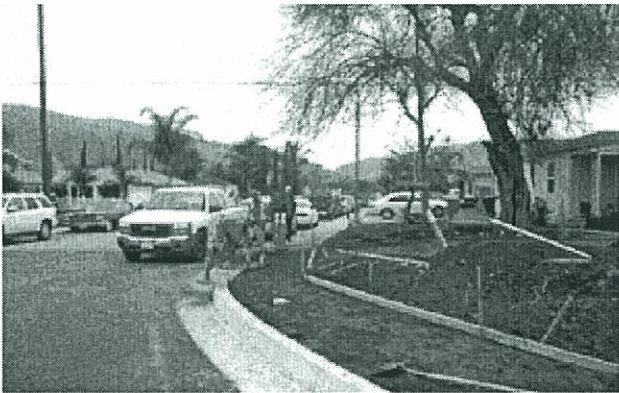
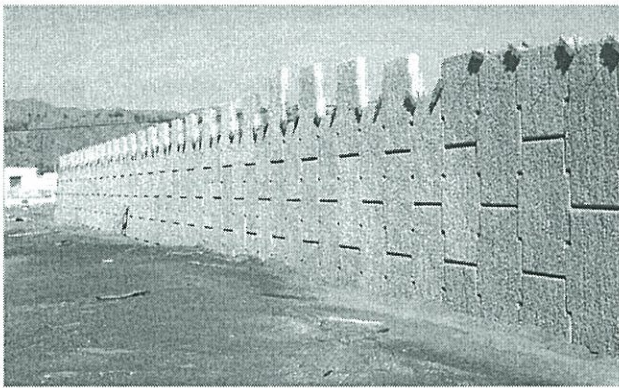




# City of Pomona

## 2010-11 ADOPTED CAPITAL IMPROVEMENT PROGRAM



### CITY COUNCIL

Elliott Rothman	Mayor
Danielle Soto	Councilmember – District 1
Freddie Rodriguez	Councilmember – District 2
Cristina Carrizosa	Councilmember – District 3
Paula Lantz	Councilmember – District 4
Tim Saunders	Councilmember – District 5
Stephen Atchley	Councilmember – District 6

### COUNCIL APPOINTED CITY OFFICIALS

City Manager	Linda Lowry
City Attorney	Arnold Alvarez-Glasman
City Treasurer	Doug Peterson
City Clerk	Marie Macias

### EXECUTIVE MANAGEMENT TEAM

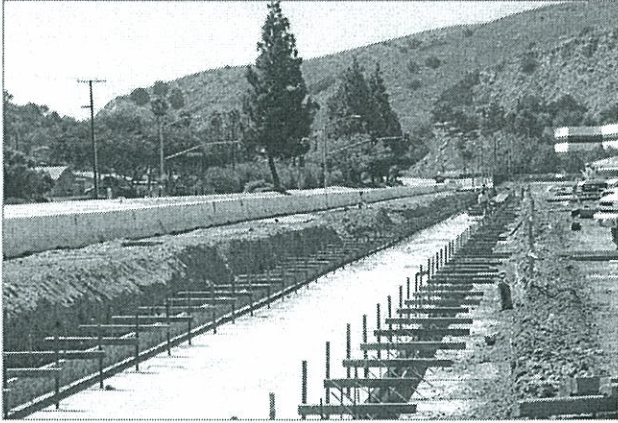
Finance	Paula Chamberlain
Fire Chief (County)	Van Mark Madrigal
Interim Human Resources	Jane Fleenor
Information Technology	John Depolis
Library/Community Services	Greg Shapton
Community Development	Mark Lazzaretto
Police Chief	Dave Keetle
Public Works	Daryl Grigsby
Redevelopment	Raymond Fong



## ACKNOWLEDGEMENTS

### CIP PROJECT DEVELOPMENT

Ilona Arends	Community Services
Richelle Baptista	Police
Ron Chan	Public Works
Dan Drake	Public Works
Marla Doyle	Public Works
Brian Henslee	Public Works
Matt Pilarz	Public Works
Raul Garibay	Public Works
David Hamilton	Public Works
Tim Hampton	Public Works
Meg McWade	Public Works
Christine Sluss	Public Works
James Taylor	Public Works



### CIP DOCUMENT REVIEW AND PRODUCTION

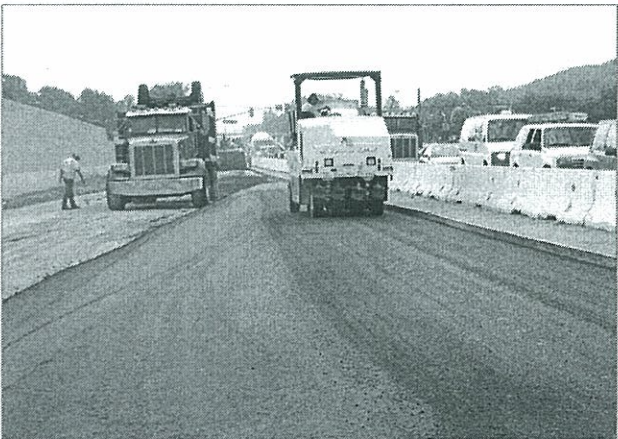
Jane Rich	Finance
Richard Dimalanta	Public Works
Missi Kay	Public Works
Damian Martinez	Public Works

### CIP EXECUTIVE TEAM

Linda Lowry	City Manager
Paula Chamberlain	Finance Director
Daryl Grigsby	Public Works Director
Greg Shapton	Library/Community Services Director
Dave Keetle	Police Chief

### SPECIAL DEDICATION

*In memory of former employee Yesica Gillison who worked for the City of Pomona Public Works Department from September 2002 until May 2008 and was an integral part of the CIP process.*



**CAPITAL IMPROVEMENT PROGRAM  
2010/2011 – 2014/2015**

Table of Contents



**Introduction and Summaries**

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**Capital Improvement Projects**

**Streets**

Funded / Partially Funded / Unfunded

**Traffic**

Funded / Partially Funded / Unfunded

**Parks & Facilities**

Funded / Partially Funded / Unfunded

**Water**

Funded / Partially Funded / Unfunded

**Sewers**

Funded / Partially Funded / Unfunded

**Storm Drains**

Funded / Partially Funded / Unfunded

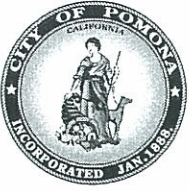
**Miscellaneous Capital Projects**

Funded / Partially Funded / Unfunded



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City of Pomona  
505 South Garey Avenue  
Pomona, CA 91766

July 1, 2010

*The Honorable Mayor and Members of the City Council*

Please find herein the adopted 2010-2015 Capital Improvement Program (CIP) for the City of Pomona. The Capital Improvement Program is submitted annually to the Pomona City Council in accordance with Section 1010 of the Pomona City Charter.

This document provides a comprehensive plan of capital improvements that are adopted to be undertaken by the City over the next five (5) years. Cost estimates and financing methods for the improvements are included in the program and are referenced by individual project.

The development of the City's Capital Improvement Program is one of the more complex and multi-faceted processes in the City. Striking a balance between the needs and interests of the residents and the financial capacity of the City is a challenging proposition. Balancing these priorities, while at the same time being cognizant of the fiscal challenges of our City, means that not all priorities can be addressed. Foregoing capital improvements often is a typical response to constrained financial times, and that has happened to an extent again this fiscal year although the City has applied for available stimulus monies and is awaiting possible projects funding approvals.

The total five-year CIP sets forth infrastructure needs and a capital plan involving 298 projects, totaling approximately \$490.9 million, of which \$224.5 million has been or will be funded. The \$224.5 million is comprised of \$215.6 million of prior years' appropriations, of which approximately \$138.7 million remains unspent, and \$8.9 million of new funding.

**Streets** – As adopted, the street category consists of 17 funded, 32 partially funded, and 42 unfunded projects for a total of 91 projects with total cost estimates of \$174.9 million. For 2010-11, \$6 million of new funding is for 7 new/existing projects in this category. The major increase is related to the Mission / SR71 grade separation at \$2.5 million funded by Prop C and STPL and various street rehabilitation projects mostly funded with Proposition 42 Funds.

**Traffic** – As adopted, the traffic category consists of 12 unfunded, 6 partially funded, and 28 unfunded projects for a total of 46 projects with total cost estimates of \$15.2 million. For adopted 2010-11, \$1.8 million of new funding is for 3 new/existing projects in this category. The largest new adopted increase is for Streetlight LED retrofit project citywide funded by a DOE grant in the amount of \$1.4 million and other traffic related projects funded with CDBG and AQMD Subvention Funds.

**Parks and Facilities** – As adopted, the parks and facilities category consists of 13 funded, 5 partially funded, and 4 unfunded projects for a total of 22 projects with total cost estimated of \$87.2 million.

**Water** – As adopted, the water category consists of 60 funded, 19 partially funded, and 12 unfunded projects for a total of 91 projects with cost estimates exceeding \$163 million. Interest income of approximately \$800,000 is appropriated to supplement 6 projects in this category.

**Sewer** – As adopted, the sewer category consists of 16 funded and 10 partially funded project for a total of 26 projects with cost estimates over \$36.6 million. An additional \$265,000 is being added from Series AF and BA interest income to fund 1 new and 1 existing project in this category.

**Storm Drains** – As adopted, the storm drain category consists of 3 partially funded and 15 unfunded projects that are estimated to cost over \$9.8 million with no new projects in this category.

**Miscellaneous** – As adopted, the miscellaneous category consists of 4 funded projects that are estimated to cost \$4.1 million with no new projects in this category.

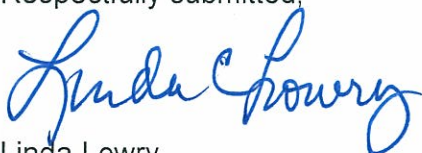
The projected expenditures on all projects for future Fiscal Years (2011/12 – 2014 & beyond) is provided primarily for planning purposes and is not a commitment of funds. Expenditure approval will be sought for these projects as funding becomes available.

The passage of Proposition 1B by the California voters provides needed improvement dollars to the City and surrounding areas. The City is eligible to receive up to \$5.0 million of these proceeds for local improvements. The first year allocation of \$2.6 million was appropriated to projects in 2008-09 and the City has applied for the second allocation for two projects; a Citywide overlay and a Citywide slurry seal project presented in this adopted document. In January 2010, the City Council authorized the appropriation of \$4.7 million of 2009 American Recovery and Reinvestment Act (ARRA) for two street projects. The City has recently applied for \$5.7 million in 2010 ARRA (Jobs Bill) funding for two street projects.

As a continuing effort throughout Fiscal Year 2010-11, staff intends to review all projects contained within the adopted Capital Improvement Program. This undertaking will be made with an eye to redistributing funds in order to maximize limited resources, and to ensure the highest prioritized projects can be completed in an expeditious manner. To that end, therefore, a partially funded project with a high priority may receive funding from a lesser prioritized project. This review will include heightened perspective for the advancement of those projects designed to be self-sustainable, and which will thus require less energy, water, and reduced ongoing maintenance. These prioritizations and redistributions of funds will be presented to the City Council for approval prior to implementation.

In closing, I would like to express my appreciation to the City Council for providing input into the development of the Capital Improvement Program, as well as to the many staff members who worked towards the development of the projects herein contained.

Respectfully submitted,



Linda Lowry  
City Manager

## **O**VERVIEW

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The City of Pomona's Five-Year Capital Improvement Program identifies improvements and additions to our considerable stock of capital infrastructure such as land, buildings, roads, parks, sewers, water lines, traffic signals, and other property. As a guideline, all improvements or modifications to City facilities of \$10,000 or greater are capitalized as individual projects. The multi-year capital plan will provide Council members and managers with a guide that communicates both the program need or deficiency, as well as the funding requirements. It is important to note that projects which do not receive funding in a given year are moved to future years in order to communicate to those with decision-making responsibility the need to provide the necessary funding or, through re-evaluation, eliminate the project entirely.

An important part of the capital plan is the statement of on-going maintenance and operational costs associated with the development or implementation of a new project or program. In some cases, a project may be suspended for a year or more because funding is not available for the on-going maintenance and operational costs.

As with any type of development project, it is important that each individual project or program from each department be consistent with the overall goals and objectives of the City as directed by the City Council. The City currently uses the General Plan, Pavement Management System and Councilmember input, as guides to direct citywide development and infrastructure improvements. Projects are also developed following the Council adopted Water, Park, and Sewer Master Plans.

## **C**IP OBJECTIVES

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The Capital Plan is a key element in the City's overall financial plan. Specifically, the Capital Plan is prepared in order to meet the following objectives:

- Maintain the public facilities vital to both Pomona residents and businesses, such as water and sewer lines, parks, and streets.
- Reduce long-term operating costs by making permanent improvements in areas that otherwise need constant maintenance dollars.
- Encourage the economic expansion of Pomona's economy. This activity results in an increase in the local tax base, providing additional funds for both capital and operating purposes.
- Maintain sound infrastructure in neighborhoods.

## **T**HE PROCESS

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Each department within the City is requested to submit proposals for each project within its range of influence. City staff also meets individually with Councilmembers to discuss and identify Councilmembers projects of interest and priorities. These projects are submitted to the City Council for its review and approval. After project approval by the City Council, the individual implementation phase of each project such as design preparation, land acquisition, and award of construction that exceeds \$125,000 still requires City Council approval. Amendments to the CIP also require City Council approval.

## **O**RGANIZATION OF THE CIP

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The CIP is broken into eight sections. The first section contains the introduction, table of contents, listing of revenue sources, and summaries. The subsequent seven sections contain detailed project data for the following categories: Streets, Traffic, Parks & Facilities, Water, Sewer, Storm Drains, and Miscellaneous Capital. Within each category, project information is broken down by the funding status e.g. funded, partially funded, and unfunded.

## **C**APITAL IMPROVEMENT POLICIES

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- The City will construct all capital improvements in accordance with an adopted capital program.
- The City will develop a five-year plan for capital improvements to be updated annually. Future capital expenditures will be projected annually for a five-year period based on changes in the community population, real estate development, or replacement of the infrastructure.
- The City will coordinate preparation of the Capital Improvement Program Budget with preparation of the Operating Budget. Future operating costs associated with new capital improvements will be projected and included in Operating Budget forecasts.
- The City will identify the estimated costs and potential funding sources for each adopted capital project before it is submitted to Council for approval.
- The City accounting records are maintained in full accordance with Generally Accepted Accounting Principles (GAAP), as established by (GASB). The basis for budgeting is also in accordance with GAAP virtually without exception.

## **C**ONCLUSION

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In combination with the City's General Operating Budget, the Capital Improvement Plan links the City's Master Plans (Park, Water, Sewer) and fiscal plan to physical development. It focuses attention on community goals, needs, and capabilities while achieving optimum use of taxpayer dollars. The CIP enhances opportunities for participation in federal and state programs while improving intergovernmental and regional cooperation. The plan encourages a more efficient governmental administration to better manage and preserve the City's investment in its facilities, infrastructure, and development projects. Overall, it is a plan that enables us to better serve the citizens and businesses in the community of Pomona.



## **D**ESCRIPTION OF REVENUE SOURCES

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**American Recovery and Reinvestment Act of 2009 (ARRA)** - Also known as Federal Stimulus is legislation that was signed into law by President Obama in February 2009 for extensive rehabilitation of City streets.

**Assembly Bill 2766 (AB 2766)** - State funds that are available to implement programs and projects that reduce air pollution from motor vehicles.

**Assembly Bill 2928 (AB 2928)** - As amended by Senate Bill 1662, established the Traffic Congestion Relief Fund (TCRF) in the State Treasury for allocation to cities and counties for street or road maintenance or reconstruction (or storm damage repair). Cities and counties are required to maintain their existing commitment of general funds for street or road work in order to remain eligible for allocation of the specified funds.

**Assessment District** - The City Assessment Districts 283, 284, 294 and 297.

**Bike Trail Grant (Senate Bill 821)** - Established legislation that adopted the California Bicycle Transportation Act and provides funds for City and County projects that improve safety and convenience for bicycle commuters.

**California Heritage Program Grant** - Granted under the Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000, funds are available statewide on a competitive basis for the acquisition, development, rehabilitation, restoration, and interpretation of archeological and historical resource preservation projects.

**California Workforce Housing Grant (WFH)** - The WFH program is designed to encourage cities and counties to develop new residential housing while rewarding those jurisdictions that approve housing

affordable to low income households and are in compliance with State housing element law. The program provides for capital asset projects that benefit the community and add to the community's quality of life.

**Call for Projects 2009** - The Call for Projects is a method/process for funding projects with federal and state funds. Call for Projects are issued in local areas by the area Metropolitan Planning Organization (MPO). Call for Projects typically occur once every two years.

**Capital Outlay Fund** - The fund used to account for the accumulation of the cost of capital projects. Funding for projects may come from transfers from other funds, contributions and interest on investments.

**Community Development Block Grant (CDBG)** - CDBG are Federal funds allocated to local government based on a formula. The funds are required to be applied for and used within a broad functional area such as community development and improvement.

**Contribution** - This funding source is provided by outside agencies donating funds to a particular project of interest.

**Developer Fees (Park Dwelling, Roads/Highways; Traffic Signal; and Public Safety Improvement Funds)** - Fees generated by development applications to offset the effect of development to include parks, roads, traffic and public safety. Fees are based on the cost of the project at the time of building permit application.

**Federal Highway Administration (FHWA)** - FHWA is focusing on a number of high-priority efforts to help reduce congestion on the nation's highways in support of the Congestion Relief Initiative. These include Tolling & Pricing, Public Private Partnerships, and efforts derived from the

best of existing technological and operational practices. Together, these efforts provide information that allow for more informed decisions, better coordination and quick action that help avoid and reduce traffic congestion. Authorized funds are for use in coordination, facilitation, documentation, and draft report writing.

**Gas Tax (State)** – Gas tax revenue is based on a flat amount assessed per gallon on all purchases within California, therefore revenue only increases or decreases based on amount of gallons sold rather than the cost of fuel. The state collects 32 cents per gallon of which 3.39 cent per gallon is distributed to cities on a per capita basis. Usage is limited to street and right of way maintenance and improvements.

**Getty Grant** - Grants available to eligible grantees including governmental agencies that own historic buildings (Fox Theater) or sites in Los Angeles County. Grants are awarded for the research, documentation, and analysis necessary to identify preservation needs and develop a conservation plan.

**Jobs Bill 2010** – The bill redirects \$48.3 from Wall Street to help create work for people in rebuilding crumbling roads and bridges, modernizing public buildings, and cleaning air and water.

**Legal Proceedings Restitution** - The return of something to the original owner, or to the person entitled to it.

**Low/Moderate Housing Funds** - Funding source is available from the City's Redevelopment Agency. State law requires that 20% of gross RDA tax increment revenue be set aside to fund housing opportunities for low-and moderate-income families.

**Metropolitan Transportation Authority (MTA) Technology Grant** – A grant utilizing Federal Aid Urban (FAU) Funds available to

the City for purpose of bringing on-line services to the Pomona community.

**Metropolitan Water District (MWD) Grant**

- The MWD grant funds projects that develop local water sources, improve regional water supply reliability, reduce the need for future MWD capital improvements, and reduce the demand for Colorado River water.

**Mobile Source Air Pollution Reduction Review Committee (MSRC) Local Government Match Program**

- The MSRC's Local Government Match Program provides co-funding to cities and counties within the South Coast Air Basin for the purchase of eligible alternative fuel vehicles. Co-funding is matched against a local government's AB2766 Subvention Funds or other local funds.

**Neighborhood Stabilization Program Grant**

– A grant established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. All activities funded by this grant must benefit low and moderate-income persons whose income does not exceed 120 percent of area median income.

**Parking Facilities Fund** - Funds available through the sale of Vehicle Parking District parking lots.

**Proposition A** - A voter-enacted (1980) 1/2-cent sales tax in Los Angeles County. LA County Metro (MTA) is responsible for administering the funds. The purpose of the funds is to be used to improve and expand public transit within LA County. Funds flow to MTA, which allocates to itself and other agencies on a per capita basis.

**Proposition C** – A voter-enacted (1980) 1/4-cent sales tax for transit related to freeway, State highway, and public mass transit improvements. Generally awarded to LA County MTA, the County, Cities and local agencies through the Metro Call for projects or other MTA Board action.

Recipients must provide for ongoing maintenance and operations of funded projects. The funds may be used on new or improved facilities that reduce congestion such as carpool lanes, transit ways, signal coordination improvements on arterial streets used by transit, grade separations, incident management programs, arterial widening, interchanges, ridesharing, and bond debt service.

**Proposition 1B** - Funding source is available from a \$19.92 billion dollar in infrastructure bond for various transportation projects to rebuild California. An allocation of \$950 million has been made with \$550 million to cities from the Local Street and Road Program.

**Proposition 12** - Grant funds intended to provide funds for investment in neighborhood park and recreation sites to increase recreational opportunities that provide positive social experiences.

**Proposition 40** - Funding source is available to the City from the Clean Water, Clean Air, Safe Neighborhood Parks and Coastal Protection Act. The funds are provided on a per capita basis for the acquisition and development of neighborhood parks.

**Proposition 42** - Beginning in FY 2006, 40% of the total Prop 42 funds are allocated for local streets and roads purposes; 20% to Counties based on miles and vehicles and 20% to cities based on population. The funds are used for street and highway maintenance, rehabilitation, reconstruction, and storm damage repair.

**Redevelopment Agency Bond Funds (RDA)** - The RDA bonds include Series S, Series T, Series W, Series Y, Series AD, Series AH and Series AI.

**Redevelopment Agency Funds** - The Agency has the authority to pay for public improvements that will be repaid from tax revenue received by the Agency. The size

of the bond issue is depending on the amount of tax revenue received. No additional tax is paid by properties within the redevelopment area. The Agency receives its revenue from its ability to collect the full amount of taxes paid by all new development (above a base figure established by the County), rather than sharing this tax growth with other agencies, except as specified in various pass-through agreements.

**Refuse Fund** - Refuse operational monies available from providing refuse services to City residents.

**Revenue Bonds** - The Local Agency Revenue bonds include Series AL, AM and Series AN. These bonds were issued to provide funds to redeem the Refunding Improvement Bonds, Assessment District No. 294 and to finance certain capital improvements in the City and to fund a reserve account for the Bonds.

**Rubberized Asphalt Concrete (RAC) Grants** - This grant is funded by the California Department of Resources Recycling and Recovery (CalRecycle) for the promotion of markets for recycled content surfacing products that are derived from waste tires in California. It also aims to decrease waste tire environmental impacts created by their unlawful disposal and stockpiling.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act - Legacy for Users (SAFETEA - LU)** - Signed into law on August 10, 2005, and provides for highways, highway safety, and public transportation to improve safety, reduce traffic congestion, and other activities related to solving transportation problems. This new program takes off where STP, TEA-21, and ISTEA left off.

**Safe Routes to School Grant (SR2S)** - Grant funds intended to improve the safety and efforts that promote walking and bicycling within a collaborative community

framework. Its purpose is to increase the number of children who walk or bicycle to school.

**San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy** - Capital funds for our grant program come from a series of propositions approved by the voters: Propositions 12, 13, 40, 50, and 84. These grant funds are to be used for improvements to Urban Lands, Rivers and Tributaries and Mountain Hills and Foothills.

**Series Q Bonds** – Sewer revenue bonds issued to provide resources for capital infrastructure improvements; refunded with Series AF in 2002.

**Series S Bonds** – Redevelopment bonds issued within the Indian Hill Project Area. Since the project area merger, these funds may be used within any redevelopment project area.

**Series T Bonds** – Redevelopment bonds issued within the South Reservoir Project Area. Since the project area merger, these funds may be used within any redevelopment project area.

**Series W Bonds** – Redevelopment bonds issued within the Southwest Project Area. Since the project area merger, these funds may be used within any redevelopment project area.

**Series Y Bonds** – Redevelopment bonds issued within the West Holt Avenue Project area. Since the project area merger, these funds may be used within any redevelopment project area.

**Series AA Bonds** – Water revenue bonds issued in 1999 to refund Series A and provide resources for capital infrastructure; refunded with Series AY in 2006.

**Series AC Bonds** – Water revenue bonds issued in 1999 to refund Series A and provide resources for capital infrastructure; refunded with Series AY in 2006.

**Series AD Bonds** – Redevelopment bonds issued in 2001 by the Merged Project Area, proceeds of which may be used within any redevelopment project area

**Series AF Bonds** – Sewer revenue bonds issued in 2002 to refund Series Q and provided additional capital for sewer infrastructure improvements.

**Series AG Bonds** - Certificates of Participation are General Fund Lease Financing to provide funds to refinance public improvements. Funding source for the COP is lease payments from the City to the PFA.

**Series AH/AI Bonds** – Redevelopment bonds issued in 2003 by the Merged Project Area, proceeds of which may be used within any redevelopment project area.

**Series AL/AM Bonds** – Revenue bonds issued to refund Assessment District Bonds, these funds may be used in areas benefiting Pomona's AD 294 surrounding area.

**Series AN Bonds** – Lease Revenue bonds issued to refund Series P and provide funds to finance public improvements within the City.

**Series AU Bonds** - Certificate of Participation are General Fund Lease Financing to provide funds to make advances to the RDA to finance a public parking facility and infrastructure improvements. Funding source for the COP is lease payments from the City to the Public Financing Authority.

**Series AV Bonds** – Lease revenue bonds issued to refund Series AE and provide funds to finance certain public improvements.

**Series AW Bonds** – Subordinate revenue bonds issued by the Agency to provide funds to finance certain improvements in the Agency's merged redevelopment project area.

**Series AX Bonds-** These Tax Increment Revenue Bonds were issued to defease Series L and finance certain improvements in the Merged Redevelopment Project Area. The funding source for these bonds are pledged tax revenue from the Merged RDA Project Area.

**Series AY Bonds** – Water revenue bonds issued in 2006 to refund Series AA and AC and to provide resources for capital infrastructure.

**Series BA Bonds** – Sewer revenue bonds issued in 2007 for sewer capital infrastructure improvements.

**Sewer Revenue Bonds** - The Sewer bonds include Series Q, Series AF and Series BA. The funding source of the bonds is sewer user fees.

**Sewer Fund** - Sewer operational monies available from providing sewer services to City residents.

**Surface Transportation Program (STP) (STPL) and Transportation Enhancement Activities (TEA and TE)** - Federal funds

**Traffic Congestion Relief Fund (TCRF)** – Established by Assembly Bill 2928 (Chapter 91, Statutes of 2000) as amended by Senate Bill 1662 (Chapter 656, Statutes of 2000) to allocate funds for street or road maintenance or reconstruction.

**Vehicle Parking District** - Funds available through collection of parking permits and citations at the Vehicle Parking District lots in the downtown section of Pomona.

**Water Fund** - Water operational monies available from providing water goods or services to City residents.

**Water Revenue Bonds** - The water bonds include Series AA, Series AC, and Series AY. The funding source of these bonds is water user charges and other miscellaneous water related revenues.



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**SCHEDULE OF NEW APPROPRIATION BY CATEGORY**

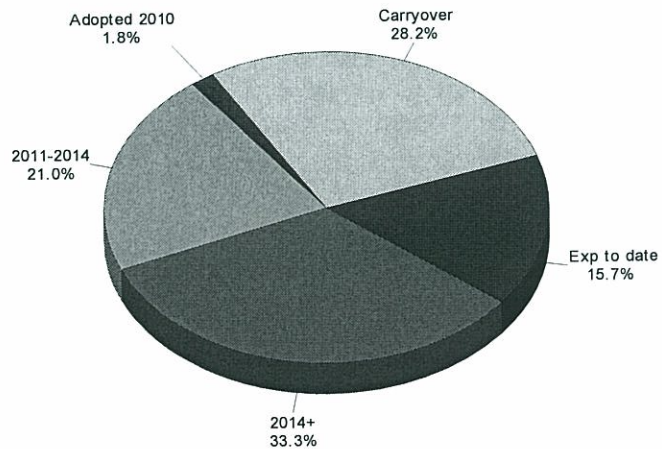
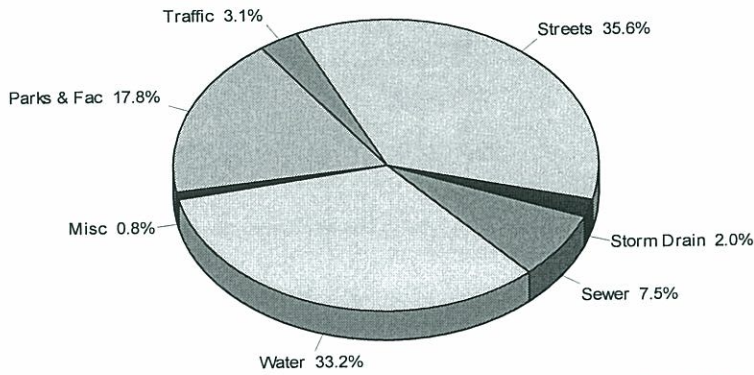
Description	CIP Page #	Adopted	Funding Source
<b><u>Street Projects</u></b>			
ADA Accessible Alley Intersections/Curb			
* Ramps - Citywide	Pg 18	82,128	CDBG
* Alley Improvements - Citywide (CDBG)	Pg 19	516,556	CDBG
Mission Corridor Improvements	Pg 28	1,200,000	Series AD
* Sidewalks - D 1,2,3 (CDBG FY 10/11)	Pg 29	171,106	CDBG
Street Imprv - Mission Blvd and SR 71	Pg 34	2,500,000	STPL/Prop C
Street Rehab - Overlay Citywide (FY 10/11)	Pg 36	1,381,524	'01 Fed Demo/STPL
<b>Total New Street</b>		<b>5,851,314</b>	
<b><u>Traffic Projects</u></b>			
* Streetlights - LED Retrofit Project - Citywide	Pg 6	1,356,880	EECBG - DOE Grant
* Streetlights - Citywide (CDBG) (FY 2010/11)	Pg 14	256,292	CDBG
Traffic Operations Center - Communications Upgrade and Facility Improvements	Pg 18	200,000	SCAQMD
<b>Total New Traffic</b>		<b>1,813,172</b>	
<b><u>Parks and Facilities Projects</u></b>			
None			
<b><u>Water Projects</u></b>			
Booster 9 Upgrade	Pg 3	37,500	Series AY
Pedley Filter Plant - Pomona Spreading Grounds	Pg 6	95,000	Series AY
* Uninterruptible Power Supply Replacement	Pg 23	100,200	Water Fund
Well 24 - Rehabilitation	Pg 55	50,000	Series AY
Well 27 - Drilling, Equipping & Treatment System	Pg 58	6,000	Series AY
Meter Replacement - AMR	Pg 61	400,000	Series AY
Well 4 - Abandon and Drill New Well	Pg 79	200,000	Series AY
<b>Total New Water</b>		<b>888,700</b>	
<b><u>Sewer Projects</u></b>			
* Study - Sewer Model Update/Expansion	Pg 16	75,000	Series BA
* Sewer Pipeline Replacement - Citywide	Pg 22	265,000	Series BA
<b>Total New Sewer</b>		<b>340,000</b>	
<b><u>Storm Drains</u></b>			
None			
<b><u>Miscellaneous Projects</u></b>			
None			
<b>Total - Appropriations</b>		<b>8,893,186</b>	

\* Indicates New Project for FY 2010-11

## Five Year Capital Improvement Program Summary by Category

Category Title	YTD Cost as of 2/28/10	Est Carryover to 2010/11	Adopted 2010/11	Plan 2011/12
Streets	29,810,722	36,011,142	5,851,314	20,909,744
Traffic	927,528	1,122,012	1,813,172	1,120,000
Parks & Facilities	13,545,960	36,011,192	-	24,550,389
Water	26,495,016	47,667,101	888,700	16,572,343
Sewer	2,728,081	16,932,929	340,000	10,378
Storm Drains	159,771	63,229	-	8,580,000
Miscellaneous	3,305,774	843,282	-	-
<b>Total - All Categories</b>	<b>76,972,852</b>	<b>138,650,887</b>	<b>8,893,186</b>	<b>71,742,854</b>
<b>Funded</b>	<b>76,972,852</b>	<b>138,650,887</b>	<b>8,893,186</b>	<b>400,000</b>
<b>Unfunded</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>71,342,854</b>

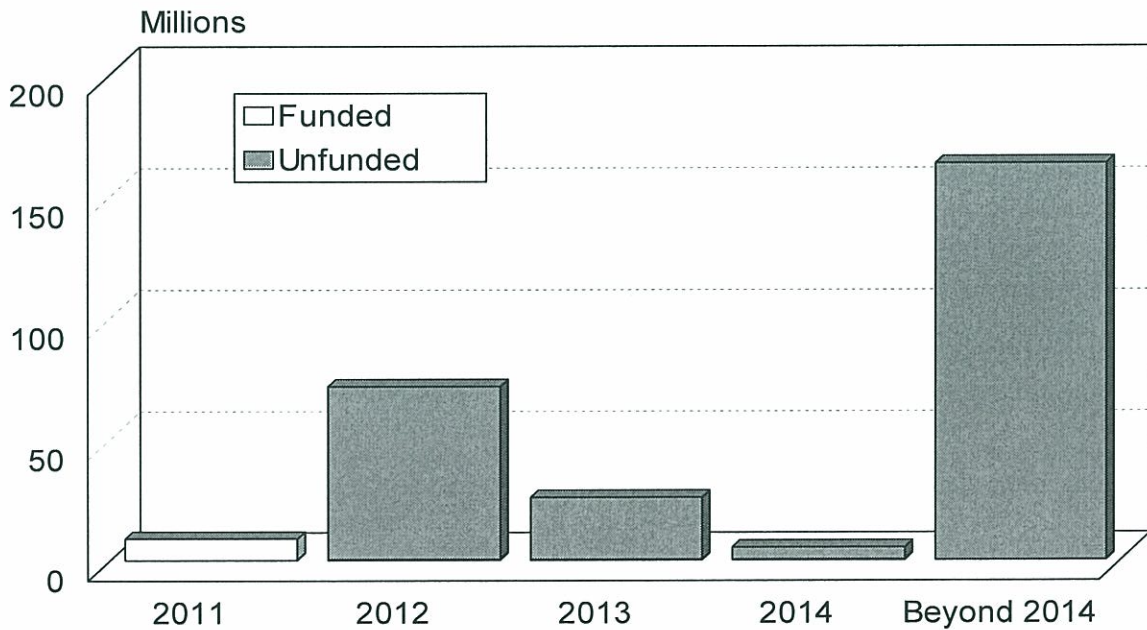
### 2010-11 Adopted (funded & unfunded) Projects





Plan 2012/13	Plan 2013/14	Plan Beyond 2014	Total Projects In CIP Plan
17,021,447	-	65,315,265	174,919,634
300,000	300,000	9,659,777	15,242,489
7,542,700	5,028,396	481,000	87,159,637
-	-	71,401,700	163,024,860
48,565	-	16,571,152	36,631,105
1,000,000	-	-	9,803,000
-	-	-	4,149,056
<b>25,912,712</b>	<b>5,328,396</b>	<b>163,428,894</b>	<b>490,929,781</b>
300,000	300,000	-	225,516,925
25,612,712	5,028,396	163,428,894	265,412,856

**Funding Status by Fiscal Year**



## Five Year Capital Improvement Program Funding Source Summary

<u>Funding Source</u>	<u>Adopted</u>
2001 Federal Appropriation Act, DEMO #195	326,524
AQMD AB2766	200,000
Community Development Block Grant	1,026,082
EECBG - DOE Grant	1,356,880
Proposition C	2,000,000
STPL	1,555,000
Water Fund	100,200
<b><u>Bond Proceeds</u></b>	
Redevelop Bonds - Series AD	1,200,000
Sewer Revenue Bonds - Series AF	40,000
Sewer Revenue Bonds - Series BA	300,000
Water Revenue Bonds - Series AY	788,500
<b>Total</b>	<b>8,893,186</b>

