fire plan check.
- 2. Cost recovery for these services should generally be very high. In most instances, the City's cost recovery goal should be 100%.
- 3. However, in charging high cost recovery levels, the City needs to clearly establish and articulate standards for its performance in reviewing developer applications to ensure that there is “value for cost.”

I. Comparability With Other Communities

In setting user fees, the City will consider fees charged by other agencies in accordance with the following criteria:

- 1. Surveying the comparability of the City's fees to other communities provides useful background information in setting fees for several reasons:
 - a. They reflect the "market" for these fees and can assist in assessing the reasonableness of San Luis Obispo's fees.
 - b. If prudently analyzed, they can serve as a benchmark for how cost-effectively San Luis Obispo provides its services.
- 2. However, fee surveys should never be the sole or primary criteria in setting City fees as there are many factors that affect how and why other communities have set their fees at their levels. For example:
 - a. What level of cost recovery is their fee intended to achieve compared with our cost recovery objectives?
 - b. What costs have been considered in computing the fees?

- c. When was the last time that their fees were comprehensively evaluated?
 - d. What level of service do they provide compared with our service or performance standards?
 - e. Is their rate structure significantly different than ours and what is it intended to achieve?
3. These can be very difficult questions to address in fairly evaluating fees among different communities. As such, the comparability of our fees to other communities should be one factor among many that is considered in setting City fees.

ENTERPRISE FUND FEES AND RATES

- A. **Water, Sewer and Parking.** The City will set fees and rates at levels which fully cover the total direct and indirect costs—including operations, capital outlay, and debt service—of the following enterprise programs: water, sewer and parking.
- B. **Transit.** Based on targets set under the Transportation Development Act, the City will strive to cover at least twenty percent of transit operating costs with fare revenues.
- C. **Ongoing Rate Review.** The City will review and adjust enterprise fees and rate structures as required to ensure that they remain appropriate and equitable.
- D. **Franchise Fees.** In accordance with long-standing practices, the City will treat the water and sewer funds in the same manner as if they were privately owned and operated. This means assessing reasonable franchise fees in fully recovering service costs.

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At 3.5%, water and sewer franchise fees are based on the mid-point of the statewide standard for public utilities like electricity and gas (2% of gross revenues from operations) and cable television (5% of gross revenues).

As with other utilities, the purpose of the franchise fee is reasonable cost recovery for the use of the City's street right-of-way. The appropriateness of charging the water and sewer funds a reasonable franchise fee for the use of City streets is further supported by the results of recent studies in Arizona, California, Ohio and Vermont which concluded that the leading cause for street resurfacing and reconstruction is street cuts and trenching for utilities.

REVENUE DISTRIBUTION

The Council recognizes that generally accepted accounting principles for state and local governments discourage the "earmarking" of General Fund revenues, and accordingly, the practice of designating General Fund revenues for specific programs should be minimized in the City's management of its fiscal affairs. Approval of the following revenue distribution policies does not prevent the Council from directing General Fund resources to other functions and programs as necessary.

A. **Property Taxes.** With the passage of Proposition 13 on June 6, 1978, California cities no longer can set their own property tax rates. In addition to limiting annual increases in market value, placing a ceiling on voter-approved indebtedness, and redefining assessed valuations, Proposition 13 established a maximum county-wide levy for general revenue purposes of 1% of market value. Under subsequent state legislation, which adopted formulas for the distribution of this countywide levy, the City now receives a percentage of total property tax revenues collected countywide as determined by the State and administered by the County Auditor-Controller.

Accordingly, while property revenues are often thought of local revenue sources, in essence they are State revenue sources, since the State controls their use and allocation.

With the adoption of a Charter revision in November 1996, which removed provisions that were in conflict with Proposition 13 relating to the setting of property tax revenues between various funds, all property tax revenues are now accounted for in the General Fund.

- B. **Gasoline Tax Subventions.** All gasoline tax revenues (which are restricted by the State for street-related purposes) will be used for maintenance activities. Since the City's total expenditures for gas tax eligible programs and projects are much greater than this revenue source, operating transfers will be made from the gas tax fund to the General Fund for this purpose. This approach significantly reduces the accounting efforts required in meeting State reporting requirements.
- C. **Transportation Development Act (TDA) Revenues.** All TDA revenues will be allocated to alternative transportation programs, including regional and municipal transit systems, bikeway improvements, and other programs or projects designed to reduce automobile usage. Because TDA revenues will not be allocated for street purposes, it is expected that alternative transportation programs (in conjunction with other state or federal grants for this purpose) will be self-supporting from TDA revenues.
- D. **Parking Fines.** All parking fine revenues will be allocated to the parking fund, except for those collected by Police staff (who are funded by the General Fund) in implementing neighborhood wellness programs.

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INVESTMENTS

- A. **Responsibility.** Investments and cash management are the responsibility of the City Treasurer or designee. It is the City's policy to appoint the Director of Finance and Information Technology as the City's Treasurer.
- B. **Investment Objective.** The City's primary investment objective is to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default. Accordingly, the following factors will be considered in priority order in determining individual investment placements:
1. Safety
 2. Liquidity
 3. Yield
- C. **Tax and Revenue Anticipation Notes: Not for Investment Purposes.** There is an appropriate role for tax and revenue anticipation notes (TRANS) in meeting legitimate short-term cash needs within the fiscal year. However, many agencies issue TRANS as a routine business practice, not solely for cash flow purposes, but to capitalize on the favorable difference between the interest cost of issuing TRANS as a tax-preferred security and the interest yields on them if re-invested at full market rates.

As part of its cash flow management and investment strategy, the City will only issue TRANS or other forms of short-term debt if necessary to meet demonstrated cash flow needs; TRANS or any other form of short-term debt financing will not be issued for investment purposes.

As long as the City maintains its current policy of maintaining fund/working capital balances that are 20% of operating expenditures, it is unlikely that the City would need to issue TRANS for cash flow purposes except in very unusual circumstances.

- D. **Selecting Maturity Dates.** The City will strive to keep all idle cash balances fully invested through daily projections of cash flow requirements. To avoid forced liquidations and losses of investment earnings, cash flow and future requirements will be the primary consideration when selecting maturities.
- E. **Diversification.** As the market and the City's investment portfolio change, care will be taken to maintain a healthy balance of investment types and maturities.
- F. **Authorized Investments.** The City will invest only in those instruments authorized by the California Government Code Section 53601.
- The City will not invest in stock, will not speculate and will not deal in futures or options. The investment market is highly volatile and continually offers new and creative opportunities for enhancing interest earnings. Accordingly, the City will thoroughly investigate any new investment vehicles before committing City funds to them.
- G. **Authorized Institutions.** Current financial statements will be maintained for each institution in which cash is invested. Investments will be limited to 20 percent of the total net worth of any institution and may be reduced further or refused altogether if an institution's financial situation becomes unhealthy.
- H. **Consolidated Portfolio.** In order to maximize yields from its overall portfolio, the City will consolidate cash balances from all funds for investment purposes, and will allocate investment earnings

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to each fund in accordance with generally accepted accounting principles.

- I. **Safekeeping.** Ownership of the City's investment securities will be protected through third-party custodial safekeeping.
- J. **Investment Management Plan.** The City Treasurer will develop and maintain an Investment Management Plan that addresses the City's administration of its portfolio, including investment strategies, practices and procedures.
- K. **Investment Oversight Committee.** As set forth in the Investment Management Plan, this committee is responsible for reviewing the City's portfolio on an ongoing basis to determine compliance with the City's investment policies and for making recommendations regarding investment management practices.

Members include the City Manager, Assistant City Manager, Director of Finance & Information Technology/City Treasurer, Finance Manager and the City's independent auditor.

- L. **Reporting.** The City Treasurer will develop and maintain a comprehensive, well-documented investment reporting system, which will comply with Government Code Section 53607. This reporting system will provide the Council and the Investment Oversight Committee with appropriate investment performance information.

APPROPRIATIONS LIMITATION

- A. The Council will annually adopt a resolution establishing the City's appropriations limit calculated in accordance with Article XIII-B of the Constitution of the State of California, Section 7900 of the State of California Government Code, and any other voter approved

amendments or state legislation that affect the City's appropriations limit.

- B. The supporting documentation used in calculating the City's appropriations limit and projected appropriations subject to the limit will be available for public and Council review at least 10 days before Council consideration of a resolution to adopt an appropriations limit. The Council will generally consider this resolution in connection with final approval of the budget.
- C. The City will strive to develop revenue sources, both new and existing, which are considered non-tax proceeds in calculating its appropriations subject to limitation.
- D. The City will annually review user fees and charges and report to the Council the amount of program subsidy, if any, that is being provided by the General or Enterprise Funds.
- E. The City will actively support legislation or initiatives sponsored or approved by League of California Cities which would modify Article XIII-B of the Constitution in a manner which would allow the City to retain projected tax revenues resulting from growth in the local economy for use as determined by the Council.
- F. The City will seek voter approval to amend its appropriation limit at such time that tax proceeds are in excess of allowable limits.

FUND BALANCE AND RESERVES

- A. **Minimum Fund and Working Capital Balances.** The City will maintain a minimum fund balance of at least 20% of operating expenditures in the General Fund and a minimum working capital balance of 20% of operating expenditures in the water, sewer and parking enterprise funds. This is considered the minimum level

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necessary to maintain the City's credit worthiness and to adequately provide for:

1. Economic uncertainties, local disasters, and other financial hardships or downturns in the local or national economy.
 2. Contingencies for unseen operating or capital needs.
 3. Cash flow requirements.
- B. **Fleet Replacement.** For the General Fund fleet, the City will establish and maintain a Fleet Replacement Fund to provide for the timely replacement of vehicles and related equipment with an individual replacement cost of \$15,000 or more. The City will maintain a minimum fund balance in the Fleet Replacement Fund of at least 20% of the original purchase cost of the items accounted for in this fund.

The annual contribution to this fund will generally be based on the annual use allowance, which is determined based on the estimated life of the vehicle or equipment and its original purchase cost. Interest earnings and sales of surplus equipment as well as any related damage and insurance recoveries will be credited to the Fleet Replacement Fund.

- C. **Future Capital Project Designations.** The Council may designate specific fund balance levels for future development of capital projects that it has determined to be in the best long-term interests of the City.
- D. **Other Designations and Reserves.** In addition to the designations noted above, fund balance levels will be sufficient to meet funding requirements for projects approved in prior years which are carried forward into the new year; debt service reserve requirements; reserves for encumbrances; and other reserves or designations

required by contractual obligations, state law, or generally accepted accounting principles.

CAPITAL IMPROVEMENT MANAGEMENT

- A. **CIP Projects: \$15,000 or More.** Construction projects and equipment purchases which cost \$15,000 or more will be included in the Capital Improvement Plan (CIP); minor capital outlays of less than \$15,000 will be included with the operating program budgets.
- B. **CIP Purpose.** The purpose of the CIP is to systematically plan, schedule, and finance capital projects to ensure cost-effectiveness as well as conformance with established policies. The CIP is a five-year plan organized into the same functional groupings used for the operating programs. The CIP will reflect a balance between capital replacement projects that repair, replace or enhance existing facilities, equipment or infrastructure; and capital facility projects that significantly expand or add to the City's existing fixed assets.
- C. **Project Manager.** Every CIP project will have a project manager who will prepare the project proposal, ensure that required phases are completed on schedule, authorize all project expenditures, ensure that all regulations and laws are observed, and periodically report project status.
- D. **CIP Review Committee.** Headed by the City Manager or designee, this Committee will review project proposals, determine project phasing, recommend project managers, review and evaluate the draft CIP budget document, and report CIP project progress on an ongoing basis.

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E. **CIP Phases.** The CIP will emphasize project planning, with projects progressing through at least two and up to ten of the following phases:

1. **Designate.** Appropriates funds based on projects designated for funding by the Council through adoption of the Financial Plan.
2. **Study.** Concept design, site selection, feasibility analysis, schematic design, environmental determination, property appraisals, scheduling, grant application, grant approval, specification preparation for equipment purchases.
3. **Environmental Review.** EIR preparation, other environmental studies.
4. **Real Property Acquisitions.** Property acquisition for projects, if necessary.
5. **Site Preparation.** Demolition, hazardous materials abatements, other pre-construction work.
6. **Design.** Final design, plan and specification preparation and construction cost estimation.
7. **Construction.** Construction contracts.
8. **Construction Management.** Contract project management and inspection, soils and material tests, other support services during construction.
9. **Equipment Acquisitions.** Vehicles, heavy machinery, computers, office furnishings, other equipment items acquired and installed independently from construction contracts.

10. **Debt Service.** Installment payments of principal and interest for completed projects funded through debt financings. Expenditures for this project phase are included in the Debt Service section of the Financial Plan.

Generally, it will become more difficult for a project to move from one phase to the next. As such, more projects will be studied than will be designed, and more projects will be designed than will be constructed or purchased during the term of the CIP.

F. **CIP Appropriation.** The City's annual CIP appropriation for study, design, acquisition and/or construction is based on the projects designated by the Council through adoption of the Financial Plan. Adoption of the Financial Plan CIP appropriation does not automatically authorize funding for specific project phases. This authorization generally occurs only after the preceding project phase has been completed and approved by the Council and costs for the succeeding phases have been fully developed.

Accordingly, project appropriations are generally made when contracts are awarded. If project costs at the time of bid award are less than the budgeted amount, the balance will be unappropriated and returned to fund balance or allocated to another project. If project costs at the time of bid award are greater than budget amounts, five basic options are available:

1. Eliminate the project.
2. Defer the project for consideration to the next Financial Plan period.
3. Rescope or change the phasing of the project to meet the existing budget.
4. Transfer funding from another specified, lower priority project.

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5. Appropriate additional resources as necessary from fund balance.

G. **CIP Budget Carryover.** Appropriations for CIP projects lapse three years after budget adoption. Projects which lapse from lack of project account appropriations may be resubmitted for inclusion in a subsequent CIP. Project accounts, which have been appropriated, will not lapse until completion of the project phase.

H. **Program Objectives.** Project phases will be listed as objectives in the program narratives of the programs, which manage the projects.

I. **Public Art.** CIP projects will be evaluated during the budget process and prior to each phase for conformance with the City's public art policy, which generally requires that 1% of eligible project construction costs be set aside for public art. Excluded from this requirement are underground projects, utility infrastructure projects, funding from outside agencies, and costs other than construction such as study, environmental review, design, site preparation, land acquisition and equipment purchases.

It is generally preferred that public art be incorporated directly into the project, but this is not practical or desirable for all projects; in this case, an in-lieu contribution to public art will be made. To ensure that funds are adequately budgeted for this purpose regardless of whether public art will be directly incorporated into the project, funds for public art will be identified separately in the CIP.

Given the City's fiscal situation for 2011-13, public art will be funded at the same level required by the private sector: 0.5% rather than 1%.

J. **General Plan Consistency Review.** The Planning Commission will review the Preliminary CIP for consistency with the General Plan and provide its findings to the Council prior to adoption.

CAPITAL FINANCING AND DEBT MANAGEMENT

A. Capital Financing

1. The City will consider the use of debt financing only for one-time capital improvement projects and only under the following circumstances:
 - a. When the project's useful life will exceed the term of the financing.
 - b. When project revenues or specific resources will be sufficient to service the long-term debt.
2. Debt financing will not be considered appropriate for any recurring purpose such as current operating and maintenance expenditures. The issuance of short-term instruments such as revenue, tax or bond anticipation notes is excluded from this limitation. (See Investment Policy)
3. Capital improvements will be financed primarily through user fees, service charges, assessments, special taxes or developer agreements when benefits can be specifically attributed to users of the facility. Accordingly, development impact fees should be created and implemented at levels sufficient to ensure that new development pays its fair share of the cost of constructing necessary community facilities.
4. Transportation impact fees are a major funding source in financing transportation system improvements. However, revenues from these fees are subject to significant fluctuation based on the rate of new development. Accordingly, the following guidelines will be followed in designing and building projects funded with transportation impact fees:

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- a. The availability of transportation impact fees in funding a specific project will be analyzed on a case-by-case basis as plans and specification or contract awards are submitted for City Manager or Council approval.
- b. If adequate funds are not available at that time, the Council will make one of two determinations:
 - Defer the project until funds are available.
 - Based on the high-priority of the project, advance funds from the General Fund, which will be reimbursed as soon as funds become available. Repayment of General Fund advances will be the first use of transportation impact fee funds when they become available.
5. The City will use the following criteria to evaluate pay-as-you-go versus long-term financing in funding capital improvements:

Factors Favoring Pay-As-You-Go Financing

- a. Current revenues and adequate fund balances are available or project phasing can be accomplished.
- b. Existing debt levels adversely affect the City's credit rating.
- c. Market conditions are unstable or present difficulties in marketing.

Factors Favoring Long Term Financing

- d. Revenues available for debt service are deemed sufficient and reliable so that long-term financings can be marketed with investment grade credit ratings.
- e. The project securing the financing is of the type, which will support an investment grade credit rating.

- f. Market conditions present favorable interest rates and demand for City financings.
- g. A project is mandated by state or federal requirements, and resources are insufficient or unavailable.
- h. The project is immediately required to meet or relieve capacity needs and current resources are insufficient or unavailable.
- i. The life of the project or asset to be financed is 10 years or longer.

B. Debt Management

1. The City will not obligate the General Fund to secure long-term financings except when marketability can be significantly enhanced.
2. An internal feasibility analysis will be prepared for each long-term financing which analyzes the impact on current and future budgets for debt service and operations. This analysis will also address the reliability of revenues to support debt service.
3. The City will generally conduct financings on a competitive basis. However, negotiated financings may be used due to market volatility or the use of an unusual or complex financing or security structure.
4. The City will seek an investment grade rating (Baa/BBB or greater) on any direct debt and will seek credit enhancements such as letters of credit or insurance when necessary for marketing purposes, availability and cost-effectiveness.

BUDGET AND FISCAL POLICIES

5. The City will monitor all forms of debt annually coincident with the City's Financial Plan preparation and review process and report concerns and remedies, if needed, to the Council.
6. The City will diligently monitor its compliance with bond covenants and ensure its adherence to federal arbitrage regulations.
7. The City will maintain good, ongoing communications with bond rating agencies about its financial condition. The City will follow a policy of full disclosure on every financial report and bond prospectus (Official Statement).

C. Debt Capacity

1. **General Purpose Debt Capacity.** The City will carefully monitor its levels of general-purpose debt. Because our general purpose debt capacity is limited, it is important that we only use general purpose debt financing for high-priority projects where we cannot reasonably use other financing methods for two key reasons:
 - a. Funds borrowed for a project today are not available to fund other projects tomorrow.
 - b. Funds committed for debt repayment today are not available to fund operations in the future.

In evaluating debt capacity, general-purpose annual debt service payments should generally not exceed 10% of General Fund revenues; and in no case should they exceed 15%. Further, direct debt will not exceed 2% of assessed valuation; and no more than 60% of capital improvement outlays will be funded from long-term financings.

2. **Enterprise Fund Debt Capacity.** The City will set enterprise fund rates at levels needed to fully cover debt service requirements as well as operations, maintenance, administration and capital improvement costs. The ability to afford new debt for enterprise operations will be evaluated as an integral part of the City's rate review and setting process.

D. Independent Disclosure Counsel

The following criteria will be used on a case-by-case basis in determining whether the City should retain the services of an independent disclosure counsel in conjunction with specific project financings:

1. The City will generally not retain the services of an independent disclosure counsel when all of the following circumstances are present:
 - a. The revenue source for repayment is under the management or control of the City, such as general obligation bonds, revenue bonds, lease-revenue bonds or certificates of participation.
 - b. The bonds will be rated or insured.
2. The City will consider retaining the services of an independent disclosure counsel when one or more of following circumstances are present:
 - a. The financing will be negotiated, and the underwriter has not separately engaged an underwriter's counsel for disclosure purposes.
 - b. The revenue source for repayment is not under the management or control of the City, such as land-based

BUDGET AND FISCAL POLICIES

assessment districts, tax allocation bonds or conduit financings.

- c. The bonds will not be rated or insured.
- d. The City's financial advisor, bond counsel or underwriter recommends that the City retain an independent disclosure counsel based on the circumstances of the financing.

E. Land-Based Financings

1. **Public Purpose.** There will be a clearly articulated public purpose in forming an assessment or special tax district in financing public infrastructure improvements. This should include a finding by the Council as to why this form of financing is preferred over other funding options such as impact fees, reimbursement agreements or direct developer responsibility for the improvements.
2. **Eligible Improvements.** Except as otherwise determined by the Council when proceedings for district formation are commenced, preference in financing public improvements through a special tax district shall be given for those public improvements that help achieve clearly identified community facility and infrastructure goals in accordance with adopted facility and infrastructure plans as set forth in key policy documents such as the General Plan, Specific Plan, Facility or Infrastructure Master Plans, or Capital Improvement Plan.

Such improvements include study, design, construction and/or acquisition of:

- a. Public safety facilities.
- b. Water supply, distribution and treatment systems.
- c. Waste collection and treatment systems.

- d. Major transportation system improvements, such as freeway interchanges; bridges; intersection improvements; construction of new or widened arterial or collector streets (including related landscaping and lighting); sidewalks and other pedestrian paths; transit facilities; and bike paths.
- e. Storm drainage, creek protection and flood protection improvements.
- f. Parks, trails, community centers and other recreational facilities.
- g. Open space.
- h. Cultural and social service facilities.
- i. Other governmental facilities and improvements such as offices, information technology systems and telecommunication systems.

School facilities will not be financed except under appropriate joint community facilities agreements or joint exercise of powers agreements between the City and school districts.

3. **Active Role.** Even though land-based financings may be a limited obligation of the City, we will play an active role in managing the district. This means that the City will select and retain the financing team, including the financial advisor, bond counsel, trustee, appraiser, disclosure counsel, assessment engineer and underwriter. Any costs incurred by the City in retaining these services will generally be the responsibility of the property owners or developer, and will be advanced via a deposit when an application is filed; or will be paid on a contingency fee basis from the proceeds from the bonds.
4. **Credit Quality.** When a developer requests a district, the City will carefully evaluate the applicant's financial plan and ability to carry the project, including the payment of assessments and

BUDGET AND FISCAL POLICIES

special taxes during build-out. This may include detailed background, credit and lender checks, and the preparation of independent appraisal reports and market absorption studies. For districts where one property owner accounts for more than 25% of the annual debt service obligation, a letter of credit further securing the financing may be required.

5. **Reserve Fund.** A reserve fund should be established in the lesser amount of: the maximum annual debt service; 125% of the annual average debt service; or 10% of the bond proceeds.
6. **Value-to-Debt Ratios.** The minimum value-to-date ratio should generally be 4:1. This means the value of the property in the district, with the public improvements, should be at least four times the amount of the assessment or special tax debt. In special circumstances, after conferring and receiving the concurrence of the City's financial advisor and bond counsel that a lower value-to-debt ratio is financially prudent under the circumstances, the City may consider allowing a value-to-debt ratio of 3:1. The Council should make special findings in this case.
7. **Appraisal Methodology.** Determination of value of property in the district shall be based upon the full cash value as shown on the ad valorem assessment roll or upon an appraisal by an independent Member Appraisal Institute (MAI). The definitions, standards and assumptions to be used for appraisals shall be determined by the City on a case-by-case basis, with input from City consultants and district applicants, and by reference to relevant materials and information promulgated by the State of California, including the Appraisal Standards for Land-Secured Financings prepared by the California Debt and Investment Advisory Commission.
8. **Capitalized Interest During Construction.** Decisions to capitalize interest will be made on case-by-case basis, with the intent that if allowed, it should improve the credit quality of the bonds and reduce borrowing costs, benefiting both current and future property owners.
9. **Maximum Burden.** Annual assessments (or special taxes in the case of Mello-Roos or similar districts) should generally not exceed 1% of the sales price of the property; and total property taxes, special assessments and special taxes payments collected on the tax roll should generally not exceed 2%.
10. **Benefit Apportionment.** Assessments and special taxes will be apportioned according to a formula that is clear, understandable, equitable and reasonably related to the benefit received by—or burden attributed to—each parcel with respect to its financed improvement. Any annual escalation factor should generally not exceed 2%.
11. **Special Tax District Administration.** In the case of Mello-Roos or similar special tax districts, the total maximum annual tax should not exceed 110% of annual debt service. The rate and method of apportionment should include a back-up tax in the event of significant changes from the initial development plan, and should include procedures for prepayments.
12. **Foreclosure Covenants.** In managing administrative costs, the City will establish minimum delinquency amounts per owner, and for the district as a whole, on a case-by-case basis before initiating foreclosure proceedings.
13. **Disclosure to Bondholders.** In general, each property owner who accounts for more than 10% of the annual debt service or bonded indebtedness must provide ongoing disclosure information annually as described under SEC Rule 15(c)-12.

BUDGET AND FISCAL POLICIES

14. ***Disclosure to Prospective Purchasers.*** Full disclosure about outstanding balances and annual payments should be made by the seller to prospective buyers at the time that the buyer bids on the property. It should not be deferred to after the buyer has made the decision to purchase. When appropriate, applicants or property owners may be required to provide the City with a disclosure plan.

F. Conduit Financings

1. The City will consider requests for conduit financing on a case-by-case basis using the following criteria:
 - a. The City's bond counsel will review the terms of the financing, and render an opinion that there will be no liability to the City in issuing the bonds on behalf of the applicant.
 - b. There is a clearly articulated public purpose in providing the conduit financing.
 - c. The applicant is capable of achieving this public purpose.
2. This means that the review of requests for conduit financing will generally be a two-step process:
 - a. First asking the Council if they are interested in considering the request, and establishing the ground rules for evaluating it
 - b. And then returning with the results of this evaluation, and recommending approval of appropriate financing documents if warranted.

This two-step approach ensures that the issues are clear for both the City and applicant, and that key policy questions are answered.

3. The workscope necessary to address these issues will vary from request to request, and will have to be determined on a case-by-case basis. Additionally, the City should generally be fully reimbursed for our costs in evaluating the request; however, this should also be determined on a case-by-case basis.

G. Refinancings

1. ***General Guidelines.*** Periodic reviews of all outstanding debt will be undertaken to determine refinancing opportunities. Refinancings will be considered (within federal tax law constraints) under the following conditions:
 - a. There is a net economic benefit.
 - b. It is needed to modernize covenants that are adversely affecting the City's financial position or operations.
 - c. The City wants to reduce the principal outstanding in order to achieve future debt service savings, and it has available working capital to do so from other sources.
2. ***Standards for Economic Savings.*** In general, refinancings for economic savings will be undertaken whenever net present value savings of at least five percent (5%) of the refunded debt can be achieved.
 - a. Refinancings that produce net present value savings of less than five percent will be considered on a case-by-case basis, provided that the present value savings are at least three percent (3%) of the refunded debt.

BUDGET AND FISCAL POLICIES

- b. Refinancings with savings of less than three percent (3%), or with negative savings, will not be considered unless there is a compelling public policy objective.

HUMAN RESOURCE MANAGEMENT

A. Regular Staffing

1. The budget will fully appropriate the resources needed for authorized regular staffing and will limit programs to the regular staffing authorized.
2. Regular employees will be the core work force and the preferred means of staffing ongoing, year-round program activities that should be performed by full-time City employees rather than independent contractors. The City will strive to provide competitive compensation and benefit schedules for its authorized regular work force. Each regular employee will:
 - a. Fill an authorized regular position.
 - b. Be assigned to an appropriate bargaining unit.
 - c. Receive salary and benefits consistent with labor agreements or other compensation plans.
3. To manage the growth of the regular work force and overall staffing costs, the City will follow these procedures:
 - a. The Council will authorize all regular positions.
 - b. The Human Resources Department will coordinate and approve the hiring of all regular and temporary employees.
 - c. All requests for additional regular positions will include evaluations of:

- The necessity, term and expected results of the proposed activity.
- Staffing and materials costs including salary, benefits, equipment, uniforms, clerical support and facilities.
- The ability of private industry to provide the proposed service.
- Additional revenues or cost savings, which may be realized.

4. Periodically, and before any request for additional regular positions, programs will be evaluated to determine if they can be accomplished with fewer regular employees. (See Productivity Review Policy)
5. Staffing and contract service cost ceilings will limit total expenditures for regular employees, temporary employees, and independent contractors hired to provide operating and maintenance services.

B. Temporary Staffing

1. The hiring of temporary employees will not be used as an incremental method for expanding the City's regular work force.
2. Temporary employees include all employees other than regular employees, elected officials and volunteers. Temporary employees will generally augment regular City staffing as extra-help employees, seasonal employees, contract employees, interns and work-study assistants.
3. The City Manager (City Manager) and Department Heads will encourage the use of temporary rather than regular employees to meet peak workload requirements, fill interim vacancies, and

BUDGET AND FISCAL POLICIES

accomplish tasks where less than full-time, year-round staffing is required.

Under this guideline, temporary employee hours will generally not exceed 50% of a regular, full-time position (1,000 hours annually). There may be limited circumstances where the use of temporary employees on an ongoing basis in excess of this target may be appropriate due to unique programming or staffing requirements. However, any such exceptions must be approved by the City Manager based on the review and recommendation of the Human Resources Director.

4. Contract employees are defined as temporary employees with written contracts approved by the City Manager who may receive approved benefits depending on hourly requirements and the length of their contract. Contract employees will generally be used for medium-term (generally between six months and two years) projects, programs or activities requiring specialized or augmented levels of staffing for a specific period.

The services of contract employees will be discontinued upon completion of the assigned project, program or activity. Accordingly, contract employees will not be used for services that are anticipated to be delivered on an ongoing basis.

C. Overtime Management

1. Overtime should be used only when necessary and when other alternatives are not feasible or cost effective.
2. All overtime must be pre-authorized by a department head or delegate unless it is assumed pre-approved by its nature. For example, overtime that results when an employee is assigned to standby and/or must respond to an emergency or complete an emergency response.

3. Departmental operating budgets should reflect anticipated annual overtime costs and departments will regularly monitor overtime use and expenditures.
4. When considering the addition of regular or temporary staffing, the use of overtime as an alternative will be considered. The department will take into account:
 - a. The duration that additional staff resources may be needed.
 - b. The cost of overtime versus the cost of additional staff.
 - c. The skills and abilities of current staff.
 - d. Training costs associated with hiring additional staff.
 - e. The impact of overtime on existing staff.

D. Independent Contractors

Independent contractors are not City employees. They may be used in two situations:

1. Short-term, peak workload assignments to be accomplished using personnel contracted through an outside temporary employment agency (OEA). In this situation, it is anticipated that City staff will closely monitor the work of OEA employees and minimal training will be required. However, they will always be considered the employees of the OEA and not the City. All placements through an OEA will be coordinated through the Human Resources Department and subject to the approval of the Human Resources Director.
2. Construction of public works projects and delivery of operating, maintenance or specialized professional services not routinely performed by City employees. Such services will be provided without close supervision by City staff, and the required methods, skills and equipment will generally be determined and

BUDGET AND FISCAL POLICIES

provided by the contractor. Contract awards will be guided by the City's purchasing policies and procedures. (See Contracting for Services Policy)

PRODUCTIVITY

Ensuring the “delivery of service with value for cost” is one of the key concepts embodied in the City's Mission Statement (San Luis Obispo Style— Quality With Vision). To this end, the City will constantly monitor and review our methods of operation to ensure that services continue to be delivered in the most cost-effective manner possible.

This review process encompasses a wide range of productivity issues, including:

- A. Analyzing systems and procedures to identify and remove unnecessary review requirements.
- B. Evaluating the ability of new technologies and related capital investments to improve productivity.
- C. Developing the skills and abilities of all City employees.
- D. Developing and implementing appropriate methods of recognizing and rewarding exceptional employee performance.
- E. Evaluating the ability of the private sector to perform the same level of service at a lower cost.
- F. Periodic formal reviews of operations on a systematic, ongoing basis.
- G. Maintaining a decentralized approach in managing the City's support service functions. Although some level of centralization is

necessary for review and control purposes, decentralization supports productivity by:

- 1. Encouraging accountability by delegating responsibility to the lowest possible level.
- 2. Stimulating creativity, innovation and individual initiative.
- 3. Reducing the administrative costs of operation by eliminating unnecessary review procedures.
- 4. Improving the organization's ability to respond to changing needs, and identify and implement cost-saving programs.
- 5. Assigning responsibility for effective operations and citizen responsiveness to the department.

CONTRACTING FOR SERVICES

A. General Policy Guidelines

- 1. Contracting with the private sector for the delivery of services provides the City with a significant opportunity for cost containment and productivity enhancements. As such, the City is committed to using private sector resources in delivering municipal services as a key element in our continuing efforts to provide cost-effective programs.
- 2. Private sector contracting approaches under this policy include construction projects, professional services, outside employment agencies and ongoing operating and maintenance services.
- 3. In evaluating the costs of private sector contracts compared with in-house performance of the service, indirect, direct, and

BUDGET AND FISCAL POLICIES

contract administration costs of the City will be identified and considered.

4. Whenever private sector providers are available and can meet established service levels, they will be seriously considered as viable service delivery alternatives using the evaluation criteria outlined below.
5. For programs and activities currently provided by City employees, conversions to contract services will generally be made through attrition, reassignment or absorption by the contractor.

B. Evaluation Criteria

Within the general policy guidelines stated above, the cost-effectiveness of contract services in meeting established service levels will be determined on a case-by-case basis using the following criteria:

1. Is a sufficient private sector market available to competitively deliver this service and assure a reasonable range of alternative service providers?
2. Can the contract be effectively and efficiently administered?
3. What are the consequences if the contractor fails to perform, and can the contract reasonably be written to compensate the City for any such damages?
4. Can a private sector contractor better respond to expansions, contractions or special requirements of the service?
5. Can the work scope be sufficiently defined to ensure that competing proposals can be fairly and fully evaluated, as well as the contractor's performance after bid award?

6. Does the use of contract services provide us with an opportunity to redefine service levels?
7. Will the contract limit our ability to deliver emergency or other high priority services?
8. Overall, can the City successfully delegate the performance of the service but still retain accountability and responsibility for its delivery?



CAPITAL IMPROVEMENT PLAN

Section 6 CIP PREPARATION PROCESS

CIP PREPARATION PROCESS

OVERVIEW

Complementing the City's *Budget and Fiscal Policies* are a number of major policy documents that also guide the preparation and execution of the City's Capital Improvement Plan (CIP). A brief narrative summary for each of the following documents is provided in this section of the 2011-16 CIP.

Citywide Policy Documents

- City Charter
- Municipal Code
- City Council Policies and Procedures Manual
- City Code of Ethics
- General Plan
- Conceptual Physical Plan for the City's Center
- Facilities Master Plan: 1988-2010

Utilities

- Urban Water Management Plan
- Wastewater Management Plan

Transportation

- Short-Range Transit Plan
- Access and Parking Management Plan
- Pavement Management Plan
- Bicycle Transportation Plan

Creek & Flood Protection

- Waterway Management Plan

- Storm Sewer Management Plan

Leisure, Cultural & Social Services

- Parks and Recreation Master Plan

Administrative

- Information Technology Strategic Plan
- Property Management Manual
- Public Art Policy
- Fleet Management Program
- Goals and Objectives Reporting System
- Risk Management Manual

Financial

- General Fund Five Year Fiscal Forecast: 2011-2016
- Financial Management Manual
- Investment Management Plan
- Revenue Management Manual
- Cost Allocation Plan
- Monthly and Quarterly Financial Reports
- Comprehensive Annual Financial Report (CAFR)

The following materials are also included in this section to facilitate the reader's understanding of the CIP document and preparation process:

- **Budget Glossary.** Defines terms that may be used in a manner unique to public finance or the City's budgetary process in order to

CIP PREPARATION PROCESS

OVERVIEW

provide a common terminology in discussing the City's financial operations.

- **Major Preparation Guidelines and Budget Calendar.** Describes the steps, procedures and calendar used in developing and documenting the 2011-13 Financial Plan.
- **Goal-Setting and the Budget Process Overview.** Presents a graphic overview of the City's goal-setting and budget process.
- **Budget Resolution.** Provides the resolution approving the 2011-13 Financial Plan and 2011-12 Budget, which includes the CIP.

CIP PREPARATION PROCESS

SUMMARY OF MAJOR POLICY DOCUMENTS

Citywide Policy Documents

City Charter. The City of San Luis Obispo changed from a General Law City to a Charter City on May 1, 1876. Under the state constitution, charter cities have more independence than general law cities in managing their municipal affairs.

Municipal Code. The Municipal code contains all of the regulatory, penal, and administrative ordinances of the City of San Luis Obispo, codified according to the Government Code of the State of California.

City Council Policies and Procedures Manual. This manual establishes guidelines for the conduct of Council meetings. It also sets forth other policies and procedures related to the Council such as appointments to advisory bodies, Council compensation, and Council/staff relationships.

City Code of Ethics. The purpose of this code is to establish and communicate City standards for ethical conduct. Containing examples, it addresses conflicts-of-interest (real and perceived), public confidence, acceptance of favors, use of confidential information, use of City facilities, contracts, outside employment personal investments, and each individual employee's personal responsibility for ethical behavior.

General Plan. A General Plan is the blueprint of a community's future addressing land use, transportation, housing, open space preservation, conservation of resources, public safety and noise. In addition to these mandated topics, called *elements*, San Luis Obispo's General Plan also addresses energy conservation, park and recreational facility development, water, and wastewater treatment facilities.

Conceptual Physical Plan for the City's Center. The City's downtown business and shopping area is over 100 years old and is rich in historical, cultural, and social significance. This plan guides development and change in the central business district by providing design concepts and policies for this key area of the City.

Facilities Master Plan: 1988-2010. This report consolidates the findings of previous consultant and staff reports, census and economic data, field investigations, staff interviews and data from city-wide office workspace studies. The master plan examines potential solutions to existing and projected facility needs.

Utilities

Urban Water Management Plan. This policy document provides a strategic plan for the continued development of the City's water resources and its treatment and delivery systems.

Wastewater Management Plan. Wastewater is another critical resource consideration for the City. Recent upgrades to the water reclamation facility and other large capital requirements required to modernize the entire infrastructure will significantly influence financial planning for many years to come. Like the Urban Water Management Plan, this document is a policy instrument that defines and analyzes the key wastewater issues facing the City and recommends solutions.

Transportation

Short-Range Transit Plan. This plan outlines five-year goals and objectives for transit system operation and objectives.

CIP PREPARATION PROCESS

SUMMARY OF MAJOR POLICY DOCUMENTS

Access and Parking Management Plan. This plan establishes vehicle parking policies and programs throughout the City. However, its primary focus is the management of parking in the Downtown. It identifies management techniques for putting to better use existing parking spaces, and for reducing employee demand for parking spaces in the Downtown. It also addresses parking impacts and strategies in neighborhoods, as well as general funding concepts.

Pavement Management Plan. The City maintains over 100 miles of streets representing a significant community investment in infrastructure and rights-of-way. The Plan's objectives are to establish design and maintenance standards, prioritize maintenance actions, schedule long term maintenance activities to obtain maximum pavement life, and protect the investment made in pavement systems.

Bicycle Transportation Plan. This plan identifies projects and programs that encourage and enhance bicycling in San Luis Obispo. A key element of this plan is the recommended network of bikeways (on-street lanes and routes and off-street paths) that extend throughout the community and connect neighborhoods with activity centers.

Creek & Flood Protection

Waterway Management Plan. There are several natural waterways, feeder streams, and catch basins within the City that are critical drainage channels as well as sensitive resource areas. The objectives of the policy include maintaining creeks in a natural state to the maximum extent feasible and preventing the loss of life and minimizing property damage from flooding. Additionally, the policy establishes design capabilities, development guidelines, flood management standards and priorities, and an action plan.

Storm Sewer Management Plan. This plan sets forth a long-term strategy to address the maintenance, rehabilitation and capacity improvements for the facilities that carry urban runoff. It presents a system for prioritizing facility maintenance, replacement and improvement in addressing system deficiencies. With the use of this management plan, the City will be able to transition from a reactive replacement strategy to a proactive plan of system improvements: replacing, repairing, and maintaining existing flood control facilities before failure; and systematically resolving historic flooding problems while avoiding the creation of new flooding hazards.

Leisure, Cultural & Social Services

Parks and Recreation Master Plan. This plan evaluates current and future parks and recreation needs, identifies City recreation goals, policies and programs, and establishes short and long-range implementation and funding mechanisms to ensure our facilities and programs keep pace with our changing community.

Administrative

Property Management Manual. This document aims to maximize the productive use of the City's real property assets by defining property management activities, assigning responsibility for property management to the appropriate City departments, and establishing a process for developing and maintaining a comprehensive inventory and data base of the City's real property assets.

Public Art Policy. Adopted in May of 1990, this policy encourages the creation and placement of public art throughout the community.

CIP PREPARATION PROCESS

SUMMARY OF MAJOR POLICY DOCUMENTS

Implementation components include "percent for art" and matching fund programs.

Fleet Management Program. This policy document establishes fleet management responsibilities including purchasing and disposition, insurance, vehicle utilization, and operations and maintenance.

Goals & Objectives Reporting System. The Financial Plan identifies major goals to be accomplished over its two-year timeframe. Formal reports are provided to the Council on a periodic basis that report our progress in accomplishing these goals as well as the status of capital improvement plan projects or other key objectives.

Risk Management Manual. The City's goals, policies, and procedures regarding risk management activities are provided in this document.

Financial

General Fund Five-Year Fiscal Forecast: 2011-2016. The City begins each of its two-year Financial Plans with a detailed forecast of the General Fund's projected financial position for the next five years. This forecast is provided to the Council in conjunction with the goal-setting process. The forecast looks at trends for the past 15 years in the consumer price index, population, revenues and expenditures. Based on these past trends as well as economic forecasts prepared for the state and region, revenue forecasts prepared by the State Controller's Office, and other key assumptions prepared by the staff about likely revenue and expenditure factors that will affect the upcoming Financial Plan, the forecast provides an "order of magnitude" feel for the fiscal challenges likely to face the City in preparing the budget.

Financial Management Manual. This manual is distributed to key individuals throughout the organization who are involved in managing the financial operations of the City. As indicated by its title, the purpose of this document is to provide a single, up-to-date reference source of the major policies and procedures that guide the administration of the City's fiscal affairs. Subject areas include internal control concepts, purchasing policies and procedures, travel guidelines, fixed assets and inventory management, budget policies and procedures, accounting policies and procedures, and general administrative policies that affect the City's fiscal operations.

Investment Management Plan. The purpose of this plan is to establish strategies, practices, and procedures to be used in administering the City's investment portfolio in accordance with the City's adopted Investment Policy.

Revenue Management Manual. This manual is distributed to key individuals throughout the organization who are responsible for managing the revenue operations of the City. As indicated by its title, the purpose of this document is to provide a single, up-to-date reference source of the major policies and procedures that guide the administration of the City's revenues. Subject areas include revenue chart of accounts, revenue sources, cash management, accounts receivable, City fees, employee labor rates, and revenue management policies.

Cost Allocation Plan. The cost allocation plan identifies the total cost of providing City services by allocating indirect costs such as accounting, personnel, legal, and facility usage to direct program cost areas. This information is used in setting City fees, reimbursing the General Fund for services provided to other funds, evaluating service


CIP PREPARATION PROCESS

SUMMARY OF MAJOR POLICY DOCUMENTS

delivery options, and recovering grant administration costs. The plan is updated every two years in conjunction with the Financial Plan.

Interim Financial Reports. In addition to providing up-to-date, on-line access to City financial information, the Department of Finance & Information Technology publishes interim financial statements on a monthly and quarterly basis. Monthly reports are distributed to the operating departments at a detailed level for ongoing monitoring and tracking of revenues and expenditures. Formal quarterly reports are prepared for distribution to a broader group of end users that summarize revenues, expenditures, and fund balance, and highlight key trends and issues. The purpose of these reports is to provide meaningful information on an ongoing basis regarding the City's financial position as well as emerging trends.

Comprehensive Annual Financial Report (CAFR). The CAFR includes the City's audited general-purpose financial statements as well as a comprehensive review of the City's financial operations and statistical information of general interest about the San Luis Obispo community. The City's commitment to the highest levels of financial reporting is evidenced by its receipt of the Certificate of Achievement for Excellence in Financial Reporting for all of its CAFR's issued since 1983-84.



CIP PREPARATION PROCESS

BUDGET GLOSSARY

Activities. Specific services performed in accomplishing program objectives and goals. (See Program)

Appropriation. An authorization made by the Council that permits the City to incur obligations and to make expenditures of resources.

Assessed Valuation. A value established for real property for use as a basis in levying property taxes. For all agencies in the State of California, assessed value is established by the County for the secured and unsecured property tax rolls; the utility property tax roll is valued by the State Board of Equalization. Under Article XIII of the State Constitution (Proposition 13 adopted by the voters on June 6, 1978), properties are assessed at 100% of full value. Proposition 13 also modified the value of real taxable property for fiscal 1979 by rolling back values to fiscal 1976 levels. From this base of assessment, subsequent annual increases in valuation are limited to a maximum of 2%. However, increases to full value are allowed for property improvements or upon change in ownership. Personal property is excluded from these limitations, and is subject to annual reappraisal. Property taxes for general purposes cannot exceed 1% of assessed value.

Audit. Prepared by an independent certified public accountant (CPA), the primary objective of an audit is to determine if the City's financial statements fairly present the City's financial position and results of operations in conformity with generally accepted accounting principles. In conjunction with performing an audit, independent auditors customarily issue a Management Letter stating the adequacy of the City's internal controls as well as recommending improvements to the City's financial management practices.

Bonds. A form of borrowing (debt financing) which reflects a written promise from the City to repay a sum of money on a specific date at a specified interest rate. Bonds are used to finance large capital projects such as buildings, streets, utility infrastructure, and bridges. (See Debt Financing Policy and Revenue Bonds)

Budget. A financial plan for a specified period of time that matches projected revenues and planned expenditures to municipal services, goals and objectives. The City of San Luis Obispo uses a financial plan covering two fiscal years, with actual budget appropriations made annually.

Budget Amendment. Under the City Charter, the Council has the sole responsibility for adopting the City's budget, and may amend or supplement the budget at any time after adoption by majority vote. The City Manager has the authority to approve administrative adjustments to the budget as long as those changes will not have a significant policy impact nor affect budgeted year-end fund balances.

Budget Message. Included in the opening section of the budget, the Budget Message provides the Council and the public with a general summary of the most important aspects of the budget, changes from previous fiscal years, and the views and recommendations of the City Manager.

Budget and Fiscal Policies. General and specific guidelines adopted by the Council that govern financial plan preparation and administration.

Capital Improvement Plan (CIP). A four-year plan for maintaining or replacing existing public facilities and assets, and for building or acquiring new ones that have an initial useful life beyond one year. The

CIP PREPARATION PROCESS

BUDGET GLOSSARY

CIP only includes projects that cost \$15,000 or more; projects costing less than \$15,000 are included in the operating budget.

Capital Project Funds. This fund type is used to account for financial resources used in acquiring or building major capital facilities other than those financed by Proprietary Funds and Trust Funds. (See Fund)

Certificates of Participation. Form of lease-purchase financing used to construct or acquire capital facilities and equipment.

Debt Financing. Borrowing funds for capital improvements needed today and pledging future revenues to repay principal and interest expenditures (See Debt Service). The City of San Luis Obispo uses debt financing only for one-time capital improvements whose life will exceed the term of financing and where expected revenues are sufficient to cover the long-term debt. (See Debt Financing Policy)

Debt Instrument. Methods of borrowing funds, including general obligation bonds, revenue bonds, lease/purchase agreements, lease-revenue bonds, tax allocation bonds, certificates of participation, and assessment district bonds. (See Bonds and Revenue Bonds)

Debt Service. Payments of principal and interest on bonds and other debt instruments according to a pre-determined schedule.

Debt Service Funds. This fund type is used to account for the payment and accumulation of resources related to general long-term debt principal and interest; debt service payments related to enterprise operations are directly accounted for in those funds. (See Fund)

Department. A major organizational unit of the City that has been assigned overall management responsibility for an operation or a group of related operations within a functional area.

Enterprise Funds. This fund type is used to account for operations that are: (a) financed and operated in a manner similar to private sector enterprises and it is the City's intent that the costs (including depreciation) of providing goods or services to the general public be financed or recovered primarily through user charges; or (b) the City or an outside grantor agency has determined that a periodic determination of revenues earned, expenses, and net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes. The City has established five enterprise funds: water, sewer, parking, transit and golf. (See Fund)

Expenditure. The outflow of funds paid or to be paid for an asset, goods or services regardless of when the invoice is actually paid. This term applies to all funds. Note: An encumbrance is not an expenditure; an encumbrance reserves funds to be expended.

Expenditure Savings. Under the City's budgeting procedures, staffing cost projections are based on all positions being filled throughout the year. Cost projections for major supply purchases and service contracts are projected on a similar basis. However, costs may be less due to vacancies and purchase cost-savings. Past experience indicates that actual expenditures are likely to be less than budgeted amounts, due in large part to this costing methodology. Accordingly, the expenditure savings category is used to account for this factor in preparing fund balance and working capital projections.

CIP PREPARATION PROCESS

BUDGET GLOSSARY

Financial Plan. A parent document for the budget that establishes management policies, goals and objectives for all programs within the City over a two-year period. (See Budget)

Financial Position. In the Financial Plan, the term financial position is used generically to describe either fund balance or working capital. Because governmental and enterprise funds use different bases of accounting, fund balance and working capital are different measures of results under generally accepted accounting principles. However, they represent similar concepts: resources available at the beginning of the year to fund operations, debt service, and capital improvements in the following year.

Fiscal Year. The beginning and ending period for recording financial transactions. The City has specified July 1 to June 30 as its fiscal year.

Fixed Assets. Assets of long-term nature such as land, buildings, machinery, furniture and other equipment. The City has defined such assets as those with an expected life in excess of one year and an acquisition cost in excess of \$5,000.

Fund. An accounting entity that records all financial transactions for specific activities or government functions. The six generic fund types used by the City are: General Fund, Special Revenue, Debt Service, Capital Project, Enterprise, and Trust & Agency Funds.

Fund Balance. Also known as financial position, fund balance for the governmental fund types is the excess of fund assets over liabilities, and represents the cumulative effect of revenues and other financing sources over expenditures and other financing uses. Fund balance is a similar (although not exact) concept as working capital in the enterprise funds (See Working Capital).

Function. A group of related programs crossing organizational (departmental) boundaries and aimed at accomplishing a broad goal or accomplishing a major service. The six functions in the City's financial plan are: Public Safety; Public Utilities; Transportation; Leisure, Cultural and Social Services; Community Development; and General Government.

General Fund. The primary operating fund of the City, all revenues that are not allocated by law or contractual agreement to a specific fund are accounted for in the General fund. Except for subvention or grant revenues restricted for specific uses, General fund resources can be utilized for any legitimate governmental purpose. (See Fund)

Goal. A statement of broad direction, purpose or intent.

Governmental Funds. Funds generally used to account for tax-supported activities. The City utilizes four different types of governmental funds: the general fund, special revenue funds, a debt service fund and capital projects funds.

Investment Revenue. Interest income from the investment of funds not immediately required to meet cash disbursement obligations.

Line-Item Budget. A budget that lists detailed expenditure categories (temporary salaries, postage, telephone service, chemicals, travel, etc.) separately, along with the amount budgeted for each specified category. The City uses a program rather than line-item budget; however, detail line-item accounts are maintained and recorded for financial reporting and control purposes.

CIP PREPARATION PROCESS

BUDGET GLOSSARY

Major City Goals. Provides policy guidance and direction for the highest priority objectives to be accomplished during the Financial Plan period.

Measurement Focus. Types of balances reported in a given set of financial statements (ie. Economic resources, current financial resources, assets and liabilities resulting from cash transactions).

Objective. A statement of specific direction, purpose, or intent based on the needs of the community and the goals established for a specific program.

Operating Budget. The portion of the budget that pertains to daily operations and delivery of basic governmental services. The program budgets in the financial plan form the operating budget. (See Operating Programs – Overview)

Operations. A grouping of related programs within a functional area. (See Function and Program)

Program. A grouping of activities organized to accomplish basic goals and objectives. The financial plan includes seventy programs grouped into six functions. (See Function, Operation, and Activity)

Reserve. An account used to indicate that a portion of a fund's balance is legally restricted for a specific purpose and is, therefore, not available for general appropriation.

Revenue Bonds. Bonds sold to construct a project that will produce revenues pledged for the payment of related principal and interest. (See Bonds)

Special Revenue Funds. This fund type is used to account for the proceeds from specific revenue sources (other than trusts or major capital projects) that are legally restricted to expenditures for specific purposes. (See fund)

Subventions. Revenues collected by the State (or other level of government) that are allocated to the City on a formula basis. The major subventions received by the City from the State of California include motor vehicle in-lieu and gasoline taxes.

Trust and Agency Funds. Also known as Fiduciary Fund Types, these funds are used to account for assets held by the City in a trustee capacity or as an agent for private individuals, organizations, or other governmental agencies. The fiduciary funds used by the City include expendable trust and agency funds. Expendable trust funds are accounted for in the same manner as Governmental Funds (general, special revenues, debt service, and capital project funds). Agency funds are custodial in nature (assets equal liabilities) and do not measure the results of operations. Due to its significance to the City's operations and organizational structure, budget information for the operation of the Whale Rock Reservoir (which is accounted for as an agency fund of the City) is included in the City's financial plan. (See Fund)

Working Capital. Also known as financial position in private sector accounting and in enterprise fund accounting in the public sector, working capital is the excess of current assets over current liabilities. For the enterprise funds, this term is a similar (although not exact) concept as fund balance in the governmental fund types (See Fund Balance).

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

In preparing the 2011-13 Financial Plan, several key workshops were held and documents produced that significantly affected its development. The following is a description of each of these along with a calendar of key dates in the preparation process.

COUNCIL GOAL-SETTING

The City's budget process is driven by – and as such, starts with – Council goal-setting. The City uses the following five-step process in identifying the highest priority, most important things to accomplish over the next two years, and in allocating the resources needed to do so.

① Council Budget Workshop: “Budget Foundation”

Held on December 14, 2010, the purpose of this workshop was to “build the foundation” for upcoming goal-setting workshops by providing in-depth background materials on the:

1. Recommended goal-setting process for 2011-13.
2. Financial Plan policies and organization.
3. General Fund five-year fiscal forecast.
4. Status of General Plan implementation programs
5. Long-term capital improvement plan: Facility and infrastructure improvements through General Plan build-out
6. Status of 2009-11 goals and objectives
7. Status of current capital improvement plan (CIP) projects

② Community Forum

The first of these was a special workshop on January 11, 2011, at which the Council considered candidate goals presented by community groups, interested individuals and Council advisory bodies. Along with about 400 responses to the City's “Budget Bulletin Survey,” over 200 community members participated in this interactive forum.

③ Council Goal-Setting Workshop

The Community Forum was followed by an all-day workshop on January 29, 2011, facilitated by an outside consultant specializing in group goal-setting. At this workshop, Council members discussed the specific goals presented by each Council member, resulting in their setting and prioritizing goals for 2011-13.

At the end of this goal-setting workshop, the Council agreed upon eleven goals organized into three priority groupings:

1. **Major City Goals.** These represent the most important, highest priority goals for the City to accomplish over the next two years, and as such, resources to accomplish them should be included in the Financial Plan.

If the work program approved by the Council for a Major City Goal is not included in the City Manager's Preliminary Financial Plan, compelling reasons and justification must be provided as to why resources could not be made available to achieve this goal.

2. **Other Important Council Objectives.** Goals in this category are also important for the City to accomplish, and resources should be made available in the Financial Plan if at all possible.

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

3. *Address As Resources Permit.* While it is desirable to achieve these goals over the next two years, doing so is subject to current resource availability.

④ Major City Goal Work Programs

Following the goal-setting workshop on January 29, staff prepared detailed work programs for achieving Council goals in order to:

1. Clearly define and scope the adopted goal.
2. Ensure that there is a clear understanding of the means selected to pursue the goal.
3. Convert the general goal into specific action steps to measure progress in achieving it.

Each work program provides the following information:

1. Objective.
2. Discussion of its relationship to Measure Y, workscope summary, existing situation and related work accomplished in the past.
3. Constraints and limitations.
4. Stakeholders.
5. Action plan detailing specific tasks and schedule for the next two years. When applicable, likely “carryover and spin-off” tasks beyond the next two years are also discussed.
6. Key assumptions in preparing the work program.
7. Responsible department.
8. Financial and staff resources required to achieve the goal.

9. General Fund revenue potential, if any.

10. Outcome—final work product at the end of the next two years.

After an in-depth review, the Council conceptually approved the work programs on April 19, 2011.

BUDGET INSTRUCTIONS

Comprehensive guidelines were issued to the staff on January 24, 2011 describing the City’s fiscal situation, overall budget strategy, procedures for preparing operating program and capital improvement plan budget submittals, and budget review calendar. These were preceded by focused instructions for preparing Capital Improvement Plan in November 2010.

MID-YEAR BUDGET REVIEW

On March 1, 2011, the Council was provided with a detailed update and review of the City’s financial condition at the mid-point of 2010-11 along with year-end fund balance and working capital projections.

PLANNING COMMISSION CIP REVIEW

The Planning Commission reviewed the proposed CIP on June 8, 2011 for consistency with the General Plan.

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

PRELIMINARY FINANCIAL PLAN: COUNCIL WORKSHOPS AND HEARINGS

After issuance of the Preliminary Financial Plan on May 20, 2011, the Council will hold five workshops and hearings covering the following topics:

1. **June 2.** Preliminary Financial Plan overview and General Fund operating programs.
2. **June 9.** General Fund CIP (and other non-enterprise fund projects).
3. **June 14.** Enterprise Fund operating programs, CIP projects, revenues and rates.
4. **June 21.** Continued review and adoption of the Preliminary Financial Plan.

FINANCIAL PLAN APPENDICES

Appendix A Significant Operating Program Changes

Supporting documentation for each significant operating program change recommended by the City Manager is included in this appendix. Significant operating program changes include: major service expansions; increases in regular staffing; major changes in the method of delivering services; significant one-time costs; changes in operation that

affect other departments or customer service; and changes that affect current policies.

This section of the Appendix includes a narrative for each request providing the following information:

1. Functional area affected
2. Request title
3. Request summary
4. Key objectives
5. Existing Situation: Factors driving the request for change
6. Goal and Policy Links
7. Service Categorization Rating
8. Program Work Completed
9. Environmental Review
10. Program Constraints and Limitations
11. Stakeholders
12. Implementation
13. Key program Assumptions
14. Program Manager and Team Support
15. Alternatives
16. Operating program
17. Cost summary

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

Appendix B **Capital Improvement Plan**

For the 2011-13 Financial Plan, the City is transitioning to a five-year Capital Improvement Plan (CIP). Detailed supporting documentation for each recommended (CIP) project proposed during 2011-13 is included in this document providing the following information for each project:

1. Function
2. Request title
3. CIP project description
4. Link to Council Goals and/or Measure Y
5. Need and urgency
6. Readiness to build
7. Environmental review and permits required
8. Operating program related to the request
9. Project phasing and funding sources
10. Details of ongoing costs
11. Alternatives
12. Project manager and team support
13. Site list (if applicable)
14. Location map/schematic design (if applicable)

Also included in this document is summary documentation for CIP projects proposed for 2013-16. It is the City's intent that with the 2013-15 Financial Plan, all proposed CIP projects will include detailed documentation, however during this transition Financial Plan, summary information is provided for projects beyond the current two-year period.

To assist the City Manager in developing the recommended operating program changes and CIP projects included in these documents, a Budget Review Team was created with the responsibility for evaluating each request and submitting their recommendations to the City Manager.

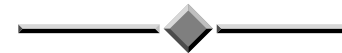
The team was composed of the following staff members who were divided into two review groups for operating program changes and CIP project requests:

Operating and Capital Improvement Plan

Mary Bradley, Interim Director of Finance & IT
Michael Codron, Assistant City Manager
Brigitte Elke, Principal Administrative Analyst
Monica Irons, Human Resources Director
Debbie Malicoat, Finance Manager
Sallie McAndrew, Accounting Supervisor
Rachel Messner, Administrative Analyst
Jennifer Thompson, Revenue Supervisor

Capital Improvement Plan

Deborah Linden, Police Chief
Barbara Lynch, City Engineer
John Mandeville, Director of Community Development
Carrie Mattingly, Director of Utilities
Shelly Stanwyck, Director of Parks & Recreation
Jay Walter, Director of Public Works



CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

Calendar of Key Budget Dates

| | |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| July 8, 2010 | <ul style="list-style-type: none"> ■ City Manager briefs Council advisory body members on their role in the budget process at quarterly meeting with the Mayor. |
| September 7, 2010 | <ul style="list-style-type: none"> ■ City Manager and Director of Finance & IT send memorandum to advisory body chairs on the goal setting process. |
| October 2010 through January 2011 | <ul style="list-style-type: none"> ■ Council advisory bodies begin preparing work programs and goals for consideration by the Council for 2011-13. ■ Community groups and interested individuals requested to prepare candidate goals for consideration by the Council. ■ Finance begins preparing five year General Fund fiscal forecast. ■ “Community Budget Bulletin” providing information about the Financial Plan process and survey sent to all City utility customers (about 400 responses received by January 2011). |
| November 18, 2010 | <ul style="list-style-type: none"> ■ Public Works & Finance issue Capital Improvement Plan (CIP) budget instructions and holds briefing with departments. |
| December 14, 2010 <i>Special Budget Workshop: Budget Foundation</i> | <ul style="list-style-type: none"> ■ Council holds budget workshop on the on the status of General Plan implementation programs; long-term CIP status of 209-11 major City goals; status of current CIP projects; and general fiscal outlook. ■ Council finalizes goal-setting process for 2011-13; reviews and approves Financial Plan policies; and discusses the results of the General Fund five-year fiscal forecast. |
| January 11, 2011 <i>Special Budget Workshop: Community Forum</i> | <ul style="list-style-type: none"> ■ Council holds Community Forum: considers candidate goals presented by community groups, interested individuals and Council advisory bodies; reviews results of “Community Budget Bulletin” surveys. |
| January 24, 2011 | <ul style="list-style-type: none"> ■ Finance issues budget instructions and holds briefing with departments. |

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

Calendar of Key Budget Dates

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| January 29, 2011 <i>Special Budget Workshop: Council Goal-Setting</i> | <ul style="list-style-type: none"> ■ Council holds goal-setting workshop: considers candidate goals and other information presented to them at the January 11 Community Forum; discusses Council member goals; and sets and prioritizes goals for 2011-13. |
| January 31, 2011 | <ul style="list-style-type: none"> ■ Departments submit CIP budget requests. |
| March 1, 2011 <i>Regular Council Meeting</i> | <ul style="list-style-type: none"> ■ Council considers mid-year budget review. |
| March 1 through April 2011 | <ul style="list-style-type: none"> ■ Departments submit Council goal work programs and operating budget requests. ■ Budget Review Team and CIP Review Committee begin evaluating budget proposals and hold briefings with departments to discuss budget requests. |
| April 12, 2011 <i>Special Budget Workshop: Council Goal Work Programs & Strategic Budget Direction</i> | <ul style="list-style-type: none"> ■ Council reviews and conceptually approves detailed work programs to accomplish Major City Goals. ■ Council reviews and conceptually approves budget balancing strategy. |
| April 19, 2009==11 <i>Regular Council Meeting: Budget Balancing Follow-Up</i> | <ul style="list-style-type: none"> ■ Council holds follow-up review on budget balancing strategy |
| April through May 13, 2011 | <ul style="list-style-type: none"> ■ Budget Review Team completes review of budget proposals and revenue projections; makes recommendations to the City Manager. ■ City Manager finalizes preliminary budget recommendations. |
| May 20, 2011 | <ul style="list-style-type: none"> ■ Finance completes and distributes the Preliminary Financial Plan. |

CIP PREPARATION PROCESS

MAJOR PREPARATION GUIDELINES

Calendar of Key Budget Dates

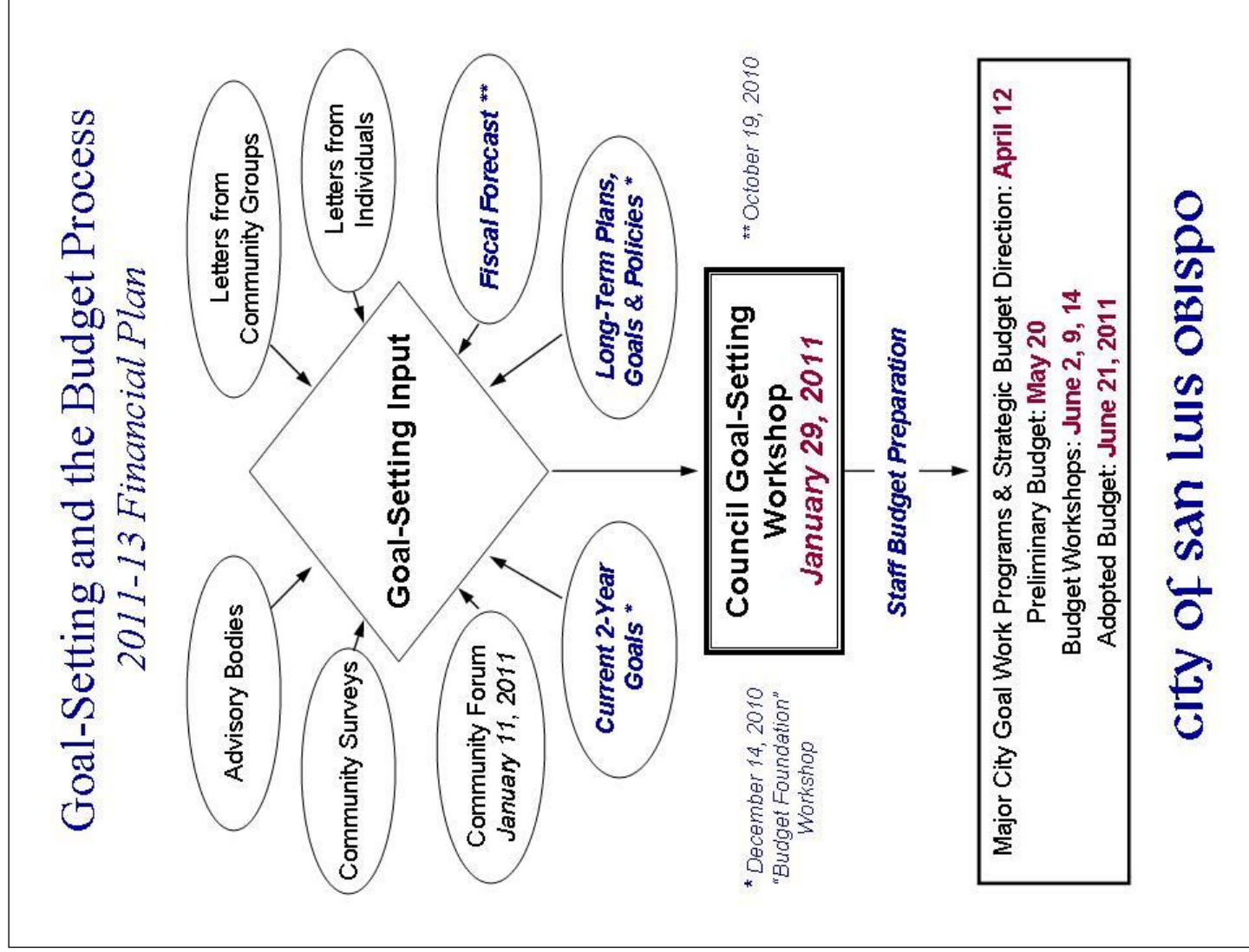
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| <p>June 2, 9, 14, 2009 <i>Special Budget Workshops:</i> General Fund Operating General Fund CIP Enterprise Fund</p> | <ul style="list-style-type: none"> ■ June 2: Council considers overview of Preliminary Financial Plan and reviews General Fund operating programs. ■ June 9: Council reviews General Fund CIP. ■ June 14: Council reviews enterprise fund operating programs, CIP projects, changes in working capital and rate requirements. |
| <p>June 8, 2011 <i>Planning Commission Meeting</i></p> | <ul style="list-style-type: none"> ■ Planning Commission reviews preliminary CIP for consistency with the General Plan. |
| <p>June 21, 2009 Regular Council Meeting</p> | <ul style="list-style-type: none"> ■ Council continues budget hearings; adopts the 2011-13 Financial Plan and 2011-12 Budget; and approves water and sewer fund rate increases. |



Council Review/Action Dates

CIP PREPARATION PROCESS

GOAL-SETTING AND THE BUDGET PROCESS



CIP PREPARATION PROCESS

BUDGET RESOLUTION

RESOLUTION NO. 10280 (2011 SERIES)

A RESOLUTION OF THE CITY OF SAN LUIS OBISPO APPROVING THE 2011-13 FINANCIAL PLAN AND 2011-12 BUDGET

WHEREAS, the City Manager has submitted the 2011-13 Financial Plan to the Council for its review and consideration in accordance with budget policies and objectives established by the Council; and

WHEREAS, the 2011-13 Financial Plan is based upon extensive public comment and direction of the Council after fourteen scheduled budget workshops and public hearings.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of San Luis Obispo that the 2011-13 Financial Plan is hereby approved and that the operating, debt service and capital improvement plan budget for the fiscal year beginning July 1, 2011 and ending June 30, 2012 is hereby adopted.

Upon motion of Vice Mayor Ashbaugh, seconded by Council Member Carter, and on the following vote:

AYES: Council Member Carter, Vice Mayor Ashbaugh and Mayor Marx
NOES: Council Members Carpenter and Smith
ABSENT: None

6-19

The foregoing resolution was adopted this 21st day of June 2011.


Vice Mayor John Ashbaugh

ATTEST:


Elaina Cano
City Clerk

APPROVED AS TO FORM:


Christine Dietrick
City Attorney

R 10280