



City of Bozeman, Montana

Adopted

Capital Improvements Program

For Fiscal Years 2020-2024

Presented And Adopted during Public Meetings held

November 2018 – December 2018

City Commission

Cynthia Andrus, Mayor

Chris Mehl, Deputy Mayor

Terry Cunningham, Commissioner

Jeff Krauss, Commissioner

I-Ho Pomeroy, Commissioner

City Staff

Andrea Surratt, City Manager

Anna Rosenberry, Assistant City Manager

Kristin Donald, Finance Director

Robin Crough, City Clerk

## CIP MESSAGE

Dear City Commission and Residents of Bozeman:

We are proud to present to you the City of Bozeman, 2020 - 2024 Capital Improvement Program. This five-year Capital Improvement Plan (CIP) is a commitment to improving and maintaining the City of Bozeman's facilities, parks and roads to aid in the vision of Bozeman being the most livable place. The CIP performed in compliance with State and municipal code, State Law requires the City to maintain a Capital Improvement Plan for our Development Impact Fee programs. Under Montana Code Annotated (MCA), this Capital Improvement Plan provides the schedules and cost projections required under MCA §7-6-1602(2) (k) (i-iv). In Article 5.06 of the adopted City Charter, the City Manager is responsible for preparing and submitting a multi-year capital program to the City Commission no later than December 15 for the ensuing fiscal year.

This five-year plan includes long-range plans for our current facilities while keeping in mind level of service standards. In a community with relatively high cost of living, the ability of citizens to afford the needed utility rate, fee, and assessment levels is of concern. At the same time, the City strives to keep existing facilities properly maintained — and not pass deferred maintenance costs and problems on to future generations. The staff have taken a lot of time and care in preparing this document.

### *Strategic Plan*

*Engaged Community:* By updating our plan into our system, we have been able to make this Capital Improvement Plan more concise, informative and citizen-user friendly. The Lasher Fiche upgrade, GF337, will aid in our efforts for **1.1 b Dramatically increase transparency** and create access to all city documents.

*Innovative Economy:* The General fund allocates for Fiber Optic Conduit this aids in our efforts for **2.2 a Identify Commercial/ Industrial Infrastructure Needs.**

*Safe, Welcoming Community:* **3.1 a Develop a Criminal Justice Facility Plan** and **3.1 c Implement the Fire Station Location Plan** with the Bozeman Public Safety Center and this plan's scheduled Fire Station 2 relocation for FY23. Both Police and Fire FY20 has the second payment for the radio lease with Gallatin County as part of **3.1 d Update Public Safety Technology Systems.** **3.4 Active Recreation** is

included throughout the General fund plan with many projects that encourage and promote active recreation such as the proposed aquatics/recreation center, GF056. We have several park amenities proposed with splashpads and pickleball courts in the plan as well.

*Well-Planned City:* Software investment in the Public Works administration Fund works towards **4.1 c GIS Land Use & Infrastructure Development Tracking**. The Wastewater fund and Wastewater Impact fund have many projects that achieve **4.3 b Increase Capacity of Sewer Pipes to Accommodate Development Projects**. We have proposed the creation of a Parks and Trails Maintenance District that works towards **4.3 a Develop a Comprehensive Parks Maintenance Facilities Funding Program** that would provide funding for Parks' capital needs. All the road projects funded by the Street Impact Fee fund and Arterial & Collector fund will include bike lanes and aid in our efforts towards **4.5 a Enhance Non-motorized Transportation**. In addition, every year the Street Maintenance fund has allocation of \$25,000 annually for bike path improvements and some additional project are planned n FY20 increase the amount.

*Creative, Learning Culture:* As other efforts work towards this visions efforts and identify projects they will be added to this plan when they meet the capital plan definition.

*Sustainable Environment:* The Water fund with the Water Conservation have a project to create a water conservation and efficiency plan in 2020 to achieve **6.2 a Watershed Management**, which is to develop and implement a regional watershed approach.

*High Performance Organization:* This year we worked towards item **7.1 b -Create a Culture of Innovation** by changing our CIP database system for project tracking and plan development. We are now using our city-wide budgeting system's project module for all CIP items. This will make it easier to merge approved projects into the recommended budget, begin tracking projects in their initial stages, and give us increased project cost reporting. We are also recommending that we continue to innovate the plan for next year by increasing the CIP threshold from its current level of \$10,000 to a new minimum level of \$25,000. For the FY21 to FY25 CIP we recommend using a \$25,000 threshold. This will align us with best practices and allow us to make better capital decisions by focusing on true capital items and less maintenance and operational expenses. The proposed Applicant tracing tool, GF 288, will integrate with our current Human Resource Information Systems and will help us track data and information regarding our applicants working towards **7.3 b System Integration** and **7.4 a Develop Data Analysis Tools**. This year we started earlier specifically with Finance and Public Works to improve the process, this aids in our efforts towards strategic plan item **7.3 C Improve Departmental Collaboration**.

In closing, I respectfully submit the 2020 -2024 Capital Improvement Plan to the residents of the City of Bozeman. Once adopted, the Capital Improvements Plan becomes the basis of the City Manager's Recommended Budget for FY20. The City will continue to invest in capital infrastructure in order to keep Bozeman as a vibrant and active city.

Respectfully,

*Andrea Surratt*, City Manager

*Anna Rosenberry*, Assistant City Manager

*Kristin Donald*, Finance Director

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# CIP Summary

## CIP SUMMARY

One of the primary responsibilities of local government is to properly preserve, maintain, and improve a community's stock of buildings, streets, parks, water and sewer lines, and equipment. Planning for these capital improvements is a matter of prudent financial management, as well as sound development practice.

At times of rapid growth, as we are experiencing once again, the need for expanded public facilities and services is at its peak. A carefully developed CIP plans for these expansions and communicates our intent to citizens and the development community. In times of economic contraction, like the past-prolonged recession, capital improvements were often put off (deferred) as a way of trimming budgets. While this can be appropriate in cases, an annual analysis and focus on necessary capital improvements helps to ensure those capital deferrals, and their impact on the community, are fully vetted.

### Background

To provide service to its citizens, a city government needs funding for costs such as salaries, supplies, and other operating items. Most public services also entail costs for furniture, automobiles, other equipment and vehicles, land, and construction of buildings or other public facilities. These costs are separated into two large categories: (1) operating expenditures, and (2) capital outlays.

Operating expenditures include personnel costs, day-to-day maintenance and operation of City assets, and the acquisition of goods that are consumed or used up as a service is provided. These types of expenses cost less on a unit basis than most capital outlays, and they recur at roughly the same level from year to year.

Capital outlays occur on a periodic basis. Within the broad category of capital outlay expenditures, there are two subgroups: (a) capital equipment and (b) capital improvements. The City budgets capital equipment annually through the CIP process. The City budgets capital improvements annually through dedicated revenue. Capital improvement expenses also generate operating costs that must be recognized and accommodated.

The CIP includes any planned expenditure of \$10,000 or greater, that results in the acquisition of an asset with a useful life of 3 years or more. There is a couple of "exceptions" or "extensions" of this definition that we have found helpful and necessary in past years:

- General Planning Documents (master plans, community surveys, etc.) are NOT included in our CIP;
- Specific plans that involve pre-engineering or preliminary design of facilities are often (but not always) included in the CIP.



- Software purchases that could potentially be “software as a service”. Cloud based services are beginning to replace our purchase of outright software and hardware. In the CIP, we have treated the software projects as a capital outlay purchase; although a “service” type, solution may actually be chosen during the bidding/proposal process.

State law and City charter require the City to prepare the CIP. State Law requires the City to maintain a Capital Improvement Plan for our Development Impact Fee programs. Under Montana Code Annotated (MCA), this Capital Improvement Plan provides the schedules and cost projections required under MCA §7-6-1602(2)(k)(i-iv). In Article 5.06 of the adopted City Charter, the City Manager is responsible for preparing and submitting a multi-year capital program to the City Commission no later than December 15 for the ensuing fiscal year. The plan must be revised and extended each year with regard to projects not yet completed. This plan is required to include:

1. A clear general summary of contents;
2. Identification of the long-term goals of the community;
3. A list of all capital improvements and other capital expenditures which are proposed to be undertaken during the fiscal years next ensuing, with appropriate supporting information as to the necessity for each;
4. Cost estimates and recommended time schedules for each improvement or other capital expenditure;
5. Method of financing upon which each capital expenditure is to be reliant;
6. The estimated annual cost of operating and maintaining the facilities to be constructed or acquired;
7. A commentary on how the plan addresses the sustainability of the community or region of which it is a part; and
8. Methods to measure outcomes and performance of the capital plan related to the long-term goals of the community.

## New Threshold – For FY21 to FY25 Plan

The current threshold for the capital improvement plan is \$10,000 and many of these items are operational or maintenance expenses rather than capital. In addition, these items are a small portion of the plan. Since this threshold of \$10,000 has been set, inflation has increased costs of non-capital items pushing them into the plan, while our budget and operations have increased due to growth. We reviewed best practices, award winner from GFOA for Capital Plans and Cities of similar size. From this research and a close look at the items in the CIP we determined to better align ourselves with best practices to move the threshold to \$25,000 in our next CIP (FY21 to FY25). This will ensure operational and maintenance costs are in the operating budget and capital items in the CIP.

## CIP Process

Each year, we begin the process of updating our Capital Improvements Plan in September. Finance works in coordination with City departments and the City manager’s Office to recommend projects that can be undertaken within the funds available. The process is completed when the Commission adopts a final budget with capital items approved, usually in the following June, see the following calendar:



There are many considerations when developing the plan from basic operational needs to growth. The following descriptions are the areas considered when developing the CIP:

### *City Vision and Strategic Goals*

The City recently adopted goals to develop a five-year Strategic Plan and revised its vision. The Plan has been the subject of numerous citizen engagement efforts and public meeting discussions. The Strategic Plan initiatives to date have been included and planned for in this CIP. Below are the vision and vision statements adopted by the Commission May 15, 2017:

#### *Vision*

Bozeman remains a safe, inclusive community, fostering civic engagement and creativity, with a thriving diversified economy, a strong environmental ethic, and a high quality of life as our community grows and changes.

#### *Strategic Vision Statements:*

- 1) An Engaged Community.** We foster a culture of engagement and civic leadership based on innovation and best practices involving community members of all backgrounds and perspectives.
- 2) An Innovative Economy.** We grow a diversified and innovative economy leveraging our natural amenities, skilled and creative people, and educational resources to generate economic opportunities.
- 3) A Safe, Welcoming Community.** We embrace a safe, healthy, welcoming and inclusive community.
- 4) A Well-Planned City.** We maintain our community's quality of life as it grows and changes, honoring our sense of place and the 'Bozeman feel' as we plan for a livable, affordable, more connected city.
- 5) A Creative, Learning Culture.** We expand learning, education, arts, expression and creativity for all ages.
- 6) A Sustainable Environment.** We cultivate a strong environmental ethic, protecting our clean air, water, open spaces and climate, and promote environmentally sustainable businesses and lifestyles.
- 7) A High Performance Organization.** We operate as an ethical, high performance organization anticipating future needs, utilizing best practices, and striving for continuous improvement.

### *Level of Service (LOS) Standards*

Most of the City's long-range plans establish level of service standards. These standards are critical to planning for the needs of future city residents. In some cases, such as water quality or wastewater discharge, these standards are often established or guided by outside regulating bodies. The CIP does not frequently reference specific LOS, but the underlying facility and staffing plans will contain detailed discussions of levels of service, and how the City should address increasing or decreasing levels of service through infrastructure and staffing recommendations.

### *Policies for the Physical Development of our Community*

The City's Unified Development Code (UDC) is a combination of both Subdivision and Zoning regulations for development within the City. The Code is subject to amendment by the Commission, after public notices and hearings are held. The UDC applies to both private and city-owned projects. The City is currently underway with "The Bozeman Code Update," a public process to update the City's Unified Development Code (UDC). The UDC covers a diverse range of topics, including, zoning, design standards, subdivisions, wetland, and permit review procedures. The key feature of the update is to translate the community's expectations for development as expressed in the Community Plan into a concise and useable set of regulations.

### *Our Current Facilities and their Condition:*

The City has a number of long-range (20-year) facility plans:

- Water Treatment & Distribution Facilities
- Wastewater Collection & Treatment Facilities
- Stormwater Collection & Treatment Facilities
- Fire Station, Equipment & Staffing
- Police Station & Staffing
- Parks, Recreation, Trails & Open Space
- Transportation System Plan

These studies examine the condition and placement of existing facilities, area growth projections and pattern, regulatory changes, and possible funding mechanisms. The plans analyze various alternatives and make recommendations for implementation.

### *Our Community's Ability to Pay for Planned Improvements*

In a community with relatively high cost of living, the ability of citizens to afford the needed utility rate, fee, and assessment levels is of concern. At the same time, the City strives to keep existing facilities properly maintained — and not pass deferred maintenance costs and problems on to future generations.

The City has adopted a Utility Rate Studies for Water and Wastewater services. These studies give us an indication of how and when utility rates must be increased to pay for the needed water and wastewater system improvements.

For General Fund (Administration, Parks, Recreation, Library, Police, and Fire) facilities and Street construction, the City does not have the ability to easily increase tax levels for funding. The City's voters must approve any tax levy increase, and state law establishes maximum debt levels.

In November 2007, the City of Bozeman voters approved a four mill perpetual levy to establish a Fire Equipment and Capital Replacement fund. This fund was added to the CIP plan, and the funds are for replacements of fire engines, ladder trucks, and other capital improvements to fire stations.

In the summer of 2015, the city successfully created a citywide Arterial & Collector Street Special District, under the special district laws of the state. The District is meant to fund street maintenance and (re)construction on Arterial & Collector streets that is NOT eligible to be funded by impact fees. The CIP includes a 5-year plan for capital projects for this new district.

## CIP Funding

The program is designed and planned by fund. Within those funds, the method for funding the project is determined. Some funds have fees or taxes that are specific to capital improvement or maintenance. Some larger projects financing is required and bonds and other funding mechanisms need to be used. The next chart shows the funding for each area in the plan with exception any debt issuance, which can vary year to year depending on the projects and priority for the plan year. The Capital Improvement Program is then adopted but is not considered funded until the Budget is adopted in June. In addition, certain funding is not final until a passing on election ballot.

## Governmental Funds

**General Fund -**  
Taxes and Charges for services

### Special Revenue Funds

- Arterial and Collector District – Assessment, Local Share for projects and Gas Tax
- Building Inspection Fund - Charges for services
- Community Development Fund - Property tax and charges for services
- Fire Equipment and Capital Fund - Dedicated tax 4 Mills
- Fire Impact Fee - Impact Fee revenue
- Forestry- Tree Maintenance District - Tree Assessment
- Library Depreciation Fund - Remaining budget from prior year
- Street Impact Fee - Impact Fees
- Street and Curb Reconstruction – Assessment and SID
- Street Maintenance District - Assessment

## Proprietary Funds

### Enterprise Funds

- Parking Charges for services and enforcement
- Solid Waste Fund - Charges for Services
- Storm Water Fund - Charges for Services
- Wastewater Fund - Charge for Services
- Wastewater Impact Fee - Impact fees
- Water Fund - Charges for services
- Water Impact Fee - Impact fees

### Internal Service Funds

- Public Work Admin Fund – Internal Charges to other funds

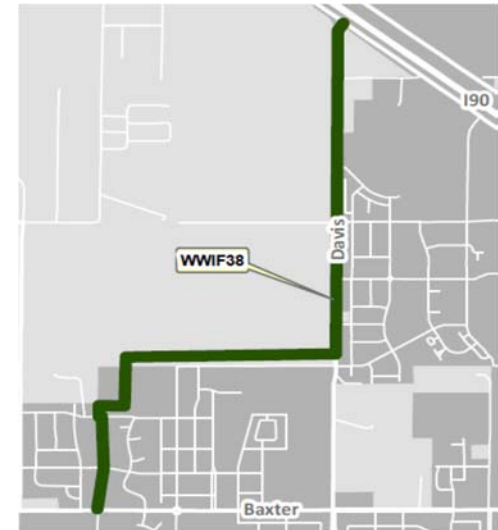
## 2020-2024 CIP PROJECT SUMMARY

This five-year plan has \$167 million in scheduled projects and \$205 million unscheduled. For scheduled by fund the Water Fund and General fund are the largest.

	Scheduled Projects					TOTAL SCHEDULED PROJECTS	Unscheduled
	FY20	FY21	FY22	FY23	FY24		
Arterial and Collector District	2,381,000	2,850,000	2,502,000	5,250,000	-	12,983,000	6,704,000
Building Inspection Fund	-	-	-	-	-	-	325,000
Community Development	35,000	-	600,000	-	-	635,000	-
Fire Equipment & Capital Replacement	413,000	364,500	90,500	176,750	1,443,000	2,487,750	-
Fire Impact Fee	-	-	-	-	-	-	5,200,000
Forestry	90,000	-	145,000	65,000	75,000	375,000	-
General Fund	1,083,580	1,572,000	20,029,145	6,517,485	1,732,388	30,934,598	10,554,933
Library Depreciation	280,000	75,000	-	-	-	355,000	-
Parking	210,000	295,000	285,000	315,000	410,000	1,515,000	1,900,000
Solid Waste Collection & Recycling	890,000	668,000	420,000	600,000	320,000	2,898,000	-
Storm Water Utility	650,000	650,000	650,000	650,000	650,000	3,250,000	125,000
Street & Curb Reconstructions	1,072,000	1,794,140	2,615,746	1,365,886	2,117,189	8,964,961	10,095,779
Street Impact Fee	7,376,000	5,200,000	1,000,000	7,250,000	3,250,000	24,076,000	17,816,000
Street Maintenance District	2,663,080	2,189,000	2,800,789	1,920,000	1,934,000	11,506,869	3,581,210
Wastewater Fund	1,682,500	1,697,500	1,202,500	1,182,500	1,372,500	7,137,500	12,484,333
Wastewater Impact Fee	6,774,000	-	-	4,050,000	2,550,000	13,374,000	5,490,000
Water Fund	2,542,500	11,446,380	3,229,500	5,368,500	8,623,500	31,210,380	2,994,439
Water Impact Fee	6,295,729	8,350,000	-	-	150,000	14,795,729	127,665,296
Internal Service Fund - Public Works	75,000	165,000	-	-	65,000	305,000	-
<b>Total</b>	<b>\$ 34,513,389</b>	<b>\$ 37,316,520</b>	<b>\$ 35,570,180</b>	<b>\$ 34,711,121</b>	<b>\$ 24,692,577</b>	<b>\$ 166,803,787</b>	<b>\$ 204,935,990</b>

## 2020

The outlook for the 2020 includes another sewer capacity-expanding project The Norton East Ranch Outfall Diversion WWIF38 is \$5,200,000 and will need financing at this point in the plan. There are again major roads funded through the Street Impact Fee Fund and Arterial Collector fund a good portion is for building of the roads surrounding the new high school. Along with these major projects road maintenance, vehicle replacements and building improvements are in the plan as well.



## 2021

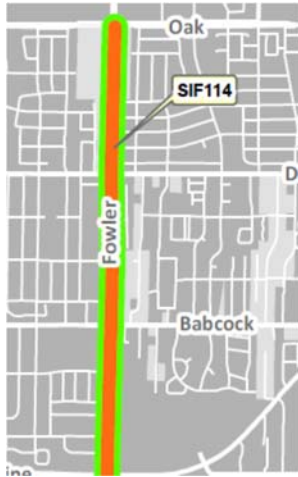
This includes a water fund major project for the Lyman Tank and Transmission Main Construction W88, which will be funded through financing for \$10million. Griffin 7<sup>th</sup> to Rouse SIF113 funded by Street Impact Fees and Arterial collector funds is scheduled in FY21 for a project total of \$3.7 million.

## 2022

The Indoor/Outdoor aquatics center is planned for FY22 and will be funded through bonds going to the citizens for a vote. The Water fund has an over \$6 million projects, PRV Phase 2 - Automation and Instrumentation Upgrades W71 which will provide necessary water system maintenance work. Routine vehicle replacements, pipe replacements and road maintenance is planned.







**2023**

Fowler connection (Huffine to Oak) SIF114 funded by Street Impact Fees and Arterial collector funds is scheduled in FY23 for a project total of \$7.5 million. Wastewater Impact Fees has a capacity project N Frontage Rd Interceptor WWIF20 scheduled for just under \$5.3 million. In the General fund, the relocation of Fire Station 2 is scheduled to align with service needs as outlined in the adopted master plan.

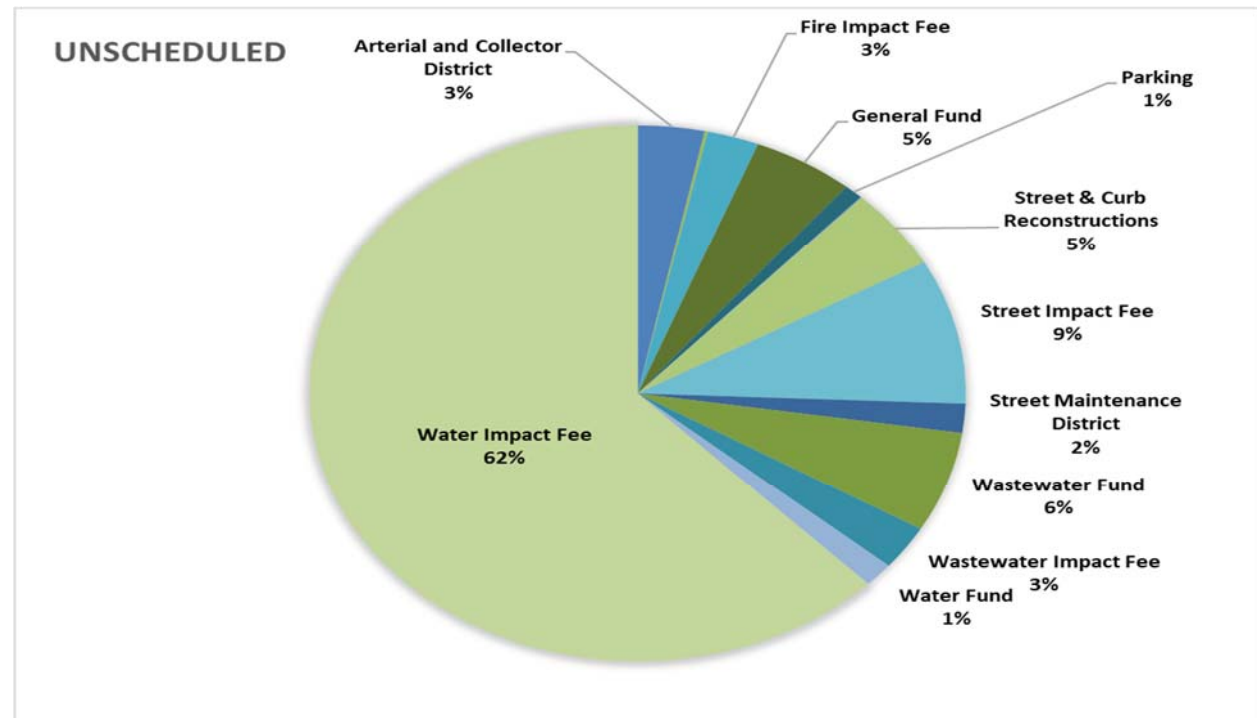
**2024**

Water fund and Street Impact Fee fund have added improvements to their time lines. Street Impacts Fee fund sees Kagy improvements for the South side of town with SIF009. The Water fund adds W71, which is the second phase of automation and instrumentation upgrades for the treatment plant.



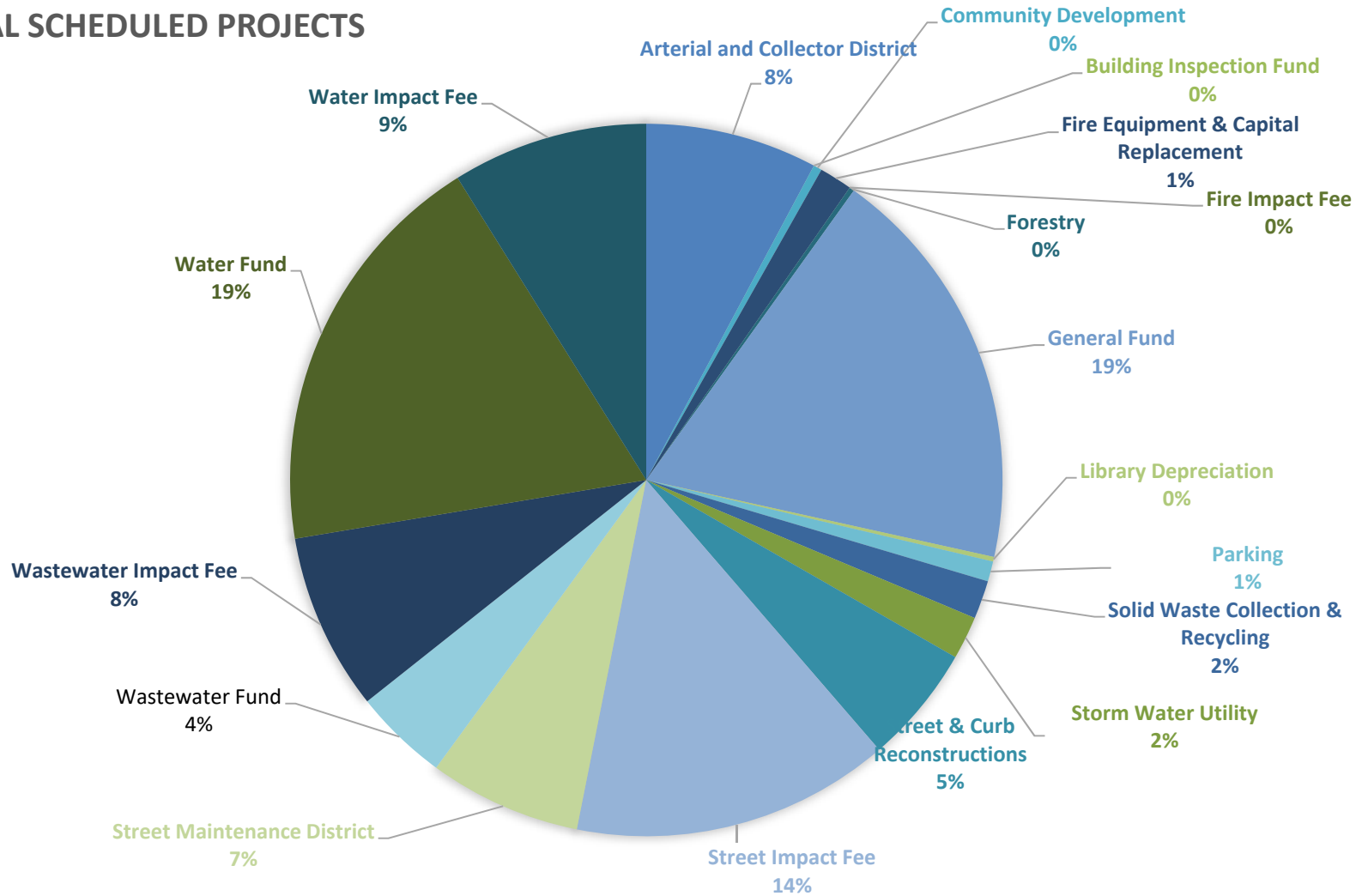
**UNSCHEDULED**

The unscheduled items are in need within the five years or just after. Several large and high dollar projects remain unscheduled due to funding, timing and other unresolved issues.



# 2020 - 2024 CIP FINANCIAL SUMMARY

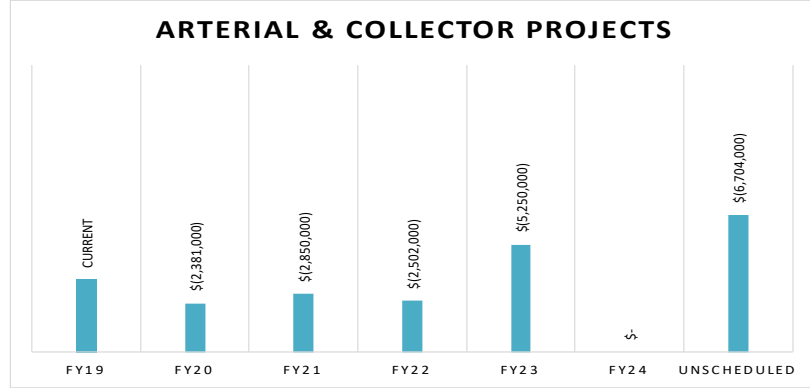
## TOTAL SCHEDULED PROJECTS



# Arterial & Collector District

# ARTERIAL & COLLECTOR DISTRICT FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 1,781,964	\$ 476,840	\$ 714,087	\$ 1,987,112	\$ 1,967,224	\$ (1,057,637)	
Plus: Assessment Revenues Dedicated to CIP	\$ 1,332,854	\$ 1,372,840	\$ 1,414,025	\$ 1,456,446	\$ 1,500,139	\$ 1,545,143	\$ -
Plus: Payback Revenue	\$ 221,891	\$ 522,557	\$ 300,667	\$ 300,667			
Plus: New Gas Tax dollars	\$ 708,131	\$ 722,850	\$ 725,000	\$ 725,000	\$ 725,000	\$ 725,000	
Plus: Developer contribution SIF105 and SIF 134			\$ 1,683,333				
Less: Scheduled CIP Project Costs	\$ (3,568,000)	\$ (2,381,000)	\$ (2,850,000)	\$ (2,502,000)	\$ (5,250,000)	\$ -	\$ (6,704,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 476,840</b>	<b>\$ 714,087</b>	<b>\$ 1,987,112</b>	<b>\$ 1,967,224</b>	<b>\$ (1,057,637)</b>	<b>\$ 1,212,506</b>	
Beginning Balance of Payback Improvements:	\$ (2,544,666)	\$ (2,544,666)	\$ (2,022,109)	\$ (2,221,442)	\$ (1,920,775)	\$ (1,920,775)	\$ (1,920,775)
SIF073 - Fowler & Durston (intersection) Payback District							\$ (404,000)
SIF076 - Fowler Connection (Huffine to Oak) Design Payback District			\$ (500,000)				
SIF080 - Gallatin County SID		\$ 300,667	\$ 300,667	\$ 300,667			
SIF080- Flanders Payback	\$ 221,891	\$ 221,891					
SIF113 -Griffin (7th to Rouse) Payback District			\$ (666,667)				
SIF114- Fowler Connection (Huffine to Oak) Construction PaybackDistrict					\$ (1,250,000)		
SIF116- Bridger Dr & Story Mill Rd Payback District			\$ (400,000)				
SIF117 - Storymill (Griffen to Bridger) Payback District			\$ (83,333)				
SIF138- Cottonwood Road (Oak to Baxter) Payback District					\$ (333,333)		
Ending Balance of Payback Improvements:	\$ (2,544,666)	\$ (2,022,109)	\$ (2,221,442)	\$ (1,920,775)	\$ (1,920,775)	\$ (1,920,775)	\$ (2,324,775)
<i>Assumptions Made for Revenue Estimates</i>							
	<i>Current Year</i>	<i>Projected</i>					
	<i>FY19</i>	<i>FY20</i>	<i>FY21</i>	<i>FY22</i>	<i>FY23</i>	<i>FY24</i>	
Estimated Annual Assessment Revenues*	\$ 1,816,250	\$ 1,332,854	\$ 1,372,840	\$ 1,414,025	\$ 1,456,446	\$ 1,500,139	
Estimated Annual Increase	-27%	3%	3%	3%	3%	3%	
Total Estimated Revenues	\$ 1,332,854	\$ 1,372,840	\$ 1,414,025	\$ 1,456,446	\$ 1,500,139	\$ 1,545,143	
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total % Dedicated to CIP	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Total Estimated Revenues Dedicated to CIP	\$ 1,332,854	\$ 1,372,840	\$ 1,414,025	\$ 1,456,446	\$ 1,500,139	\$ 1,545,143	



\* Assessment will decrease with increased Gas Tax Funding

## ARTERIAL & COLLECTOR DISTRICT FUND PROJECT SUMMARY

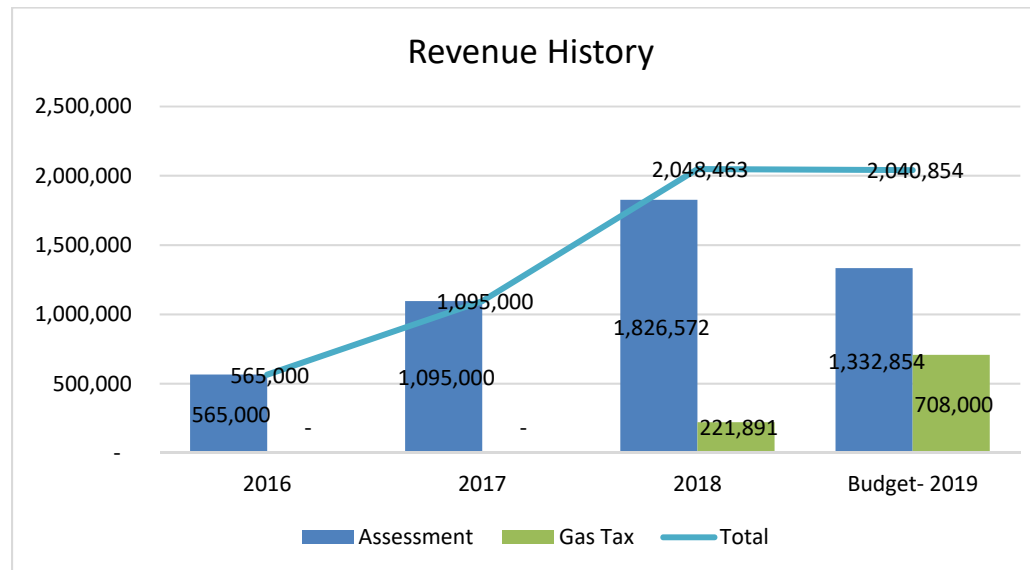
Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
A&C005	COLLEGE(8TH TO 19TH)-DESIGN RECONSTRUCTION	-	300,000	-	-	-
A&C006	COLLEGE (8TH TO 19TH)-RECONSTRUCTION	-	-	1,752,000	-	-
SIF057	OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION	500,000	-	-	-	-
SIF076	FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN	500,000	-	-	-	-
SIF086	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	-	-	-	500,000	-
SIF098	OAK & COTTONWOOD (INTERSECTION IMPROVEMENTS) - ROUNDABOUT CONSTRUCTION	548,000	-	-	-	-
SIF110	MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	400,000	-	-	-	-
SIF113	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	-	2,000,000	-	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	-	-	-	3,750,000	-
SIF116	BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	-	300,000	-	-	-
SIF117	STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION	-	250,000	-	-	-
SIF118	BABCOCK (15TH TO 19TH)	-	-	750,000	-	-
SIF134	OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	433,000	-	-	-	-
SIF138	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	-	-	-	1,000,000	-
<b>Fiscal Year totals</b>		<b>2,381,000</b>	<b>2,850,000</b>	<b>2,502,000</b>	<b>5,250,000</b>	<b>-</b>

# ARTERIAL & COLLECTOR DISTRICT FUND DETAIL

## BACKGROUND

Due to the role Street Impact Fees play in the expansion of our Arterial & Collector streets, the A&CD capital plan is tied to projects on the Street Impact Fee CIP. Most projects receive funding from both sources. The District will be providing the “local share” of some projects in advance of development. The city intends to create a payback district to recover the “local share” once an adjacent project is developed. This payback will be deposited to the Arterial & Collector Fund. We have recorded the amount of “local share” payback improvements are funded each year on the Financial Summary. We anticipate that some of these payback amounts will come back to the Arterial & Collector Fund as projects develop; but for purposes of this plan, we have not relied on receiving any of that money to fund projects. This is a conservative approach to a difficult-to-estimate cash flow.

Similar to the Street Impact Fee schedule, this CIP is also impacted by the development waiver policy for certain projects that are within the first 3 years of the Capital Improvements Plan and have all the necessary right-of-way and funding plans. The first year of assessment was FY2016 and it has increased in 2017 and 2018. The District’s revenues projections are based on the amounts that were discussed when created the district with a reduction with the increase in gas tax revenue. Below are the revenue trends of the assessment and with the gas tax:

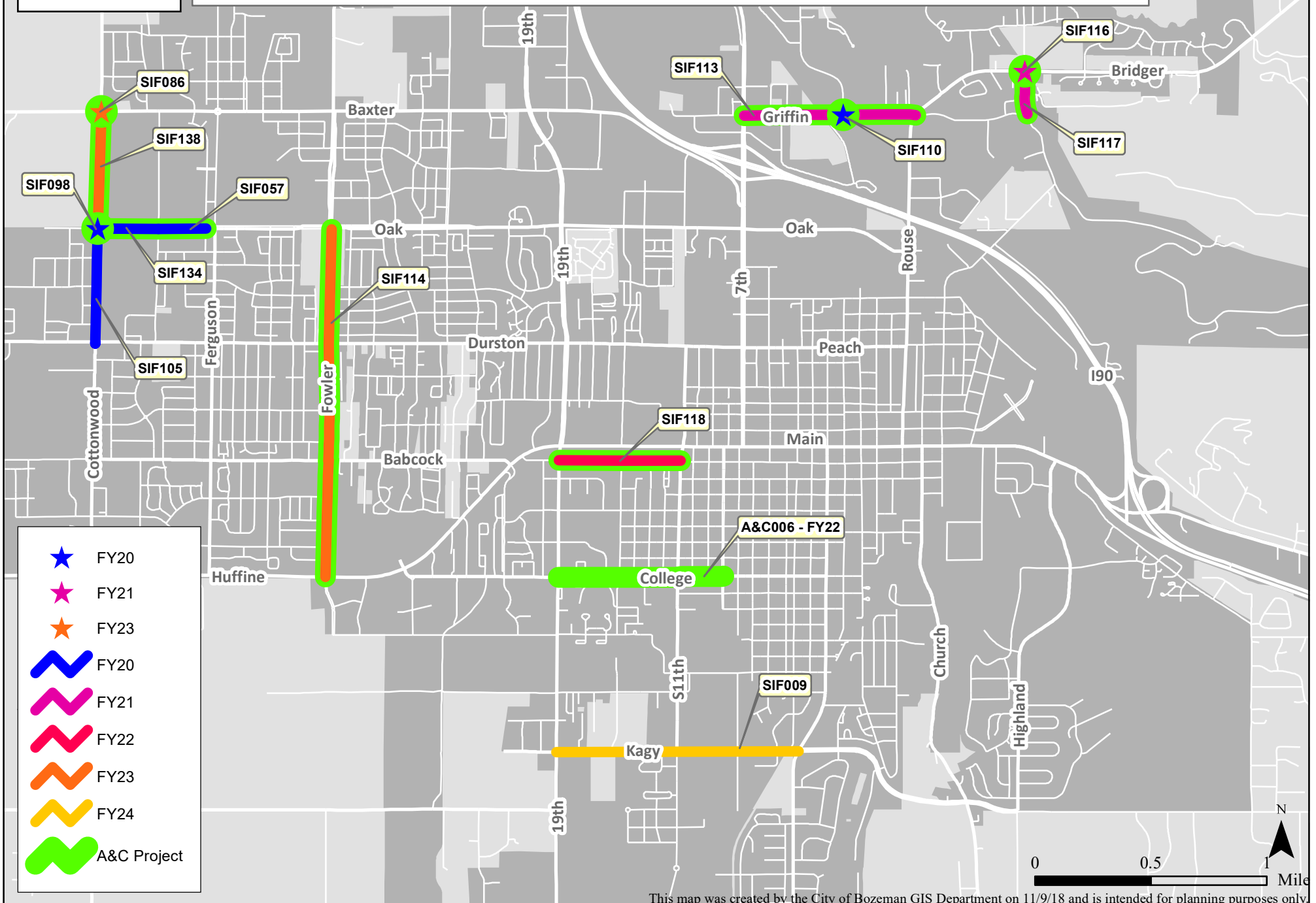


## CAPITAL PLAN SUMMARY

Last year's plan made some significant changes to accommodate the construction of the new high school. This year there were only minor adjustments and the addition of an unscheduled item SIF118 Babcock (15<sup>th</sup> to 19<sup>th</sup>) has been added to FY22.

All the road projects funded by the Street Impact Fee fund will include bike lanes and aid in our efforts towards the Strategic Plan **4.5 a Enhance Non-motorized Transportation**.

# FY20-24 Street Impact Fees + Arterial & Collector District





Project Name	Year	Description	Amount	Total	Project #
COLLEGE(8TH TO 19TH)-DESIGN RECONSTRUCTION	2021	COLLEGE(8TH TO 19TH)-DESIGN RECONSTRUCTION <b>DESCRIPTION:</b> REDESIGN COLLEGE, FROM 19TH TO 8TH, TO AN URBAN MINOR ARTERIAL STANDARD. THE STREET IS ALREADY IN A FAILING CONDITION AND CONTINUES TO FUNCTION; HOWEVER, EVENTUALLY THE STREET WILL BECOME DETERIORATED TO A POINT WHERE IT IS UNFEASIBLE TO MAINTAIN AND KEEP OPEN TO PUBLIC USE. THIS PROJECT WILL PROVIDE THE DESIGN FOR A CITY STANDARD STREET SECTION, WITH ADA COMPLIANT PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE POTHOLES AND MINIMIZE ICE BUILDUP. ADA COMPLIANCE AND MS4 PERMIT COMPLIANCE WILL BE MET AT COMPLETION. <b>ALTERNATIVES CONSIDERED:</b> ACCEPT THE CURRENT FAILING CONFIGURATION. <b>ADVANTAGES OF APPROVAL:</b> ENHANCES SAFETY AND DRAINAGE, PRESERVES PAVEMENT. <b>ADD OPERATING COSTS:</b> NONE	300,000 -	300,000	<b>A&amp;C005</b>



Project Name	Year	Description	Amount	Total	Project #
OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION	2020	<p>OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>THIS PROJECT IS THE COMPLETION OF THE STREET SEGMENT OF OAK ST, FROM FLANDERS MILL TO RYUN SUN WAY, TO A FIVE-LANE URBAN PRINCIPAL ARTERIAL STANDARD. THIS PROJECT INCREASES CAPACITY DIRECTLY BY CONSTRUCTING NEW SEGMENTS OF ARTERIAL ROADWAY AND BY ADDING ADDITIONAL LANES, DEDICATED BIKE LANES AND SIDEWALKS. FUTURE DEVELOPMENTS IN THIS AREA MAY NOT BE ALLOWED TO PROCEED UNTIL THESE IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED.</p> <p>THIS PROJECT WILL COMPLETE AN IMPORTANT EAST-WEST LINK BETWEEN FERGUSON AND COTTONWOOD &amp; CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT OAK &amp; COTTONWOOD, OAK &amp; FLANDERS MILL, OAK &amp; FERGUSON, OAK - NEW HOLLAND TO FERGUSON.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS DEVELOP.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED CAPACITY, CONNECTIVITY AND SAFETY IN THIS CORRIDOR, BOTH FOR MOTORIZED VEHICLES AS WELL AS BICYCLES AND PEDESTRIANS.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	500,000	500,000	SIF057
			-	-	

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN	2020	FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN (INCLUDES 3 INTERSECTIONS)*	500,000	500,000	
		<b>DESCRIPTION:</b>	-		
		DESIGN FOWLER FROM HUFFINE TO OAK TO AN URBAN MINOR ARTERIAL STANDARD, INCLUDING THREE INTERSECTIONS. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND SIDEWALKS AND MAKING IMPROVEMENTS TO THE INTERSECTIONS. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THIS PROJECT COMPLETES AN IMPORTANT NORTH-SOUTH CONNECTION ON THE WEST SIDE OF TOWN. WITH ITS COMPLETION, THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT FOWLER AND DURSTON AND FOWLER AND OAK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS DEVELOP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT WILL COMPLETE AN IMPORTANT NORTH-SOUTH CONNECTION, EXPAND THE CAPACITY OF OUR STREET NETWORK AND IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	-		

**SIF076**

Project Name	Year	Description	Amount	Total	Project #
<b>BAXTER &amp; COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION</b>	<b>2023</b>	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION <b>DESCRIPTION:</b> IMPROVE THE INTERSECTION AT BAXTER AND COTTONWOOD. THIS INTERSECTION IS CURRENTLY 1-WAY STOP CONTROLLED. REPLACING IT WITH A SIGNAL OR ROUNDBOUT WILL GREATLY INCREASE ITS CAPACITY. EAST-WEST CONNECTIVITY ALREADY EXISTS AT THIS LOCATION. NORTH-SOUTH CONNECTIVITY IS STILL LACKING. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. OTHER AFFECTED PROJECTS INCLUDE COTTONWOOD CORRIDOR IMPROVEMENTS AND BAXTER CORRIDOR IMPROVEMENTS. <b>ALTERNATIVES CONSIDERED:</b> IDENTIFIED IN THE TRANSPORTATION PLAN UPDATE. INCLUDES INSTALLATION OF A TRAFFIC SIGNAL, ROUNDBOUT OR OTHER ADEQUATE TRAFFIC CONTROL DEVICE WHEN WARRANTS ARE MET. <b>ADVANTAGES OF APPROVAL:</b> INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION <b>ADD OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	500,000 -	<b>500,000</b>	<b>SIF086</b>



Project Name	Year	Description	Amount	Total	Project #
MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	2020	MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	400,000	400,000	SIF110
		CONSTRUCTION	-	-	
		<b>DESCRIPTION:</b>	-	-	
		IMPROVE THE INTERSECTION CONTROL AT MANLEY &	-	-	
		GRIFFIN. THIS INTERSECTION IS CURRENTLY 1-WAY STOP	-	-	
		CONTROLLED REPLACING IT WITH A SIGNAL WILL GREATLY	-	-	
		INCREASE ITS CAPACITY. FUTURE DEVELOPMENTS WHICH	-	-	
		IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED	-	-	
		TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE.	-	-	
		FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT	-	-	
		ON THIS ELEMENT FUNCTIONING AS INTENDED. THE	-	-	
		INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY	-	-	
		IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF	-	-	
		THE STREET NETWORK THAT ARE IN PLACE. THE LEVEL OF	-	-	
		SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH	-	-	
		THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT	-	-	
		COMPLETION. A PAYBACK DISTRICT OR SID MAY BE	-	-	
		CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER	-	-	
		AFFECTED PROJECTS INCLUDE GRIFFIN CORRIDOR	-	-	
		IMPROVEMENTS.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		ACCEPT THE CURRENT LOS	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION	-	-			
<b>ADD OPERATING COSTS:</b>	-	-			
ANNUAL OPERATING AND MAINTENANCE COSTS:	-	-			
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-	-			
GENERAL MAINTENANCE COSTS.	-	-			

Project Name	Year	Description	Amount	Total	Project #
GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	2021	<p>GRIFFIN (7TH TO ROUSE) - CONSTRUCTION*</p> <p><b>DESCRIPTION:</b></p> <p>CONSTRUCT W GRIFFIN CORRIDOR IMPROVEMENTS FROM N. 7TH TO ROUSE TO AN URBAN MINOR ARTERIAL STANDARD. DESIGNED IMPROVEMENTS WILL IMPROVE LOS AT THE KEY INTERSECTIONS AND WILL INCREASE CAPACITY IN THE CORRIDOR AS A WHOLE. CONNECTIVITY ALREADY EXISTS AT THIS LOCATION, IT IS CAPACITY WHICH IS BEING EXPANDED. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE COMPLETION OF THIS PROJECT. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT GRIFFIN AND 7TH AND GRIFFIN AND ROUSE.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>ACCEPT THE CURRENT LEVEL OF SERVICE (DO NOTHING).</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>THIS PROJECT WILL EXPAND THE CAPACITY OF OUR STREET NETWORK AND IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS. FACILITATES DEVELOPMENT CURRENTLY OCCURRING IN THIS PART OF THE CITY AND NETWORK PERFORMANCE OVERALL.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	2,000,000	2,000,000	SIF113
			-	-	



Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	2023	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION <b>DESCRIPTION:</b> COMPLETE THE SECTION OF FOWLER FROM HUFFINE TO OAK THIS PROJECT ALLOWS FOR EXTENSION OF FOWLER AVENUE WHICH WILL DIRECTLY INCREASE CAPACITY, AND IT EXTENDS AN IMPORTANT NORTH-SOUTH CORRIDOR ON THE WEST SIDE OF THE CITY. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE COMPLETION OF THIS PROJECT. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENT ON FOWLER AT HUFFINE, BABCOCK, DURSTON AND OAK. <b>ALTERNATIVES CONSIDERED:</b> WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND CONSTRUCT THE ROAD INCREMENTALLY. <b>ADVANTAGES OF APPROVAL:</b> COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON OTHER ADJACENT CORRIDORS. <b>ADD OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	3,750,000	3,750,000	SIF114

Project Name	Year	Description	Amount	Total	Project #
BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	2021	BRIDGER DR & STORY MILL RD (INTERSECTION	300,000	300,000	SIF116
		IMPROVEMENTS) - CONSTRUCTION	-		
		<b>DESCRIPTION:</b>	-		
		IMPROVE THE INTERSECTION CONTROL AT BRIDGER AND	-		
		STORY MILL. ADDING ADDITIONAL PHASES AND	-		
		IMPROVING GEOMETRY WILL INCREASE CAPACITY FOR	-		
		DEFICIENT MOVEMENTS AT THIS INTERSECTION. FUTURE	-		
		DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA	-		
		MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS	-		
		ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT	-		
		LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS	-		
		INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN	-		
		THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON	-		
		THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN	-		
		PLACE. CONFORMANCE WITH THE TRANSPORTATION MASTER	-		
		PLAN WILL BE ATTAINED AT COMPLETION. OTHER	-		
		AFFECTED PROJECTS INCLUDE STORY MILL, GRIFFIN TO	-		
		BRIDGER DRIVE	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ACCEPT THE CURRENT LOS	-		
<b>ADVANTAGES OF APPROVAL:</b>	-				
INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION	-				
<b>ADD OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-				
GENERAL MAINTENANCE COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION	2021	STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION*	250,000	250,000	SIF117
		<b>DESCRIPTION:</b>	-		
		IMPROVE STORY MILL FROM GRIFFIN TO BRIDGER. THIS	-		
		PROJECT DIRECTLY INCREASES CAPACITY BY ADDING	-		
		ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND	-		
		SIDEWALKS. FUTURE DEVELOPMENTS WHICH IMPACT THIS	-		
		INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED	-		
		UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF	-		
		THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT	-		
		FUNCTIONING AS INTENDED. THE INCOMPLETE	-		
		TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING	-		
		UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET	-		
		NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE	-		
		TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE	-		
		COMPLETION OF THIS PROJECT. A PAYBACK DISTRICT OR	-		
		SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS.	-		
		OTHER AFFECTED PROJECTS INCLUDE INTERSECTION	-		
		IMPROVEMENTS TO STORY MILL AND BRIDGER DRIVE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND	-		
		CONSTRUCT THE ROAD INCREMENTALLY.	-		
<b>ADVANTAGES OF APPROVAL:</b>	-				
IMPROVES AN IMPORTANT NORTH-SOUTH LINK IN THE	-				
TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON	-				
OTHER ADJACENT CORRIDORS.	-				
<b>ADD OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-				
GENERAL MAINTENANCE COSTS.	-				



Project Name	Year	Description	Amount	Total	Project #
OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	2020	OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	433,000	433,000	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT IS THE COMPLETION OF THE STREET	-		
		SEGMENT OF OAK ST, FROM COTTONWOOD TO FLANDERS	-		
		MILL, TO A FIVE-LANE URBAN PRINCIPAL ARTERIAL	-		
		STANDARD. THIS PROJECT INCREASES CAPACITY DIRECTLY	-		
		BY CONSTRUCTING NEW SEGMENTS OF ARTERIAL ROADWAY	-		
		AND BY ADDING ADDITIONAL LANES, DEDICATED BIKE	-		
		LANES AND SIDEWALKS, AND IT COMPLETES AN IMPORTANT	-		
		EAST-WEST LINK BETWEEN FERGUSON AND COTTONWOOD.	-		
		FUTURE DEVELOPMENTS IN THIS AREA MAY NOT BE	-		
		ALLOWED TO PROCEED UNTIL THESE IMPROVEMENTS ARE IN	-		
		PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS	-		
		DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED.	-		
		THE INCOMPLETE TRANSPORTATION NETWORK IN THIS	-		
		VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE	-		
		ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE.	-		
		CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN	-		
		WILL BE ATTAINED AT COMPLETION. A PAYBACK DISTRICT	-		
		OR SID MAY BE CREATED TO LEVERAGE OTHER	-		
		STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE	-		
		INTERSECTION IMPROVEMENTS AT OAK AND COTTONWOOD,	-		
		OAK AND FLANDERS MILL, OAK AND FERGUSON, OAK ST	-		
		NEW HOLLAND TO FERGUSON.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS	-		
		DEVELOP	-		
		<b>ADVANTAGES TO APPROVAL:</b>	-		
		INCREASED CAPACITY, CONNECTIVITY AND SAFETY IN	-		
		THIS CORRIDOR, BOTH FOR MOTORIZED VEHICLES AS	-		
		WELL AS BICYCLES AND PEDESTRIANS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		ANNUAL OPERATING AND MAINTENANCE COSTS:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-		
		GENERAL MAINTENANCE COSTS.	-		

SIF134

Project Name	Year	Description	Amount	Total	Project #
COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	2023	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION* <b>DESCRIPTION:</b> CONSTRUCTION OF A 5 LANE PRINCIPAL ARTERIAL STREET <b>ALTERNATIVES CONSIDERED:</b> SID, PAYBACK DISTRICT, TOPS, INCREMENTAL CONSTRUCTION BY ADJACENT DEVELOPERS. <b>ADVANTAGES OF APPROVAL:</b> THE PROJECT WILL EXPAND THE CAPACITY AND IMPROVE THE CONNECTIVITY OF THE CITY STREET NETWORK. IT WILL IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS AND IMPROVE ACCESS TO THE SPORTS PARK. IT WILL FACILITATE DEVELOPMENT CURRENTLY OCCURRING IN THIS PART OF THE CITY. <b>ADD OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	1,000,000 - - - - - - - - - - - -	1,000,000	SIF138

<b>UNSCHEDULED</b>			
<b>Unscheduled Project Name</b>	<b>Unscheduled Project Description</b>	<b>Amount</b>	<b>Project #</b>
<b>Oak Median Construction (7th to 19th)</b>	Replace the two way left turn lane with a landscaped median on Oak St between 7th and 19th. This project will also add street lights along the corridor.	<b>600,000</b>	<b>A&amp;C001</b>
<b>Fowler &amp; Babcock (Intersection Improvements) - Construction</b>	Install a traffic signal, roundabout, or other adequate traffic control device at the intersection of Fowler and Babcock. This intersection is currently 1-way stop controlled. Replacing it with a signal or roundabout will greatly increase its capacity. East-west connectivity already exists at this location. North-south connectivity is still lacking. Peak hour level of service for northbound traffic is degrading due to lack of north-south connectivity in the network. The Level of Service (LOS) Standard (BMC) and conformance with the Transportation Master Plan will be attained at completion. A Payback District or SID may be created to leverage other stakeholders. Other affected projects include Fowler corridor improvements.	<b>400,000</b>	<b>SIF063</b>
<b>Fowler &amp; Durston (Intersection Improvements) - Construction*</b>	Improve the intersection control at the intersection of Fowler and Durston. This intersection is currently 1- way stop controlled. Replacing it with a signal or roundabout will greatly increase its capacity. East-west connectivity already exists at this location. North-south connectivity is still lacking. The Level of Service (LOS) Standard (BMC) and conformance with the Transportation Master Plan will be attained at completion. Other affected projects include Fowler corridor street improvements.	<b>404,000</b>	<b>SIF073</b>
<b>Highland (Main to Kagy) - Construction &amp; Design</b>	Upgrade Highland, from Main to Kagy. Future developments in this area may not be allowed to proceed until these improvements are in place. This project directly increase capacity by adding additional lanes, dedicated bike lanes and sidewalks. Connectivity already exists at this location, it is capacity that is affected. Functionality of the network at large is dependent on this element functioning as intended. The incomplete transportation network in this vicinity is putting unnecessary demand on those elements of the street network that are in place. Conformance with the Transportation Master Plan will be attained at the completion of the project. A payback District or SID may be created to leverage other stakeholders. Other affected projects include Intersection improvements at Highland and Kagy, Highland and Ellis and Highland and Main Street.	<b>5,000,000</b>	<b>SIF111</b>
<b>Durston Road &amp; N. 27th (Intersection Improvements) - Construction</b>	Installation of a roundabout or signal at the intersection of Durston Road and North 27th Avenue	<b>300,000</b>	<b>SIF142</b>
<b>Total Arterial &amp; Collector District Fund</b>		<b>6,704,000</b>	

# Building Inspection

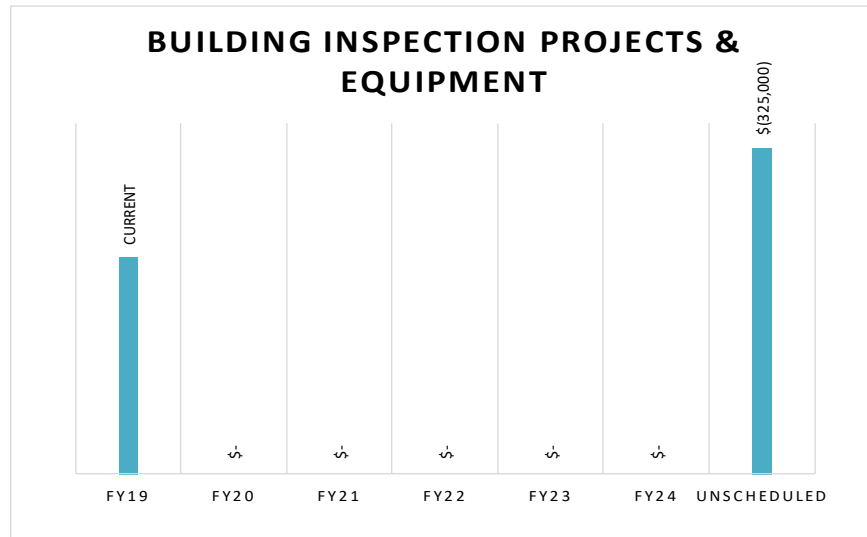


## BUILDING INSPECTION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 224,600	\$ 18,621	\$ 29,751	\$ 41,216	\$ 53,024	\$ 65,186	
Plus: Building Inspection Revenues Dedicated to CIP	\$ 10,702	\$ 11,130	\$ 11,464	\$ 11,808	\$ 12,162	\$ 12,527	\$ -
Less: Scheduled CIP Project Costs	\$ (216,681)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (325,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 18,621</b>	<b>\$ 29,751</b>	<b>\$ 41,216</b>	<b>\$ 53,024</b>	<b>\$ 65,186</b>	<b>\$ 77,713</b>	

### Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Building Inspection Revenues	\$ 1,783,700	\$ 1,783,700	\$ 1,855,048	\$ 1,910,699	\$ 1,968,020	\$ 2,027,061
Estimated Growth in Revenues	0%	4%	3%	3%	3%	3%
<b>Total Estimated Revenues</b>	<b>\$ 1,783,700</b>	<b>\$ 1,855,048</b>	<b>\$ 1,910,699</b>	<b>\$ 1,968,020</b>	<b>\$ 2,027,061</b>	<b>\$ 2,087,873</b>
Current Revenues Dedicated to CIP %	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.6%</b>	<b>0.6%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 10,702</b>	<b>\$ 11,130</b>	<b>\$ 11,464</b>	<b>\$ 11,808</b>	<b>\$ 12,162</b>	<b>\$ 12,527</b>



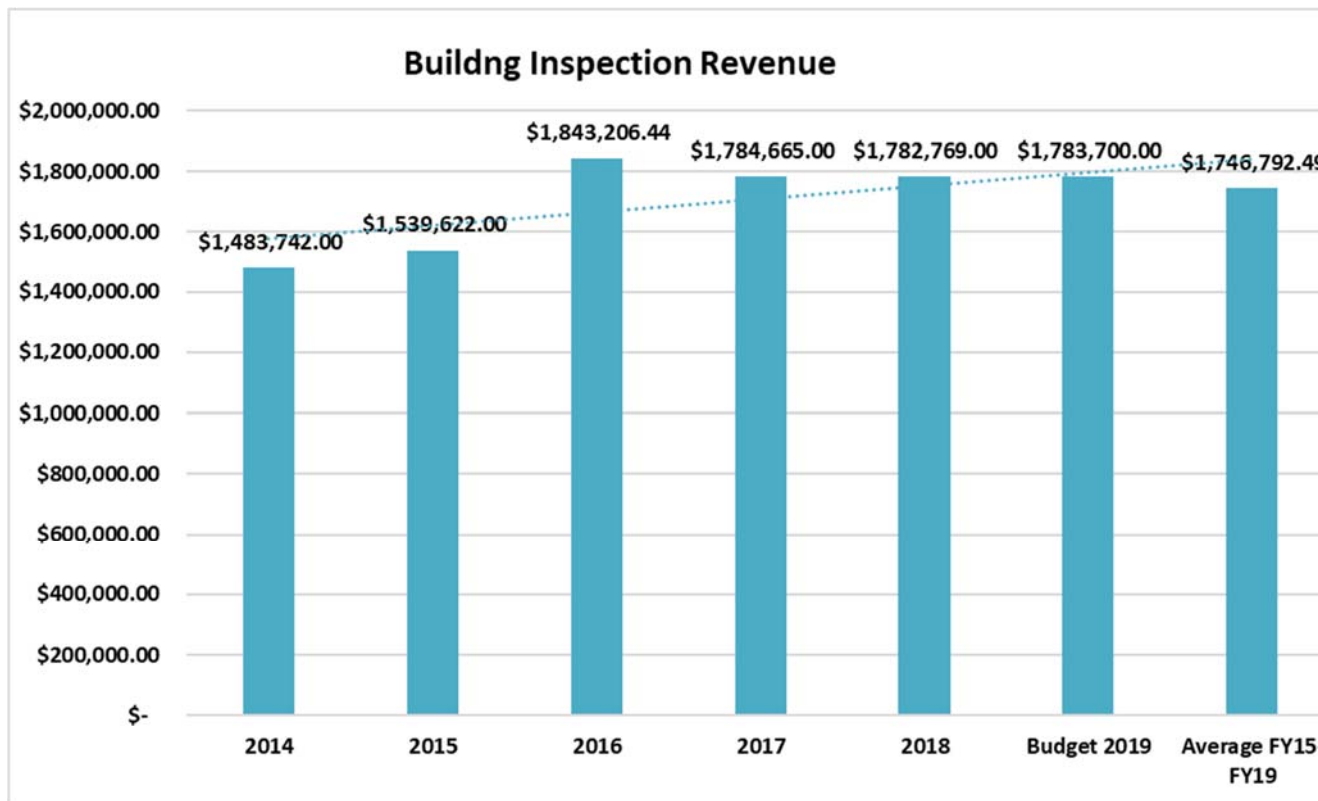
# BUILDING INSPECTION FUND PROJECT SUMMARY

All projects are unscheduled

## BUILDING INSPECTION FEE FUND DETAIL

### BACKGROUND

The Building Inspection Fund is a special revenue fund and is supported entirely by the revenue from building fees and permits. Revenues and expenditures are statutorily restricted to amounts that support the division. This fund is dependent on construction in the City and therefore is monitored based on economic conditions.



### CAPITAL PLAN SUMMARY

The replacement of Building Inspection vehicles are unscheduled.

UNSCHEDULED			
Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
STAFF VEHICLE - REPLACEMENTS	This item is for the scheduled replacement of Building Inspection vehicles based on age and use of the vehicle. Vehicles will be replaced according to the City's Vehicle Replacement policy; generally, 150,000 miles/20 years before replacement of non-emergency vehicles. This program will address the long term vehicle needs of the Building Division by allowing careful replacement of vehicles as vehicle conditions and department needs warrant. Right now, all vehicles are in use by Department staff, averaging approximately 5,000 miles per year. Vehicle Mileage updated October 2015. There are no maintenance issues or significant problems to report. We do regular maintenance and service all of our vehicles and always fix small stuff before it becomes a big problem.	325,000	BI01
<b>Total Building Inspection Unscheduled</b>		<b>325,000</b>	

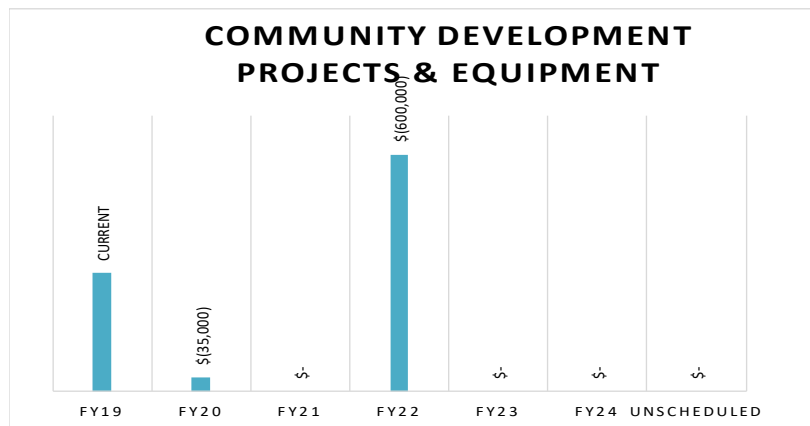
# Community Development

# COMMUNITY DEVELOPMENT FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 110,604	\$ 234,769	\$ 290,919	\$ 383,891	\$ (121,277)	\$ (24,549)	
Plus: Long Range Planning Restricted Cash	\$ 129,008						
Plus: Conservation Overlay Restricted Cash	\$ 117,842						
Plus: Entryway Corridor Restricted Cash	\$ 35,130						
Plus: Technology Restricted Cash	\$ 33,403						
Plus: Planning Revenues Dedicated to CIP	\$ 110,000	\$ 91,149	\$ 92,972	\$ 94,832	\$ 96,728	\$ 98,663	
Plus: General Fund/Other Contribution							
Less: Scheduled CIP Project Costs	\$ (301,218)	\$ (35,000)	\$ -	\$ (600,000)	\$ -	\$ -	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 234,769</b>	<b>\$ 290,919</b>	<b>\$ 383,891</b>	<b>\$ (121,277)</b>	<b>\$ (24,549)</b>	<b>\$ 74,114</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Community Development Revenues (Excludes interfund transfers)	\$ 1,224,139	\$ 1,224,139	\$ 1,248,622	\$ 1,273,594	\$ 1,299,066	\$ 1,325,047
Estimated Growth in Revenues	-	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 1,224,139	\$ 1,248,622	\$ 1,273,594	\$ 1,299,066	\$ 1,325,047	\$ 1,351,548
Current Revenues Dedicated to CIP %	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
Total Estimated Revenues Dedicated to CIP	\$ 110,000	\$ 91,149	\$ 92,972	\$ 94,832	\$ 96,728	\$ 98,663



## COMMUNITY DEVELOPMENT FUND PROJECT SUMMARY

<b>Project #</b>	<b>Project Name</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>
<b>CD06</b>	PLANNING VEHICLE REPLACEMENT REQUEST	35,000	-	-	-	-
<b>CD07</b>	SUPERION PROJECT TRACKING SOFTWARE UPDATE		-	600,000	-	-
	<b>Fiscal Year totals</b>	<b>35,000</b>	<b>-</b>	<b>600,000</b>	<b>-</b>	<b>-</b>

## COMMUNITY DEVELOPMENT FUND DETAIL

### BACKGROUND

The Community Development Fund is a special revenue fund that accounts for revenues and expenditures related to community planning and zoning operations. The Community Development Fund now has four fees that are restricted for use on long-range and other planning document updates, and technology (Long-Range, Conservation Overlay, Entryway Corridor, and Technology.)

<b>Fees Restricted for Planning/Long Range Updates</b>	<b>Average</b>	<b>FY18</b>	<b>FY17</b>	<b>FY16</b>	<b>FY15</b>	<b>FY14</b>
Plus: Long Range Planning Restricted Cash	90,078	245,729	245,729	179,309	51,000	32,931
Plus: Conservation Overlay Restricted Cash	82,768	228,096	228,096	198,286	11,700	16,100
Plus: Entryway Corridor Restricted Cash	26,691	61,712	61,712	61,712	7,231	7,025
Plus: Technology Restricted Cash	31,284	37,642	44,835	17,733	N/A	N/A
	230,821	573,178	580,371	457,040	69,931	56,056

### CAPITAL PLAN SUMMARY

There is an additional project this year added to FY2022, CD007 Superior Project Tracking Software Update. This software would act as the planning module for and interact with the EEnterprise Resource Planning (ERP) system.



<b>Project Name:</b>	<b>Year</b>	<b>DESCRIPTION:</b>	<b>Amount</b>	<b>Total</b>	<b>Project #</b>
<b>PLANNING VEHICLE REPLACEMENT REQUEST</b>	<b>2020</b>	<b>DESCRIPTION:</b> PLANNING VEHICLE REPLACEMENT REQUEST REPLACEMENT FOR 2003 HONDA CRV, WHICH IS EXPERIENCING MORE FREQUENT ISSUES <b>ALTERNATIVE:</b> OVERHAUL OF EXISTING VEHICLE <b>ADVANTAGES OF APPROVAL:</b> LESS STAFF TIME GOING INTO MAINTENANCE & SAFER FOR IN-STATE TRAVEL <b>ADDT'L OPERATING COST:</b> NONE	35,000 - - - - - - -	<b>35,000</b>	<b>CD06</b>
<b>SUPERION PROJECT TRACKING SOFTWARE UPDATE</b>	<b>2022</b>	<b>DESCRIPTION:</b> SUPERION PROJECT TRACKING SOFTWARE UPDATE 5% OF ALL APP. FEES ARE TO SUPPORT SOFTWARE UPGRDE CURRENT SOFTWARE WILL BE INCOMPATIBLE W/ GIS FUNCTION AND NO LONGER SUPPORTED BY SUPERION <b>ALTERNATIVES:</b> NONE (WILL BE INCOMPATIBLE) <b>ADVANTAGE OF APPROVAL:</b> GIS COMPATIBILITY AND BETTER DATA TRACKING <b>ADDT'L OPERATING COST:</b> NONE	600,000 - - - - - - -	<b>600,000</b>	<b>CD07</b>

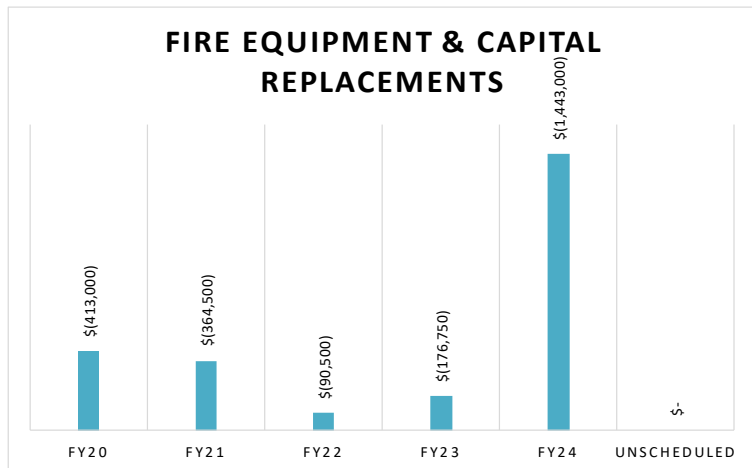
# Fire Equipment & Capital

# FIRE EQUIPMENT & CAPITAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 839,424	\$ 650,708	\$ 70,644	\$ 152,934	\$ 523,522	\$ 957,614	
Plus: Dedicated Tax Revenues 4 Mills	\$ 417,284	\$ 432,936	\$ 446,790	\$ 461,088	\$ 475,842	\$ 491,069	\$ -
Plus: Grant					\$ 135,000		
Less: Amount dedicated to BPSC		\$ (600,000)					
Less: Scheduled CIP Project Costs	\$ (606,000)	\$ (413,000)	\$ (364,500)	\$ (90,500)	\$ (176,750)	\$ (1,443,000)	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 650,708</b>	<b>\$ 70,644</b>	<b>\$ 152,934</b>	<b>\$ 523,522</b>	<b>\$ 957,614</b>	<b>\$ 5,684</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Tax Revenues	\$ 419,512	\$ 419,512	\$ 432,936	\$ 446,790	\$ 461,088	\$ 475,842
Estimated Annual Increase		3.2%	3.2%	3.2%	3.2%	3.2%
<b>Total Estimated Revenues</b>	<b>\$ 419,512</b>	<b>\$ 432,936</b>	<b>\$ 446,790</b>	<b>\$ 461,088</b>	<b>\$ 475,842</b>	<b>\$ 491,069</b>
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 419,512</b>	<b>\$ 432,936</b>	<b>\$ 446,790</b>	<b>\$ 461,088</b>	<b>\$ 475,842</b>	<b>\$ 491,069</b>



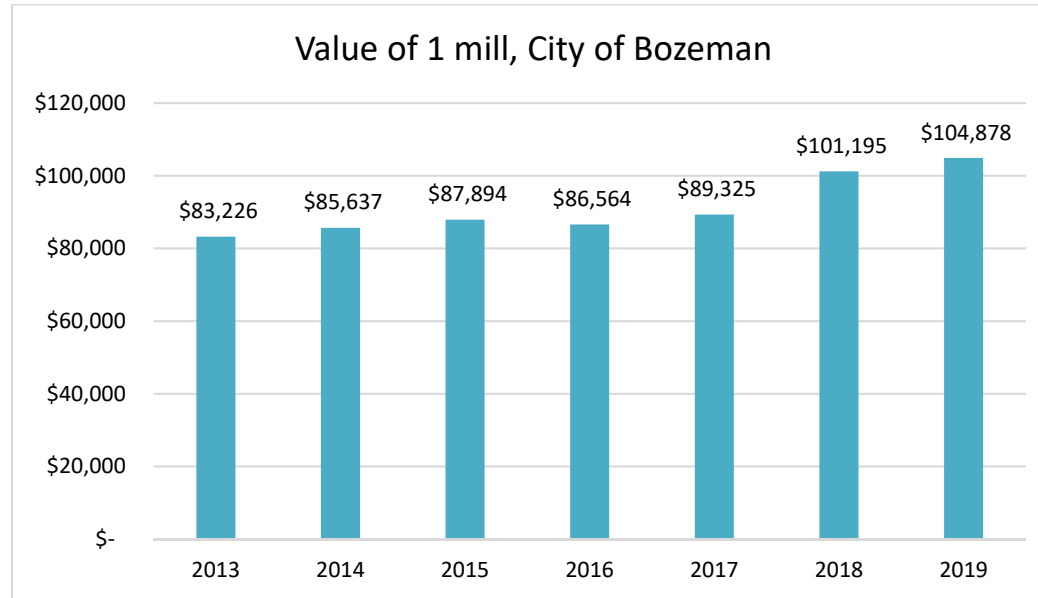
## FIRE EQUIPMENT & CAPITAL FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
FE06	Radio Replacement Program	250,000	-	-	-	-
FE12	Personal Protective Equip	38,000	39,500	40,500	41,750	43,000
FE15	Cardiac Monitor Replacement	-	175,000	-	-	-
FE16	Extrication Tools	-	150,000	-	-	-
FE17	Wildlands Apparatus	-	-	-	135,000	-
FE18	Light Duty Vehicles	80,000	-	50,000	-	-
FE19	Utility Vehicle	45,000	-	-	-	-
FE20	Fire Engine Replacement	-	-	-	-	700,000
FE21	Fire Engine Replacement	-	-	-	-	700,000
	<b>Fiscal Year totals</b>	<b>413,000</b>	<b>364,500</b>	<b>90,500</b>	<b>176,750</b>	<b>1,443,000</b>

# FIRE EQUIPMENT & CAPITAL FUND DETAIL

## BACKGROUND

The revenue projection in this special revenue fund is based on the value of a mill for property tax purposes. The 5-year average change is 4.2%; the highest rate during that period was for the 2018 appraisal year. We are using a conservative 3% estimate in this CIP. This is somewhat lower than the 5-year average.



## CAPITAL PLAN SUMMARY

FY20 has the second payment for the radio lease with Gallatin County as part of the Strategic Plan [3.1 d Update Public Safety Technology Systems](#). The plan includes a contribution to the Bozeman Public Safety Center as planned during the ballot language financial planning process. A utility vehicle has been added, FE19, in FY20 to be used in place of the fire truck for better service delivery. F15 and FE16 years were adjusted, with FE15 being moved one year further and FE16 one year sooner, and better cost estimates were obtained.

FY23 adds a Wetland Apparatus, FE17, which will be paid for through grant funding.



FY24 has the replacement of two fire engines both Fire Engine 1 and Fire Engine 2 will be over 12 years old and expected life span is around 10 years for the average fire engine.



Project Name	Year	Description	Amount	Total	Project #
Radio Replacement Program	2020	RADIO REPLACEMENT PROGRAM <b>DESCRIPTION:</b> THIS PLAN ALLOWS FOR AGING FIRE PORTABLE RADIOS TO BE REPLACED, INCLUDING ALL OF THE SOFTWARE, PROGRAMMING AND PERIPHERAL ACCESSORIES. THIS WAS A PLAN THAT BEGAN IN FY18 WITH THE FIRST PAYMENT IN FY19, APPROVED FOR FY19 BUDGET AND PAST CIP (FY19-FY23). <b>ALTERNATIVES CONSIDERED:</b> NONE CONTRACT SIGNED <b>ADVANTAGES OF APPROVAL:</b> COMPLIANCE WITH AGREEMENT AND IMPROVED RADIOS. <b>ADD OPERITING COSTS:</b> NONE	250,000 - - - - - - - -	250,000	FE06
Personal Protective Equipment	2020	PERSONAL PROTECTIVE EQUIPMENT <b>DESCRIPTION:</b> TODAY EACH MEMBER OF THE BOZEMAN FIRE DEPARTMENT IS ISSUED TWO SETS OF PERSONAL PROTECTIVE EQUIPMENT (PPE), A PRIMARY AND A BACKUP SET. THE NFPA AND MANUFACTURER GUIDELINES RECOMMEND THAT PPE USED BY FIREFIGHTERS, OFTEN REFERRED TO AS TURNOUT GEAR, BE REPLACED EVERY 10 YEARS DUE TO HE BREAKDOWN OF THE PROTECTIVE FIBERS THAT ARE USED TO MAKE THE GEAR. PRESENTLY THE FIRE DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO PURCHASE OUT OF THE GENERAL FUND <b>ADVATNAGES:</b> MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL <b>ADD OPERATING COSTS:</b> WILL BE REPLACED IN 10 YEARS	38,000 - - - - - - - - - - - - - -	38,000	FE12 (FY20)

Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	2021	PERSONAL PROTECTIVE EQUIPMENT	39,500	39,500	
		<b>DESCRIPTION:</b>	-		
		TODAY EACH MEMBER OF THE BOZEMAN FIRE DEPARTMENT	-		
		IS ISSUED TWO SETS OF PERSONAL PROTECTIVE	-		
		EQUIPMENT (PPE), A PRIMARY AND A BACKUP SET.	-		
		THE NFPA AND MANUFACTURER GUIDELINES RECOMMEND	-		
		THAT PPE USED BY FIREFIGHTERS, OFTEN REFERRED TO	-		
		AS TURNOUT GEAR, BE REPLACED EVERY 10 YEARS DUE TO	-		
		HE BREAKDOWN OF THE PROTECTIVE FIBERS THAT ARE USE	-		
		TO MAKE THE GEAR. PRESENTLY THE FIRE DEPARTMENT	-		
		PURCHASES GEAR ON A ROTATING CYCLE SO THAT A	-		
		FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD AND	-		
		THEIR BACK-UP GEAR IS 6-10 YEARS OLD.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO PURCHASE OUT OF THE GENERAL FUND	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL	-		
		<b>ADD OPERATING COSTS:</b>	-		
		WILL BE REPLACED IN 10 YEARS	-		
					<b>FE12 (FY21)</b>



Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	2022	PERSONAL PROTECTIVE EQUIPMENT	40,500	40,500	
		<b>DESCRIPTION:</b>	-		
		TODAY EACH MEMBER OF THE BOZEMAN FIRE DEPARTMENT	-		
		IS ISSUED TWO SETS OF PERSONAL PROTECTIVE	-		
		EQUIPMENT (PPE), A PRIMARY AND A BACKUP SET. THE	-		
		NFPA AND MANUFACTURER GUIDELINES RECOMMEND THAT	-		
		PPE USED BY FIREFIGHTERS, OFTEN REFERRED TO AS	-		
		TURNOUT GEAR, BE REPLACED EVERY 10 YEARS DUE TO	-		
		THE BREAKDOWN OF THE PROTECTIVE FIBERS THAT ARE	-		
		USED TO MAKE THE GEAR. PRESENTLY THE FIRE	-		
		DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO	-		
		THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD	-		
		AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO PURCHASE OUT OF THE GENERAL FUND	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL	-		
		<b>ADD OPERATING COSTS:</b>	-		
		WILL BE REPLACED IN 10 YEARS	-		
					<b>FE12 FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	2023	<p>PERSONAL PROTECTIVE EQUIPMENT</p> <p><b>DESCRIPTION:</b>  TODAY EACH MEMBER OF THE BOZEMAN FIRE DEPARTMENT IS ISSUED TWO SETS OF PERSONAL PROTECTIVE EQUIPMENT (PPE), A PRIMARY AND A BACKUP SET. THE NFPA AND MANUFACTURER GUIDELINES RECOMMEND THAT PPE USED BY FIREFIGHTERS, OFTEN REFERRED TO AS TURNOUT GEAR, BE REPLACED EVERY 10 YEARS DUE TO THE BREAKDOWN OF THE PROTECTIVE FIBERS THAT ARE USED TO MAKE THE GEAR. PRESENTLY THE FIRE DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  CONTINUE TO PURCHASE OUT OF THE GENERAL FUND</p> <p><b>ADVANTAGES OF APPROVAL:</b>  MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL</p> <p><b>ADD OPERATING COSTS:</b>  WILL BE REPLACED IN 10 YEARS</p>	41,750	41,750	FE12 (FY23)
Personal Protective Equipment	2024	<p><b>DESCRIPTION:</b>  TODAY EACH MEMBER OF THE BOZEMAN FIRE DEPARTMENT IS ISSUED TWO SETS OF PERSONAL PROTECTIVE EQUIPMENT (PPE), A PRIMARY AND A BACKUP SET. THE NFPA AND MANUFACTURER GUIDELINES RECOMMEND THAT PPE USED BY FIREFIGHTERS, OFTEN REFERRED TO AS TURNOUT GEAR, BE REPLACED EVERY 10 YEARS DUE TO THE BREAKDOWN OF THE PROTECTIVE FIBERS THAT ARE USED TO MAKE THE GEAR. PRESENTLY THE FIRE DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND</p> <p><b>ADVANTAGES OF APPROVAL:</b>  EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE</p> <p><b>ADD OPERATING COSTS:</b>  NONE</p>	43,000	43,000	FE12 (FY24)



Project Name	Year	Description	Amount	Total	Project #
Wildlands Apparatus	2023	WILDLAND APPARATUS	135,000	135,000	FE17
		<b>DESCRIPTION:</b>	-		
		THE CITY OF BOZEMAN CONTINUES TO HAVE SEVERAL	-		
		AREAS OF UNDEVELOPED LAND WITHIN ITS CORPORATE	-		
		BOUNDARIES. AREAS SUCH AS STORY MILL, THE	-		
		GALLATIN REGIONAL PARK, MSU AGRICULTURAL FIELDS,	-		
		PETES HILL, AND OTHERS STILL POSE A RISK OF	-		
		WILDLAND FIRE PROBLEMS. HAVING A WILDLAND	-		
		APPARATUS ALLOWS FOR THE BFD TO RESPOND TO THESE	-		
		TYPES OF EVENTS IN A VEHICLE THAT IS EQUIPPED AND	-		
		DESIGNED FOR THESE TYPES OF RESPONSES, WHICH OFTEN	-		
		REQUIRE THAT WE TRAVEL OFF ROAD TO ADDRESS THE	-		
		FIRE PROBLEM. THE CITYS CURRENT WILDLAND	-		
		APPARATUS IS 30 YEARS OLD. WHILE THE VEHICLE MAY	-		
		NOT HAVE SIGNIFICANT MILEAGE OTHER ASSESSMENTS	-		
SUCH AS STRUCTURAL INTEGRITY OF THE VEHICLE WILL	-				
NEED TO BE DONE BASED ON THE USE OF THE VEHICLE AS	-				
WELL AS AN ASSESSMENT OF THE FIRE PUMP ON THE UNIT	-				
<b>ALTERNATIVES CONSIDERED:</b>	-				
CONTINUE TO USE EXISTING APPARATUS	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
PROVIDES DEPARTMENT WITH RELIABLE, UP TO DATE,	-				
WILDLAND APPARATUS TO ADDRESS IDENTIFIED RISK	-				
IN THE	-				
<b>ADD OPERATING COSTS:</b>	-				
NONE	-				
Light Duty Vehicles	2020	NEW VEHICLE TO REPLACE ASSET NUMBER 3076, 2002	40,000	80,000	FE18 (FY20)
		CHEVROLET SUBURBAN WITH 154,000 MILES. WILL	-		
		REPLACE WITH 1/2 TON 4X4 PICKUP.	-		
		NEW VEHICLE FOR THE ACCREDITATION & PROJECT	40,000		
		MANAGER POSITION BEING REQUESTED IN THE FY-20	-		
STAFFING PLAN. PENDING APPROVAL OF POSITION	-				

Project Name	Year	Description	Amount	Total	Project #
Light Duty Vehicles	2022	NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE VEHICLE (QRV). VEHICLE WOULD BE USED FOR LOW PRIORITY CALL RESPONSE AND ADDITIONAL STAFFING FOR CALLS THAT REQUIRED MORE FIREFIGHTERS. NEED FOR THIS REQUEST WOULD DEPEND ON APPROVAL OF POSITIONS IN CITY STAFFING PLAN.	50,000 - - - -	50,000	FE18 (FY22)
UTILITY VEHICLE	2020	UTV VEHICLE WITH INTERCHANGABLE SLIDEOUTS UTV VEHICLE THAT WILL HAVE SLIDEOUTS FOR EMS AND WILDLAND FIREFIGHTING OPERATIONS.	45,000 - -	45,000	FE19
FIRE ENGINE REPLACEMENT	2024	REPLACEMENT OF ENGINE 1 <b>DESCRIPTION:</b> ENGINE 1 WILL BE 13 YEARS OLD AT THIS POINT THE EXPECTED LIFESPAN OF A FIRE ENGINE IS 10 YEARS FURTHER EVALUATION OF MILEAGE ENGINE HOURS, AND SERVICE AND REPAIR RECORDS WILL OCCUR AT THIS TIME TO SUPPORT OR POSTPONE THIS PURCHASE <b>ALTERNATIVES CONSIDERED:</b> AT THE TIME OR PURCHASE DELAYING WILL BE CONSIDERED. <b>ADVANTAGES OF APPROVAL:</b> NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN AND IS MORE RELIABLE IN AN EMERGENCY SITUATION. <b>ADD OPERATING COSTS:</b> MAINTENANCE COST WOULD BE REDUCED.	700,000 - - - - - - - - - - - -	700,000	FE20

Project Name	Year	Description	Amount	Total	Project #
FIRE ENGINE REPLACEMENT	2024	REPLACEMENT OF ENGINE 2	700,000	700,000	
		<b>DESCRIPTION:</b>	-		
		ENGINE 2 WILL BE 12 YEARS OLD AT THE POINT. THE	-		
		EXPECTED LIFESPAN OF A FIRE ENGINE IS 10 YEARS.	-		
		FURTHER EVALUATION OF MILEAGE ENGINE HOURS, AND	-		
		SERVICE AND REPAIR RECORDS WILL OCCUR AT THIS TIME	-		
		TO SUPPORT OR POSTPONE THIS PURCHASE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>FE21</b>
		AT THE TIME OR PURCHASE DELAYING WILL BE	-		
		CONSIDERED.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN	-		
		AND IS MORE RELIABLE IN AN EMERGENCY SITUATION.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MAINTENANCE COST WOULD BE REDUCED.	-		

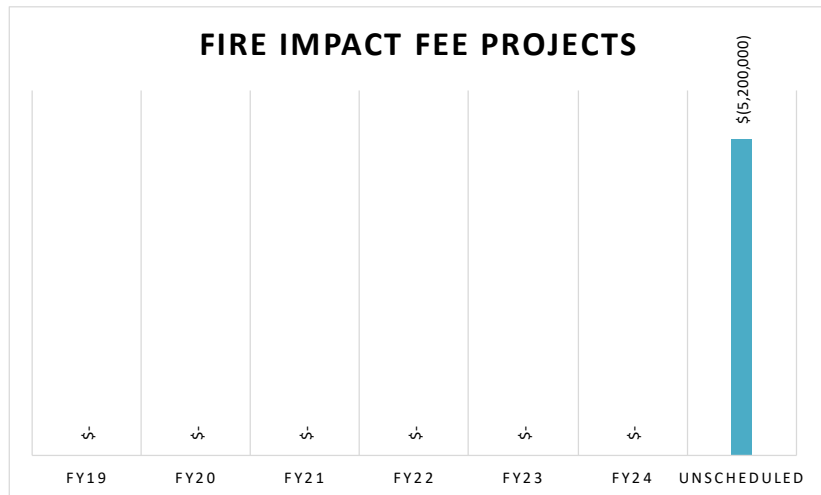
# Fire Impact Fee

# FIRE IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,105,133	\$ 2,467,383	\$ 2,871,517	\$ 3,287,775	\$ 3,716,520	\$ 4,158,128	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 362,250	\$ 404,134	\$ 416,258	\$ 428,746	\$ 441,608	\$ 454,856	\$ -
Less: Scheduled CIP Project Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,200,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 2,467,383</b>	<b>\$ 2,871,517</b>	<b>\$ 3,287,775</b>	<b>\$ 3,716,520</b>	<b>\$ 4,158,128</b>	<b>\$ 4,612,985</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Fire Impact Fee Revenues	\$ 392,363	\$ 392,363	\$ 404,134	\$ 416,258	\$ 428,746	\$ 441,608
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 392,363	\$ 404,134	\$ 416,258	\$ 428,746	\$ 441,608	\$ 454,856
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Plus: Increase Dedicated to Fire Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total Estimated Revenues Dedicated to CIP	\$ 392,363	\$ 404,134	\$ 416,258	\$ 428,746	\$ 441,608	\$ 454,856







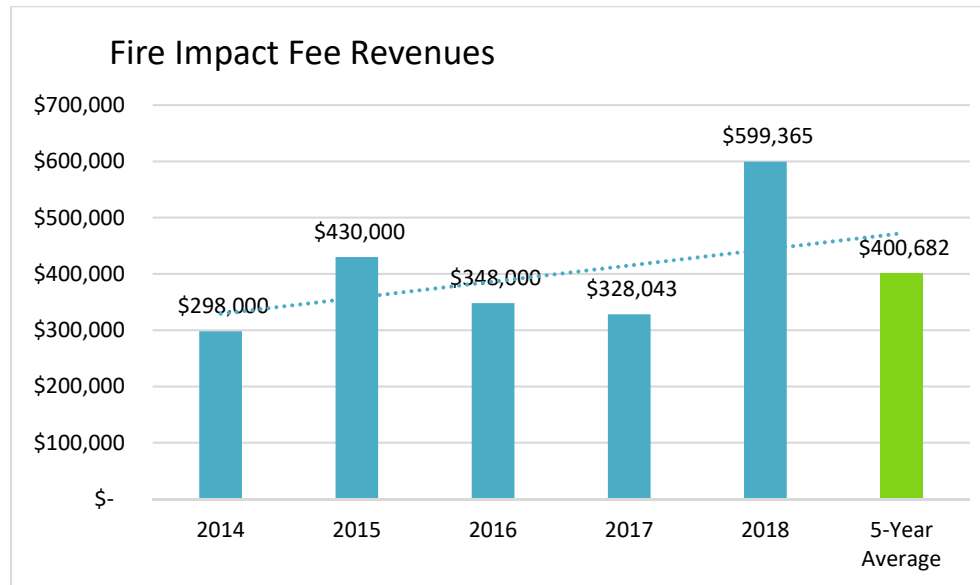
## FIRE IMPACT FEE FUND PROJECT SUMMARY

All projects are unscheduled

## FIRE IMPACT FEE FUND DETAIL

### BACKGROUND

Our Fire Master Plan, which just recently has been adopted, proposed relocation of Station 1 and Station 2 to handle capacity expansion rather than build station 4. Currently, the City is undergoing an impact fee study where the possibility of impact fee funding could be used. For this reason, the station 4 and vehicle will remain unscheduled. Below is the last five years of impact fee revenue and the average:



### CAPITAL PLAN SUMMARY

Fire Station 4 and engine are unscheduled

UNSCHEDULED			
Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<b>Fire Station Construction / Expansion / Relocation</b>	The Fire Master Plan is completed and schedule for final adoption on November 6, 2017. The new Master Plan includes a comprehensive review of current station locations and the capacity to meet the current needs of the city along with recommendations for new fire stations. City staff will be evaluating the Master Plan recommendations during the next 12 months and formulating a plan to rehab / relocate / construction new fire stations to address the growth in the City.	4,500,000	<b>FIF06</b>
<b>Fire Department Response Apparatus</b>	The Fire Master Plan is complete and scheduled for final adoption on November 6, 2017. The new Master Plan includes a review of resource deployment, unit responses, and unit availability. The Fire Department will be evaluating these results to determine future needs of the department from a response and deployment model. This could include potential outcomes of purchasing additional apparatus, ranging from SUVs to Fire Engines to Ladder Trucks to handle the city's emergency response load.	700,000	<b>FIF07</b>
<b>Total Fire Impact Fee Unscheduled</b>		<b>5,200,000</b>	

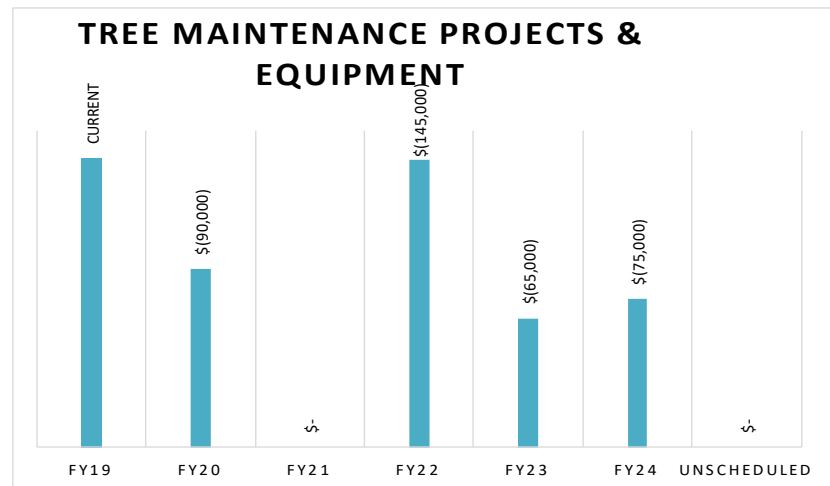
Forestry

## FORESTRY FUND (TREE MAINTENANCE) FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						UNSCHEDULED
	FY19	FY20	FY21	FY22	FY23	FY24		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 166,000	\$ 40,233	\$ 6,078	\$ 73,761	\$ 8,515	\$ 35,574	\$ -	
Plus: Tree Mtc Revenues Dedicated to CIP	\$ 44,233	\$ 55,844	\$ 67,684	\$ 79,754	\$ 92,059	\$ 92,979	\$ -	
Less: Carry Forward FY18	\$ (24,000)							
Less: Scheduled CIP Project Costs	\$ (146,000)	\$ (90,000)	\$ -	\$ (145,000)	\$ (65,000)	\$ (75,000)	\$ -	
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 40,233</b>	<b>\$ 6,078</b>	<b>\$ 73,761</b>	<b>\$ 8,515</b>	<b>\$ 35,574</b>	<b>\$ 53,553</b>		

### Assumptions Made for Revenue Estimates

	Current Year	Projected					
	FY19	FY20	FY21	FY22	FY23	FY24	
Estimated Annual Tree Mtc Revenues	\$ 737,221	\$ 737,221	\$ 744,593	\$ 752,039	\$ 759,560	\$ 767,155	
Estimated Annual Increase - Attributed to Annexations	0%	1%	1%	1%	1%	1%	
<b>Total Estimated Revenues</b>	<b>\$ 737,221</b>	<b>\$ 744,593</b>	<b>\$ 752,039</b>	<b>\$ 759,560</b>	<b>\$ 767,155</b>	<b>\$ 774,827</b>	
Current Revenues Dedicated to CIP %	4.5%	6.0%	7.5%	9.0%	10.5%	12.0%	
Plus: Increase Dedicated to CIP	1.5%	1.5%	1.5%	1.5%	1.5%	0.0%	
<b>Total % Dedicated to CIP</b>	<b>6.0%</b>	<b>7.5%</b>	<b>9.0%</b>	<b>10.5%</b>	<b>12.0%</b>	<b>12.0%</b>	
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 44,233</b>	<b>\$ 55,844</b>	<b>\$ 67,684</b>	<b>\$ 79,754</b>	<b>\$ 92,059</b>	<b>\$ 92,979</b>	



## FORESTRY FUND (TREE MAINTENANCE) PROJECT SUMMARY

<b>Project #</b>	<b>Project Name</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>
<b>FOR13</b>	Aerial Lift/ Bucket Truck	-	-	145,000	-	-
<b>FOR14</b>	Forestry Chip Truck	90,000	-	-	-	-
<b>FOR16</b>	ToolCat Utility Machine	-	-	-	65,000	-
<b>FOR17</b>	Forestry Brush Chipper	-	-	-	-	75,000
	<b>Fiscal Year totals</b>	<b>90,000</b>	<b>-</b>	<b>145,000</b>	<b>65,000</b>	<b>75,000</b>

## FORESTRY FUND (TREE MAINTENANCE) DETAIL

### BACKGROUND

The special revenue fund accounts for special assessment revenues levied, received, and expended for tree maintenance provided to specific property owners. This fund benefits from increases in the Tree Maintenance Assessment, which is 100% dedicated to funding the Forestry operation. In FY2018, we raised the assessment for the third larger installment of a three-year rate plan to aid working towards the Urban Forestry Management Plan. FY2019 we raised the assessment by 5% to grow the capital reserve to aid in replacements of equipment. Without a significant increase in annexed property, we will need to increase the Tree Maintenance Assessment 1.5% each year for the next 5 years to fund this capital plan. We have estimated an annual increase of 1% that will be attributed to annexation. Over time, there will be more of an increase towards capital as we increase the reserve.

### CAPITAL PLAN SUMMARY

The capital plan includes four items and two that have been added to the last two of the five years. FOR14- Forestry Chip Truck and FOR13- Aerial Lift Truck have remained in the plan in FY20 and FY22 respectively. FOR16- ToolCat Utility Machine has been added for \$65,000 in FY23, which will aid in winter snow removal and project throughout the year. FOR17- Forestry Brush Chipper has been added to FY24 for \$75,000 and will replace the current 2005 equipment.



Year	Project Name:	DESCRIPTION:	Amount	Total	Project #
2022	Aerial Lift / Bucket Truck	AERIAL LIFT / BUCKET TRUCK	145,000	145,000	
		<b>DESRPTION:</b>	-		
		REPLACE 2001 #3069 C7500 HI-RANGER BUCKET TRUCK.	-		
		THIS FORESTRY EQUIPMENT IS NEARING ITS 20 YEAR	-		
		ANNIVERSARY. 11,000 MILES/4,000 HOURS. THIS TRUCK	-		
		HAS BEEN THE MAIN WORKHORSE FOR THE DIVISION AND	-		
		IS SHOWING ITS WEAR. REPLACEMENT WOULD GIVE US A	-		
		MODERN TRUCK WITH A HIGHER WORKING HEIGHT AND NEW	-		
		SAFETY ITEMS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO USE EXISTING VEHICLE. AS DIRECTED	-		<b>FOR13</b>
		BY THE COMMISSION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		REPLACEMENT OF THIS EQUIPMENT PROVIDES THE	-		
		DIVISION WITH A MORE RELIABLE BUCKET TRUCK.	-		
		IMPROVES OPERATOR SAFETY, LOWERS EXHAUST EMISSION	-		
		AND GIVES US THE OVERALL WORKING HEIGHT WE NEED	-		
		FOR THE CITY'S LARGEST TREES. SELL BY PUBLIC	-		
		AUCTION THE EXISTING BUCKET TRUCK.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MAINTENANCE COSTS	-		



Year	Project Name:	DESCRIPTION:	Amount	Total	Project #
2020	Forestry Chip Truck	<p>FORESTRY CHIP TRUCK</p> <p><b>DESCRIPTION:</b></p> <p>THIS IS A REQUEST TO REPLACE A 1991 INTERNATIONAL FORESTRY CHIP TRUCK. THIS FORESTRY EQUIPMENT IS NEARLY 30 YEARS OLD AND HAS RELIABILITY ISSUES WITH THE ENGINE. REPLACEMENT WITH A MODERN TRUCK WOULD BRING CLEANER EMISSION THROUGH TIER 4 DIESEL STANDARDS. A LARGER DUMP BODY OF 20 CUBIC YARDS (25% INCREASE) REDUCES TRIPS TO THE LANDFILL, SAVING BOTH VEHICLE WEAR AND TIME.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>REPLACE 1991 INTERNATIONAL FORESTRY WITH A NEW 15 CUBIC YARD CHIP TRUCK (REDUCED COST).</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>IMPROVED EFFICIENCY AND REDUCED MAN-HOURS SPENT DUMPING WASTE</p> <p><b>ADD OPERATING COSTS:</b></p> <p>ROUTINE MAINTENANCE AND DIESEL EXHAUST FLUID</p>	90,000	90,000	FOR14
2023	ToolCat Utility Machine	<p>TOOLCAT UTILITY MACHINE</p> <p><b>DESCRIPTION:</b></p> <p>SMALL 4X4 UTILITY VEHICLE FOR FORESTRY OPERATIONS. CABBED VEHICLE OFFERS INCREASED SAFETY AND PRODUCTION FOR SNOW REMOVAL OPERATIONS. MULTIPLE ATTACHMENT OPTIONS ALLOW FOR YEAR-ROUND VERSATILITY, INCLUDING AUGER AND BRUSH CUTTER.</p> <p><b>ALTERNATIVES:</b></p> <p>CONTINUE USING EXISTING ATV'S; PURCHASE NEW ATV'S AT LOWER COST THAN TOOLCAT</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>SAFETY FOR CREW MEMBERS DURING SNOW REMOVAL. INCREASED PRODUCTIVITY DURING INCLEMENT WEATHER.</p> <p><b>ADD OPERATING COST:</b></p> <p>FUEL AND ROUTINE MAINTENANCE</p>	65,000	65,000	FOR16

Year	Project Name:	DESCRIPTION:	Amount	Total	Project #
2024	FORESTRY BRUSH CHIPPER	FORESTRY BRUSH CHIPPER	75,000	75,000	
		<b>DESCRIPTION:</b>	-		
		NEW BRUSH CHIPPER FOR FORESTRY CHIPPER TRUCKS.	-		
		TO REPLACE 2005 CHIPPER. NEW MODEL OFFERS GREATER	-		
		CHIPPING CAPACITY, REDUCED EMISSIONS AND IMPROVED	-		
		SAFETY FEATURES. WINCH LINE REDUCES WORKER FATIGUE	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE USING EXISTING EQUIPMENT; PURCHASE	-		
		SMALLER NEW CHIPPER AT LOWER COST	-		<b>FOR17</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASED PRODUCTION DURING PRUNING/REMOVAL	-		
		OPERATIONS. IMPROVED WORKER CONDITIONS THROUGH	-		
		SAFETY FEATURES AND WINCH LINE.	-		
		<b>ADD OPERATING COST:</b>	-		
		FUEL AND ROUTINE MAINTENANCE; INITIAL WORKER	-		
		ORIENTATION/TRAINING.	-		

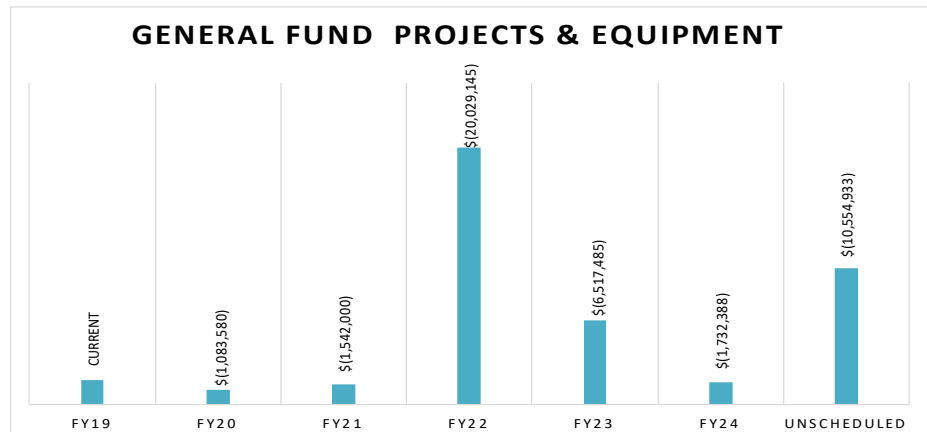
General Fund

# GENERAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Balance Dedicated to CIP	\$ -	\$ -	\$ (76,539)	\$ 13,957	\$ 385,003	\$ 235,918	
Plus: General Fund Revenues Dedicated to CIP	\$ 1,313,217	\$ 967,041	\$ 1,139,496	\$ 1,150,891	\$ 1,162,400	\$ 1,174,024	\$ -
Plus: GF286 - Veterans Cemetery Project - Reserve Used	\$ 88,000	\$ 40,000	\$ 45,000				
Plus: Intercap loan GF260 and GF261	\$ 431,500						
Plus: Bond Issue: GF306 Fire Station 2					4,500,000		
Plus: Aquatics Bond Issue: GF056 Indoor/Outdoor Aquatics Facility				\$ 17,490,000			
Plus: Aquatics Bond Issue: GF137 Swim Center/ GF238 Bogert				\$ 1,499,300			
Less: Scheduled CIP Project Costs	\$ (1,832,717)	\$ (1,083,580)	\$ (1,542,000)	\$ (20,029,145)	\$ (6,517,485)	\$ (1,732,388)	\$ (10,554,933)
<b>Creation of Citywide Park Maint Dist. CIP projects moved to own fund</b>	<b>\$ -</b>	<b>Creation</b>	<b>\$ 448,000</b>	<b>\$ 260,000</b>	<b>\$ 706,000</b>	<b>\$ 697,000</b>	<b>\$ 3,227,000</b>
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ (76,539)</b>	<b>\$ 13,957</b>	<b>\$ 385,003</b>	<b>\$ 235,918</b>	<b>\$ 374,554</b>	

## Assumptions Made for Revenue Estimates:

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual General Fund Revenues	\$ 31,915,530	\$ 31,915,530	\$ 32,234,685	\$ 32,557,032	\$ 32,882,602	\$ 33,211,428
Estimated Growth in General Fund Revenues	0%	1%	1%	1%	1%	1%
Total Estimated General Fund Revenues	\$ 31,915,530	\$ 32,234,685	\$ 32,557,032	\$ 32,882,602	\$ 33,211,428	\$ 33,543,543
<b>Current Revenues Dedicated to CIP %</b>	<b>2.6%</b>	<b>2.6%</b>	<b>3.0%</b>	<b>3.5%</b>	<b>3.5%</b>	<b>3.5%</b>
Plus: Increase Dedicated to Capital Improvements %	1.5%	0.4%	0.5%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP**</b>	<b>4.1%</b>	<b>3.0%</b>	<b>3.5%</b>	<b>3.5%</b>	<b>3.5%</b>	<b>3.5%</b>
<b>Total Estimated Revenues Dedicated to CIP**</b>	<b>\$ 1,313,217</b>	<b>\$ 967,041</b>	<b>\$ 1,139,496</b>	<b>\$ 1,150,891</b>	<b>\$ 1,162,400</b>	<b>\$ 1,174,024</b>



\*\* 2019 had one time revenues used for capital items

## GENERAL FUND PROJECT SUMMARY

Project #	Project Name	FY20	FY21	FY22	FY23	FY24
<b>CEMETERY</b>						
<b>GF010</b>	CEMETERY MOWER REPLACEMENTS		18,000		18,000	
<b>GF083</b>	CEMETERY BACKHOE				110,000	
<b>GF116</b>	CEMETERY VEHICLE REPLACEMENT					52,000
<b>GF252</b>	CEMETERY COLUMBARIUMS		55,000			
<b>GF268</b>	SW MT VETERAN'S CEMETERY	45,000	45,000			360,000
<b>Department Subtotal</b>		45,000	118,000	-	128,000	412,000
<b>CITY ATTORNEY</b>						
<b>GF337</b>	HIGH DENSITY FILE STORAGE SYSTEM		-		22,085	
<b>Department Subtotal</b>		-	-	-	22,085	-
<b>CITY CLERK</b>						
<b>GF284</b>	LASERFICHE SOFTWARE UPGRADE		57,000			
<b>Department Subtotal</b>		-	57,000	-	-	-
<b>ECONOMIC DEVELOPMENT</b>						
<b>GF275</b>	FIBER OPTIC CONDUIT AND VAULTS		30,000	20,000	50,000	25,000
<b>Department Subtotal</b>		-	30,000	20,000	50,000	25,000
<b>FACILITIES MANAGEMENT</b>						
<b>GF103</b>	FACILITIES ADA COMPLIANCE			30,000	10,000	10,000
<b>GF157</b>	SENIOR CENTER ELEVATOR			74,700		
<b>GF245</b>	ENERGY PROJECTS CITY HALL				100,000	
<b>GF272</b>	SITE SECURITY LOCKS-UPGRD			30,000	18,000	
<b>GF274</b>	CITY HALL BOZ CREEK IMPRV	33,500				
<b>GF303</b>	CITY HALL EXPANSION				150,000	
<b>GF323</b>	STIFF BUILDING MAIN PARKING LOT			37,145		
<b>GF324</b>	NEW DEPARTMENT VEHICLE					
<b>GF325</b>	NEW DEPARTMENT VEHICLE				35,000	35,000
<b>GF326</b>	DEPARTMENT ATV SNOW PLOW		15,000			
<b>GF327</b>	LEASE PAYOFF OF VEHICLE		15,000			
<b>GF328</b>	VEHICLE REPLACEMENT				35,000	
<b>GF329</b>	VEHICLE REPLACEMENT					35,000
<b>Department Subtotal</b>		33,500	30,000	171,845	348,000	80,000

Project #	Project Name	FY20	FY21	FY22	FY23	FY24
<b>FINANCE</b>						
<b>GF308</b>	FINANCE OFFICE REMODEL		-	60,000		
<b>Department Subtotal</b>		-	-	60,000	-	-
<b>FIRE</b>						
<b>GF305</b>	FIRE STATION 2 RELOCATION				4,500,000	
<b>Department Subtotal</b>		-	-	-	4,500,000	-
<b>HUMAN RESOURCES</b>						
<b>GF288</b>	APPLICANT TRACKING SYSTEM		30,000			
<b>Department Subtotal</b>		-	30,000	-	-	-
<b>INFORMATION TECHNOLOGY</b>						
<b>GF062</b>	PERSONAL COMPUTER (PC) RE	50,000	65,000	75,000	80,000	65,000
<b>GF080</b>	CITY-WIDE SWITCHES&ROUTRS	50,000	50,000	55,000	55,000	55,000
<b>GF233</b>	IT VEHICLE REPLACEMENT			26,000	26,000	
<b>GF265</b>	SERVER REPLACEMENT GF	20,000	48,000		20,000	20,000
<b>GF289</b>	SERVER FARM SOFTWARE UPGRADES	35,000	35,000			
<b>GF310</b>	APC REPLACE FOR DATA CEN	12,000	12,000	12,000		
<b>GF311</b>	COOLING SYSTEM FOR CHALL		20,000			
<b>GF312</b>	ISCI FLASH UPGRADE CHALL	10,000				
<b>GF313</b>	POLICE VIDEO EVIDENCE STORAGE				40,000	
<b>Department Subtotal</b>		177,000	230,000	168,000	221,000	140,000

Project #	Project Name	FY20	FY21	FY22	FY23	FY24
<b>PARKS</b>						
GF031	PARK IMPROVEMENT GRANT				150,000	
GF034	LARGE DECK MOWER			58,000		60,000
GF084	PARKS RESTROOMS UPGRADES			34,000		
GF092	PLAYGROUND EQUIPMENT			105,000	95,000	120,000
GF108	PARK SIDEWALK REPLACEMENTS				120,000	88,000
GF115	PARK VEHICLE REPLACEMENTS		30,000	30,000	30,000	55,000
GF190	4-WHEELER ATV REPLACEMENT			16,000		
GF250	SPLASH PADS		300,000		300,000	
GF254	25TH STREET FROM OAK TO TSCHACHE	333,000				
GF260	SPORTS PARK INFRASTRUCTURE					364,000
GF291	PICKLEBALL COURTS		90,000			
GF317	SYTHETIC TURF GROOMER		11,000			
GF318	WATER WHEEL			17,000		
GF319	AUTOMATED MOWER BLADE GRINDER		17,000			
GF320	UTILITY MULTI-PUPRPOSE VEHICLE				11,000	10,000
GF322	750 AIR COMPRESSOR					
<b>Department Subtotal</b>		333,000	448,000	260,000	706,000	697,000
<b>POLICE</b>						
GF052	UNMARKED VEHICLE REPLCMNT				30,000	
GF053	PATROL CAR & EQUIP RPLCMT	118,000	171,000	180,000	122,000	124,000
GF166	COUNTY RADIO LEASE	295,000				
GF292	MOBILE DATA EQUIP	30,000	30,000	30,000	30,000	30,000
GF293	NON-PATROL CAR NEW VEHICLES	15,000		45,000		
GF294	PATROL CAR - ADDITIONAL		59,000			62,000
GF309	REPLACMENT K9 DOG					17,000
GF316	POLICE BODY CAMERA SYSTEM					70,000
<b>Department Subtotal</b>		458,000	260,000	255,000	182,000	303,000

RECREATION						
<b>GF056</b>	AQUATICS/RECREATION CENTER		106,000	17,490,000		
<b>GF137</b>	SWIM CENTER - FACILITY			987,300		
<b>GF140</b>	LINDLEY PARKING LOT RESURFACING					75,388
<b>GF209</b>	LINDLEY CENTER FULL UPGRADE				320,300	
<b>GF238</b>	BOGERT POOL RENOVATION			512,000		
<b>GF296</b>	SWIM CENTER FRONT FURNACE	37,080				
<b>GF299</b>	VEHICLE REPLACEMENT					
<b>GF300</b>	SMCC GYM FLOOR REPLACEMENT		110,000			
<b>GF301</b>	STORY MANSION EXTERIOR PAINT		60,000			
<b>GF302</b>	PASSENGER VAN		35,000			
<b>GF331</b>	SMCC GYM LIGHTING UPGRADE		11,000			
<b>GF332</b>	SMCC DOOR REPLACEMENT		17,000			
<b>GF333</b>	SMCC GYM VENTILATION SYSTEM			50,000		
<b>GF334</b>	SMCC MEETING ROOM RENOVATION			55,000		
<b>GF335</b>	NEW DEPARTMENT VEHICLE					
<b>GF336</b>	SMCC HVAC SYSTEM				40,100	
<b>Department Subtotal</b>		37,080	339,000	19,094,300	360,400	75,388
<b>General Fund Totals</b>		<b>1,083,580</b>	<b>1,542,000</b>	<b>20,029,145</b>	<b>6,517,485</b>	<b>1,732,388</b>



## GENERAL FUND DETAIL

### BACKGROUND

The General fund is funded through General fund revenues, which are primarily taxes. In order to continue to make the necessary improvements and equipment purchases, we need to make increased funding available for capital projects in the General Fund. We have made a 3-pronged recommendation that will make more money available for projects.

1. Increased borrowing: The planned voter-approved bonds, as discussed above.
2. The Park Maintenance District, if created, is funded by a separate assessment without decreasing the General Fund revenue dedicated to capital.
3. Annual General Fund Revenues available for Capital Improvements have been increased to 3% in FY20, and to 3.5% in FY21. In order to accomplish this and actually fund the capital projects listed, we will need to prioritize capital projects ahead of the growth of the other portions of the General Fund budget going forward.

### CAPITAL PLAN SUMMARY

Timing of voter-based initiatives are highlighted in orange in the attached Financial Summary:

- **Aquatics Facility & Projects – GF056 and GF137** have been on the plan and would require a voter approved levy and bond issuance in FY22.
- **Fire Station #2 Relocation – GF305** was also recommended in the Fire Master Plan. Similar to Station #1, it is likely we would be selling the existing site to reduce the costs of the new station. The value of the current site is not known, but could be determined at a future date. We have also not included any amounts from the Fire Equipment and Capital Replacement Fund for this project, which we could consider. This project is planned for FY23.

We have many projects that work towards our strategic plan in the General Fund plan;

- The Lasher Fiche upgrade, GF337, will aid in our efforts for **1.1 b Dramatically increase transparency and create access to all city documents**. This project is scheduled in FY21.
- The plan requests \$25,000 a year for fiber optic conduit and vaults, GF275, this is an investment into broadband infrastructure taking a step towards **2.2 a Identify Commercial/Industrial Infrastructure needs**.

- **3.1 a Develop a Criminal Justice Facility Plan** and **3.1 c Implement the Fire Station Location Plan**- Last year; there were four scheduled projects in the plan that had an estimated combined cost of over \$57 million, representing 85% of the total scheduled costs. The largest of the projects was GF263 – Law & Justice Center, costing what was estimated at the time to be \$30 Million. The third-largest project was GF306 – Fire Station 1’s replacement, estimated to cost \$6.5 Million. This fall, City voters approved bonds in the amount of \$36.9 Million for construction of the Bozeman Public Safety Center; it is a combined Justice/Fire Station Headquarters building. Because funding has been approved, we are removing these two items from the CIP. Any budget amendments or other approvals that may be necessary for the construction of the facility will be brought to the Commission as they arise. Fire Station 2 relocation is in this plan for FY23.
- FY20 has the second payment for the radio lease for the Police Department with Gallatin County as part of **3.1 d Update Public Safety Technology Systems**.
- **3.4 Active Recreation**- There are many projects in the plan that encourage and promote active recreation such as the proposed aquatics/recreation center, GF056. We have several park amenities proposed with splashpads and pickleball courts in the plan as well.
- We have proposed the creation of a Parks and Trails Maintenance District that works towards **4.3 a Develop a Comprehensive Parks Maintenance Facilities Funding Program** that would provide funding for Parks’ capital needs.
- This year we worked towards item **7.1 b Create a Culture of Innovation** by changing our CIP database system for project tracking and plan development. We are now using our citywide budgeting system’s project module for all CIP items. This will make it easier to merge approved projects into the recommended budget, begin tracking projects in their initial stages, and give us increased project cost reporting. The change has resulted in a different report “look-and-feel,” and we are working to evolve and refine how the CIP reports appear.
- **7.1 b Create a Culture of Innovation** - we are also recommending that we continue to innovate the plan for next year by increasing the CIP threshold from its current level of \$10,000 to a new minimum level of \$25,000. Currently, the \$10,000 threshold causes many maintenance and other operational budget items to be included in the capital plan. For the FY21 to FY25 CIP we recommend using a \$25,000 threshold. This will align us with best practices and allow us to make better capital decisions by focusing on true capital items and less maintenance and operational expenses.
- **7.3 b System Integration** and **7.4 a Develop Data Analysis Tools** – The proposed Applicant tracing tool , GF 288, will integrate with our current Human Resource Information Systems and will help us track data and information regarding our applicants.

- The proposal of the Parks and Trails Maintenance District is way for us to have a sustainable funding source for our parks to continue our efforts to **7.5 Funding and Delivery of City Services**.

DEPARTMENT	FY20	FY21	FY22	FY23	FY24	Unscheduled
CEMETERY	45,000	118,000	-	128,000	412,000	-
CITY ATTORNEY	-	-	-	22,085	-	-
CITY COMMISSION	-	-	-	-	-	60,000
CITY CLERK	-	57,000	-	-	-	-
ECONOMIC DEVELOPMENT	-	30,000	20,000	50,000	25,000	-
FACILITIES MANAGEMENT	33,500	30,000	171,845	348,000	80,000	5,816,000
FINANCE	-	-	60,000	-	-	333,000
FIRE	-	-	-	4,500,000	-	-
HUMAN RESOURCES	-	30,000	-	-	-	-
INFORMATION TECHNOLOGY	177,000	230,000	168,000	221,000	140,000	-
PARKS	333,000	448,000	260,000	706,000	697,000	2,895,000
POLICE	458,000	260,000	255,000	182,000	303,000	1,117,000
RECREATION	37,080	339,000	19,094,300	360,400	75,388	-
<b>TOTAL</b>	<b>1,083,580</b>	<b>1,542,000</b>	<b>20,029,145</b>	<b>6,517,485</b>	<b>1,732,388</b>	<b>10,221,000</b>

Department	Project Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY MOWER REPLACEMENTS	2021	CEMETERY MOWER REPLACEMENTS	18,000	18,000	
			<b>DESCRIPTION:</b>	-		
			ONGOING CEMETERY MOWER REPLACEMENT PROGRAM.	-		
			SCHEDULED ON A FIVE YEAR REPLACEMENT PROGRAM, WITH	-		
			THE OLDEST CEMETERY MOWER NOW BEING 5 YEARS OLD.	-		
			PROPOSING TO GO BACK TO THE THREE REPLACEMENT	-		
			CYCLE, DUE TO NUMEROUS BREAKDOWNS AFTER THE THREE	-		
			YEAR MARK. THESE MOWERS ARE USED TO COMPLETE THE	-		
			MOWING 53+ ACRES OF TURF INSIDE AND OUTSIDE THE	-		
			CEMETERY WHICH INCLUDE MOWING OF THE OPEN SPACE,	-		
			TRAILS, AND THE WEEKLY MOWING THROUGH THE	-		
			HEADSTONES.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			KEEP OLDER MOWERS FOR EXTENDED PERIODS OF TIME,	-		
			WHICH HAS BEEN DONE AS WE MOVED TO A 5 YEAR	-		
			REPLACEMENT PROGRAM INSTEAD OF A 3 YEAR PROGRAM.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			LESS DOWN TIME; DECREASED REPAIR /MAINTENANCE	-		
			COSTS; HIGH TRADE IN VALUE; INCREASED	-		
			PRODUCTIVITY; LESS EMISSIONS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			ROUTINE MAINTENANCE, OIL CHANGES, FUEL.	-		
						<b>GF010 (FY21)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY MOWER REPLACEMENTS	2023	CEMETERY MOWER REPLACEMENTS <b>DESCRIPTION:</b> ONGOING CEMETERY MOWER REPLACEMENT PROGRAM. 3 YEAR REPLACEMENT PROGRAM WITH THE OLDEST CEMETERY MOWER NOW BEING 3YEARS OLD THESE MOWERS ARE USED TO COMPLETE THE MOWING 53+ ACRES OF TURF INSIDE AND OUTSIDE THE CEMETERY WHICH INCLUDE MOWING OF THE OPEN SPACE, TRAILS, AND THE WEEKLY MOWING THROUGH THE HEADSTONES. <b>ALTERNATIVES CONSIDERED:</b> KEEP OLDER MOWERS FOR EXTENDED PERIODS OF TIME, WHICH HAS BEEN DONE AS WE MOVED AWAY FROM 5YEAR REPLACEMENT PROGRAM TO A 3 YEAR PROGRAM. <b>ADVANTAGES OF APPROVAL:</b> LESS DOWN TIME; DECREASED REPAIR /MAINTENANCE COSTS; HIGH TRADE IN VALUE; INCREASED PRODUCTIVITY; LESS EMISSIONS. <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE, OIL CHANGES, FUEL.	18,000	18,000	GF010 (FY23)
CEMETERY	CEMETERY MOWERS REPLCEMENT PROGRAM	2024	CEMETERY MOWERS REPLCEMENT PROGRAM <b>DESCRIPTION:</b> CEMETERY MOWER REPLACEMENT PROGRAM BASED ON A 3 ROTATION, OLDEST MOWER REPLACED IS THREE YEARS OLD <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO USE OLDER MOWERS, WHICH HAS BEEN TRIED AND HAS PROVED UNSUCCESSFUL AND COST PROHIBITIVE <b>OPERATING COSTS:</b> LESS THAN WITH OLDER LESS EFFICENT MODELS	20,000	20,000	GF010 (FY24)
CEMETERY	CEMETERY BACKHOE	2023	CEMETERY BACKHOE THIS PIECE OF EQUIPMENT WOULD REPLACE CURRENT BACKHOE (2001 MODEL WITH 3295 HOURS) THIS PIECE OF EQUIPMENT IS USED FOR BURIALS 2 TO 3 TIMES PER WEEK- THIS IS THE MAIN AND MOST IMPORTANT PIECE OF EQUIPMENT UTILIZED IN THE CEMTERY <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO UTILIZE EXISTING BACHOE <b>ADVANTAGES OF APPROVAL:</b> INCREADED RELIABILITY AND STAFF SAFETY <b>OPERATING COSTS:</b> DECREASE WITH NEW MACHINERY	110,000	110,000	GF083

Department	Project Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY VEHICLE REPLACMENT	2024	CEMETERY VEHICLE REPLACMENT	52,000	52,000	<b>GF116</b>
			<b>DESCRIPTION:</b>	-		
			VEHICLE REPLACMENT OF 2001 1 TON DODGE 53,000 MI	-		
			VEHICLE USED FOR BURIALS, HAULING MATERIAL AND	-		
			WINTER TIME SNOW PLOWING	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			KEEP USING AND REPAIRING THE OLDER EQUIPMENT	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MINIMAL	-		
CEMETERY	CEMETERY COLUMBARIUMS	2021	CEMETERY COLUMBARIUM	55,000	55,000	<b>GF252</b>
			<b>DESCRIPTION:</b>	-		
			ADDING AN ADDITIONAL EIGHTY NICHE EACH COLUMBARIUM	-		
			THE COLUMBARIUM WOULD BE INSTALLED WITHIN THE SAME	-		
			AREA AS THE EXISTING COLUMBARIUMS. CURRENTLY, THE	-		
			SECOND COLUMBARIUM IS FULL. THIRD COLUMBARIUM	-		
			IS IN OPERATION AND POPULAR	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DO NOT ADD ANY COLUMBARIUMS TO THE CEMETERY AND	-		
			CEASE OR PUT ON HOLD THE PROGRAM ONCE THE	-		
			THIRD COLUMBARIUM IS FULL.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			CONTINUATION ON A LONG STANDING CEMETERY SERVICE,	-		
			ALONG WITH EASE AND MINIMAL MAINTENANCE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MINIMAL IF ANY	-		

Department	Project Name	Year	Description	Amount	Total	Project #
CEMETERY	SW MT VETERAN'S CEMETERY	2020	SOUTHWEST MONTANA VETERAN'S CEMETERY	45,000	45,000	
			<b>DESCRIPTION:</b>	-		
			PHASE TWO OF THE SOUTHWEST MONTANA VETERANS	-		
			CEMETERY: (CONCRETE PLAZA)	-		
			5500 SQUARE FOOT STAMPED CONCRETE PLAZA AND PHASE	-		
			THREE COULD BE THE INSTALLATION OF THE	-		
			INSTALLATION OF THE FIRST COLUMBARIUM. PHASES 2	-		
			AND 3 POTENTIALLY BE FUNDED WITH A 50% MATCH FROM	-		
			THE VETERAN'S GROUPS FOR THE CONCRETE AND THE	-		
			FIRST COLUMBARIUM.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			REDUCE THE CITY'S CAPITAL INPUT AND RELY ON THE	-		<b>GF268</b>
			VARIOUS VETERAN GROUPS FOR THE FUNDING.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			A TRUE VETERAN'S CEMETERY WILL HELP THE VETERAN'S	-		
			REALIZE THEIR BENEFITS UPON THEIR DEATH. CURRENTLY	-		
			THERE ARE OVER 70,000 VETERANS IN SOUTHWEST	-		
			MONTANA, WHO UPON THEIR DEATH, WOULD HAVE TO BE	-		
			INTERRED IN HELENA OR LAUREL TO REALIZE THE	-		
			BENEFIT.	-		
			<b>ADD OPERATING COSTS:MINIMAL</b>	-		
			FUTURE PHASING MIGHT BE REQUIRED, DEPENDING ON THE	-		
			FUNDRAISING CAPABILITIES OF THE VARIOUS VETERAN	-		
			GROUP IN SOUTHWEST MONTANA.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
CEMETERY	SOUTHWEST MONTANA VETERAN'S CEMETERY	2021	SOUTHWEST MONTANA VETERAN'S CEMETERY	-	45,000	<b>GF268 (FY21)</b>
			<b>DESCRIPTION:</b> PHASE 3 COLUMBARIUM.>>>>>>>	45,000		
			FIRST PHASE OF THE SOUTHWEST MONTANA VETERAN'S	-		
			CEMETERY WHICH INCLUDES DESIGN, EARTH WORK,	-		
			SIDEWALKS AND RETAINING WALLS TO FORM THE	-		
			'BACKBONE' FOR THE VETERAN GROUP TO START	-		
			FUNDRAISING. PHASE TWO POTENTIALLY COULD BE THE	-		
			5500 SQUARE FOOT STAMPED CONCRETE PLAZA AND PHASE	-		
			THREE COULD BE THE INSTALLATION OF THE FIRST	-		
			COLUMBARIUM. PHASES 2 AND 3 POTENTIALLY BE FUNDED	-		
			WITH A 50% MATCH FROM THE VETERAN'S GROUP FOR THE	-		
			CONCRETE AND THE FIRST COLUMBARIUM.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			REDUCE THE CITY'S CAPITAL INPUT AND RELY ON THE	-		
VARIOUS VETERAN GROUPS FOR THE FUNDING.	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
A TRUE VETERAN'S CEMETERY WILL HELP THE VETERAN'S	-					
REALIZE THEIR BENEFITS UPON THEIR DEATH. CURRENTLY	-					
THERE ARE OVER 70,000 VETERANS IN SOUTHWEST	-					
MONTANA, WHO UPON THEIR DEATH, WOULD HAVE TO BE	-					
INTERRED IN HELENA OR LAUREL TO REALIZE THE	-					
BENEFIT.	-					
<b>ADD OPERATING COSTS:MINIMAL</b>	-					
FUTURE PHASING MIGHT BE REQUIRED, DEPENDING ON THE	-					
FUNDRAISING CAPABILITIES OF THE VARIOUS VETERAN	-					
GROUP IN SOUTHWEST MONTANA.	-					
CEMETERY	SOUTHWEST MONTANA VETERAN'S CEMETERY	2024	SOUTHWEST MONTANA VETERAN'S CEMETERY- CONT'D	-	360,000	<b>GF268 (FY24)</b>
			<b>DESCRIPTION:</b>	-		
			CONTINUING ITEM/ASSETS ADDED TO VETERAN'S CEMETERY	-		
			COMMITTAL SHELTER	360,000		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NO SHELTER FROM THE WEATHER	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			CONTROLLED ENVIRONMENT FOR MEMORIAL SERVICES	-		
			<b>OPERATIONAL COSTS:</b> MINIMAL CUSTODIAL WORK	-		



Department	Project Name	Year	Description	Amount	Total	Project #
CITY ATTORNEY	HIGH DENSITY FILE STORAGE SYSTEM	2023	HIGH DENSITY FILE STORAGE SYSTEM	22,085	22,085	
			<b>DESCRIPTION:</b>	-		
			THE CITY ATTORNEYS OFFICE REQUESTS REPLACEMENT OF	-		
			THE CURRENT LOW-DENSITY SHELVING AND STORAGE AREA	-		
			WITHIN THE CITY ATTORNEYS SUITE WITH A HIGH	-		
			DENSITY FILE STORAGE SYSTEM. THE CURRENT METHOD OF	-		
			STORING ARCHIVED CRIMINAL FILES IS NOT EFFICIENT,	-		
			SAFE NOR IS IT AN OPTIMAL USE OF SPACE.	-		
			ADDITIONALLY, THE CITY ATTORNEYS OFFICE HAS CIVIL	-		
			FILES STORED IN A STORAGE AREA ADJACENT TO THE	-		
			ADMINISTRATIONS SUITE IN CITY HALL.	-		
			THE SOUTHWEST CORNER OF THE 2ND FLOOR OF CITY HALL	-		
			WILL MOST LIKELY NEVER BE USED FOR OFFICE SPACE.	-		
			THERE WILL ALWAYS BE A NEED FOR HIGH DENSITY FILE	-		
			STORAGE IN CITY HALL WHETHER IT BE FROM THE CIVIL	-		
			FUNCTION OF THE CITY ATTORNEYS OFFICE OR OTHER	-		
			DEPARTMENTS WITHIN CITY HALL.	-		GF337
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			WE INTEND TO PURCHASE A HEAVY DUTY SCANNER (\$900)	-		
			AND HIRE A TEMPORARY EMPLOYEE TO SCAN A PORTION	-		
			OF THE EXISTING CRIMINAL FILES INTO THE JUSTWARE	-		
			FILE MANAGEMENT PROGRAM. THERE ARE CURRENTLY	-		
			OVER 15,000 FILES, WHICH WOULD NEED SCANNING. IF A	-		
			TEMP COULD SCAN SIX FILES AN HOUR, IT WOULD TAKE	-		
			2500 HOURS TO COMPLETE THIS TASK.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THE HIGH DENSITY STORAGE SYSTEM WILL MAXIMIZE	-		
			STORAGE IN AN 11 BY 23 WINDOWLESS ROOM.	-		
			THE NEW STORAGE SYSTEM WILL ALLOW STAFF TO FILE	-		
			AND LOCATE FILES MORE QUICKLY	-		
			<b>ADD OPERATING COSTS:</b>	-		
			\$20,800 TEMP STAFF AND SUPPLIES WILL BE ONE TIME EXPEN	-		

Department	Project Name	Year	Description	Amount	Total	Project #
CLERK	LASERFICHE SOFTWARE UPGRADE	2021	LASERFICHE SOFTWARE UPGRADE	57,000	57,000	GF284
			<b>DESCRIPTION:</b>	-		
			AN UPGRADE TO LASERFICHE AVANTE, WHICH IS NEEDED	-		
			TO BRING OUR DIGITAL RECORDS SOFTWARE TO A MORE	-		
			RECENT VERSION, AS WELL AS INCORPORATE IN	-		
			FUNCTIONALITY INCLUDING WORKFLOW AND FORMS, WHICH	-		
			CAN INCREASE EFFICIENCIES ACROSS DEPARTMENTS. THE	-		
			FOLLOWING YEARS REQUEST IS THE ESTIMATED ANNUAL	-		
			FEE FOR THE SOFTWARE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			LASERFICHE UPGRADE COULD POTENTIALLY HAPPEN A	-		
			YEAR PRIOR OR LATER, DEPENDING ON WORKLOAD AND	-		
			CITY PRIORITIES AND STAFF RESOURCES. A NUMBER	-		
			OF DEPARTMENTS ARE ANXIOUS FOR THE INCREASED	-		
			USE OF THE PRODUCT.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			LASERFICHE UPGRADE IS A NEEDED IMPROVEMENT,	-		
			AND WHILE IT WILL BE A PROCESS TO BRING	-		
			DEPARTMENTS ON BOARD, IT WILL BOTH INCREASE	-		
			STAFF EFFICIENCIES IN RECORD MANAGEMENT (ACROSS	-		
			ALL DEPARTMENTS) BUT ALSO CITIZEN EASE OF ACCESS	-		
			FOR PUBLIC INFORMATION.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			ANNUAL SOFTWARE FEE, ESTIMATED AT \$28,000	-		
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2022	FIBER OPTIC CONDUIT AND VAULTS	30,000	30,000	GF275 (FY21)
			<b>DESCRIPTION:</b>	-		
			FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE	-		
			INVESTMENT IN CITY OWNED CONDUIT.	-		
			<b>ALTERNATIVES CONSIDRED:</b>	-		
			DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT	-		
			AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT	-		
			POLICY.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			COST OF DESIGN AND INSTALLATION	-		

Department	Project Name	Year	Description	Amount	Total	Project #
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2022	FIBER OPTIC CONDUIT AND VAULTS	20,000	20,000	<b>GF275 (FY22)</b>
			<b>DESCRIPTION:</b>	-		
			FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE INVESTMENT IN CITY OWNED CONDUIT.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT POLICY.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			COST OF DESIGN AND INSTALLATION	-		
			ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2023	
<b>DESCRIPTION:</b>	-					
FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE INVESTMENT IN CITY OWNED CONDUIT	-					
<b>ALTRNATIVES CONSIDERED:</b>	-					
DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT.	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT POLICY	-					
<b>ADD OPERATING COSTS:</b>	-					
COST OF DESIGN AND INSTALLATION	-					
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2024				FIBER OPTIC CONDUIT AND VAULTS
			<b>DESCRIPTION:</b>	-		
			FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE INVESTMENT IN CITY OWNED CONDUIT.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT.	-		
			<b>ADVANTGAES OF APPROVAL:</b>	-		
			PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT POLICY.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			COST OF DESIGN AND INSTALLATION.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	AMERICAN'S WITH DISABILITIES ACT (ADA) COMPLIANCE IMPROVEMENTS	2022	AMERICAN'S WITH DISABILITIES ACT (ADA) COMPLIANCE IMPROVEMENTS <b>DESCRIPTION:</b> REPLACE OR INSTALL ADA UPGRADES IN VARIOUS CITY-OWNED BUILDINGS. WORK EXAMPLES INCLUDE: DOOR HARDWARE, HANDRAILS, PARKING SIGNAGE AND STALLS, BUILDING ACCESS, ETC. <b>ALTERNATIVES CONSIDERED:</b> ONLY WHEN REMODLING <b>ADVANTAGES OF APPROVAL:</b> IT HAS BEEN THE POLICY OF THE CITY TO MEET THE FULL SPIRIT OF THE LAW AS OUTLINED IN THE ADA REGULATIONS. BY TAKING THE INITIATIVE TO BRING ALL OUR BUILDINGS UP TO CURRENT STANDARDS WE CAN PROVIDE A POSITIVE EXAMPLE TO THE COMMUNITY IN MEETING THE NEEDS OF PEOPLE WITH RESTRICTED OR LIMITED MOBILITY. <b>ADD OPERATING COSTS:</b> NO SIGNIFICANT COSTS	30,000 - - - - - - - - - - - -	30,000	GF103 (FY22)
FACILITIES MANAGEMENT	AMERICAN'S WITH DISABILITIES ACT (ADA) COMPLIANCE IMPROVEMENTS	2023	AMERICAN'S WITH DISABILITIES ACT (ADA) COMPLIANCE IMPROVEMENTS <b>DESCRIPTION:</b> REPLACE OR INSTALL ADA UPGRADES IN VARIOUS CITY-OWNED BUILDINGS. WORK EXAMPLES INCLUDE: DOOR HARDWARE, HANDRAILS, PARKING SIGNAGE AND STALLS, BUILDING ACCESS, ETC. <b>ALTERNATIVES CONSIDERED:</b> ONLY WHEN REMODLING <b>ADVANTAGES OF APPROVAL:</b> IT HAS BEEN THE POLICY OF THE CITY TO MEET THE FULL SPIRIT OF THE LAW AS OUTLINED IN THE ADA REGULATIONS. BY TAKING THE INITIATIVE TO BRING ALL OUR BUILDINGS UP TO CURRENT STANDARDS WE CAN PROVIDE A POSITIVE EXAMPLE TO THE COMMUNITY IN MEETING THE NEEDS OF PEOPLE WITH RESTRICTED OR LIMITED MOBILITY. <b>ADD OPERATING COSTS:</b> NO SIGNIFICANT COSTS	10,000 - - - - - - - - - - - -	10,000	GF103 (FY23)

Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	AMERICAN'S WITH DISABILITIES ACT (ADA) COMPLIANCE IMPROVEMENTS	2024	REPLACE OR INSTALL ADA UPGRADES IN VARIOUS CITY- OWNED BUILDINGS. WORK EXAMPLES INCLUDE: DOOR HARDWARE, HANDRAILS, PARKING SIGNAGE AND STALLS, BUILDING ACCESS, ETC. <b>ALTERNATIVES CONSIDERED:</b> ONLY WHEN REMODELING <b>ADVANTAGES OF APPROVAL:</b> IT HAS BEEN THE POLICY OF THE CITY TO MEET THE FULL SPIRIT OF THE LAW AS OUTLINED IN THE ADA REGULATIONS. BY TAKING THE INITIATIVE TO BRING ALL OUR BUILDINGS INTO CURRENT STANDARDS WE CAN PROVIDED A POSITIVE EXAMPLE TO THE COMMUNITY IN MEETING THE NEEDS OF PEOPLE WITH RESTRICTED OR LIMITED MOBILITY. <b>ADD OPERATING COST:</b> NO SIGNIFICANT COST	- - - - - - - - - - - - 10,000	10,000	<b>GF103 (FY24)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	SENIOR CENTER ELEVATOR	2022	SENIOR CENTER ELEVATOR	68,000	74,700	
			<b>DESCRIPTION:</b>	-		
			THE ELEVATOR AT THE BOZEMAN SENIOR SOCIAL	-		
			CENTER IS A THREE STOP OTIS ELEVATOR. THE ELEVATOR	-		
			WAS INSTALLED IN EARLY 1980 AND IS AT THE POINT	-		
			WHERE MANY TECHNOLOGICAL IMPROVEMENTS HAVE BEEN	-		
			MADE IN ELEVATOR TECHNOLOGY. A CHANGE OUT WOULD	-		
			YIELD BOTH IMPROVED SERVICE AND SOME	-		
			REDUCTIONS IN ENERGY COSTS. WHILE THE ELEVATOR IS	-		
			INSPECTED ANNUALLY AND IS SAFE, IT IS USED HEAVILY	-		
			BY THE MEMBERS OF THE SENIOR CENTER. PLANNING	-		
			AHEAD FOR THE REPLACEMENT OF THE ELEVATOR WILL BE	-		
			MORE COST EFFECTIVE AND AVOID UNNECESSARY DOWN	-		
			TIME DURING THE REPLACEMENT PROCESS. THE	-		
			ELEVATOR MAINTENANCE CONTRACTOR HAS RECOMMENDED	-		
			THIS BE THE FIRST ELEVATOR REPLACED BY THE CITY.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			CONTINUE TO MAINTAIN AND ADJUST THE ELEVATOR	-		
			OPERATING SYSTEMS AS NEEDED. WAIT TO REPLACE THE	-		
			ELEVATOR UNTIL IT PHYSICALLY BREAKS DOWN OR	-		
			CONTINUE TO MONITOR THE OPERATION AND HOLD OFF ON	-		
			THE REPLACEMENT UNTIL THE ROUTINE REPAIR AND	-		
			MAINTENANCE COSTS EXCEED ACCEPTABLE LIMITS.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			IMPROVED OPERATIONS AND REDUCED MAINTENANCE FOR	-		
			THE ELEVATOR MOST NEEDED BY A SPECIAL POPULATION.	-		
			SMALL REDUCTION IN ANNUAL ENERGY COSTS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			ANNUAL OPERATING AND MAINTENANCE COSTS.	-		
			<b>INCREASE:</b>	-		
			REPLACEMENT COST ADJUSTMENT IN THE AMOUNT OF	-		
			\$6,700. TOTAL REPLACEMENT COST IS \$74,700	6,700		

**GF157**



Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	CITY HALL BOZEMAN CREEK IMPROVEMENTS	2020	INCREASE: \$8,500 HAS BEEN SPENT ON DESIGN AND PERMITS IN FY19 BUDGET SO WORK CAN TAKE PLACE TO STABILIZE BANK AROUND CITY HALL. TOTAL CONSTRUCTION BUDGET PROJECTIONS ARE \$50,000. PROJECT BUDGET NEEDS TO BE INCREASED IN THE AMOUNT OF \$33,500 TO TAKE INTO ACCOUNT CONSTRUCTION COST. \$16,500 WILL BE CARRIED OVER FROM FY19 FUNDS AND USED WITH THESE FUNDS TO COMPLETE PROJECT.	- - - - - - - - 33,500	33,500	<b>GF274</b>





Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2023	FACILITIES DEPARTMENT IS PROJECTED TO INCREASE BY 2 STAFF MEMBERS IN THIS FISCAL YEAR. TWO NEW VEHICLES WILL BE NEEDED TO SUPPORT OPERATIONAL SUPPORT OF CITY OPERATIONS. REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT OPERATIONS SUCH AS HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. TRUCK BED SHELL AND LINER WILL BE INCLUDED IN THIS PURCHASE.	35,000 - - - - - - -	35,000	GF325  (FY24)
FACILITIES MANAGEMENT	DEPARTMENT ATV SNOW PLOW	2021	ADDITIONAL ATV CAPACITY IS NEEDED TO PROVIDE SUPPORT FOR SNOW REMOVAL OPERATIONS AT THE VARIOUS FACILITY LOCATIONS AROUND THE CITY THAT THE FACILITIES DEPARTMENT SUPPORTS. ADDITIONAL ATV SUPPORT REDUCES AMOUNT OF HAND SHOVELING REQUIRED. CURRENT ATV WAS PASSED DOWN FROM ANOTHER DEPARTMENT, REPAIRS ARE INCREASING EVERY YEAR WITH AGE BECOMING A FACTOR.	- - - - - 15,000	15,000	GF326
FACILITIES MANAGEMENT	LEASE PAYOFF OF VEHICLE	2021	3YR LEASE WILL BE EXPIRING, THESE FUNDS WILL BE USED TO PURCHASE THE LEASE VEHICLE FOR THE FACILITIES SUPERINDENDENT	- - 15,000	15,000	GF327
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2023	DEPARTMENT VEHICLE ASSET # 2756 IS 23YRS OLD AND IS REACHING THE END OF IT'S LIFECYCLE AND SHOULD BE REPLACED. BODY CONTINUES TO GET ADDITIONAL RUST EACH YEAR. REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT OPERATIONS SUCH AS HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. BED SHELL AND LINER WILL BE INCLUDED ON THIS PURCHASE. BASE VEHICLE PRICE IS \$31,000. SHELL & LINER \$4,000	- - - - - - - 35,000	35,000	GF328

Department	Project Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2024	DEPARTMENT VEHICLE ASSET # 2971 IS 23YRS OLD	-	35,000	GF329
			AND IS REACHING THE END OF IT'S LIFECYCLE AND SHOULD BE REPLACED.	-		
			CURRENT VEHICLE IS TOO SMALL TO SAFELY TOW	-		
			REQUIRED DEPARTMENT EQUIPMENT.	-		
			REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL	-		
			SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT	-		
			OPERATIONS SUCH AS HAULING MATERIALS, PULLING	-		
			TRAILERS, AND CAN PERFORM IN ALL WEATHER	-		
			CONDITIONS. BED SHELL AND LINER WILL BE INCLUDED	-		
			ON THIS PURCHASE.	-		
BASE VEHICLE PRICE IS \$31,000	-					
SHELL & LINER \$4,000	35,000					
FINANCE	FINANCE OFFICE REMODEL- CASHIER WINDOW	2022	FINANCE OFFICE REMODEL- CASHIER WINDOW	60,000	60,000	GF308
			<b>DESCRIPTION:</b>	-		
			TO BETTER USE THE SPACE IN FINANCE AND TO INCREASE	-		
			SAFETY AND SECURITY. THE FRONT DESK WILL MOVE TO	-		
			BE A WINDOW OPERATION KEEPING A BARRIER BETWEEN	-		
			CUSTOMERS AND CASH. IN ADDITION, USE SPACE NOT	-		
			UTILIZED AND ADD AN ADDITIONAL CUBE ROW.	-		
			<b>ALTERNATIVE CONSIDERED:</b>	-		
			FIND OTHER LOCATIONS FOR STAFF TO SIT.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
BETTER USE OF SPACE AND ACCOMADATE STAFFING	-					
<b>ADD OPERATING COSTS:</b>	-					
NONE.	-					

Department	Project Name	Year	Description	Amount	Total	Project #
FIRE	FIRE STATION 2 RELOCATION	2023	<p>FIRE STATION 2- RELOCATION</p> <p><b>DESCRIPTION:</b></p> <p>FIRE STATION 2, LOCATED AT 410 S. 19TH AVE, IS A 1-STORY BUILDING THAT WAS CONSTRUCTED IN 1974 TO SERVE AS THE WEST END FIRE STATION FOR THE CITY OF CITY OF BOZEMAN. DUE TO GROWTH OF THE CITY, THIS STATION NOW PRIMARILY SERVES WHAT IS THE SOUTH SIDE AND CENTRAL PARTS OF THE CITY. THE STATION SERVES AS THE PRIMARY RESPONSE STATION FOR ALL AREAS WEST OF N. 7TH AVE TO THE CITY LIMITS THAT ARE SOUTH OF DURSTON AVE. THIS STATION IS THE PRIMARY RESPONSE STATION FOR ALL OF MSU CAMPUS AND BOZEMAN HIGH SCHOOL AND IS THE SECONDARY RESPONSE TO AREAS IN THE DOWNTOWN CORE. GENERAL MAINTENANCE AND REPAIRS HAVE BEEN THE MAJORITY OF WORK COMPLETED ON THIS STATION SINCE ITS OPENING. THE DEPARTMENT HAS CONTINUED TO DEAL WITH A SEWAGE PROBLEM ON A REOCCURRING BASIS WHERE THE SEWAGE BACKS UP INTO THE LIVING AREA OF THE STATION.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>AS RECOMMENDED BY THE COMMISSION.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>ADDRESSES HEALTH AND SAFETY, SPACE, AND LONG TERM NEEDS OF FIRE STATION 2 FOR THE NEXT 25-30 YEARS.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>GENERAL OPERATING COST WHICH ARE CURRENTLY BUDGETED IN THE FIRE DEPARTMENT GENERAL FUND BUDGET.</p>	4,500,000	4,500,000	GF305
HUMAN RESOURCES	APPLICANT TRACKING SYSTEM	2021	<p>APPLICANT TRACKING SYSTEM</p> <p><b>DESCRIPTION:</b></p> <p>SYSTEM TO ELECTRONICALLY MANAGE THE RECRUITMENT PROCESS FROM APPLICATION TO HIRE.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NONE</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED EFFICIENCY, ACCURACY, AND APPLICANT EXPERIENCE.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>\$5,000 ESTIMATE</p>	30,000	30,000	GF288

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2020	PERSONAL COMPUTER (PC) REPLACEMENT	55,000	50,000	GF062 (FY20)
			<b>DESCRIPTION:</b>	-		
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF	-		
			PERSONAL COMPUTERS FOR GENERAL FUND RELATED	-		
			JOB AND SERVICES. (ENTERPRISE AND SPECIAL	-		
			REVENUE FUND SERVICES PAY FOR THEIR OWN PCS.) AS	-		
			OF FY17, PERSONAL COMPUTERS MOVED TO A 5 YEAR	-		
			ROTATION BEFORE REPLACEMENT. PC REPLACEMENTS	-		
			ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS	-		
			(PM01 & WL01) - AGING COMPUTERS CAN HAVE	-		
			MORE SOFTWARE AND TECHNICAL CONFLICTS, AND	-		
			REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR	-		
			NEWER VERSIONS OF SOFTWARE, ETC.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-					
NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE	-					
IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY	-					
SUPPORT EMPLOYEES AND CITIZENS.	-					
<b>ADD OPERATING COSTS:</b>	-					
<b>REDUCE BY 5K</b>	(5,000)					
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2021	PERSONAL COMPUTER (PC) REPLACEMENT	65,000	65,000	GF062 (FY21)
			<b>DESCRIPTION:</b>	-		
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF	-		
			PERSONAL COMPUTERS FOR GENERAL FUND RELATED	-		
			JOB AND SERVICES. (ENTERPRISE AND SPECIAL	-		
			REVENUE FUND SERVICES PAY FOR THEIR OWN PCS.) AS	-		
			OF FY17, PERSONAL COMPUTERS MOVED TO A 5 YEAR	-		
			ROTATION BEFORE REPLACEMENT. PC REPLACEMENTS	-		
			ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS	-		
			(PM01 & WL01) - AGING COMPUTERS CAN HAVE	-		
			MORE SOFTWARE AND TECHNICAL CONFLICTS, AND	-		
			REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR	-		
			NEWER VERSIONS OF SOFTWARE, ETC.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-					
NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE	-					
IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY	-					
SUPPORT EMPLOYEES AND CITIZENS.	-					
<b>ADD OPERATING COSTS:</b>	-					

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2022	PERSONAL COMPUTER (PC) REPLACEMENT	65,000	75,000	GF062 (FY22)
			<b>DESCRIPTION:</b>	-		
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF	-		
			PERSONAL COMPUTERS FOR GENERAL FUND RELATED	-		
			JOB AND SERVICES. (ENTERPRISE AND SPECIAL	-		
			REVENUE FUND SERVICES PAY FOR THEIR OWN PCS.) AS	-		
			OF FY17, PERSONAL COMPUTERS MOVED TO A 5 YEAR	-		
			ROTATION BEFORE REPLACEMENT. PC REPLACEMENTS	-		
			ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS	-		
			(PM01 & WL01) - AGING COMPUTERS CAN HAVE	-		
			MORE SOFTWARE AND TECHNICAL CONFLICTS, AND	-		
			REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR	-		
			NEWER VERSIONS OF SOFTWARE, ETC.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-					
NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE	-					
IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY	-					
SUPPORT EMPLOYEES AND CITIZENS.	-					
<b>ADD OPERATING COSTS:</b>	-					
<b>NEED TO UP THIS BY 10K</b>	10,000					
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2023	PERSONAL COMPUTER (PC) REPLACEMENT	60,000	80,000	GF062 (FY23)
			<b>DESCRIPTION:</b>	-		
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF	-		
			PERSONAL COMPUTERS FOR GENERAL FUND RELATED	-		
			JOB AND SERVICES. (ENTERPRISE AND SPECIAL	-		
			REVENUE FUND SERVICES PAY FOR THEIR OWN PCS.) AS	-		
			OF FY17, PERSONAL COMPUTERS MOVED TO A 5 YEAR	-		
			ROTATION BEFORE REPLACEMENT. PC REPLACEMENTS	-		
			ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS	-		
			(PM01 & WL01) - AGING COMPUTERS CAN HAVE	-		
			MORE SOFTWARE AND TECHNICAL CONFLICTS, AND	-		
			REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR	-		
			NEWER VERSIONS OF SOFTWARE, ETC.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-					
NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE	-					
IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY	-					
SUPPORT EMPLOYEES AND CITIZENS.	-					
<b>ADD OPERATING COSTS:</b>	-					
<b>NEED TO UP THIS BY 20K</b>	20,000					

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2024	PERSONAL COMPUTER (PC) REPLACEMENT	65,000	65,000	
			<b>DESCRIPTION:</b>	-		
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF	-		
			PERSONAL COMPUTERS FOR GENERAL FUND RELATED	-		
			JOB AND SERVICES. (ENTERPRISE AND SPECIAL	-		
			REVENUE FUND SERVICES PAY FOR THEIR OWN PCS.) AS	-		
			OF FY17, PERSONAL COMPUTERS MOVED TO A 5 YEAR	-		
			ROTATION BEFORE REPLACEMENT. PC REPLACEMENTS	-		
			ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS	-		
			(PM01 & WL01) - AGING COMPUTERS CAN HAVE	-		GF062
			MORE SOFTWARE AND TECHNICAL CONFLICTS, AND	-		(FY24)
			REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR	-		
			NEWER VERSIONS OF SOFTWARE, ETC.	-		
			<b>ALTERNATIVES OF CONSIDERED:</b>	-		
			NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE	-		
			IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY	-		
			SUPPORT EMPLOYEES AND CITIZENS.	-		
			<b>ADD OPERATING COSTS:</b>	-		

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2020	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	45,000	50,000	<b>GF080 (FY20)</b>
			<b>DESCRIPTION:</b>	-		
			WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL, PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&J, LIBRARY, WWTP, WTP, SWIM CENTER, BEALL PARK, CEMETERY. SMALLER SITES WILL BE CONSOLIDATED IN ONE YEAR. FY 15 - PROF-BUILDING, VEHICLE MAINT.	-		
			THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOG NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S PERFORMANCE MEASURES RELATED TO SYSTEM "UPTIME" (PM02-PM06) AND WORKLOAD MEASURES RELATED TO NUMBER OF HOURS THE NETWORK AND VARIOUS SOFTWARE IS "IN SERVICE" (WL02-W06).	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA.	-		
			<b>UP THIS BY 5K</b>	5,000		
			<b>ADD OPERATING COSTS:</b>	-		



Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2021	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	45,000	50,000	<b>GF080 (FY21)</b>
			<b>DESCRIPTION:</b>	-		
			WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL, PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&J, LIBRARY, WWTP, WTP, SWIM CENTER, BEALL PARK, CEMETERY.	-		
			THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOG NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S PERFORMANCE MEASURES RELATED TO SYSTEM "UPTIME" (PM02-PM06) AND WORKLOAD MEASURES RELATED TO NUMBER OF HOURS THE NETWORK AND VARIOUS SOFTWARE IS "IN SERVICE" (WL02-W06).	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			<b>UP THIS BY 5K</b>	5,000		

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2022	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	55,000	55,000	
			<b>DESCRIPTION:</b>	-		
			WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL, PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&J, LIBRARY, WWTP, WTP, SWIM CENTER, BEALL PARK, CEMETERY. SMALLER SITES WILL BE CONSOLIDATED IN ONE YEAR. FY 15 - PROF-BUILDING, VEHICLE MAINT. THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOG NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S PERFORMANCE MEASURES RELATED TO SYSTEM "UPTIME" (PM02-PM06) AND WORKLOAD MEASURES RELATED TO NUMBER OF HOURS THE NETWORK AND VARIOUS SOFTWARE IS "IN SERVICE" (WL02-W06).	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA.	-		
			<b>ADD OPERATING COSTS:</b>	-		
						<b>GF080 (FY22)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2023	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	50,000	50,000	<b>GF080 (FY23)</b>
			<b>DESCRIPTION:</b>	-		
			WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL, PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&J, LIBRARY, WWTP, WTP, SWIM CENTER, BEALL PARK, CEMETERY. SMALLER SITES WILL BE CONSOLIDATED IN ONE YEAR. FY 15 - PROF-BUILDING, VEHICLE MAINT. THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOG NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S PERFORMANCE MEASURES RELATED TO SYSTEM "UPTIME" (PM02-PM06) AND WORKLOAD MEASURES RELATED TO NUMBER OF HOURS THE NETWORK AND VARIOUS SOFTWARE IS "IN SERVICE" (WL02-W06).	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			<b>ADD 5K</b>	5,000		

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2024	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP	55,000	55,000	<b>GF080 (FY24)</b>
			REPLACEMENT	-		
			<b>DESCRIPTION:</b>	-		
			WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES	-		
			AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL,	-		
			PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&J,	-		
			LIBRARY, WWTP, WTP, SWIM CENTER, BEALL PARK,	-		
			CEMETERY.	-		
			THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOG	-		
			NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S	-		
			PERFORMANCE MEASURES RELATED TO SYSTEM	-		
			"UPTIME" (PM02-PM06) AND WORKLOAD MEASURES	-		
			RELATED TO NUMBER OF HOURS THE NETWORK AND	-		
			VARIOUS SOFTWARE IS "IN SERVICE" (WL02-W06).	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT	-					
OR MAINTENANCE.	-					
<b>ADVANTAGES OF APPROVAL:</b>	-					
MAINTAIN UPTIME FOR ALL WAN LOCATIONS	-					
THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS	-					
WELL AS DATA.	-					
<b>ADD OPERATING COSTS:</b>	-					
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2022	VEHICLE REPLACEMENTDESCRIPTION:REPLACEMENT OF IT V	26,000	26,000	<b>GF233 (FY20)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF IT VEHICLES. IF OUR CURRENT	-		
			VEHICLE IS STILL RUNNING WELL AND MAINTENANCE	-		
			COSTS ARE NOT HIGH, WE WOULD KEEP THEM BEYOND	-		
			WHAT IS SHOWN HERE. THE TRUCK WE WOULD REPLACE	-		
			WOULD BE THE 1995 DODGE TRUCK WITH 68K	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			BUY NEW OR DO NOTHING.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROVIDE FUNCTIONAL TRANSPORTATION WITH REDUCED	-		
			MAINTENANCE COSTS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MINIMAL	-		

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2023	VEHICLE REPLACEMENT	23,000	26,000	<b>GF233 (FY23)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF IT VEHICLES. IF OUR CURRENT	-		
			VEHICLE IS STILL RUNNING WELL AND MAINTENANCE	-		
			COSTS ARE NOT HIGH, WE WOULD KEEP THEM BEYOND	-		
			WHAT IS SHOWN HERE. 2005 CHEVY COLORADO WITH	-		
			38K 1999 DODGE TRUCK WITH 107K 1999 JEEP	-		
			CHEROKEE WITH 74K 1995 DODGE TRUCK WITH 67K	-		
			ALTERNATIVES CONSIDERED:	-		
			BUY NEW OR DO NOTHING.	-		
			ADVANTAGES OF APPROVAL:	-		
			PROVIDE FUNCTIONAL TRANSPORTATION WITH REDUCED	-		
			MAINTENANCE COSTS.	-		
ADD OPERATING COSTS:	-					
MINIMAL	-					
PER JOHN VANDELINDER NEED TO UP THIS TO 26K	3,000					
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2020	GENERAL FUND SERVER REPLACEMENTDESCRIPTION:REPLACE	20,000	20,000	<b>GF265 (FY20)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL	-		
			SEVERS	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY	-		
			AND IN GOOD WORKING CONDITION FOR REQUIRED	-		
			PERFORMANCE.	-		
WANT TO MOVE THIS 20K FROM THE FY21 68K ALLOTMENT	-					
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2021	GENERAL FUND SERVER REPLACEMENT	68,000	48,000	<b>GF265 (FY21)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL	-		
			SEVERS	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY	-		
			AND IN GOOD WORKING CONDITION FOR REQUIRED	-		
			PERFORMANCE.	-		
<b>ADD OPERATING COSTS:</b>	-					
WANT TO MOVE 20K OF THIS TO FY20	(20,000)					

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2023	GENERAL FUND SERVER REPLACEMENT	20,000	20,000	<b>GF265 (FY23)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL SEVERS	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY AND IN GOOD WORKING CONDITION FOR REQUIRED PERFORMANCE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
				-		
				-		
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2024	GENERAL FUND SERVER REPLACEMENT	20,000	20,000	<b>GF265 (FY24)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL SEVERS	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY AND IN GOOD WORKING CONDITION FOR REQUIRED PERFORMANCE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
				-		
				-		
INFORMATION TECHNOLOGY	SERVER FARM SOFTWARE UPGRADES	2020	SERVER FARM SOFTWARE UPGRADES	10,000	35,000	<b>GF289 (FY20)</b>
			<b>DESCRIPTION:</b>	-		
			UPGRADING OUR VM FARM AND SQL CLUSTER TO THE NEWEST VERSIONS FOR CURRENT AND FUTURE COMPATIBILITY	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			STAY ON OUR CURRENT VERSIONS UNTIL FORCED TO UPGRADE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			WILL KEEP THE CITY CURRENT WITH SUPPORTED VERSIONS OF THE OPERATING SYSTEMS AND WILL ALLOW US TO SUPPORT SOFTWARE THAT REQUIRES THE NEWER VERSIONS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			<b>WANT TO MOVE THE 25K FROM FY22 TO FY20</b>	25,000		
				-		

Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	SERVER FARM SOFTWARE UPGRADES	2021	SERVER FARM SOFTWARE UPGRADES	10,000	35,000	<b>GF289 (FY21)</b>
			<b>DESCRIPTION:</b>	-		
			UPGRADING OUR VM FARM AND SQL CLUSTER TO THE	-		
			NEWEST VERSIONS FOR CURRENT AND FUTURE	-		
			COMPATIBILITY	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			STAY ON OUR CURRENT VERSIONS UNTIL FORCED TO	-		
			UPGRADE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			WILL KEEP THE CITY CURRENT WITH SUPPORTED VERSIONS	-		
			OF THE OPERATING SYSTEMS AND WILL ALLOW US TO	-		
SUPPORT SOFTWARE THAT REQUIRES THE NEWER	-					
VERSIONS.	-					
<b>ADD OPERATING COSTS:</b>	-					
<b>WANT TO MOVE 25K FROM FY23 TO FY21</b>	25,000					
INFORMATION TECHNOLOGY	APC REPLACE FOR DATA CENTERS	2020	APC REPLACEMENTS FOR DATA CENTERS	12,000	12,000	<b>GF310 (FY20)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF BATTERY BACKUP UNITS IN OUR DATA	-		
			CENTERS. THESE DEVICES ARE WHAT KEEP THE CITY	-		
			EQUIPMENT UP AND FUNCTIONAL IN THE EVENT OF A	-		
			POWER OUTAGE. THEY ALSO CONDITION THE POWER	-		
			THAT IS SUPPLIED TO EQUIPMENT INCREASING THE	-		
			EQUIPMENT LIFESPAN.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DON'T REPLACE THE UNITS AND GO INTO A STATE OF	-		
			NO WARRANTY COVERAGE.	-		
<b>ADVANTAGES OF APPROVAL:</b>	-					
ALL OF THE CRITICAL EQUIPMENT THAT IS USED TO	-					
KEEP THE CITY COMMUNICATIONS AND APPLICATIONS	-					
UP AND FUNCTIONAL WILL BE IN PLACE AND UNDER	-					
WARRANTY.	-					
<b>ADD OPERATING COSTS:</b>	-					
\$1200 PER UNIT PER YEAR FOR WARRANTY AFTER THE	-					
FIRST THREE YEARS. YEARS 4-10	-					





Department	Project Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	COOLING SYSTEM FOR CITY HALL	2021	COOLING SYSTEM FOR CITY HALL	20,000	20,000	<b>GF311</b>
			<b>DESCRIPTION:</b>	-		
			ADD COOLING UNIT TO CITY HALL DATA CENTER TO	-		
			PROVIDE SOME REDUNDANCY FOR THE AGING UNIT THAT	-		
			EXISTS NOW. THIS UNIT WILL HELP SHOULDER THE	-		
			BURDEN OF COOLING THE ROOM AND WILL BE THE	-		
			BACKUP UNIT SHOULD THE MAIN UNIT DIE.	-		
			THE CURRENT UNIT IS STARTING TO HAVE ISSUES THAT	-		
			CREATE HEAT ISSUES AND REQUIRE A SERVICE CALL TO	-		
			RESOLVE	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGE OF APPROVAL:</b>	-		
			ALL OF THE CRITICAL EQUIPMENT NEEDED TO MAINTAIN	-		
CITY COMMUNICATIONS AND BUSINESS CONTINUITY	-					
WILL BE PROPERLY COOLED.	-					
ADD OPERATING COSTS:	-					
INFORMATION TECHNOLOGY	ISCI FLASH UPGRADE CITY HALL	2020	ADD ISCSI FLASH DRIVES TO CITY HALL SAN	10,000	10,000	<b>GF312</b>
			<b>DESCRIPTION:</b>	-		
			THIS WILL ADD FLASH MEMORY TO OUR MAIN STORAGE	-		
			AREANETWORK DEVICE THAT STORES THE VIRTUAL SERVERS	-		
			THAT ALL APPLICATIONS AT CITY HALL RUN ON.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DONT ADD THE ADDITIONAL MEMORY AND CONTINUE TO USE	-		
			THE DEVICE AS WE ARE NOW AT LESS THAN OPTIMUM	-		
			PERFORMANCE.	-		
			<b>ADVANTAGE OF APPROVAL:</b>	-		
			WOULD ALLOW IT TO CONFIGURE THE STORAGE DEVICE TO	-		
			BETTER MEET THE CURRENT NEED WE ARE SEEING FOR	-		
			THIS DEVICE. PERFORMANCE WILL IMPROVE FOR USERS	-		
			THAT USE THE APPLICATIONS HOUSED AT CITY HALL.	-		
<b>ADD OPERATING COSTS:</b>	-					



Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PARK IMPROVEMENT GRANT	2023	PARK IMPROVEMENT GRANTS	150,000	150,000	
			<b>DESCRIPTION:</b>	-		
			THE GENERAL FUND CONTRIBUTES FUNDS EVERY OTHER	-		
			YEAR TOWARDS IMPROVING PARK INFRASTRUCTURE	-		
			THROUGH IMPLEMENTATION OF PARK MASTER PLANS.	-		
			THIS GRANT PROGRAM IS A MATCHING FUNDS PROGRAM	-		
			IN WHICH THE CITY RECEIVES A MINIMUM 1 TO 1	-		
			MATCH FROM THE RECIPIENT. THE COMMISSION HAS	-		
			ESTABLISHED A FORMAL GRANT POLICY BY RESOLUTION.	-		
			BY SWITCHING TO EVERY OTHER YEAR, AND ALSO	-		
			INCREASING THE ALLOCATION, BIGGER PROJECTS CAN BE	-		
			ACCOMPLISHED, THOUGH THESE PROJECTS WILL TAKE	-		
			MORE TIME TO COMPLETE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			HANDLE PARK EQUIPMENT AND IMPROVEMENT REQUESTS ON	-		
			AN ADHOC BASIS, AS VARIOUS DONORS OR SERVICE	-		GF031
			GROUPS BRING THEM FORWARD. ALLOCATE MORE OR	-		
			FEWER DOLLARS TO THE PROGRAM.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS MATCHING FUNDS PROGRAM PROVIDES CRITICAL	-		
			INFRASTRUCTURE TO THE PARK SYSTEM BY UTILIZING THE	-		
			TALENTS OF OUR COMMUNITY MEMBERS THROUGH	-		
			MATCHING FUNDS, DONATIONS, LABOR IN LIEU OF AND	-		
			NUMEROUS SPECIALIZED SERVICES. ALL OF THE ABOVE	-		
			CAN BE USED AS A MATCH IN THIS PROGRAM.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			NEW INFRASTRUCTURE AND FACILITIES BRING ON	-		
			INCREASED MAINTENANCE AND LABOR COSTS. THE NATURE	-		
			OF EACH PROJECT FUNDED WILL DETERMINE THE CONTINUE	-		
			COSTS. SOME PROJECTS HAVE VERY LOW ONGOING COSTS	-		
			OTHERS HAVE RELATIVELY HIGHER COSTS.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	LARGE DECK MOWER	2022	LARGE DECK MOWER	58,000	58,000	
			<b>DESCRIPTION:</b>	-		
			AN ADDITION TO SUPPLEMENT FLEET	-		
			OF A LARGE-DECK SPORTS TURF MOWER, ANTICIPATED TO	-		
			BE NEEDED FOR ADDITIONAL PARKLAND USED FOR	-		
			ATHLETICS, SUCH AS: ENTERPRISE PARK (FORMERLY	-		
			LERNER PARK), OAK SPRINGS PARK, ADAM BRONKEN	-		
			BOZEMAN SPORTS COMPLEX. THE CITY CURRENTLY	-		
			MOWS OVER 162 ACRES OF IRRIGATED TURFGRASS WEEKLY	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			CONTINUE TO REPAIR AS BREAK DOWNS OCCUR, REPLACE	-		
			MOWERS AS THEY BREAKDOWN, EXPLORE A LEASE PROGRAM.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROPER MOWING OF SPORTS FIELDS AND FORMAL PARKS	-		
			ARE IMPERATIVE TO SAFETY. REGULAR REPLACEMENT WILL	-		
			REDUCE MAINTENANCE COSTS AND DECREASE THE	-		
			NUMBER OF BREAKDOWNS WE HAVE BEEN	-		
			EXPERIENCING. WELL MOWED PARKS ARE AN IMPORTANT	-		
			REFLECTION ON OUR CITY AND HOW IT IS PERCEIVED BY	-		
			VISITORS AND CITIZENS. NEW MOWERS WILL BE MORE	-		
			RELIABLE, SAFER, PRODUCTIVE, AND WILL REDUCE TH	-		
			WORKLOAD ON THE VEHICLE MAINTENANCE SHOP	-		
			PERSONNEL. WELL MAINTAINED SPORTS FIELDS HAVE	-		
			PROVEN TO BE A VITAL COMPONENT TO THE ECONOMIC	-		
			GROWTH OF OUR COMMUNITY, BY ATTRACTING REGIONAL	-		
			AND STATE TOURNAMENTS TO BOZEMAN.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			IMPROVE SCHEDULING OF MOWING AND INCREASE CREW	-		
			EFFICIENCY BECAUSE OF RELIABLE EQUIPMENT.	-		

**GF034  
(FY22)**

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	LARGE DECK MOWER	2024	LARGE DECK MOWER	60,000	60,000	
			<b>DESCRIPTION:</b>	-		
			LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO	-		
			REPLACE THE OLDEST MOWER IN OUR FLEET. BY FY23-	-		
			STORY MILL COMMUNITY PARK AND THE SPORTS COMPLEX	-		
			WILL BE OPERATIONAL.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			CONTINUE TO REPAIR AS BREAK DOWNS OCCUR,	-		
			REPLACE MOWERS AS THEY BREAKDOWN, EXPLORE A LEASE	-		
			PROGRAM.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROPER MOWING OF SPORTS FIELDS AND FORMAL PARKS	-		
			ARE IMPERATIVE TO SAFETY. REGULAR REPLACEMENT WILL	-		
			REDUCE MAINTENANCE COSTS AND DECREASE THE	-		
			NUMBER OF BREAKDOWNS WE HAVE BEEN	-		
			EXPERIENCING. WELL MOWED PARKS ARE AN IMPORTANT	-		
			REFLECTION ON OUR CITY AND HOW IT IS PERCEIVED BY	-		
			VISITORS AND CITIZENS. NEW MOWERS WILL BE MORE	-		
			RELIABLE, SAFER, PRODUCTIVE, AND WILL REDUCE THE	-		
			WORKLOAD ON THE VEHICLE MAINTENANCE SHOP	-		
			PERSONNEL. WELL MAINTAINED SPORTS FIELDS HAVE	-		
			PROVEN TO BE A VITAL COMPONENT TO THE ECONOMIC	-		
			GROWTH OF OUR COMMUNITY, BY ATTRACTING REGIONAL	-		
			AND STATE TOURNAMENTS TO BOZEMAN.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			IMPROVE SCHEDULING OF MOWING AND INCREASE CREW	-		
			EFFICIENCY BECAUSE OF RELIABLE EQUIPMENT.	-		

**GF034  
(FY24)**

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PARKS RESTROOMS UPGRADES	2022	PARKS RESTROOM UPGRADES	34,000	34,000	
			<b>DESCRIPTION:</b>	-		
			THIS PROJECT IS THE GENERAL REPLACEMENT AND	-		
			UPGRADING OF THE CITY PARKS PUBLIC RESTROOM	-		
			FACILITIES. OTHER RESTROOMS THAT NEED TO BE	-		
			REPLACED- AND/OR BUILT IS:	-		
			ROSE PARK \$34,000 (FY21)	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			CONTINUE WITH PORT-POTTIES	-		
			THE ROSE PARK PROJECTS WILL PROVIDE RESTROOM	-		GF084
			FACILITIES IN AREAS WHERE CURRENTLY NONE EXIST.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			EASE AND EFFICIENCY OF MAINTAINING NEW RESTROOMS;	-		
			INCREASED CLEANLINESS OF PUBLIC FACILITIES.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			OPERATING AND REPAIR COSTS ARE EXPECTED TO BE	-		
			LOWER THAN THE EXISTING FACILITIES.	-		
			REDUCED BUDGET BY 46000 DUE TO IMPLEMENTING A	-		
			VAULT, SELF CONTAINED UNIT IN THE PARK. UNIT	-		
			WOULD BE SIMILIAR TO THE RESTROOM AT TUCKERMAN	-		

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PLAYGROUND EQUIPMENT	2022	PLAYGROUND EQUIPMENT	100,000	105,000	
			<b>DESCRIPTION:</b>	-		
			THE FOLLOWING PLAYGROUND EQUIPMENT WILL	-		
			EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND	-		
			CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP	-		
			TO TODAYS STANDARDS AND REDUCE SAFETY AND	-		
			LIABILITY CONCERNS.	-		
			CHRISTIE PARK (FY20)	-		
			IN GENERAL, SAFETY RECOMMENDATIONS FOR PLAYGROUNDS	-		
			ADDRESS: PLAYGROUND SITE ELEMENTS, SIGHT LINES,	-		
			EQUIPMENT FEATURES AND MATERIALS, SURFACING	-		
			MATERIALS, HARDWARE, PAINTS AND FINISHES, AND ANY	-		
			OTHER HAZARDS THAT MIGHT BE PRESENT. PLAYGROUND	-		
			REPAIRS REQUIRE SAME-DAY RESPONSE GIVEN THEIR	-		
			CRITICAL SAFETY IMPLICATION. CURRENTLY, THE PARKS	-		
			DIVISION INSPECTS AND MAINTAINS 22PLAYGROUNDS	-		
			CITY-WIDE AND ASSISTS WITH ANOTHER 23 HOA-	-		
			MAINTAINED PLAYGROUNDS WITH MONTHLY	-		
			INSPECTIONS AND RECOMMENDATIONS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE	-		
			GO	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			INCREASED SAFETY FOR COMMUNITY MEMBERS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MINIMAL	-		
			<b>INCREASE IN PRICE</b>	5,000		

**GF092  
(FY22)**

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PLAYGROUND EQUIPMENT	2023	PLAYGROUND EQUIPMENT JARRETT PARK <b>DESCRIPTION:</b> THE FOLLOWING PLAYGROUND EQUIPMENT WILL EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP TO TODAYS STANDARDS AND REDUCE SAFETY AND IN GENERAL, SAFETY RECOMMENDATIONS FOR PLAYGROUNDS ADDRESS: PLAYGROUND SITE ELEMENTS, SIGHT LINES, EQUIPMENT FEATURES AND MATERIALS, SURFACING MATERIALS, HARDWARE, PAINTS AND FINISHES, AND ANY OTHER HAZARDS THAT MIGHT BE PRESENT. PLAYGROUND REPAIRS REQUIRE SAME-DAY RESPONSE IVEN THEIR CRITICAL SAFETY IMPLICATION. <b>ALTERNATIVES CONSIDERED:</b> KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE GO.	95,000 - - - - - - - - - - -	95,000	<b>GF092 (FY23)</b>
PARKS	PLAYGROUND EQUIPMENT	2024	PLAYGROUND EQUIPMENT LINDLEY PARK <b>DESCRIPTION:</b> THE FOLLOWING PLAYGROUND EQUIPMENT WILL EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP TO TODAYS STANDARDS AND REDUCE SAFETY AND LIABILITY CONCERNS. LINDLEY PARK AND KIRK PARK PLAYGROUNDS. <b>ALTERNATIVES CONSIDERED:</b> KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE GO. <b>ADVANTAGES OF APPROVAL:</b> INCREASED SAFETY FOR COMMUNITY MEMBERS. <b>ADD OPERATING COSTS:</b> MINIMAL.	120,000 - - - - - - - - - - - -	120,000	<b>GF092 (FY24)</b>







Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PARK VEHICLE REPLACEMENTS	2021	PARK VEHICLE REPLACEMENTS	30,000	30,000	
			<b>DESCRIPTION:</b>	-		
			THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING,	-		
			FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW	-		
			PLOWING AND REPAIRS OF THE CITY PARKS. CITY	-		
			PARKLAND NOW HAS GROWN TO OVER 500 ACRES THAT THE	-		
			PARKS DIVISION IS RESPONSIBLE FOR. ALL VEHICLES	-		
			ARE UTILIZED UNTIL SERVICE RELATED DOWN-TIME FOR	-		
			QUIPMENT AND STAFF BECOME PROBLEMATIC OR SAFETY IS	-		
			COMPROMISED.IN FY20 OF \$30,000 IS FOR A ½ TON	-		
			FLEET VEHICLE TO REPLACE THE 1991 DODGE WITH 5	-		
			YEAR REPAIR COSTS OF \$32124.00.	-		<b>GF115</b>
			<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(FY21)</b>
			CONTINUE TO DRIVE OLDER EQUIPMENT	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK	-		
			USE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			ANNUAL OPERATING AND MAINTENANCE COSTS: THESE	-		
			ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY	-		
			DECLINE AS NEWER CARS REPLACE OLDER ONES. 5 YEAR	-		
			AVERAGE ON REPAIRS TO THE PARKS FLEET - \$3,550.00	-		
			PER VEHICLE.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PARK VEHICLE REPLACEMENTS	2022	PARK VEHICLE REPLACEMENTS <b>DESCRIPTION:</b> THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING, FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW PLOWING AND REPAIRS OF THE CITY PARKS. CITY PARKLAND NOW HAS GROWN TO OVER 600ACRES THAT THE PARKS DIVISION IS RESPONSIBLE FOR. ALL VEHICLES ARE UTILIZED UNTIL SERVICE RELATED DOWN-TIME FOR EQUIPMENT AND STAFF BECOME PROBLEMATIC OR SAFETY IS COMPROMISED. FY21 REPRESENTS MORE FTE. (2) <b>ALTERNATIVES CONSIDERED:</b> UTILIZE OLD VEHICLES UNTIL THEY ARE "DEAD" <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK EMPLOYEES, BOTH FULL-TIME AND SHORT TERM WORKERS <b>ADD OPERATING COSTS:</b> THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS REPLACE OLDER ONES. 5 YEAR AVERAGE ON REPAIRS TO THE PARKS FLEET - \$3,550.00 PER VEHICLE.	30,000 - - - - - - - - - - - - - - -	30,000	<b>GF115 (FY22)</b>
PARKS	PARK VEHICLE REPLACEMENTS	2023	PARK VEHICLE REPLACEMENTS <b>DESCRIPTION:</b> THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING, FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW PLOWING AND REPAIRS OF THE CITY PARKS. CITY PARKLAND NOW HAS GROWN TO OVER 500 ACRES THAT THE PARKS DIVISION IS RESPONSIBLE FOR. ALL VEHICLES ARE UTILIZED UNTIL SERVICE RELATED DOWN-TIME FOR EQUIPMENT AND STAFF BECOME PROBLEMATIC OR SAFETY IS COMPROMISED. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK U <b>ADD OPERATING COSTS:</b> THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS REPLACE OLDER ONES. 5 YEAR AVERAGE ON REPAIRS TO THE PARKS FLEET - \$3,550.00 PER VEHICLE.	30,000 - - - - - - - - - - - - - - -	30,000	<b>GF115 (FY23)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PARK VEHICLE REPLACEMENTS	2024	PARK VEHICLE REPLACEMENTS ADDITIONAL 1 TON <b>DESCRIPTION:</b> THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING, FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW PLOWING AND REPAIRS OF THE CITY PARKS. CITY PARKLAND NOW HAS GROWN TO OVER 600 ACRES THAT THE PARKS DIVISION IS RESPONSIBLE FOR. ALL VEHICLES RE UTILIZED UNTIL SERVICE RELATED DOWN-TIME FOR EQUIPMENT AND STAFF BECOME PROBLEMATIC OR SAFETY IS COMPROMISED. <b>ALTERNATIVES CONSIDERED:</b> KEEP OLD VEHICLES UNTIL THEY DIE <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK USE. <b>ADD OPERATING COSTS:</b> THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS REPLACE OLDER ONES. 5 YEAR AVERAGE ON REPAIRS TO THE PARKS FLEET - \$3,550.00 PER VEHICLE.	55,000 - - - - - - - - - - - - - - -	55,000	<b>GF115 (FY24)</b>
PARKS	4-WHEELER ATV REPLACEMENT	2022	4-WHEELER ATV REPLACEMENT <b>DESCRIPTION:</b> REPLACE THE ATV (2000 YAMAHA GRIZZLY) USED FOR SIDEWALK SNOW REMOVAL AND IS THE MAIN PIECE OF EQUIPMENT THAT IS USED TO SPRAY APPROX 300 ACRES WITH HERBICIDES AND BIOSTIMULANTS FOR THE PARKS DIVISION. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO USE THE 2000 YAMAHA GRIZZLY AND REPAIR AS NEEDED. <b>ADVANTAGES OF APPROVAL:</b> MAXIMIZE EFFICIENCY, MINIMIZE DOWN TIME, PROACTIVE REPLACEMENT OF AGING EQUIPMENT. <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE	16,000 - - - - - - - - - - - - -	16,000	<b>GF190</b>

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	SPLASH PAD- STORYMILL	2021	SPLASH PAD- STORYMILL <b>DESCRIPTION:</b> THE INSTALLATION INTERACTIVE WATER FEATURE AT THE STORY MILL COMMUNITY PARK. THIS PLAN WILL GIVE THE COMMUNITY A LARGE SPLASH PAD/WATER FEATURE. <b>ALTERNATIVES CONSIDERED:</b> DO NOT INSTALL SPLASH PADS. <b>ADVANTAGES OF APPROVAL:</b> CAN HELP REDUCE CHILDRENS FEAR OF WATER. ADDS COMMUNITY WATER FEATURES THAT HAVE NO ADMITTANCE FEE ALLOWING PEOPLE OF ALL SOCIO ECONOMIC STATUS TO ENJOY A PUBLIC AQUATICS AMENITY. GEOGRAPHICALLY SEPARATES TWO INSTALLATIONS TO BEST SERVE THE ENTIRE COMMUNITY. <b>ADD OPERATING COSTS:</b> SOME ADDITIONAL WATER COSTS AND MAINTENANCE WILL BE REQUIRED. ADDITIONAL MAINTENANCE IS ESTIMATED AT 0.2 FTE	300,000 - - - - - - - - - - - - -	300,000	<b>GF250 (FY21)</b>
PARKS	SPLASH PADS - SPORTS COMPLEX	2023	SPLASH PADS - SPORTS COMPLEX <b>DESCRIPTION:</b> THE INSTALLATION OF A SPLASH PAD AT THE NEW SPORTS COMPLEX. <b>ALTERNATIVES CONSIDERED:</b> DO NOT INSTALL SPLASH PADS. <b>ADVANTAGES OF APPROVAL:</b> CAN HELP REDUCE CHILDRENS FEAR OF WATER. ADDS COMMUNITY WATER FEATURES THAT HAVE NO ADMITTANCE FEE ALLOWING PEOPLE OF ALL SOCIO ECONOMIC STATUS TO ENJOY A PUBLIC AQUATICS AMENITY. GEOGRAPHICALLY SEPARATES TWO INSTALLATIONS TO BEST SERVE THE ENTIRE COMMUNITY. <b>ADD OPERATING COSTS:</b> SOME ADDITIONAL WATER COSTS AND MAINTENANCE WILL BE REQUIRED. ADDITIONAL MAINTENANCE IS ESTIMATED AT 0.2 FTE	240,000 - - - - - - - - - - - - -	240,000	<b>GF250 (FY23)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	25TH STREET FROM OAK TO TSCHACHE	2020	25TH STREET FROM OAK TO TSCHACHE	333,000	333,000	
			<b>DESCRIPTION:</b>	-		
			EXTEND 25TH STREET FROM OAK STREET TO TSCHACHE STREET	-		
			ALONG THE WESTERN BORDER OF ROSE PARK.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE CITY MUST PROVIDE LOCAL SHARE	-		<b>GF254</b>
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			COINCIDES WITH THE TRANSPORTATION MASTER PLAN	-		
			<b>ADD OPERATING COSTS:</b>	-		
			STREET MAINTENANCE	-		

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	SPORTS COMPLEX	2024	SPORTS COMPLEX - CONSTRUCTION OF 'PROJECT RELATED' COTTONWOOD ROAD AREA WATER & WASTEWATER IMPRMTS	364,000	364,000	
			<b>DESCRIPTION:</b>	-		
			AS OWNER OF THE SPORTS PARK PROPERTY, THE CITY IS	-		
			REQUIRED TO CONSTRUCT A NUMBER OF STREET, WATER,	-		
			AND SEWER IMPROVEMENTS. IN APPROVAL OF THE	-		
			SPORTS PARK PURCHASE, \$1,778,000 WAS APPROVED	-		
			IN TOP BOND FUNDING FOR THESE INFRASTRUCTURE	-		
			IMPROVEMENTS: BAXTER LANE, COTTONWOOD ROAD,	-		
			DURSTON/COTTONWOOD INTERSECTION, FLANDERS MILL	-		
			ROAD (INCLUDING DITCH), AND OAK STREET. WE	-		
			ESTIMATE THAT THE BOND FUNDING WILL NOT BE	-		
			SUFFICIENT TO COVER THE COTTONWOOD ROAD (OR OAK	-		
			STREET) IMPROVEMENTS. WE ANTICIPATE NEEDING TO	-		
			BUILD THE PROJECT-RELATED PORTIONS OF THE	-		
			COTTONWOOD ROAD STREET-RELATED IMPROVEMENTS	-		
			WITH ARTERIAL & COLLECTOR DISTRICT DOLLARS.	-		GF260
			THE RELATED WATER AND SEWER-LINE IMPROVEMENTS	-		
			WILL NEED TO COME FROM THE GENERAL FUND. OUR	-		
			ORIGINAL COST ESTIMATES FROM THE SPRING OF 2014	-		
			HAVE BEEN INCREASED BY 15% TO ESTIMATE	-		
			CONSTRUCTION INFLATION COSTS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DELAY THE IMPROVEMENTS.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			PROPER CONSTRUCTION OF THE ADJACENT STREET, WATER,	-		
			AND SEWER IMPROVEMENTS, IN CONCERT WITH OUR	-		
			DEVELOPMENT REGULATIONS. BETTER ACCESS AND	-		
			AMENITIES FOR THE SPORTS PARK.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			THE CITY'S STREET MAINTENANCE FUNDS WILL MAINTAIN	-		
			THE STREET SURFACE, ONCE CONSTRUCTED. THE	-		
			UTILITIES WILL MAINTAIN THE PIPES ONCE INSTALLED.	-		



Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	PICKLEBALL COURTS	2021	PICKLEBALL COURTS <b>DESCRIPTION:</b> INSTALL PICKLEBALL COURTS IN ONE OF OUR CITY PARKS ONE POTENTIAL SITE WOULD BE BOGERT PARK TENNIS COURTS. <b>ALTERNATIVES CONSIDERED:</b> DO NOT INSTALL PICKLEBALL COURTS AND CONTINUE TO UTILIZE SOUTHSIDE TENNIS COURTS. <b>ADVANTAGES OF APPROVAL:</b> SEPARATE THE INCREASING NUMBER OF PICKLEBALL PLAYERS FROM THE TENNIS PLAYERS. DEDICATED SPACE FOR A FAST GROWING SPORT <b>ADD OPERATING COSTS:</b> RESURFACING OR RE-PAINTING IN FUTURE YEARS.	90,000 - - - - - - - - - -	90,000	GF291
PARKS	SYTHETIC TURF GROOMER	2021	SYTHETIC TURF GROOMER <b>DESCRIPTION:</b> TOW BEHIND UNIT USED TO GROOM, LEVEL AND MAINTAIN IN-FILLED SYTHETIC TURF <b>ALTERNATIVES CONSIDERED;</b> NOT MAINTAINING THE INFLL MATERIAL IN THE TURF <b>ADVANTAGES OF APPROVAL:</b> PROPERLY MAINTAINING THE SYNTHETIC TURF IN A WAY THAT WILL INCREASE LONGEVITY AND INCREASE SAFETY OF THE PLAYERS <b>OPERATIONAL COSTS:</b> MINIMAL FUEL COSTS OF THE VEHICLE THAT TOWS IT AND ROUTINE MAINTENANCE	11,000 - - - - - - - - -	11,000	GF317
PARKS	WATER WHEEL	2022	WATER WHEEL <b>DESCRIPTION:</b> WHATER WHEEL TO IRRIAGE SYNTHETIC TURF FIELDS AT BOZEMAN SPORTS PARK <b>ALTERNATIVES CONSIDERED:</b> DO NOT IRRIGATE TURF <b>ADVATAGES OF APPROVAL:</b> COOL DOWN, DECREASE STATIC CLING AND MOST IMPORTANTLY, FLUSH THE TOXINS (BLOOD, URINE VOMIT, ETC.....) THROUGH THE TURF PROFILE. <b>OPERATIONAL COSTS:</b> MINIMAL- SURFACE WATER RIGHT AND ROUTINE MAINTENANCE	17,000 - - - - - - - -	17,000	GF318

Department	Project Name	Year	Description	Amount	Total	Project #
PARKS	AUTOMATED ROTARY MOWER BLADE GRINDER	2021	AUTOMATED ROTARY MOWER BLADE GRINDER <b>DESCRIPTION:</b> AAUTOMATED MACHINE THAT PRECISELY RE-SHARPENS MOWERS BLADES ON ROTARY DECKS. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE HAND GRINDING <b>ADVANTAGES OF APPROVAL:</b> PRECISION SHARPENS BLADES KEEP THE BLADES RAZOR SHARP, WHICH IS BENEFICIAL TO THE GRASS AND KEEPS THE BLADES IN BALANCE DUE TO EQUAL WEAR, WHICH IS EASIER ON THE MOWER. THIS PIECE OF EQUIPMENT WILL PROLONG THE LIFE OF MOWER BLADES. <b>OPERATINOAL COSTS:</b> MINIMAL ELECTRICAL YET PROLONG BLADE LIFE.	17,000 - - - - - - - - -	17,000	<b>GF319</b>
PARKS	UTILITY MULTI-PUPRPOSE VEHICLE	2023	UTILITY MULTI-PUPRPOSE VEHICLE <b>DESCRIPTION:</b> SMALLER PARK FRIENDLY VEHICLES USED FOR PARK MAINTENANCE IN LARGE PARKS (SMCP AND BZN SPORTS P) <b>ALTERNATIVES CONSIDERED:</b> NOT USING SMALLER UNIT <b>ADVANTAGES OF APPROVAL:</b> ON-SITE VEHICLES THAT CAN MANUVER AND NEGOTIATE LARGE SITES WITHOUT THE IMPACT OF A LARGE PICKUP OR SIMILIAR VEHICLE. (THINK GATOR OR WORKMAN) <b>OPERATIONAL COSTS:</b> LESS THAN TRADITIONAL TRUCKS	11,000 - - - - - - -	11,000	<b>GF320 (FY23)</b>
PARKS	UTILITY MULTI-PUPRPOSE VEHICLE	2024	ADDITIONAL MULTI USE VEHICLE <b>DESCRIPTION:</b> GATOR OR WORKMAN TYPE VEHICLE USED TO GET AROUND AND MAINTAIN LARGE PARKS. ELIMINATES THE NEED FOR LARGER PICK-UP TYPE VEHICLES TRAVELING THRU THE PARK. <b>ALTERNATIVES CONSIDERED:</b> USE EXISTING VEHICLES <b>ADVANTAGES OF APPROVAL:</b> SMALLER UNITS THAT DO NOT DAMAGE ASPHALT/GRASS LIKE PICKUPS FUEL EFFICIENT <b>OPERATIONAL COSTS:</b> LESS THAN TRUCKS	10,000 - - - - - - -	10,000	<b>GF320 (FY24)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	UNMARKED VEHICLE REPLCMNT	2023	POLICE NON-PATROL VEHICLE REPLACEMENTS	30,000	30,000	
			<b>DESCRIPTION:</b>	-		
			THE POLICE DEPARTMENT HAS UNMARKED VEHICLES	-		
			USED BY COMMAND STAFF, DETECTIVES AND SOME	-		
			SUPPORT POSITIONS. SOME OF THESE VEHICLES ARE	-		
			USED FOR SUPPORT OPERATIONS, SUCH AS ANIMAL	-		
			CONTROL, COMMUNITY RESOURCE OFFICER, CODE	-		
			COMPLIANCE, ECT. COMMAND AND DETECTIVE	-		
			VEHICLES ARE ASSIGNED AND USED TO RESPOND TO	-		
			EMERGENCY CALLS FOR COMMAND/CONTROL OR	-		
			INVESTIGATIONS. GENERALLY VEHICLE REPLACEMENT OF	-		
			THESE VEHICLES INVOLVES BUYING USED, LOWER	-		
			MILEAGE VEHICLES WITH SOME TRADE-IN DONE BY	-		
			HIGHER MILEAGE VEHICLES NEARING THE END OF TIME	-		
			TO OPERATE SAFELY. DECISIONS ON WHEN TO ROTATE	-		
			THESE VEHICLES IS USUALLY HIGHER MILEAGE THAN A	-		
			NORMAL POLICE CAR AND DEPENDENT LARGELY ON TRACK	-		
			HISTORY FOR MAINTENANCE CONCERNS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			EACH YEAR WE ASSESS EACH PURCHASE DECISION. AT	-		
			TIMES WE MAY BE ABLE TO CONVERT A MARKED POLICE	-		
			CAR TO A DETECTIVE USE, WHEN THE VEHICLE IS NO	-		
			LONGER TRUSTWORTHY TO THE LEVELS OF IMMEDIATE	-		
			EMERGENCY RESPONSE, BUT COULD BE USED FOR A YEAR	-		
			OR TWO AS AN UNMARKED SUPPORT VEHICLE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			2 OF THESE VEHICLES ARE NEW AND ESSENTIAL. THE	-		
			REPLACEMENTS ARE ALSO ESSENTIAL AND CONTINUE TO	-		
			PROVIDE SAFE AND RELIABLE TRANSPORTATION. THESE	-		
			UNMARKED CARS TEND TO LAST FOR AT LEAST 15 YEARS.	-		
			<b>ADD OPERATING COSTS:</b>	-		

GF052

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2020	PATROL VEHICLE REPLACEMENT	128,000	118,000	
			<b>DESCRIPTION:</b>	-		
			THIS PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO	-		
			BE REPLACED EACH YEAR, INCLUDING ALL OF THE	-		
			NECESSARY VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS,	-		
			RADIO, MOBILE DATA TERMINALS, VIDEO CAMERAS,	-		
			ELECTRONIC REPORTING / TICKETING SYSTEMS, ETC.)	-		
			COSTS ARE BASED ON ACTUAL COSTS IN FY18 OF \$61,000	-		
			PER VEHICLE AND ANTICIPATED INCREASES IN FY19 AND	-		
			BEYOND. PATROL VEHICLES ARE AN ESSENTIAL ITEM IN	-		
			THE OPERATION OF THE BOZEMAN POLICE DEPARTMENT,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			RESPONSE TO CALLS EACH YEAR. POLICE VEHICLES MUST	-		
			BE AVAILABLE FOR POLICE PATROL AND EMERGENCY CALL	-		
			RESPONSE 24 HOURS A DAY, 365 DAYS A YEAR. THESE	-		
			EHICLES ARE USED TO RESPOND TO BOTH EMERGENCY	-		
			AND NON-EMERGENCY CALLS FOR SERVICE, INVESTIGATE	-		
			VEHICLE CRASHES, CONDUCT TRAFFIC ENFORCEMENT AND	-		
			FOR GENERAL PATROL DUTIES. THESE PATROL VEHICLES	-		
			AVERAGE APPROXIMATELY 20,000 MILES ANNUALLY.	-		
			VEHICLES EARMARKED FOR REPLACEMENT WILL HAVE A	-		
			MINIMUM ESTIMATED 110,000 MILES PER VEHICLE,	-		
			WHICH WITH POLICE EMERGENCY RESPONSE TENDS TO BE	-		
			THE ROUGH TIME WHEN POLICE VEHICLES ARE NO LONGER	-		
			SAFE FOR EMERGENCY RESPONSE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS HELPS US PLAN FOR SAFE AND RELIABLE EMERGENCY	-		
			RESPONSE VEHICLES FOR PATROL USE, AS WELL AS	-		
			PROJECTED LOWER ANNUAL MAINTENANCE COSTS. THIS	-		
			PROGRAM WOULD ALLOW FOR THE REPLACEMENT OF OLDER,	-		
			HIGHER MILEAGE PATROL CARS THAT BECOME LESS	-		
			ELIABLE AND MORE COSTLY TO REPAIR.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			THESE ARE REPLACEMENT VEHICLES. RECURRING COSTS	-		
			FREQUENTLY DECLINE AS NEWER CARS REPLACE OLDER	-		
			ONES. MAINTENANCE COSTS HAVE STABILIZED DUE TO	-		
			REGULARLY SCHEDULED SERVICE, EVEN THOUGH CALLS FOR	-		
			SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
			<b>THIS REQUEST HAS BEEN LOWERED</b>	(10,000)		

**GF053  
(FY20)**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2021	PATROL VEHICLE REPLACEMENT	189,000	171,000	
			<b>DESCRIPTION:</b>	-		
			THIS PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO BE	-		
			REPLACED EACH YEAR, INCLUDING ALL OF THE	-		
			NECESSARY VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS,	-		
			RADIO, VIDEO CAMERAS,	-		
			ELECTRONIC REPORTING / TICKETING SYSTEMS, ETC.)	-		
			COSTS ARE BASED ON ACTUAL COSTS IN FY19 OF \$56,000	-		
			PER VEHICLE AND ANTICIPATED INCREASES IN FY20 AND	-		
			BEYOND. PATROL VEHICLES ARE AN ESSENTIAL ITEM IN	-		
			THE OPERATION OF THE BOZEMAN POLICE DEPARTMENT,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			RESPONSE TO CALLS EACH YEAR. POLICE VEHICLES MUST	-		
			BE AVAILABLE FOR POLICE PATROL AND EMERGENCY	-		
			CALL RESPONSE 24 HOURS A DAY, 365 DAYS A YEAR.	-		
			THESE VEHICLES ARE USED TO RESPOND TO BOTH	-		
			EMERGENCY AND NON-EMERGENCY CALLS FOR SERVICE,	-		
			INVESTIGATE VEHICLE CRASHES, CONDUCT TRAFFIC	-		
			ENFORCEMENT AND FOR GENERAL PATROL DUTIES. THESE	-		
			PATROL VEHICLES AVERAGE APPROXIMATELY 20,000	-		
			MILES ANNUALLY.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS HELPS US PLAN FOR SAFE AND RELIABLE EMERGENCY	-		
			RESPONSE VEHICLES FOR PATROL USE, AS WELL AS	-		
			PROJECTED LOWER ANNUAL MAINTENANCE COSTS. THIS	-		
			PROGRAM WOULD ALLOW FOR THE REPLACEMENT OF OLDER,	-		
			HIGHER MILEAGE PATROL CARS THAT BECOME LESS	-		
			RELIABLE AND MORE COSTLY TO REPAIR.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MAINTENANCE COSTS HAVE STABILIZED DUE TO	-		
			REGULARLY SCHEDULED SERVICE, EVEN THOUGH CALLS FOR	-		
			SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
			FROM FY20 FORWARD, THE MOBILE DATA TERMINALS	(18,000)		
			("MDT'S") WILL BE REQUESTED SEPARATELY WITHIN THE	-		
			BUDGET. THE USABLE LIFE OF THIS ESSENTIAL TOOL	-		
			IS LESS THAN 7 YEARS, NECESSITATING THEIR	-		
			REPLACEMENT EVEN IF THE VEHICLE IS NOT REPLACED.	-		

**GF053  
(FY21)**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2022	PATROL VEHICLE REPLACEMENT	195,000	180,000	
			<b>DESCRIPTION:</b>	-		
			THIS PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO BE	-		
			EPLACED EACH YEAR, INCLUDING ALL OF THE NECESSARY	-		
			VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS, RADIO,	-		
			MOBILE DATA TERMINALS, VIDEO CAMERAS, ELECTRONIC	-		
			REPORTING / TICKETING SYSTEMS, ETC.) COSTS ARE	-		
			BASED ON ACTUAL COSTS IN FY18 OF \$61,000 PER	-		
			VEHICLE AND ANTICIPATED INCREASES IN FY19 AND	-		
			BEYOND. PATROL VEHICLES ARE AN ESSENTIAL ITEM IN	-		
			THE OPERATION OF THE BOZEMAN POLICE DEPARTMENT,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			RESPONSE TO CALLS EACH YEAR. POLICE VEHICLES MUST	-		
			BE AVAILABLE FOR POLICE PATROL AND EMERGENCY	-		
			CALL RESPONSE 24 HOURS A DAY, 365 DAYS A YEAR.	-		
			THESE VEHICLES ARE USED TO RESPOND TO BOTH	-		
			EMERGENCY AND NON-EMERGENCY CALLS FOR SERVICE,	-		
			INVESTIGATE VEHICLE CRASHES, CONDUCT TRAFFIC	-		
			ENFORCEMENT AND FOR GENERAL PATROL DUTIES. THESE	-		
			PATROL VEHICLES AVERAGE APPROXIMATELY 20,000	-		
			MILES ANNUALLY. VEHICLES EARMARKED FOR REPLACEMENT	-		
			WILL HAVE A MINIMUM ESTIMATED 110,000 MILES PER	-		
			VEHICLE, WHICH WITH POLICE EMERGENCY RESPONSE TEND	-		
			TO BE THE ROUGH TIME WHEN POLICE VEHICLES ARE NO	-		
			LONGER SAFE FOR EMERGENCY RESPONSE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS HELPS US PLAN FOR SAFE AND RELIABLE EMERGENCY	-		
			RESPONSE VEHICLES FOR PATROL USE, AS WELL AS	-		
			PROJECTED LOWER ANNUAL MAINTENANCE COSTS. THIS	-		
			PROGRAM WOULD ALLOW FOR THE REPLACEMENT OF OLDER,	-		
			HIGHER MILEAGE PATROL CARS THAT BECOME LESS	-		
			RELIABLE AND MORE COSTLY TO REPAIR.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			.MAINTENANCE COSTS HAVE STABILIZED DUE TO	-		
			REGULARLY SCHEDULED SERVICE, EVEN THOUGH CALLS FOR	-		
			SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
			<b>THE REQUEST FOR THIS LINE HAS BEEN REDUCED DUE TO</b>	(15,000)		
			<b>MOVING THE COST OF THE MDT TO GF292.</b>	-		

**GF053  
(FY22)**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2023	PATROL VEHICLE REPLACEMENT	132,000	122,000	
			<b>DESCRIPTION:</b>	-		
			THIS PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO BE	-		
			REPLACED EACH YEAR, INCLUDING ALL OF THE NECESSARY	-		
			VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS, RADIO,	-		
			VIDEO CAMERAS, ELECTRONIC	-		
			REPORTING / TICKETING SYSTEMS, ETC.) COSTS ARE	-		
			BASED ON ACTUAL COSTS IN FY18 OF \$61,000 PER	-		
			VEHICLE AND ANTICIPATED INCREASES IN FY19 AND	-		
			BEYOND. PATROL VEHICLES ARE AN ESSENTIAL ITEM IN	-		
			THE OPERATION OF THE BOZEMAN POLICE	-		
			DEPARTMENT, BEING THE PRIMARY TOOL USED FOR OVER	-		
			50,000 RESPONSE TO CALLS EACH YEAR. POLICE	-		
			VEHICLES MUST BE AVAILABLE FOR POLICE PATROL AND	-		
			EMERGENCY CALL RESPONSE 24 HOURS A DAY, 365	-		
			DAYS A YEAR. THESE VEHICLES ARE USED TO RESPOND	-		
			TO BOTH EMERGENCY AND NON-EMERGENCY CALLS FOR	-		
			SERVICE, INVESTIGATE VEHICLE CRASHES, CONDUCT	-		
			TRAFFIC ENFORCEMENT AND FOR GENERAL PATROL	-		
			DUTIES. THESE PATROL VEHICLES AVERAGE	-		
			APPROXIMATELY 20,000 MILES ANNUALLY. VEHICLES	-		
			EARMARKED FOR REPLACEMENT WILL HAVE A MINIMUM	-		
			ESTIMATED 110,000 MILES PER VEHICLE, WHICH WITH	-		
			POLICE EMERGENCY RESPONSE TENDS TO BE THE ROUGH	-		
			TIME WHEN POLICE VEHICLES ARE NO LONGER SAFE FOR	-		
			EMERGENCY RESPONSE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS HELPS US PLAN FOR SAFE AND RELIABLE EMERGENCY	-		
			RESPONSE VEHICLES FOR PATROL USE, AS WELL AS	-		
			PROJECTED LOWER ANNUAL MAINTENANCE COSTS. THIS	-		
			PROGRAM WOULD ALLOW FOR THE REPLACEMENT OF	-		
			OLDER, HIGHER MILEAGE PATROL CARS THAT BECOME LESS	-		
			RELIABLE AND MORE COSTLY TO REPAIR.	-		
			ADD OPERATING COSTS:	-		
			MAINTENANCE COSTS HAVE STABILIZED DUE TO	-		
			REGULARLY SCHEDULED SERVICE, EVEN THOUGH CALLS FOR	-		
			SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
			<b>THIS REQUEST HAS BEEN REDUCED DUE TO THE TRANSFER</b>	(10,000)		
			<b>OF THE COST OF THE MDT TO GF292.</b>	-		

**GF053  
(FY23)**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2024	TWO PATROL VEHICLE REPLACEMENTS: THESE PATROL VEHILCES ARE THE PRIMARY RESPONSE VEHICLE UTILIZED BY THE PATROL DIVISION. THEY ARE SHARED BY TWO OR THREE OFFICERS AND GENERALLY USED ONS MULTIPLE SHIFT IN ALL TYPES OF WEATHER CONDITIONS. THESE VEHICLES ARE EQUIPPED WITH LIGHTBARS, A RADIO SYSTEM, A TRANSPORT SEAT AND DIVIDER, A SIREN, A VIDEO CAMERA SYSTEM, AND MANY OTHER ITEMS NECESSARY FOR PATROL RESPONSE. HAVING A REPLACEMENT SYSTEM IS NECESSARY TO KEEP THESE ESSENTIAL VEHICLES APPROPRIATE FOR EMERGENCY RESPONSE IN ALL CONDITIONS.	124,000 - - - - - - - - -	124,000	<b>GF053 (FY24)</b>



Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	COUNTY LEASE- PORTABLE AND MOBILE RADIO	2020	PORTABLE AND MOBILE RADIO REPLACEMENTS	295,000	295,000	
			<b>DESCRIPTION:</b>	-		
			IN FY18 THE DEPARTMENT AND CITY HAS BEEN IN	-		
			CONVERSATIONS AND PLANNING WITH GALLATIN COUNTY	-		
			911 TO IMPROVE RADIO COMMUNICATION THAT HAS BECOME	-		
			AN OPERATIONAL AND SAFETY CONCERN. REGARDLESS OF	-		
			THE FINAL IMPROVEMENTS TO INFRASTRUCTURE, ONE OF	-		
			THE IDENTIFIED NEEDS FOR REPLACEMENT IS	-		
			SUBSCRIBER UNITS (PORTABLE RADIOS USED BY OFFICERS	-		
			AND MOBILE RADIOS USED IN EMERGENCY RESPONSE	-		
			VEHICLES).THE REPLACEMENT OF THESE SUBSCRIBER UNIT	-		
			(RADIOS) ARE A MAJOR STOP TO IMPROVING	-		
			COMMUNICATIONS AND RESPONSES CAPABILITIES. THESE	-		
			RADIOS ARE AN ESSENTIAL ITEM IN THE OPERATION OF	-		
			THE BOZEMAN POLICE DEPARTMENT, BEING A CRITICAL	-		
			COMMUNICATION TOOL USED FOR OVER TO 50,000	-		
			RESPONSE TO CALLS EACH YEAR. POLICE RADIOS MUST BE	-		
			AVAILABLE FOR POLICE USE 24 HOURS A DAY, 365 DAYS	-		
			A YEAR. THESE RADIOS ARE INDIVIDUALLY ASSIGNED,	-		
			ALLOWING FOR GREATER LONGEVITY, AND DEPARTMENT-	-		
			WIDE COMMUNICATION IN THE EVENT OF A NEED FOR	-		
			MAJOR RESPONSE. THE CITY COMMISSION APPROVED	-		
			PURCHASING THESE UNITS, WHICH ARE CURRENTLY	-		
			PURCHASED WITH PAYMENTS IN FY19 AND FY21.	-		
			RADIOS WILL HAVE AT LEAST A 10 YEAR USE FOR	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NO OTHER ALTERNATIVES AT THIS TIME	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THIS ENSURES SAFE AND RELIABLE EMERGENCY	-		
			COMMUNICATION AND RESPONSE. PROGRAM ALLOWS FOR A	-		
			PLANNED AND PREDICTABLE NEED FOR EQUIPMENT	-		
			REPLACEMENT. CLEAR AND DEPENDABLE COMMUNICATION	-		
			<b>ADD OPERATING COSTS:</b>	-		
			NONE	-		

**GF166**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2020	PATROL CAR AUXILIARY EQUIPMENT	10,000	30,000	
			<b>DESCRIPTION:</b>	-		
			WITHIN A PATROL CAR IS A SIGNIFICANT AMOUNT OF	-		
			TECHNOLOGY RELATED AUXILIARY EQUIPMENT. THIS	-		
			INCLUDES A RADAR UNIT, ARBITRATOR VIDEO RECORDER,	-		
			ELECTRONIC TICKETING PRINTER, MOBILE DATA	-		
			TERMINAL, AMONGST OTHER ITEMS. MOST OF THESE ITEMS	-		
			ARE PART OF A NORMAL REPLACEMENT SCHEDULE	-		
			AS NEW PATROL VEHICLES ARE PURCHASED AND OLD	-		
			PATROL VEHICLES RETIRED. THIS DIRECTION	-		
			WILL ALSO LEAD TO LESS DESKTOP COMPUTERS	-		
			BEING PURCHASED AND INCREASE OFFICER EFFICIENCY.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVES ARE TO CONTINUE TO USE EXISTING MDC	-		
			ADVANTAGES OF APPROVAL:	-		
			LESS COSTS FOR DESKTOP COMPUTERS, LESS DUPLICATION	-		
			OF MAINTENANCE, MORE EFFICIENCY FOR OFFICERS,	-		
			MEANING OFFICERS MORE AVAILABLE FOR EMERGENCY	-		
			CALL RESPONSE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			NONE	-		
			<b>FROM FY20 FORWARD</b> , REQUESTS FOR MDTS WILL BE	20,000		
			LISTED SEPARATELY FROM THE VEHICLES. THIS IS DUE	-		
			TO MDTS NEEDING TO BE REPLACED BEFORE THE VEHILCE.	-		
			IN ADDITION, WE HAVE IDENTIFIED THE NEED TO	-		
			REPLACE FIVE THIS YEAR THAT ARE EXPERIENCING	-		
			A VARIETY OF ISSUES.	-		

**GF292  
(FY20)**

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2021	PATROL CAR AUXILIARY EQUIPMENT	10,000	30,000	
			<b>DESCRIPTION:</b>	-		
			WITHIN A PATROL CAR IS A SIGNIFICANT AMOUNT OF	-		
			TECHNOLOGY RELATED AUXILIARY EQUIPMENT. THIS	-		
			INCLUDES A RADAR UNIT, ARBITRATOR VIDEO RECORDER,	-		
			ELECTRONIC TICKETING PRINTER, MOBILE DATA	-		
			COMPUTER AMONGST OTHER ITEMS. MOST OF THESE	-		
			ITEMS ARE PART OF A NORMAL REPLACEMENT SCHEDULE	-		
			AS NEW PATROL VEHICLES ARE PURCHASED AND OLD	-		
			PATROL VEHICLES RETIRED.	-		
			THIS DIRECTION WILL ALSO LEAD TO LESS DESKTOP	-		
			COMPUTERS BEING PURCHASED AND INCREASE OFFICER	-		
			EFFICIENCY.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		<b>GF292</b>
			ALTERNATIVES ARE TO CONTINUE TO USE EXISTING MDC	-		<b>(FY21)</b>
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			LESS COSTS FOR DESKTOP COMPUTERS, LESS DUPLICATION	-		
			OF MAINTENANCE, MORE EFFICIENCY FOR OFFICERS,	-		
			MEANING OFFICERS MORE AVAILABLE FOR EMERGENCY	-		
			CALL RESPONSE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			<b>FROM FY20 FORWARD, ALL MDTs WILL BE INCLUDED IN</b>	20,000		
			THIS PROJECT CODE, RATHER THAN SOME ATTACHED TO	-		
			THE VEHICLE PROJECT CODE. THIS IS DUE TO THE	-		
			NEED TO REPLACE MDTs BEFORE THE VEHICLE IS READY	-		
			TO BE REPLACED. DUE TO THE LIFESPAN OF AN MDT	-		
			BEING LESS THAN 7 YEARS, THE NUMBER REQUESTED HAS	-		
			BEEN INCREASED TO 5.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2022	PATROL CAR AUXILIARY EQUIPMENT	10,000	30,000	
			<b>DESCRIPTION:</b>	-		
			WITHIN A PATROL CAR IS A SIGNIFICANT AMOUNT OF	-		
			TECHNOLOGY RELATED AUXILIARY EQUIPMENT. THIS	-		
			INCLUDES A RADAR UNIT, ARBITRATOR VIDEO RECORDER,	-		
			ELECTRONIC TICKETING PRINTER, MOBILE DATA	-		
			COMPUTER AMONGST OTHER ITEMS. MOST OF THESE	-		
			ITEMS ARE PART OF A NORMAL REPLACEMENT SCHEDULE	-		
			AS NEW PATROL VEHICLES ARE PURCHASED AND OLD	-		
			PATROL VEHICLES RETIRED. THIS DIRECTION	-		
			WILL ALSO LEAD TO LESS DESKTOP COMPUTERS	-		
			BEING PURCHASED AND INCREASE OFFICER EFFICIENCY.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		<b>GF292</b>
			ALTERNATIVES ARE TO CONTINUE TO USE EXISTING MDC	-		<b>(FY22)</b>
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			LESS COSTS FOR DESKTOP COMPUTERS, LESS DUPLICATION	-		
			OF MAINTENANCE, MORE EFFICIENCY FOR OFFICERS,	-		
			MEANING OFFICERS MORE AVAILABLE FOR EMERGENCY	-		
			CALL RESPONSE.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			<b>THIS REQUEST AMOUNT HAS BEEN INCREASED DUE TO THE</b>	20,000		
			INCREASED COST OF MDTS, THE TRANSFER OF SOME	-		
			COSTS FROM GF053, AND THE NEED TO REPLACE MDTS	-		
			WITHIN A 7 YEAR PERIOD, SHORTER THAN THE LIFE OF	-		
			A PATROL CAR.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
	PATROL CAR AUX EQUIP	2023	PATROL CAR AUXILIARY EQUIPMENT	15,000	30,000	
			<b>DESCRIPTION:</b>	-		
			WITHIN A PATROL CAR IS A SIGNIFICANT AMOUNT OF	-		
			TECHNOLOGY RELATED AUXILIARY EQUIPMENT. THIS	-		
			INCLUDES A RADAR UNIT, ARBITRATOR VIDEO RECORDER,	-		
			ELECTRONIC TICKETING PRINTER, MOBILE DATA	-		
			COMPUTER AMONGST OTHER ITEMS. MOST OF THESE	-		
			ITEMS ARE PART OF A NORMAL REPLACEMENT SCHEDULE	-		
			AS NEW PATROL VEHICLES ARE PURCHASED AND OLD	-		
			PATROL VEHICLES RETIRED. THIS DIRECTION	-		
			WILL ALSO LEAD TO LESS DESKTOP COMPUTERS	-		
			BEING PURCHASED AND INCREASE OFFICER EFFICIENCY.	-		GF292
			<b>ALTERNATIVES CONSIDERED:</b>	-		(FY23)
			ALTERNATIVES ARE TO CONTINUE TO USE EXISTING MDC	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			LESS COSTS FOR DESKTOP COMPUTERS, LESS DUPLICATION	-		
			OF MAINTENANCE, MORE EFFICIENCY FOR OFFICERS,	-		
			MEANING OFFICERS MORE AVAILABLE FOR EMERGENCY	-		
			CALL RESPONSE.	-		
			<b>THIS REQUEST AMOUNT HAS BEEN INCREASED DUE TO THE</b>	15,000		
			INCREASED COST OF MDTs, THE TRANSFER OF SOME	-		
			COSTS FROM GF053, AND THE NEED TO REPLACE MDTs	-		
			WITHIN A 7 YEAR PERIOD, SHORTER THAN THE LIFE OF	-		
			A PATROL CAR.	-		
FUNDS AND USED W						
POLICE	PATROL CAR AUX EQUIP	2024	MOBILE DATA TERMINALS:	30,000	30,000	
			"MDT'S" ARE AN ESSENTIAL TOOL FOR ALL PATROL	-		
			VEHICLES. THEY ARE USED FOR SHARING INFORMATION,	-		
			VIEWING CALLS, COMPLETING REPORTS, AND NUMEROUS	-		
			OTHER TASKS. MDTs HAVE A LIFESPAN OF LESS THAN	-		GF292
			7 YEARS, MEANING THEY MUST FREQUENTLY BE REPLACED	-		(FY24)
			IN VEHICLES THAT LAST LONGER THAN THAT. THESE	-		
			MDTs WOULD BE INSTALLED IN NEW VEHICLES AND USED	-		
			TO REPLACE THE LEAST FUNCTIONAL MDTs IN EXISTING	-		
			VEHICLES.	-		

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	NON-PATROL CAR NEW VEHICLES	2020	NON-PATROL CAR NEW VEHICLES <b>DESCRIPTION:</b> IN FY20 AND, AGAIN, IN FY22, WE ANTICIPATE ADDING A DETECTIVE TO THE DETECTIVE DIVISION TO HANDLE INCREASED DEMANDS AND AN INCREASING CASELOAD. <b>ALTERNATIVES CONSIDERED:</b> ALTERNATIVES MAY INCLUDE USE OF OLDER PATROL CARS THAT CANT BE USED FOR PATROL RESPONSE, OR THE USE OF EXISTING MARKED UNITS WHICH WILL ADD MILEAGE TO THOSE VEHICLES AND EFFECT THAT ROTATION SCHEDULE. <b>ADVANTAGES OF APPROVAL:</b> THESE VEHICLES TEND TO BE USED FOR MORE THAN 10 YEARS AND PROVIDE SRO ABILITY TO RESPOND TO THE SCHOOLS, OTHER EMERGENCY AND ON-CALL RESPONSE AFTER HOURS. <b>ADD OPERATING COSTS:</b> REPAIR AND & MAINTENANCE	15,000 - - - - - - - - - - - - - -	15,000	<b>GF293 (FY20)</b>
POLICE	NON-PATROL CAR NEW VEHICLES	2021	WITH THE ADDITION OF A SECOND BOZEMAN HIGH SCHOOL WITHIN THIS YEAR, WE ANCTICIPATE ADDING AN ADDITIONAL SCHOOL RESOURCE OFFICER, NECESSITATING AN ADDITIONAL VEHICLE. VEHICLE WILL BE USED FOR MINIMAL EMERGENCY RESPONSE, WITH MOST USE OCCURRING IN NON-EMERGENCY SITUATIONS. VEHICLES ACQUIRED IN THIS CATEGROY ARE GENERALLY A COUPLE YEARS OLD AND UTILIZED AT LEAST TEN YEARS BY THE DEPARTMENT.	15,000 - - - - - -	15,000	<b>GF293 (FY21)</b>

Department	Project Name	Year	Description	Amount	Total	Project #
POLICE	NON-PATROL CAR NEW VEHICLES	2022	NON-PATROL CAR NEW VEHICLES	15,000	30,000	
			<b>DESCRIPTION:</b>	-		
			IN FY20 AND FY22 WE ANTICIPATE ADDING TWO	-		
			SCHOOL RESOURCE OFFICER POSITIONS TO COVER THE NEW	-		
			BOZEMAN HIGH SCHOOL AND INCREASED DEMAND	-		
			FOR POLICE SERVICES AT ALL SCHOOLS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVES MAY INCLUDE USE OF OLDER PATROL CARS	-		
			THAT CANT BE USED FOR PATROL RESPONSE, OR THE	-		
			USE OF EXISTING MARKED UNITS WHICH WILL ADD	-		
			MILEAGE TO THOSE VEHICLES AND EFFECT THAT	-		
			ROTATION SCHEDULE.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THESE VEHICLES TEND TO BE USED FOR MORE THAN 10	-		<b>GF293</b>
			YEARS AND PROVIDE SRO ABILITY TO RESPOND TO THE	-		<b>(FY22)</b>
			SCHOOLS, OTHER EMERGENCY AND ON-CALL RESPONSE	-		
			AFTER HOURS.	-		
			<b>ADD OPERATIN COSTS:</b>	-		
			<b>DURING THIS YEAR, WE ANTICIPATE THE ADDITION OF</b>	15,000		
			BOTH ANOTHER GENERAL DETETIVE AND ANOTHER SCHOOL	-		
			RESOURCE OFFICER. WITH THESE ADDITIONS COMES	-		
			THE NEED FOR TWO ADDITIONAL UNMARKED VEHLICES.	-		
			THESE VEHICLES ARE GENERALLY PURHCASED A COUPLE	-		
			YEARS OLD AND UTILIZED FOR AT LEAST 10 YEARS.	-		
			BOTH WILL BE UTILZIED FOR MINIMAL EMERGENCY	-		
			RESPONSE, WITH THE MAJORITY OF USAGE ASSOCIATED	-		
			WITH RESPONSE TO NON EMERGENCY CALLS AND	-		
			INVESTIGATIONS.	-		







Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS	2022	CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS	16,500,000	17,490,000	
			<b>DESCRIPTION:</b>	-		
			BOND ISSUANCE AND CONSTRUCTION	-		
			INDOOR/OUTDOOR AQUATICS CENTER. THIS ITEM WAS	-		
			IDENTIFIED AS A TOP TEN CAPITAL FACILITY	-		
			RECOMMENDATION IN THE PROST PLAN, ADOPTED	-		
			OCTOBER 2007. THE DESIGN PHASE IN FY18 INCLUDES	-		
			THE PRELIMINARY DESIGN OF THE FAMILY AQUATICS	-		
			CENTER. THIS PROJECT WILL NEED TO BE APPROVED BY	-		
			THE VOTERS. IT IS ESTIMATED THAT AN ELECTION WOULD	-		
			BE OFFERED IN THE FALL OF 2021.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			DO NOT BUILD A COMMUNITY AQUATICS CENTER.	-		GF056
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			COMMUNITY BENEFITS OF AN AQUATICS CENTER: SAFE AND	-		
			HEALTHY PLACE FOR FAMILIES TO PLAY, CONNECTED	-		
			FAMILIES, STRONG VITAL INVOLVED COMMUNITY, AND	-		
			INCREASED COMMUNITY PROGRAMS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			ANNUAL OPERATING AND MAINTENANCE COSTS TO	-		
			ADDITIONAL AQUATIC STAFF.	-		
			COST UNDETERMINED AT THIS TIME.	-		
			FUNDING SOURCES:	-		
			BOND AND GENERAL FUND	-		
			<b>INCREASE DUE TO INFLATION</b>	990,000		

Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	SWIM CENTER - FACILITY	2022	SWIM CENTER - FACILITY REPAIRS AND REPLACEMENTS	949,300	987,300	<b>GF137</b>
			<b>DESCRIPTION:</b>	-		
			THE SWIM CENTER REQUIRES NUMEROUS REPAIR AND	-		
			EQUIPMENT REPLACEMENTS WHICH WOULD BE ADDED	-		
			TO THE BOND INITIATIVE FOR THE INDOOR/OUTDOOR	-		
			AQUATICS CENTER. THESE ITEMS INCLUDE: GUTTER	-		
			REPLACEMENT;DECK TILE REPLACEMENT;	-		
			REPLACEMENT OF CEILING TILES;	-		
			HVAC UNIT REPLACEMENT;	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THESE PROJECTS WILL HELP TO ENSURE THAT WE ARE	-		
			ABLE TO MAINTAIN A SAFE AND FUNCTIONAL FACILITY.	-		
			THE POOL IS EXTREMELY WELL UTILIZED AND REPAIRS	-		
			AND REPLACEMENTS ARE NECESSARY OVER TIME IN	-		
			ORDER TO CONTINUE TO SERVE THE COMMUNITY.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			NO ADDITIONAL ANNUAL OPERATING AND	-		
			MAINTENANCE COSTS	-		
			<b>INCREASE DUE TO INFLATION</b>	38,000		



Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	LINDLEY CENTER FULL UPGRADE	2023	LINDLEY CENTER FULL UPGRADE: RESTROOMS, WINDOWS, SIDING, KITCHEN, ROOF, FLOORING	224,277	320,300	<b>GF209</b>
			<b>DESCRIPTION:</b>	-		
			THIS PROJECT IS THE COMBINATION OF REQUESTS FOR UPGRADE OF THE RESTROOMS (\$56,650), WINDOW REPLACEMENT (\$24,926), SIDING REPLACEMENT REPLACEMENT (\$27,192), KITCHEN UPGRADE (\$56,650), EAST ROOF INSULATION (\$27,192), FLOOR SUPPORT (\$14,389), ROOF SUPPORT (\$17,278). THIS IS A HEAVILY USED COMMUNITY BUILDING THAT COULD BENEFIT FROM SUBSTANTIAL IMPROVEMENTS.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			AS SUGGESTED BY THE COMMISSION	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			1. BRINGS RESTROOMSUP TO CURRENT ADA REQUIREMENTS	-		
			2. BRINGS RESTROOMS UP TO CURRENT CITY OF BOZEMAN BUILDING CODES 3. IMPROVES SANITATION IN THE RESTROOMS AND KITCHEN FACILITIES 4. REHABS AND SECURES THE BUILDING ENVELOPE FOR YEARS TO COME.	-		
			5. REDUCED ENERGY CONSUMPTION FROM IMPROVED WINDOWS AND INSULATION. 6. ADDRESSES DEFICIENCIES THAT WERE IDENTIFIED IN THE 2014 STRUCTURAL ANALYSIS AND 2012 FACILITY CONDITION INVENTORY.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			MINIMAL.	-		
			<b>INCREASE DUE TO THE FOLLOWING:</b>	-		
			MEP DESIGN, CA SERVICES	67,023		
			CONTINGENCY	29,000		

Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	BOGERT POOL RENOVATION	2022	BOGERT POOL RENOVATION	483,000	512,000	
			<b>DESCRIPTION:</b>	-		
			BOGERT POOL IS BEGINNING TO SHOW ITS WEAR FASTER	-		
			EVERY YEAR. THIS PROJECT WOULD REPLACE THE COPING	-		
			AROUND THE POOL THAT IS CRACKED IN SEVERAL AREAS	-		
			AND THE POOL GUTTERS THAT ARE CRACKING, CRUMBLING,	-		
			AND/OR LIFTING FROM THE POOL EDGE. ALL OF THE	-		
			LEAKS THAT COULD BE PATCHED WITHOUT DIGGING UP THE	-		
			BOTTOM OF THE POOL HAVE BEEN PATCHED. THERE IS	-		
			MINIMAL LEAKING IN THE RETURN PIPES TO THE POOL	-		
			BUT WE RECOMMEND REPAIRING THE LEAKS IN THE	-		
			RETURNING PIPING THAT WERE IDENTIFIED IN MAY OF	-		
			2015, BEFORE THE POOL IS BLASTED WITH SAND OR HIGH	-		
			PRESSURE WATER, PREPPED, AND RESURFACED. THE	-		
			RETAINING WALL IS GOING TO BE REPLACED WITH A	-		
			WROUGHT IRON FENCE TO ALLOW MORE VISIBILITY TO	-		
			THE FACILITY AT NIGHT AND PROVIDE MORE STRUCTURE,	-		
			AS THE CURRENT WALL IS WEAKENING. THE SECTIONS OF	-		
			THE DECKING IN FRONT OF THE LOCKER ROOMS HAVE	-		
			SUNKEN OVER THE YEARS AND WILL ALSO BE REPLACED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			MAKING THESE REPAIRS TO BOGERT WOULD EXTEND	-		
			THE LIFE OF THE POOL FOR YEARS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			NO ADDITIONAL COSTS WOULD BE ASSOCIATED WITH	-		
			THESE REPAIRS.	-		
			<b>INCREASE DUE TO INFLATION</b>	29,000		

**GF238**



Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	PASSENGER VAN	2021	PASSENGER VAN <b>DESCRIPTION:</b> THE PURCHASE OF A 12-15 PASSENGER VAN FOR PARKS AND RECREATION DEPARTMENT PROGRAMS AS WELL AS OTHER CITY DEPARTMENTS USE AS NEEDED. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> OUR CURRENT PASSENGER VAN CAN ACCOMMODATE 13 CHILDREN AND 2 STAFF WHEN USED FOR PROGRAMS. THE MAJORITY OF OUR PROGRAMS HAVE A MAX CAPACITY OF 20 OR MORE, WHICH MEANS MULTIPLE TRIPS AND ADDITIONAL STAFF SUPPORT IS REQUIRED WHEN TRANSPORTING PARTICIPANTS, OR A LOWER MAX NUMBER PUT ON THE PROGRAM. ANOTHER VAN WOULD BETTER MEET CURRENT NEEDS. <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE	35,000	35,000	GF302
RECREATION	STORY MILL COMMUNITY CENTER GYM LIGHTING UPGRADE	2021	STORY MILL COMMUNITY CENTER GYM LIGHTING UPGRADE <b>DESCRIPTION:</b> RETROFIT EXISTING HIGH WATTAGE FIXTURES WITH LED FIXTURES. <b>ALTERNATIVES CONSIDERED:</b> NOT UPGRADING THE LIGHTS. <b>ADVANTAGES OF APPROVAL:</b> MORE ENERGY EFFICIENT LIGHTING, WITH AN ESTIMATED \$1,730 IN ANNUAL SAVINGS. NORTHWESTERN ENERGY REBATES WOULD ALSO BE AVAILABLE. <b>ADDITIONAL OPERATING COSTS:</b> ROUTINE MAINTENANCE	11,000	11,000	GF331
RECREATION	STORY MILL COMMUNITY CENTER MULTIPURPOSE ROOM EXTERIOR AND INTERIOR DOOR REPLACEMENT	2021	STORY MILL COMMUNITY CENTER MULTIPURPOSE ROOM EXTERIOR AND INTERIOR DOOR REPLACEMENT. <b>DESCRIPTION:</b> THE EXTERIOR AND INTERIOR DOORS TO THE TWO MULTIPURPOSE ROOMS IN THE STORY MILL COMMUNITY CENTER DO NOT FUNCTION PROPERLY WHICH COMPROMISES THE BUILDINGS SECURITY. DOOR REPLACEMENT WAS IDENTIFIED AS A NEED DURING THE REMODEL, HOWEVER WAS CUT DUE TO THE PROJECT BUDGET. THIS PROJECT WOULD INCLUDE THE REPLACEMENT IN ONE OF THE TWO ROOMS. THE OTHER ROOMS DOORS WILL BE INCLUDED IN A SEPARATE CIP PROJECT. <b>ALTERNATIVES CONSIDERED:</b> NOT REPLACING THE DOORS. <b>ADVANTAGES OF APPROVAL:</b> INCREASE BUILDING SECURITY, BETTER FUNCTIONALITY, MORE EFFICIENT. <b>ADDITIONAL OPERATING COSTS:</b> ROUTINE MAINTENANCE	17,000	17,000	GF332



Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	STORY MILL COMMUNITY CENTER GYM VENTILATION SYSTEM	2022	STORY MILL COMMUNITY CENTER GYM VENTILATION SYSTEM <b>DESCRIPTION:</b> THE STORY MILL COMMUNITY CENTER GYMNASIUM DOES NOT HAVE A VENTILATION SYTEM AND GETS EXTREMELY HOT DURING THE SUMMER MONTHS. THE GYM IS USED HEAVILY ON YEAR ROUND BASIS FOR MULTIPLE SPORTS, CAMPS, AND EVENTS AND WE WILL CONTINUE TO SEE AN INCREASE AS THE DEMAND FOR GYM SPACE CONTINUES TO RISE. THE VENTILATION SYSTEM WAS CUT FROM THE ORIGINAL REMODEL DUE TO BUDGET CONSTRAINTS. <b>ALTERNATIVES CONSIDERED:</b> NOT INSTALLING THE SYSTEM. <b>ADVANTAGES OF APPROVAL:</b> OCCUPANT COMFORT AND SAFETY. <b>ADDITIONAL OPERATING COSTS:</b> ROUTINE MAINTENANCE	50,000 - - - - - - - - - -	50,000	GF333
RECREATION	STORY MILL COMMUNITY CENTER MEETING ROOM RENOVATION	2022	STORY MILL COMMUNITY CENTER MEETING ROOM RENOVATION. <b>DESCRIPTION:</b> INTERIOR RENOVATION OF ONE OF THE TWO MULTIPURPOSE ROOMS ALLOWING IT TO BE USED FOR LARGER CITY AND COMMUNITY MEETINGS. PROJECT WOULD INCLUDE WALL FINISHES ACOUSTIC CEILING FINISHES, NEW INTERIOR AND EXTERIOR DOORS, AND ELECTRICAL AND LIGHTING UPGRADES. <b>ALTERNATIVES CONSIDERED:</b> COMPLETE THE PROJECT IN PHASES. <b>ADVANTAGES OF APPROVAL:</b> IMPROVED FUNCTIONALITY, MORE EFFICIENT LIGHTING RESULTING IN AN ANNUAL ELECTRICITY SAVINGS, INCREASED RENTAL REVENUE, AND AN ADDITIONAL MEETING ROOM FOR LARGE CITY MEETINGS AND USE BY THE GENERAL PUBLIC. <b>ADDITIONAL OPERATING COSTS:</b> ROUTINE MAINT. AND PAINTING AS NEEDED	55,000 - - - - - - - - - - - - - -	55,000	GF334

Department	Project Name	Year	Description	Amount	Total	Project #
RECREATION	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE	2023	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE <b>DESCRIPTION:</b> THE STORY MILL COMMUNITY CENTER IS NOW HOME TO THE PARKS AND RECREATION DEPARTMENT MAIN OFFICE AND INCLUDES 3 FULL TIME STAFF OFFICES A SMALL CONFERENCE ROOM, AND A RECREATION LEADER WORKSPACE FOR 14 PART AND SHORT TERM RECREATION LEADERS. THE HVAC SYSTEM WAS REMOVED FROM THE ORIGINAL REMODEL, BUT WAS CUT DUE TO BUDGET. <b>ALTERNATIVES CONSIDERED:</b> NOT INSTALLING THE HVAC SYSTEM. <b>ADVANTAGES FOR APPROVAL:</b> THE INSTALLATION OF THE MECHANICAL HVAC SYSTEM IN THE OFFICE WING OF THE STORY MILL COMMUNITY CENTER WOULD PROVIDE CLIMATE CONTROL TO A CITY OFFICE SPACE. <b>ADDITIONAL OPERATING COSTS.</b> ROUTINE SYSTEM MAINTENANCE.	40,100 - - - - - - - - - - - -	40,100	GF336

UNSCHEDULED - Plan A				
Department	Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
Commission	Phase 2 Commission Room Technology	Additional technology updates for the Commission Room.	60,000	GF338
Facilities	PROFESSIONAL BUILDING ELEVATOR REPLACEMENT	The elevator in the Professional Building is a three stop Otis elevator. The elevator was installed when the second floor was added in 1972. Since the City purchased the building we have remodeled several areas on both the main floor and second floor – the elevator remains original and is approaching 44 years of continued use. The elevator is to the point where many technological improvements have been made in elevator technology and a change out would yield both improved service and some reductions in energy costs. The elevator is inspected annually and is still safe although there are some inherent problems with the operation of the elevator.	66,600	GF001
Facilities	City Hall New Parking Lot	Convert existing lot west of City Hall into a new parking lot.	250,000	GF271
Facilities	ADDITION TO CITY HALL, CONSOLIDATION OF SERVICES	This project would relocate the functions currently housed in the Stiff Building (Community Development/Engineering/IT/Building Inspection) into an expansion of City Hall on Lamme Street.	5,500,000	GF219
Finance	ERP REPLACEMENT / UPGRADE "SUNGARD REPLACEMENT / UPGRADE"	Replacing/upgrading the current system installed in 1999. This is the system that runs all the financial, community development, land records, utility and business license applications. Although it is unscheduled we are currently looking into this .	333,333	GF227
Parks	LARGE DECK MOWER	Mower replacements	110,000	GF034
Parks	PARKS RESTROOM UPGRADES	This project is the general replacement and upgrading of the City Park's public restroom facilities. Other restrooms that need to be replaced- and/or built.	470,000	GF084
Parks	Playground Equipment	Kirk Park playground equipment	120,000	GF092
Parks	PARK VEHICLE REPLACEMENTS	The Parks Division utilizes vehicles for mowing, fertilization, irrigation, inspections, snow plowing and repairs of the city parks. City parkland now has grown to over 500 acres that the Parks Division is responsible for. All vehicles are utilized until service related down-time for equipment and staff become problematic or safety is compromised.	182,000	GF115
Parks	BMX PARKING LOT	Installation of parking lot at Westlake BMX park, left as unscheduled due to this potentially could be part of the Mid-Town Urban Renewal project- as Westlake/BMX reside in this area.	85,000	GF148
Parks	UPGRADE SOFTBALL COMPLEX LIGHTING	Replace the current lights at the Softball Complex with appropriate stadium lights. Estimate provided by MUSCO, would be bid at the time of construction. Existing lights have light spillage/pollution and cannot be "retro-fitted".	1,000,000	GF191
Parks	Snow Plowing Vehicle	The eventual replacement of the 1992 MT articulating tractor, which does the bulk of the sidewalk snow removal for the Parks Division, encompassing over 20 miles of sidewalks and four routes to plow. The newest cost saving measure is to share the cost of a vehicle with Streets. The advantage of the co-op is that Parks needs the vehicle in the winter for plowing and Streets in the summer for right of way mowing. The Parks and Cemetery divisions are responsible for snow removal on the majority of sidewalks, paths, accesses and trails that the City is responsible for.	75,000	GF270
Parks	Griffin at Story Mill Park road improvement - .26 mile	This represents funding the City's 1/2 portion of the East Griffin Road construction as it abuts to Story Mill Community Park.	260,000	GF278
Parks	Story Mill Road Improvement - .17 mile	This represents funding the City's 1/2 portion of the Story Mill Road construction as it abuts to Story Mill Community Park.	170,000	GF279

Department	Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
Parks	Bozeman Pond Park & Aasheim ballfields road expansion - .17 mile & .09 mile	This represents funding the City's required portion of 1/2 necessary to build Fowler Road adjacent to Bozeman Pond Park Expansion and Aasheim ballfields.	260,000	GF281
Parks	Irrigation System Replacements	Replacement of irrigation systems that are past their life cycle estimates. 40 years is the average life cycle of an irrigation system.	425,000	GF290
Parks	750 air compressor	750 air compressor	70,000	GF322
Police	POLICE NON-PATROL VEHICLE REPLACEMENTS	The police department has unmarked vehicles used by command staff, detectives and some support positions. Some of these vehicles are used for support operations, such as animal control, community resource officer, code compliance, ect. Command and detective vehicles are assigned and used to respond to emergency calls for command/control or investigations. Generally vehicle replacement of these vehicles involves buying used, lower mileage vehicles with some trade-in done by higher mileage vehicles nearing the end of time to operate safely.	377,000	GF052
Police	PATROL VEHICLE REPLACEMENT	This plan allows for a number of patrol cars to be replaced each year, including all of the necessary vehicle equipment (top lights, sirens, radio, mobile data terminals, video cameras, electronic reporting / ticketing systems, etc.) These patrol vehicles average approximately 20,000 miles annually. Vehicles earmarked for replacement will have a minimum estimated 110,000 miles per vehicle, which with police emergency response tends to be the rough time when police vehicles are no longer safe for emergency response.	680,000	GF053
Police	PATROL MOTORCYCLE REPLACEMENTS	Currently the Police Department has two police motorcycles and one used solely for training. Patrol motorcycles are an essential item in the traffic enforcement division, used for a portion of the over 13,000 traffic stops, crashes, and citations each year. These motorcycles are used from March to October each year and are responsible for a portion of the response to both emergency and non-emergency calls for service, investigate accidents, conduct traffic enforcement and general patrol duties.	60,000	GF165

**Plan B Total Unscheduled**

**10,553,933**

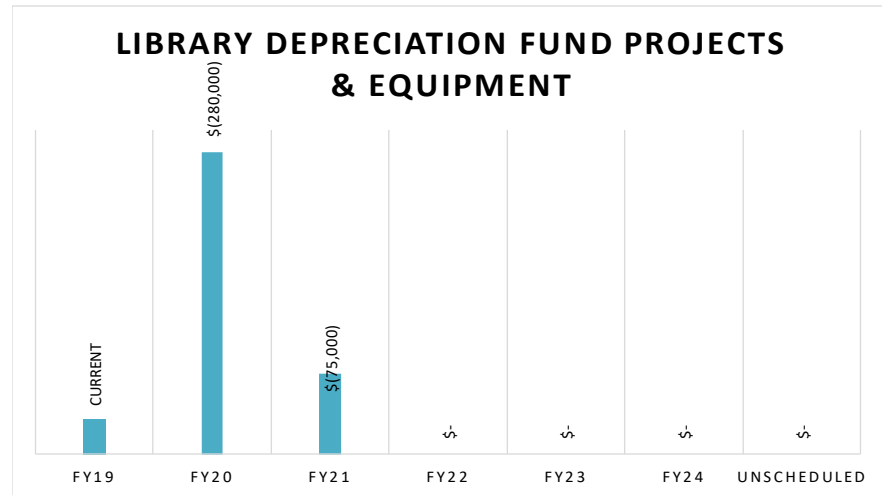
# Library Depreciation

# LIBRARY DEPRECIATION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 337,527	\$ 257,584	\$ 20,902	\$ (9,913)	\$ 35,155	\$ 81,125		
Plus: Estimated Annual Unspent Appropriations	\$ 42,057	\$ 43,318	\$ 44,185	\$ 45,068	\$ 45,970	\$ 46,889	\$ -	
Less: Carryover FY18/17 Capital Projects	\$ (90,000)							
Less: Scheduled CIP Project Costs	\$ (32,000)	\$ (280,000)	\$ (75,000)	\$ -	\$ -	\$ -	\$ -	
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 257,584</b>	<b>\$ 20,902</b>	<b>\$ (9,913)</b>	<b>\$ 35,155</b>	<b>\$ 81,125</b>	<b>\$ 128,014</b>		

## Assumptions Made for Revenue Estimates:

	Current Year	Projected					
	FY19	FY20	FY21	FY22	FY23	FY24	
Estimated Annual Library Budget	\$ 2,213,510	\$ 2,279,915	\$ 2,325,514	\$ 2,372,024	\$ 2,419,464	\$ 2,467,854	
Estimated Amount of Budget left Unused	1.9%	1.9%	1.9%	1.9%	1.9%	1.9%	
Estimated Annual Unspent Appropriations	\$ 42,057	\$ 43,318	\$ 44,185	\$ 45,068	\$ 45,970	\$ 46,889	
Current Budget Amount Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Total % Dedicated to CIP</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 42,057</b>	<b>\$ 43,318</b>	<b>\$ 44,185</b>	<b>\$ 45,068</b>	<b>\$ 45,970</b>	<b>\$ 46,889</b>	



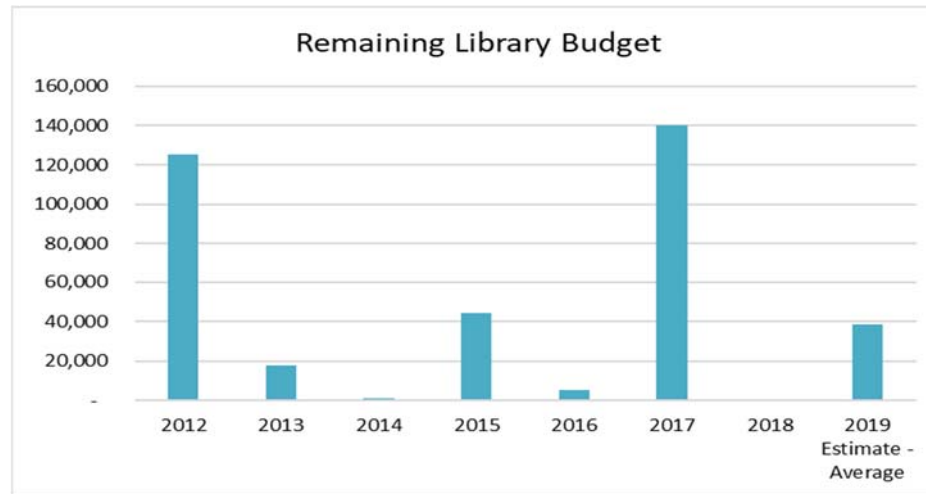
## LIBRARY DEPRECIATION FUND PROJECT SUMMARY

<b>Project #</b>	<b>Project Name</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>
<b>LIB22</b>	New Carpet Public Area	230,000	-	-	-	-
<b>LIB27</b>	Reconfigure 2 Customer	50,000	-	-	-	-
<b>LIB26</b>	Materials Conveyor System	-	75,000	-	-	-
	<b>Fiscal Year totals</b>	<b>280,000</b>	<b>75,000</b>	-	-	-

## LIBRARY DEPRECIATION FUND DETAIL

### BACKGROUND

Any unspent budget authority within the Library's departmental budget in the General Fund is transferred to this fund at year-end. The amount transferred each year fluctuates greatly; especially when personnel positions remain vacant for extended periods of time. Our estimate for the coming years of the plan are that approximately 1.9% of the annual budget will remain unspent – to be transferred to this fund.



### CAPITAL PLAN SUMMARY

The largest project is planned for FY20 with LIB22, the replacement of carpet in the Public Area. This project will be done over time to avoid shutting down the Library for extended amounts of time. The other project slated for next year is a customer service desk reconfiguration that will help realign staff and create efficiency.





Project Name	Year	Description	Amount	Total	Project #			
New Carpet Public Area	2020	NEW CARPET FOR THE PUBLIC AREA OF THE LIBRARY.	230,000	<b>230,000</b>	<b>LIB22</b>			
		<b>DESCRIPTION:</b>	-					
		REPLACE WORN CARPETING IN LIBRARY ON BOTH FLOORS, IN PUBLIC AREAS.	-					
		<b>ALTERNATIVES CONSIDERED:</b>	-					
		LIBRARY PATRONS AND STAFF WILL CONTINUE TO WALK ON WORN CARPET.	-					
		<b>ADVANTAGES OF APPROVAL:</b>	-					
		THE 10-YR. OLD CARPET IS BEGINNING TO SHOW A GREAT DEAL OF WEAR FROM THE 1000-1500 PEOPLE A DAY WHO COME THROUGH THE LIBRARY. IT WILL HAVE TO BE REPLACE AT SOME POINT FOR BOTH AESTHETIC REASONS AND AS A SAFETY PRECAUTION.	-					
		<b>ADD OPERATING COSTS:</b>	-					
		NONE	-					
		<b>Materials conveyor system</b>				75,000	<b>75,000</b>	<b>LIB26</b>
			2021	MATERIALS CONVEYOR SYSTEM FOR CIRCULATION DPT		-		
				<b>DESCRIPTION:</b>		-		
				AUTOMATED CONVEYOR SYSTEM FOR RETURNED BOOKS AND MATERIALS WILL PRE-SORT MATERIALS FOR STAFF AND SAVE ON STAFF TIME.		-		
		<b>ALTERNATIVES CONSIDERED:</b>	-					
		CONTINUE TO HANDLE RETURNED MATERIALS MANUALLY	-					
		<b>ADVANTAGES OF APPROVAL:</b>	-					
		GREATER EFFICIENCY IN CIRCULATION DEPARTMENT, SAVE STAFF TIME	-					
		<b>ADD OPERATING COSTS:</b>	-					
		NONE	-					

Project Name	Year	Description	Amount	Total	Project #
Reconfigure 2 Customer	2020	RECONFIGURE 2 CUSTOMER SERVICE AREAS	50,000	50,000	
		<b>DESCRIPTION:</b>	-		
		WE ARE COMBINING TWO SERVICE POINTS INTO ONE ON BOTH THE FIRST FLOOR AND SECOND FLOOR OF THE LIBRARY. THIS WILL INVOLVE CREATING A SERVICE AREA IN THE MIDDLE OF THE SECOND FLOOR, INSTEAD OF HAVING SEPARATE REFERENCE AND COMPUTER SERVICE DESKS. WE WILL GET RID OF THE CURRENT INFORMATION DESK , HAVE BOTH CIRCULATION AND INFO FUNCTIONS AT ONE CUSTOMER SERVICE POINT ON THE FIRST FLOOR, AND ADD SELF-SERVICE CHECK MACHINES AND DIFFERENT SEATING IN THE MIDDLE OF THE FIRST FLOOR. (THE CHILDRENS AND TEEN SERVICE DESK STAYS THE SAME.)	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH THE CURRENT CONFIGURATION OF TWO STAFFED SERVICE DESKS ON THE FIRST FLOOR AND THE SAME ON THE SECOND FLOOR. (THE CHILDRENS AND TEEN SERVICE DESK STAYS THE SAME.)	-		LIB27
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS CHANGE WILL ALLOW US TO USE OUR EXISTING STAFF AS EFFICIENTLY AS POSSIBLE. WE WILL HAVE TWO STAFF ON THE DESKS DURING BUSY PERIODS BUT CAN HAVE ONE PERSON BE ON CALL DURING SLOWER PERIODS; THE STAFF PERSON CAN DO OTHER WORK THEN. WE ALSO THINK THIS WILL MAKE IT LESS CONFUSING AND SIMPLER FOR OUR PATRONS. THEY DONT THINK IN TERMS OF THE DIFFERENCE BETWEEN REFERENCE AND INFORMATION DESKS, THEY JUST WANT TO KNOW WHERE TO GO TO GET HELP FROM LIBRARY STAFF ON A VARIETY OF QUESTIONS. THE GOAL THIS YEAR IS TO CROSS-TRAIN MORE STAFF TO WORK MULTIPLE DESKS. THIS WILL HELP WHEN PEOPLE ARE ILL OR ON VACATION.	-		
		<b>ADD OPERATING COSTS:</b>	-		

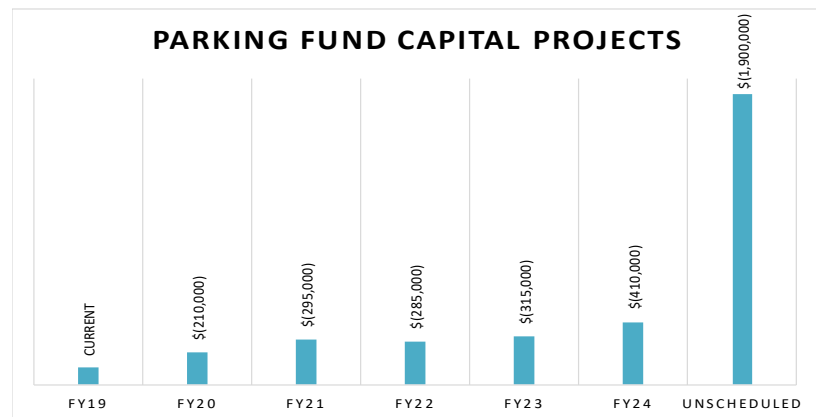
Parking

# PARKING FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Balance Dedicated to CIP	\$ 573,373	\$ 677,184	\$ 892,468	\$ 919,517	\$ 769,060	\$ 592,151	
Plus: Parking Revenues Dedicated to CIP	\$ 61,280	\$ 64,344	\$ 67,562	\$ 70,940	\$ 74,487	\$ 78,211	
Cash In Lieu of Parking							
Plus: Parking Revenues Dedicated to Capital	\$ 67,562	\$ 70,940	\$ 74,487	\$ 53,604	\$ 53,604	\$ 53,604	\$ -
Plus: Downtown TIF Interest Contribution	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	
Plus: TIF Contribution for parking lot redesign and improv.	\$ 300,000	\$ 280,000	\$ 170,000	\$ -	\$ -	\$ -	
Plus: Grant funding for P024	\$ 27,000						
Less: Carryforward FY18	\$ (250,000)						
Less: Scheduled CIP Costs (adjusted)	\$ (112,031)	\$ (210,000)	\$ (295,000)	\$ (285,000)	\$ (315,000)	\$ (410,000)	\$ (1,900,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 677,184</b>	<b>\$ 892,468</b>	<b>\$ 919,517</b>	<b>\$ 769,060</b>	<b>\$ 592,151</b>	<b>\$ 323,966</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Parking Fund Revenues	\$ 1,021,340	\$ 1,021,340	\$ 1,072,407	\$ 1,126,027	\$ 1,182,329	\$ 1,241,445
Estimated Growth in Revenues	0%	5%	5%	5%	5%	5%
Total Estimated Revenues	\$ 1,021,340	\$ 1,072,407	\$ 1,126,027	\$ 1,182,329	\$ 1,241,445	\$ 1,303,517
Current Revenues Dedicated to CIP %	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Total Estimated Revenues Dedicated to Capital	\$ 61,280	\$ 64,344	\$ 67,562	\$ 70,940	\$ 74,487	\$ 78,211



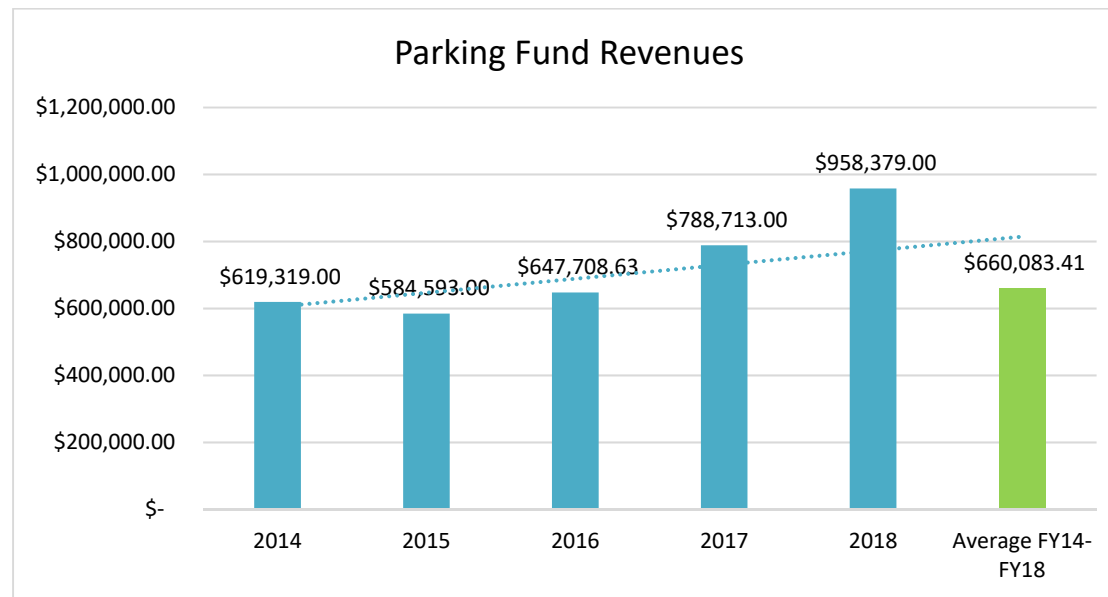
## PARKING FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
P001	WILLSON LOT REDESIGN	-	-	-	300,000	-
P004	SURFACE PARKING LOT HARDWARE & SOFTWARE SYSTEMS	15,000	15,000	15,000	15,000	-
P012	ARMORY LOT REDESIGN AND IMPROVEMENTS	-	-	250,000	-	-
P014	PARKING GARAGE CRACK MAINTENANCE AND REPAIR	-	-	20,000	-	-
P017	ROUSE PARKING LOT RE-DESIGN AND IMPROVEMENTS	-	280,000	-	-	-
P020	PARKING VEHICLE LEASES	45,000	-	-	-	-
P023	PARKING TECHNOLOGY PHASE II	150,000	-	-	-	-
P024	BLACK LOT IMPROVEMENTS	-	-	-	-	410,000
	<b>Fiscal Year totals</b>	<b>210,000</b>	<b>295,000</b>	<b>285,000</b>	<b>315,000</b>	<b>410,000</b>

## PARKING FUND DETAIL

### BACKGROUND

Parking Revenues are unpredictable; a large portion of the funds (roughly 50%) comes from parking enforcement (ticket/fine) revenues. Parking operations do not generate adequate revenues to fund capital replacement or expansion projects. The Parking Fund must rely heavily on the Downtown Tax Increment Finance (TIF) District to support its capital plan. The Downtown TIF is planning to contribute \$1,000,000 to Parking Capital between FY19-FY21.



### CAPITAL PLAN SUMMARY

The Parking plan has the continuing update of hardware and the rotation of parking lot re-design and resurfacing.

Project Name	Year	Description	Amount	Total	Project #
WILLSON LOT REDESIGN	2023	WILLSON LOT REDESIGN <b>DESCRIPTION:</b> IMPROVE THE PARKING LOT LAYOUT, SET-BACKS, LANDSCAPING, SIGNAGE, LIGHTING, REQUIRED STORM WATER TREATMENT INFRASTRUCTURE REQUIREMENTS AND PARKING KIOSK. <b>ALTERNATIVES CONSIDERED:</b> KEEP LOT AS IS <b>ADVANTAGES OF APPROVAL:</b> IMPROVED FUNCTIONING OF PARKING LOT <b>ADD OPERATING COSTS:</b> MINIMAL	300,000 - - - - - - - -	300,000	P001
SURFACE PARKING LOT HARDWARE & SOFTWARE SYSTEMS	2020	SURFACE PARKING LOT HARDWARE & SOFTWARE SYSTEMS <b>DESCRIPTION:</b> IT IS HIGHLY LIKELY THE DOWNTOWN PARKING LOTS WILL BE TRANSITIONED TO A FEE LOTS. THIS WILL REQUIRE THE PURCHASE AND INSTALLATION OF PAY-AND-DISPLAY KIOSKS FOR EACH PARKING LOT ESTIMATED TO COST \$60,000. THE PADS AND VEHICLE PROTECTION WILL BE INSTALLED AS A PART OF EACH SURFACE LOTS REDESIGN <b>ALTERNATIVES CONSIDERED:</b> DO NOT CONVERT LOTS TO PAY LOTS; CONTINUE THE CURRENT PRACTICE OF PERMIT HOLDERS AND FREE 2-HOUR PARKING. <b>ADVANTAGES OF APPROVAL:</b> CITIZENS USING THE SURFACE LOTS WILL PAY FOR THE ACTUAL TIME THEY USE THE FACILITIES. REVENUE FROM PARKING CHARGES CAN BE USED TO SUPPORT THE PARKING OPERATIONS AND FUND ADDITIONAL PARKING ASSETS. THIS EQUIPMENT WILL IMPROVE THE EFFICIENCY OF PARKING OFFICERS MONITORING PARKING RULES IN THE DOWNTOWN. <b>ADD OPERATING COSTS:</b> MINOR OPERATIONAL COSTS.	15,000 - - - - - - - - - - - - - - - - - - -	15,000	P004 (FY20)

Project Name	Year	Description	Amount	Total	Project #
<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	<b>2021</b>	<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	15,000	<b>15,000</b>	
		<b>DESCRIPTION:</b>	-		
		IT IS HIGHLY LIKELY THE DOWNTOWN PARKING LOTS WILL	-		
		BE TRANSITIONED TO A FEE LOTS. THIS WILL REQUIRE	-		
		THE PURCHASE AND INSTALLATION OF PAY-AND-DISPLAY	-		
		KIOSKS FOR EACH PARKING LOT ESTIMATED TO COST	-		
		\$60,000. THE PADS AND VEHICLE PROTECTION WILL BE	-		
		INSTALLED AS A PART OF EACH SURFACE LOTS REDESIGN	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOT CONVERT LOTS TO PAY LOTS; CONTINUE THE	-		
		CURRENT PRACTICE OF PERMIT HOLDERS AND FREE 2-HOUR	-		
		PARKING.	-		<b>P004</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		<b>(FY21)</b>
		CITIZENS USING THE SURFACE LOTS WILL PAY FOR THE	-		
		ACTUAL TIME THEY USE THE FACILITIES. REVENUE	-		
		FROM PARKING CHARGES CAN BE USED TO SUPPORT	-		
		THE PARKING OPERATIONS AND FUND ADDITIONAL	-		
		PARKING ASSETS. THIS EQUIPMENT WILL IMPROVE THE	-		
		EFFICIENCY OF PARKING OFFICERS MONITORING	-		
		PARKING RULES IN THE DOWNTOWN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MINOR OPERATIONAL COSTS.	-		



Project Name	Year	Description	Amount	Total	Project #
<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	<b>2022</b>	<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	15,000	<b>15,000</b>	
		<b>DESCRIPTION:</b>	-		
		IT IS HIGHLY LIKELY THE DOWNTOWN PARKING LOTS WILL	-		
		BE TRANSITIONED TO A FEE LOTS. THIS WILL REQUIRE	-		
		THE PURCHASE AND INSTALLATION OF PAY-AND-DISPLAY	-		
		KIOSKS FOR EACH PARKING LOT ESTIMATED TO COST	-		
		\$60,000. THE PADS AND VEHICLE PROTECTION WILL BE	-		
		INSTALLED AS A PART OF EACH SURFACE LOTS REDESIGN	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOT CONVERT LOTS TO PAY LOTS; CONTINUE THE	-		
		CURRENT PRACTICE OF PERMIT HOLDERS AND FREE 2-HOUR	-		
		PARKING.	-		<b>P004</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		<b>(FY22)</b>
		CITIZENS USING THE SURFACE LOTS WILL PAY FOR THE	-		
		ACTUAL TIME THEY USE THE FACILITIES. REVENUE	-		
		FROM PARKING CHARGES CAN BE USED TO SUPPORT	-		
		THE PARKING OPERATIONS AND FUND ADDITIONAL	-		
		PARKING ASSETS. THIS EQUIPMENT WILL IMPROVE THE	-		
		EFFICIENCY OF PARKING OFFICERS MONITORING	-		
		PARKING RULES IN THE DOWNTOWN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MINOR OPERATIONAL COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	<b>2023</b>	<b>SURFACE PARKING LOT HARDWARE &amp; SOFTWARE SYSTEMS</b>	15,000	<b>15,000</b>	
		<b>DESCRIPTION:</b>	-		
		IT IS HIGHLY LIKELY THE DOWNTOWN PARKING LOTS WILL	-		
		BE TRANSITIONED TO A FEE LOTS. THIS WILL REQUIRE	-		
		THE PURCHASE AND INSTALLATION OF PAY-AND-DISPLAY	-		
		KIOSKS FOR EACH PARKING LOT ESTIMATED TO COST	-		
		\$60,000. THE PADS AND VEHICLE PROTECTION WILL BE	-		
		INSTALLED AS A PART OF EACH SURFACE LOTS REDESIGN	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOT CONVERT LOTS TO PAY LOTS; CONTINUE THE	-		
		CURRENT PRACTICE OF PERMIT HOLDERS AND FREE 2-HOUR	-		
		PARKING.	-		<b>P004</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		<b>(FY23)</b>
		CITIZENS USING THE SURFACE LOTS WILL PAY FOR THE	-		
		ACTUAL TIME THEY USE THE FACILITIES. REVENUE	-		
		FROM PARKING CHARGES CAN BE USED TO SUPPORT	-		
		THE PARKING OPERATIONS AND FUND ADDITIONAL	-		
		PARKING ASSETS. THIS EQUIPMENT WILL IMPROVE THE	-		
		EFFICIENCY OF PARKING OFFICERS MONITORING	-		
		PARKING RULES IN THE DOWNTOWN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MINOR OPERATIONAL COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>ARMORY LOT REDESIGN AND IMPROVEMENTS</b>	<b>2022</b>	<p>ARMORY LOT REDESIGN AND IMPROVEMENTS</p> <p><b>DESCRIPTION:</b> THIS PROJECT IS SCHEDULED AFTER THE COMPLETION OF THE ETHA HOTEL CONSTRUCTION PROJECT. LAYOUT, SET-BACKS, LANDSCAPING, SIGNAGE, LIGHTING, SIDEWALKS, AND STORM WATER TREATMENT FACILITIES ARE BEING PLANNED.</p> <p><b>ALTERNATIVES CONSIDERED:</b> KEEP THE LOT AS IS.</p> <p><b>ADVANTAGES OF APPROVAL:</b> BETTER FUNCTIONING AND SAFER PARKING LOT LAYOUT. WILL REDUCE A SIGNIFICANT AMOUNT OF UNTREATED STORMWATER RUNOFF. INCREASED REVENUE AND PARKING ASSET COORDINATION THROUGH THE IMPLEMENTATION OF PAY KIOSKS.</p> <p><b>ADD OPERTING COSTS:</b> NEW ASPHALT WILL REQUIRE LESS MAINTENANCE, BUT PLANTINGS AND LANDSCAPING WILL REQUIRE ADDITIONAL MAINTENANCE.</p>	<p>250,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>250,000</b>	<b>P012</b>
<b>PARKING GARAGE CRACK MAINTENANCE AND REPAIR</b>	<b>2022</b>	<p>PARKING GARAGE CRACK MAINTENANCE AND REPAIR</p> <p><b>DESCRIPTION:</b> INCLUDES LASER MEASURING OF DECK GAPS AND ROUTINE REPAIRS AND PATCHING OF CONCRETE DECK SURFACES. STRUCTURAL GAP REPAIR IS ANTICIPATED EVERY 3 YEARS WITH ROUTINE CAULKING IN BETWEEN.</p> <p><b>ALTERNATIVES CONSIDERED:</b> MOVING TO AN EVERY OTHER YEAR GAP MAINTENANCE OR REDUCING THE FREQUENCY OF STRUCTURAL GAP FILLING</p> <p><b>ADVANTAGES OF APPROVAL:</b> WILL EXTEND THE LIFE OF THE PARKING GARAGE DECK SURFACES.</p> <p><b>ADD OPERATING COSTS:</b> NONE</p>	<p>20,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>20,000</b>	<b>P014</b>

Project Name	Year	Description	Amount	Total	Project #
<b>ROUSE PARKING LOT RE-DESIGN AND IMPROVEMENTS</b>	<b>2021</b>	ROUSE PARKING LOT RE-DESIGN AND IMPROVEMENTS <b>DESCRIPTION:</b> ROUSE LOT IMPROVEMENTS LAYOUT, SET-BACKS, LANDSCAPING, SIGNAGE, LIGHTING, SIDEWALKS, AND STORMWATER TREATMENT FACILITIES. THESE IMPROVEMENTS ARE SEPARATE FROM ANY CREEK RESTORATION PROJECT AND WILL ONLY INVOLVE THE SURFACE LOT. <b>ALTERNATIVES CONSIDERED:</b> MAINTAIN CURRENT CONFIGURATION. <b>ADVANTAGES OF APPROVAL:</b> BETTER FUNCTIONING AND SAFER PARKING LOT LAYOUT. INCREASED REVENUE AND PARKING ASSET COORDINATION THROUGH THE IMPLEMENTATION OF PAY KIOSKS. <b>ADD OPERATING COSTS:</b> NEW ASPHALT WILL REQUIRE LESS MAINTENANCE, BUT PLANTINGS AND LANDSCAPING WILL REQUIRE ADDITIONAL MAINTENANCE.	280,000 - - - - - - - - - - - - - - -	<b>280,000</b>	<b>P017</b>

Project Name	Year	Description	Amount	Total	Project #
PARKING VEHICLE LEASES	2020	PARKING VEHICLE LEASES	45,000	45,000	
		<b>DESCRIPTION:</b>	-		
		IN THE FALL OF 2016, THE PARKING DIVISION	-		
		TRANSITIONED FROM UTILIZING OLD POLICE VEHICLES TO	-		
		LEASED PRIUS HYBRIDS. INITIAL INDICATIONS ARE THAT	-		
		THESE VEHICLES WILL WORK EXCEPTIONALLY WELL FOR	-		
		PARKING ENFORCEMENT DUTIES AND WILL REDUCE THE	-		
		FUEL CONSUMPTION AND MAINTENANCE COSTS WHEN	-		
		COMPARED TO THE RETIRED PATROL VEHICLES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO USE RETIRED PATROL VEHICLES, LEASE	-		
		HYBRID VEHICLES AT \$280/PM. 12,000 MILE ANNUAL	-		
		USAGE. PURCHASE NEW CARS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		LOW COST VEHICLES THAT ARE SUITABLE FOR THE	-		
		PARKING ENFORCEMENT FUNCTION; RE-USE OF POLICE	-		
		VEHICLES ONCE THEY ARE NO LONGER SUITABLE FOR	-		
		FIRST-RESPONDER USE.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		ANTICIPATING MAINTENANCE REQUIREMENTS FOR USED	-		
		POLICE VEHICLES IS DIFFICULT AT BEST AS THEIR AGE	-		
		AND CONDITION WERE THE PRIMARY REASONS THEY WERE	-		
		REPLACED IN THE PD. MAINTENANCE AND OPERATIONS	-		
		FOR LEASED VEHICLES WOULD BE LIMITED TO OIL	-		
		CHANGES AND FUEL COSTS AND WOULD BE SIGNIFICANTLY	-		
		LOWER THAN THE CURRENT FLEET.	-		
					<b>P020</b>

Project Name	Year	Description	Amount	Total	Project #
<b>PARKING TECHNOLOGY PHASE II</b>	<b>2020</b>	PARKING TECHNOLOGY PHASE II	150,000	<b>150,000</b>	<b>P023</b>
		<b>DESCRIPTION:</b>	-		
		CAPACITY SIGNS, PARKING APP, ETC	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		<b>ADD OPERATING COSTS:</b>	-		
<b>BLACK LOT IMPROVEMENTS</b>	<b>2024</b>	BLACK LOT IMPROVEMENTS	410,000	<b>410,000</b>	<b>P024</b>
		<b>DESCRIPTION:</b>	-		
		IMPROVE THE PARKING LOT LAYOUT, SET-BACKS,	-		
		LANDSCAPING, SIGNAGE, LIGHTING, REQUIRED STORM	-		
		WATER TREATMENT INFRASTRUCTURE REQUIREMENTS AND	-		
		PARKING KIOSK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		KEEP LOT AS IS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IMPROVED FUNCTIONING OF PARKING LOT	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MINIMAL	-		

**UNSCHEDULED**

Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<b>Purchase of property for future parking facilities in the Downtown Parking District.</b>	The Downtown Strategic Parking Management Plan was adopted by the Parking Commission and City Commission in July 2016. The plan outlines 26 strategies to address current and future parking issues in the Downtown. Over the next year, the Parking Commission will be working with city staff, downtown stakeholders and the community at large on next steps based on the adopted plan. The acquisition and construction of future parking assets (surface and structured) is a fundamental component. Costs and locations of those needed assets are not known, but our current Black (Carnegie) Parking lot was appraised at \$1.5 M in 2011.	1,500,000	<b>P016</b>
<b>Parking Garage Roof Project</b>	Construction in the downtown core has increased demand for parking space in the Garage. The demand for additional space is anticipated with construction projects both planned and underway. The top floor of the garage has limited use during the winter months as snow removal is difficult due to limited clearances. Installing a roof on the top floor would allow for maximum utilization of the garage year around.	400,000	<b>P015</b>
<b>Total Parking Unscheduled</b>		<b>1,900,000</b>	

# Public Works Admin



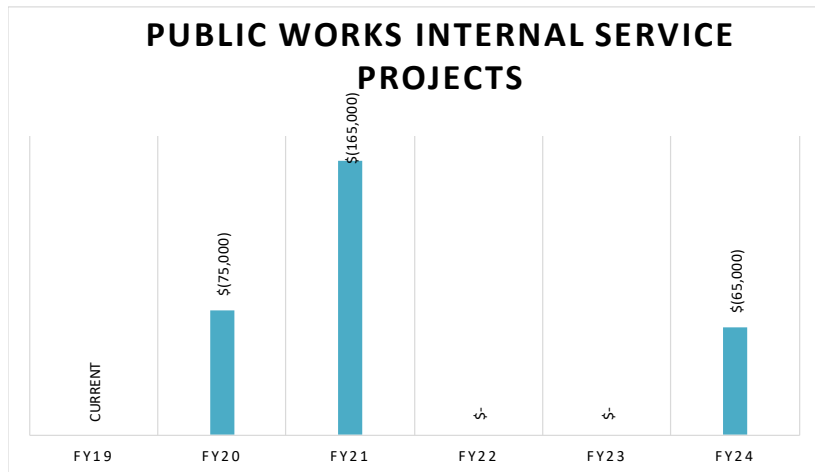
# PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND FINANCIAL SUMMARY

## Public Works Internal Service Fund Capital Improvement Plan

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ -	\$ 71,444	\$ 69,316	\$ 4,316	\$ 4,316	\$ 4,316	\$ -
Plus:	\$ 71,444	\$ 72,873	\$ 100,000	\$ -	\$ -	\$ 61,000	\$ -
Less: Scheduled CIP Project Costs	\$ -	\$ (75,000)	\$ (165,000)	\$ -	\$ -	\$ (65,000)	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 71,444</b>	<b>\$ 69,316</b>	<b>\$ 4,316</b>	<b>\$ 4,316</b>	<b>\$ 4,316</b>	<b>\$ 316</b>	

### Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Public Works allocation	\$ 2,381,457	\$ 2,381,457	\$ 2,429,086	\$ 2,477,668	\$ 2,527,221	\$ 2,577,766
Estimated Annual Increase	0.0%	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 2,381,457	\$ 2,429,086	\$ 2,477,668	\$ 2,527,221	\$ 2,577,766	\$ 2,629,321
Current Revenues Dedicated to CIP %	3.0%	3.0%	6.0%	3.0%	3.0%	3.0%
Plus: Increase Dedicated to Water Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>3.0%</b>	<b>3.0%</b>	<b>6.0%</b>	<b>3.0%</b>	<b>3.0%</b>	<b>3.0%</b>
Total Estimated Revenues Dedicated to CIP	\$ 71,444	\$ 72,873	\$ 148,660	\$ 75,817	\$ 77,333	\$ 78,880



**Note: The Public Works Administration Fund is an internal service fund that operates entirely from cost recovery paid by City Departments, specifically Public Works Departments. Capital items are funded as needed, without the accumulation of any reserve.**

## PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
<b>GIS03</b>	ASSET MANAGEMENT SOFTWARE	75,000	-	-	-	-
<b>GIS04</b>	AERIAL PHOTOGRAPHY	-	65,000	-	-	65,000
<b>GIS16</b>	PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT SYSTEM INVESTMENTS	-	100,000	-	-	-
	<b>Fiscal Year totals</b>	<b>75,000</b>	<b>165,000</b>	-	-	<b>65,000</b>

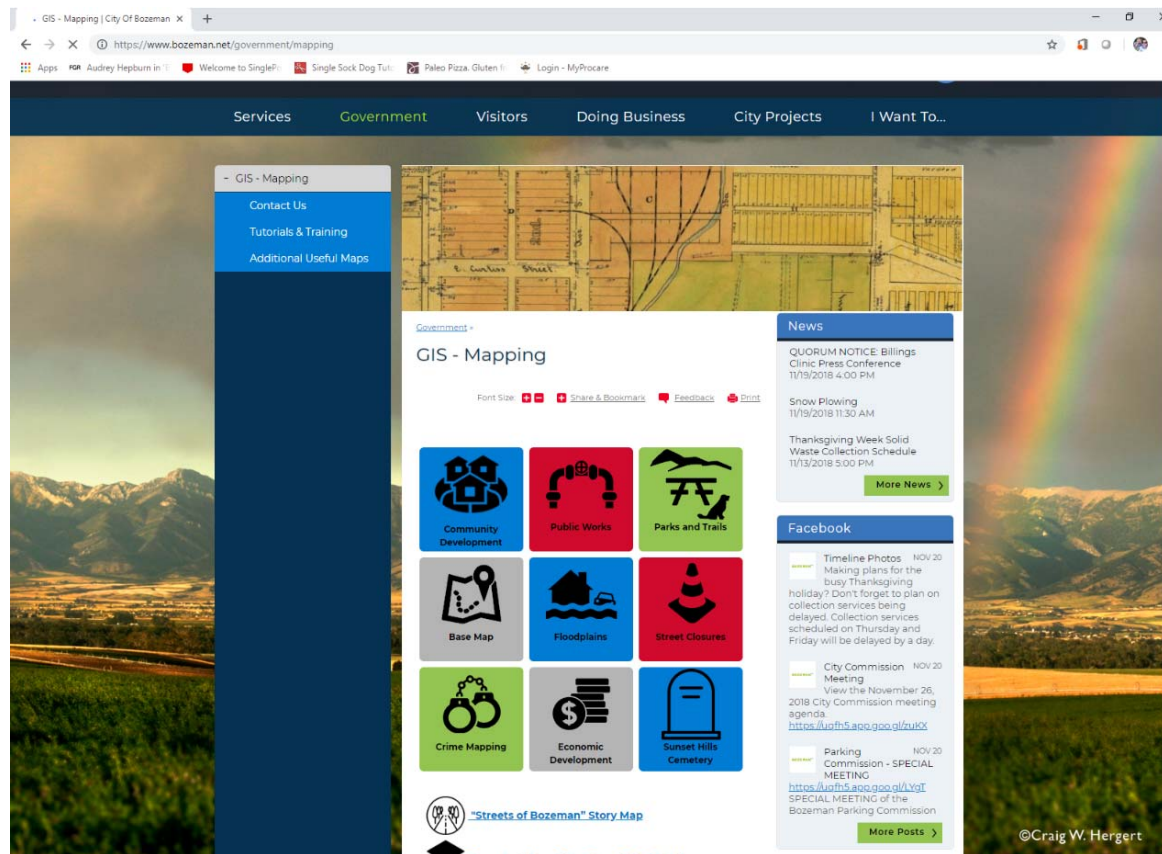
# PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND DETAIL

## BACKGROUND

Public Works Administration internal service fund was created in FY19 to allocate the Public Works Administration, GIS, and Engineering to the enterprise funds based on the use of these functions. The charges to the other funds provides the funding for the three divisions.

## CAPITAL PLAN SUMMARY

The plan contains requests for GIS. This includes Asset Management software, aerial photography and performance management and civic engagement system investment, which all work towards the Strategic Plan **4.1 c GIS Land Use & Infrastructure Development Tracking**.









Project Name	Year	Description	Amount	Total	Project #
<b>PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT SYSTEM INVESTMENTS</b>	<b>2021</b>	<p><b>PROJECT DESCRIPTION:</b>  PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT ARE LISTED AS HIGH PRIORITIES WITHIN THE STRATEGIC PLAN (7.4 &amp; 1.1, RESPECTIVELY). THIS PROJECT WILL LEVERAGE EXISTING INVESTMENTS IN CITYWORKS, GIS AND OTHER ENTEPRISE SYSTEMS TO IMPROVE THE WAY WE MEASURE AND REPORT PROGRESS. A MODERN SOFTWARE PLATFORM ALONG WITH IMPLEMENTATION SERVICES ARE NECESSARY TO PROVIDE A CITYWIDE APPROACH.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  CUSTOM SOLUTIONS DEVELOPED USING BASIC TECHNOLOGY WILL LIMIT THE CITY'S ABILITY TO MEET STAFF AND CITIZEN EXPECTATIONS.</p> <p><b>ADVANTAGES OF APPROVAL:</b>  THE USE OF KEY PERFORMANCE INDICATORS WILL HELP IDENTIFY OPPORTUNITIES FOR INCREASED EFFICENCY THROUGHOUT THE ORGANZIATION WHILE PROVIDING A</p>	100,000 - - - - - - - - - - - - - -	<b>100,000</b>	<b>GIS16</b>

# Solid Waste

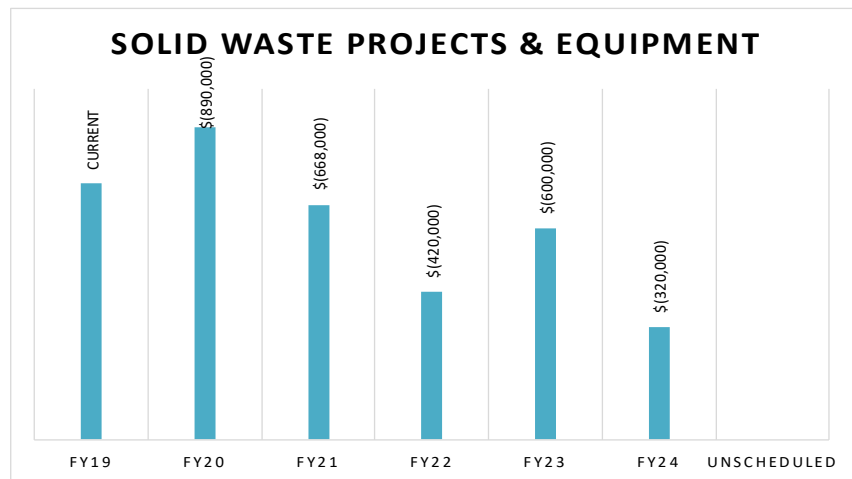


# SOLID WASTE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 468,495	\$ 135,862	\$ (157,616)	\$ (199,268)	\$ 38,398	\$ 128,947	\$ -
Plus: Revenues Dedicated to CIP	\$ 492,367	\$ 596,522	\$ 626,348	\$ 657,665	\$ 690,549	\$ 725,076	\$ -
Less: FY17 Carryover Capital	\$ (95,000)						
Less: Scheduled CIP Project Costs	\$ (730,000)	\$ (890,000)	\$ (668,000)	\$ (420,000)	\$ (600,000)	\$ (320,000)	
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 135,862</b>	<b>\$ (157,616)</b>	<b>\$ (199,268)</b>	<b>\$ 38,398</b>	<b>\$ 128,947</b>	<b>\$ 534,023</b>	<b>\$ -</b>

Assumptions are made for Revenue Estimates

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Revenues	\$ 3,787,441	\$ 3,787,441	\$ 3,976,813	\$ 4,175,654	\$ 4,384,436	\$ 4,603,658
Estimated Annual Increase in Revenues	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Total Estimated Revenues	\$ 3,787,441	\$ 3,976,813	\$ 4,175,654	\$ 4,384,436	\$ 4,603,658	\$ 4,833,841
Current Revenues Dedicated to CIP %	13.0%	13.0%	15.0%	15.0%	15.0%	15.0%
Plus: Increase Dedicated to CIP	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	13.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Total Estimated Revenues Dedicated to CIP	\$ 492,367	\$ 596,522	\$ 626,348	\$ 657,665	\$ 690,549	\$ 725,076



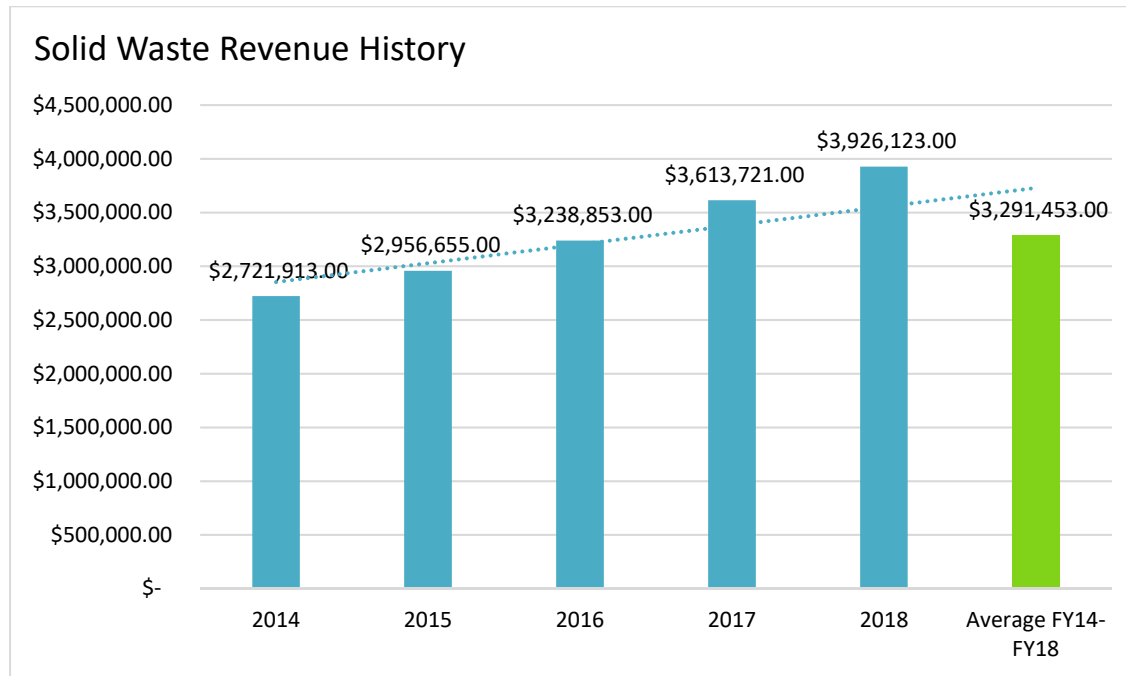
## SOLID WASTE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
SW32	Front Load Truck Replacement	270,000	-	-	-	-
SW36	Side Load Truck - New	290,000	-	-	-	-
SW45	Tote Delivery Truck	-	38,000	-	-	-
SW48	Trommel Screen	-	-	200,000	-	-
SW50	Side Load Truck	-	-	-	300,000	-
SW51	Side Load Truck - Recycling	-	-	-	300,000	-
SW52	Side Load Truck Replacement	-	300,000	-	-	-
SW53	Pickup Truck	30,000	-	-	-	-
SW54	Pickup Truck	-	30,000	-	-	-
SW55	Side Load Truck	300,000	-	-	-	-
SW56	Front Load Truck	-	300,000	-	-	-
SW57	Roll - Off Truck	-	-	220,000	-	-
SW58	Roll - Off Truck	-	-	-	-	250,000
SW59	Rate Study	-	-	-	-	70,000
	<b>Fiscal Year totals</b>	<b>890,000</b>	<b>668,000</b>	<b>420,000</b>	<b>600,000</b>	<b>320,000</b>

# SOLID WASTE FUND DETAIL

## BACKGROUND

The City's Solid Waste Fund is an enterprise fund that accounts for the garbage and recycling services. Revenues are comprised of solid waste and recycling fees. Solid Waste Fund revenues have averaged growth of 9.3% per year over the past 5 years, and averaged over 9% in the past 3 years. The capital plan estimates future revenues at 5% for the next 5 years.



## CAPITAL PLAN SUMMARY

This Capital Plan is for the equipment and capital needs of the Solid Waste Fund. The plan has new collection trucks for expanding services and adds replacements. SW36 and SW55 are new trucks to accommodate additional residential routes while S52 replaces a truck based on the replacement schedule of six years. The operations have found a need to increase its smaller vehicles and added pickup trucks, SW53 and SW54, to aid in efficiency with smaller tasks. A rate study is coming late FY19 and this should be done every five years and SW59 has been added to FY24 to keep that schedule.



Project Name	Year	Description	Amount	Total	Project #
Front Load Truck Replacement	2020	FRONT LOAD TRUCK REPLACEMENT	270,000	270,000	
		<b>DESCRIPTION:</b>	-		
		THIS TRUCK IS A REPLACEMENT FOR AN EXISTING FRONT-LOAD TRUCK CURRENTLY COLLECTING RESIDENTIAL AND COMMERCIAL REFUSE. THIS EQUIPMENT IS CRITICAL TO THE OPERATION OF THE SOLID WASTE DIVISION.	-		
		CUSTOMER DEPEND ON REFUSE REMOVAL ON THEIR COLLECTION DAY. EFFICIENCY IS IMPROVED WITH THIS EQUIPMENT ON THE CHASSIS SIDE WITH INCREASED FUEL EFFICIENCY AND EMISSION REDUCTIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		LEASING A FRONT-LOAD TRUCK.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW EQUIPMENT WILL BE LOWER.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		AVERAGE MAINTENANCE COSTS: \$10,000/YEAR	-		

**SW32**

Project Name	Year	Description	Amount	Total	Project #
Side Load Truck - New	2020	<p>SIDE LOAD TRUCK - NEW (ADDITIONAL ROUTE)</p> <p><b>DESCRIPTION:</b>  THIS IS A NEW SIDE LOAD TRUCK TO BE USED FOR  ADDITIONAL ROUTES. THIS EQUIPMENT IS CRITICAL TO  THE OPERATION OF THE SOLID WASTE DIVISION.  CUSTOMERS DEPEND ON REFUSE REMOVAL ON THEIR  COLLECTION DAY. EFFICIENCY IS IMPROVED WITH THIS  EQUIPMENT ON THE CHASSIS SIDE WITH INCREASED FUEL  EFFICIENCY AND EMISSION REDUCTIONS. THE PACKER  MOUNTED ON THE CHASSIS ALSO SEE IMPROVEMENTS THRU  BETTER OPERATOR AGRONOMICS WITH JOYSTICK CONTROLS  AND BETTER PACKER FUNCTION OPTIONS.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  LEASING A SIDE-LOAD TRUCK</p> <p><b>ADVANTAGES TO APPROVAL:</b>  RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN  AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW  EQUIPMENT WILL BE LOWER.</p> <p><b>ADD OPERATING COSTS:</b>  ANNUAL OPERATING AND MAINTENANCE COSTS = \$30,000</p>	<p>290,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	290,000	SW36
Tote Delivery Truck	2021	<p>TOTE DELIVERY TRUCK</p> <p><b>DESCRIPTION:</b>  THIS TRUCK IS A REPLACEMENT FOR AN EXISTING TOTE  DELIVERY TRUCK. THIS TRUCK IS CRITICAL IN THE  EXECUTION OF CONTAINER MANAGEMENT. TOTES NEED TO  BE DELIVERED TO NEW CUSTOMERS, EXCHANGE OF TOTES  FOR CUSTOMERS AND REMOVAL OF TOTES.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  LEASING A TRUCK</p> <p><b>ADVANTAGES OF APPROVAL:</b>  THE SOLID WASTE DIVISON CAN CONTINUE TO DELIVER,  EXCHANGE AND REMOVE CUSTOMER TOTE REQUESTS.</p> <p><b>ADD OPERATING COSTS:</b>  MAINTENANCE COSTS \$1,000/YEAR</p>	<p>38,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	38,000	SW45

Project Name	Year	Description	Amount	Total	Project #
Trommel Screen	2022	TROMMEL SCREEN	200,000	200,000	SW48
		<b>DESCRIPTION:</b>	-		
		A SCREEN THAT CAN SEPARATE OUT GARBAGE FROM	-		
		FINISHED COMPOST AND SEPARATE THE SIZE OF COMPOST.	-		
		THIS IS THE FINAL STAGE OF THE COMPOSTING PROCESS	-		
		THAT WE ARE CURRENTLY UNABLE TO ACCOMPLISH USING	-		
		EXISTING EQUIPMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		RENTAL OF THIS EQUIPMENT IS NOT AVAIABLE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
THE SOLID WASTE DIVISON CAN MARKET THE FINISHED	-				
COMPOST PRODUCT	-				
<b>ADD OPERATING COSTS: N/A</b>	-				
Side Load Truck	2023	SIDE LOAD TRUCK	300,000	300,000	SW50
		<b>DESCRIPTION:</b>	-		
		THIS SIDE LOAD TRUCK IS CRITICAL TO COMPLETE	-		
		ESIDENTIAL GARBAGE COLLECTION SERVICE. AS PER THE	-		
		APPROVED 6 YEAR REPLACEMENT SCHEDULE, GARBAGE	-		
		TRUCK, ASSET # 3839, WILL BE PLACED AS BACKUP	-		
		TRUCK FOR THE DIVISION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		LEASING A SIDE LOAD TRUCK	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN	-				
AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW	-				
EQUIPMENT WILL BE LOWER.	-				
<b>ADD OPERATING COSTS:</b>	-				
ANNUAL OPERATING AND MAINTENANCE COSTS \$30,000	-				

Project Name	Year	Description	Amount	Total	Project #
Side Load Truck - Recycling	2023	SIDE LOAD TRUCK - RECYCLING <b>DESCRIPTION:</b> THIS SIDE LOAD TRUCK IS CRITICAL TO COMPLETE RESIDENTIAL AND COMMERCIAL RECYCLING COLLECTION SERVICE. AS PER THE APPROVED 6 YEAR REPLACEMENT SCHEDULE, RECYCLING TRUCK, ASSET #3838, WILL BE PLACED AS A BACKUP TRUCK FOR THE DIVISION. <b>ALTERNATIVES CONSIDERED:</b> LEASING A SIDE LOAD TRUCK <b>ADVANTAGES OF APPROVAL:</b> RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW EQUIPMENT WILL BE LOWER. <b>ADD OPERATING COSTS:</b> ANNUAL OPERATING AND MAINTENANCE COSTS \$30,000	300,000 - - - - - - - - -	300,000	SW51
Side Load Truck Replacement	2021	SIDE LOAD TRUCK REPLACEMENT <b>DESCRIPTION:</b> THIS SIDE LOAD TRUCK IS CRITICAL TO COMPLETE RESIDENTIAL GARBAGE COLLECTION SERVICE. AS PER THE APPROVED 6 YEAR REPLACEMENT SCHEDULE, GARBAGE TRUCK, ASSET #3746, WILL BE PLACED AS A BACKUP TRUCK FOR THE DIVISION. <b>ALTERNATIVES CONSIDERED:</b> LEASE A SIDE LOAD TRUCK <b>ADVANTAGES TO APPROVAL:</b> RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN N EFFICIENT MANNER. MAINTENANCE COSTS OF NEWER EQUIPMENT WILL BE LOWER. <b>ADD OPERATING COSTS:</b> ANNUAL OPERATING AND MAINTENANCE COSTS \$30,000	300,000 - - - - - - - - -	300,000	SW52



Project Name	Year	Description	Amount	Total	Project #
Pickup Truck	2020	PROJECT: PICKUP TRUCK <b>DESCRIPTION:</b> PICKUP TRUCK TO PERFORM VARIOUS SOLID WASTE FUNCTIONS. <b>ALTERNATIVES CONSIDERED:</b> LEASING PICKUP <b>ADVANTAGES OF APPROVAL:</b> ALLOW STAFF TO PERFORM JOB FUNCTIONS. <b>OPERATING COST:</b> \$2,000.00 ANNUALLY	30,000 - - - -	30,000	SW53
Pickup Truck	2021	PROJECT: PICKUP TRUCK. <b>DESCRIPTION:</b> PICKUP TRUCK TO PERFORM VARIOUS SOLID WASTE FUNCTIONS. <b>ALTERNATIVES CONSIDERED:</b> LEASING PICKUP. <b>ADVANTAGES OF APPROVAL:</b> ALLOW STAFF TO PERFORM JOB FUNCTIONS. <b>OPERATING COST:</b> \$2,000.00 ANNUALLY.	30,000 - - - -	30,000	SW54
Side Load Truck	2020	PROJECT: ADD SIDE LOAD TRUCK (ADDITIONAL ROUTE) <b>DESCRIPTION:</b> SIDE LOAD GARBAGE TRUCK USED IN THE COLLECTION OF RESIDENTIAL TRASH <b>ALTERNATIVES CONSIDERED:</b> LEASING SIDE LOAD TRUCK <b>ADVANTAGES OF APPROVAL:</b> RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER MAINTENANCE COST OF NEW EQUIPMENT WILL BE LOWER <b>OPERATING COST:</b> \$30,000 ANNUALLY	300,000 - - - - - -	300,000	SW55
Front Load Truck	2021	PROJECT:ADD FRONT LOAD TRUCK (ADDITIONAL ROUTE) <b>DESCRIPTION:</b> FRONT LOAD GARBAGE TRUCK USED IN THE COLLECTION OF COMMERCIAL TRASH <b>ALTERATIVE CONSIDERED:</b> LEASING OF FRONT LOAD TRUCK <b>ADVANTAGES OF APPROVAL:</b> THIS EQUIPMENT IS CRITICAL TO THE OPERATION OF THE SOLID WASTE DIVISION CUSTOMERS DEPEND ON REFUSE REMOVAL ON THEIR COLLECTION DAY RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER. MAINTENANCE COST OF NEW EQUIPMENT WILL BE LOWER. <b>OPERATING COST:</b> \$10,000 ANNUALLY	300,000 - - - - - - - -	300,000	SW56

Project Name	Year	Description	Amount	Total	Project #
Roll - Off Truck	2022	PROJECT: NEW ROLL - OFF HOOK TRUCK <b>DESCRIPTION:</b> ROLL - OFF TRUCK IN CONJUNCTION WITH ROLL OFF CONTAINERS ARE USED TO HAUL LARGE QUANTITIES OF REFUSE FROM CONSTRUCTION SITES, OR HOME REMODELS/CLEANOUTS. <b>ALTERNATIVES CONSIDERED:</b> LEASING TRUCK <b>ADVANTAGES OF APPROVAL:</b> ALLOW THE SWD TO KEEP UP WITH THE DEMAND FOR ROLL OFFS AND TO BE ABLE TO SERVICE OUR CUSTOMERS IN A TIMLEY MANOR. <b>ADDITIONAL OPERATING COST:</b> \$6000.00 ANNUALLY	220,000 - - - - - -	220,000	SW57
Roll Off Truck	2024	PROJECT: ROLL OFF HOOK TRUCK. <b>DESCRIPTION:</b> ROLL OFF TRUCK IN CONJUNCTION WITH ROLL OFF CONTAINERS ARE USED TO HAUL LARGE QUANTITIES OF REFUSE FROM CONSTRUCTION SITES, OR HOME REMODELS/CLEANOUTS. <b>ALTERNATIVES CONSIDERED:</b> LEASING TRUCK. <b>ADVANTAGES OF APPROVAL:</b> ALLOW THE SWD TO KEEP UP WITH THE DEMAND FOR ROLL OFFS, AND TO BE ABLE TOO SERVICE OUR CUSTOMERS IN A TIMLEY MANOR. <b>ADDITIONAL OPERATING COST:</b> \$6000.00 ANNUALLY.	250,000 - - - - - -	250,000	SW58
Rate Study	2024	PROJECT: RATE STUDY. <b>DESCRIPTION:</b> SOLID WASTE RATE STUDY INCLUDING AN ANALYSIS OF REVENUE REQUIREMENTS, FUNDING DEPRECIATION, AND COST RECOVERY BY CUSTOMER CLASS <b>ALTERATIVES CONSIDERED:</b> CONTINUE WITH CURRENT RATES <b>ADVANTAGES OF APPROVAL:</b> CUSTOMERS WILL BE APPROPRIATELY CHARGED FOR THEIR GARBAGE AND RECYCLING SERVICES. FULL COST ACCOUNTING, RATES BASED ON COST OF SERVICES. <b>ADDITIONAL OPERATING COST:</b> N/A	70,000 - - - - - - -	70,000	SW59

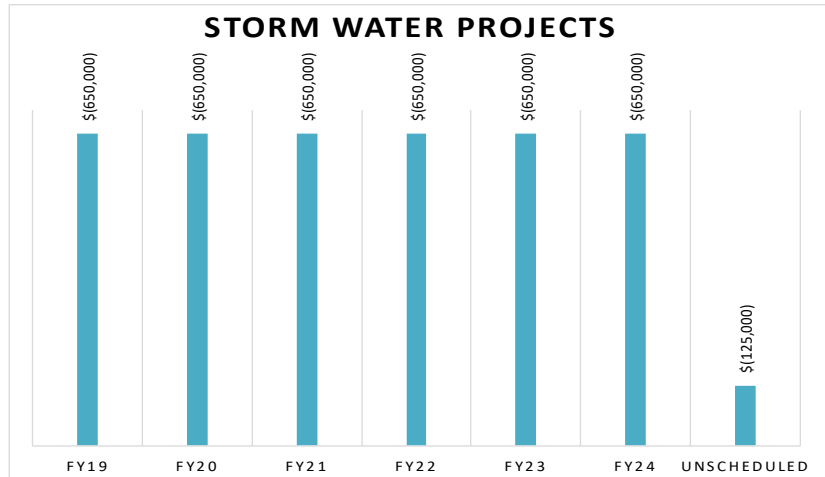
Stormwater

# STORM WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 420,777	\$ 376,933	\$ 351,273	\$ 344,344	\$ 356,707	\$ 388,941	
Plus: Storm Water Utility Fees Dedicated to Capital	\$ 606,156	\$ 624,341	\$ 643,071	\$ 662,363	\$ 682,234	\$ 702,701	
Less: FY18 Carryover Capital	\$ -						
Less: Scheduled CIP Project Costs	\$ (650,000)	\$ (650,000)	\$ (650,000)	\$ (650,000)	\$ (650,000)	\$ (650,000)	\$ (125,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 376,933</b>	<b>\$ 351,273</b>	<b>\$ 344,344</b>	<b>\$ 356,707</b>	<b>\$ 388,941</b>	<b>\$ 441,641</b>	

## Assumptions Made for Revenue Estimates

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Storm Water Utility Revenue	\$ 1,347,013	\$ 1,347,013	\$ 1,387,423	\$ 1,429,046	\$ 1,471,917	\$ 1,516,075
Estimated Annual Increase - Attributed to Growth	0%	3%	3%	3%	3%	3%
Estimated Annual Increase - Rate Increase	0%	0%	0%	0%	0%	0%
<b>Total Estimated Revenues</b>	<b>\$ 1,347,013</b>	<b>\$ 1,387,423</b>	<b>\$ 1,429,046</b>	<b>\$ 1,471,917</b>	<b>\$ 1,516,075</b>	<b>\$ 1,561,557</b>
Current Revenues Dedicated to CIP %	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Plus: Increase Dedicated to Capital	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 606,156</b>	<b>\$ 624,341</b>	<b>\$ 643,071</b>	<b>\$ 662,363</b>	<b>\$ 682,234</b>	<b>\$ 702,701</b>



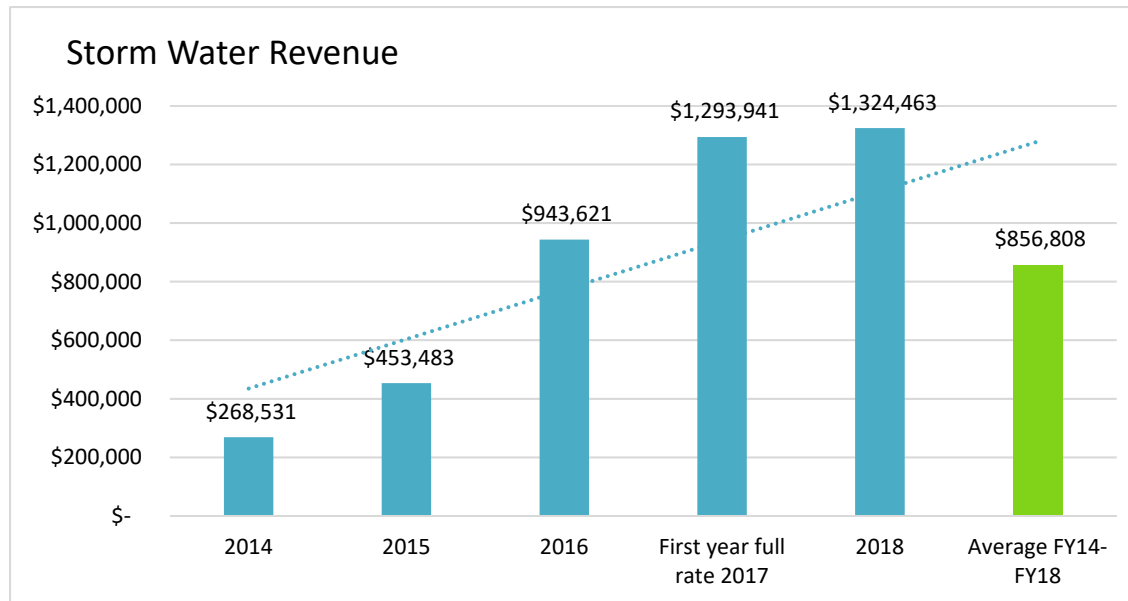
## STORM WATER FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
<b>STDM01</b>	DOWNTOWN TRUNK LINE REHAB	400,000	-	-	-	-
<b>STDM02</b>	MANLEY DITCH REHAB	100,000	-	-	-	-
<b>STDM03</b>	DOWNTOWN TRUNK LINE PH2	-	350,000	-	-	-
<b>STDM04</b>	HISTORIC PIPE REPLACE PRG	-	-	100,000	-	-
<b>STDM05</b>	ANNUAL UNPLANNED PIPE REH	-	-	50,000	-	-
<b>STDM06</b>	N 9TH DITCH REHAB	-	-	-	150,000	-
<b>STDM07</b>	HISTORIC PIPE REPLACE PRG	-	-	-	475,000	-
<b>STDM08</b>	UNPLANNED PIPE REHAB/DRAI	-	-	-	25,000	-
<b>STDM09</b>	MIDDLE CREEK DITCH REHAB	-	-	-	-	300,000
<b>STDM10</b>	HISTORIC PIPE REPLACE PRG	-	-	-	-	275,000
<b>STDM11</b>	UNPLANNED PIPE REHAB/DRAI	-	-	-	-	75,000
<b>STOS01</b>	SEDIMENT DISP FAC RD RPR	-	-	50,000	-	-
<b>STRH01</b>	DOWNTOWN MECH STORM PH3	-	300,000	-	-	-
<b>STRH02</b>	DOWNTOWN MECH STORM PH4	-	-	250,000	-	-
<b>STRH03</b>	REGIONAL STORM COLL FACIL	-	-	200,000	-	-
<b>STUO01</b>	STORMWATER FACILITY PLAN	150,000	-	-	-	-
	<b>Fiscal Year totals</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>	<b>650,000</b>

## STORM WATER FUND DETAIL

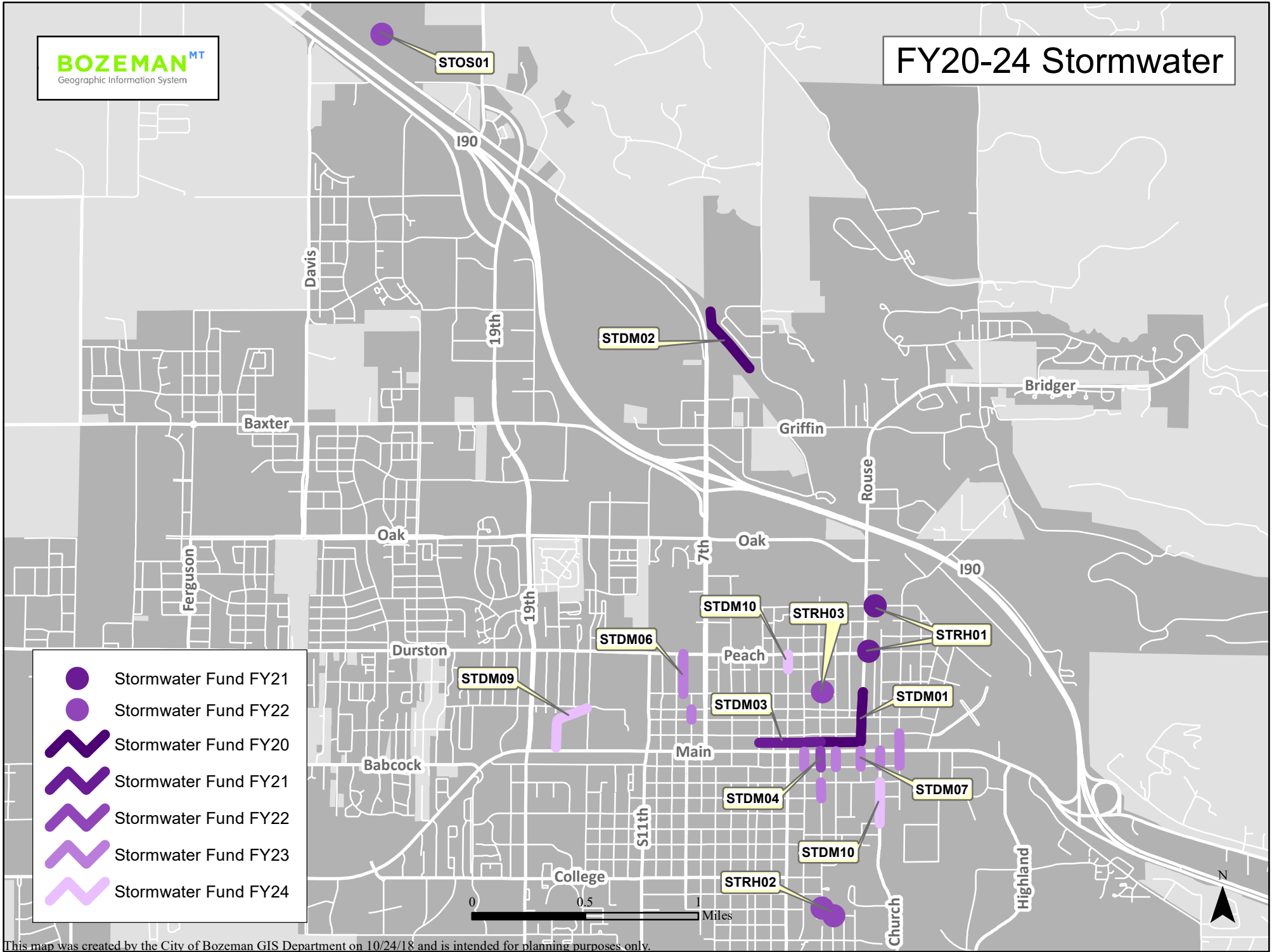
### BACKGROUND

The City's Storm Water Fund is an enterprise fund that is funded primarily through Stormwater utility charges. These monthly charges are based on the impervious area of a lot. Fiscal year 2017 revenues represent the first fiscal year where our rate-model is fully implement for all 12 months. The changes in revenues over the past 5 years have been driven by our implementation of the full rate model. We are basing our FY20-24 revenue estimates on annual customer growth of 3% per year. This is similar to our most recent Wastewater rate model. Actual revenues should grow depending on the mix of impervious areas/existing infrastructure use as property is annexed and developed.



### CAPITAL PLAN SUMMARY

This year the Stormwater Division updated its plan by changing the project numbers to align with defined areas to better track their progress. The spending is still aligned with its original conception of \$650,000 a year.



This map was created by the City of Bozeman GIS Department on 10/24/18 and is intended for planning purposes only.

Project Name	Year	Description	Amount	Total	Project #
DOWNTOWN TRUNK LINE REHAB	2020	DEFERRED MAINTENANCE PROJECT	400,000	400,000	
		DOWNTOWN TRUNK LINE REHABILITATION (PHASE I)	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REHABILITATING	-		
		2,000 FEET OF STORM SEWER PIPE BENEATH THE ALLEY	-		
		LOCATED BETWEEN MAIN STREET AND MENDENHALL STREET	-		
		AND BENEATH NORTH ROUSE FROM MAIN STREET TO EAST	-		
		VILLARD STREET. THE CURRENT PIPE CONSISTS OF	-		
		HISTORICAL MATERIALS THROUGHOUT ITS LENGTH,	-		
		INCLUDING BRICK, VITRIFIED CLAY, AND CONCRETE. THE	-		
		PIPE IS OVER 100 YEARS OLD, IS IN POOR	-		
		STRUCTURAL CONDITION (CONTAINS 42 IDENTIFIED	-		
		DEFICIENCIES), AND CONVEYS SIGNIFICANT STORMWATER	-		
		FLOWS GENERATED FROM A 330-ACRE URBAN DRAINAGE	-		
		BASIN, MAKING IT A HIGH PRIORITY FOR	-		
		REHABILITATION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE PIPE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK IN THE EVENT OF A FAILURE. FURTHER,	-		
		INTERNALLY MANAGED SPOT REPAIRS - WHICH PROLONG	-		
		A PIPE'S LIFE - ARE UNFEASIBLE DUE TO THE PIPE'S	-		
		LOCATION, DEPTH, CONDITION, AND SIZE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT WILL ENSURE THE PIPE CONVEYS STORM-	-		
		WATER AS ORIGINALLY DESIGNED AND INTENDED. THE	-		
		PROJECT COLLABORATES WITH THE MONTANA DEPARTMENT	-		
		OF TRANSPORTATION (MDT) RECONSTRUCTION OF NORTH	-		
		ROUSE AVENUE. MDT WILL PROVIDE A COST-SHARE	-		
		COMMENSURATE WITH THEIR CONTRIBUTION TO THE	-		
		SECTION OF PIPE WITHIN THEIR RIGHT-OF-WAY.	-		
		COMPLETION OF FY20 CONVEYANCE PROJECTS WILL BRING	-		
		THE CITY TO 21% OF ITS DEFERRED MAINTENANCE GOAL	-		

**STD01**



Project Name	Year	Description	Amount	Total	Project #
		SET BY THE CITY COMMISSION DURING THE STORMWATER UTILITY'S DEVELOPMENT. <b>ADDITIONAL OPERATING COST:</b> STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE OF THE PIPE ON A FIVE-YEAR REOCCURRING SCHEDULE, INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	-		
<b>MANLEY DITCH REHAB</b>	<b>2020</b>	DEFERRED MAINTENANCE PROJECT MANLEY DITCH REHABILITATION <b>DESCRIPTION:</b> THE PROJECT INCLUDES DESIGNING AND REHABILITATING 1500 FEET OF MANLEY DITCH LOCATED EAST OF MANLEY ROAD. THE DITCH CONVEYS STORMWATER GENERATED FROM A 58-ACRE URBAN DRAINAGE BASIN. THE DITCH INCLUDES A VEGETATED SWALE THAT HAS EXPERIENCED SIGNIFICANT DEGRADATION, RESULTING IN A NONFUNCTIONAL CONVEYANCE AND OBSTRUCTED RAILROAD-OWNED CULVERT CROSSING. SPECIFIC ISSUES INCLUDE SEDIMENT DEPOSITION, OVERGROWN VEGETATION, AN ILLEGAL BULKHEAD, AND BANK EROSION. <b>ALTERNATIVES CONSIDERED:</b> NONE. THE DITCH IS A CRITICAL COMPONENT OF THE CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER DEFERENCE WILL IMPACT PUBLIC SAFETY AND FURTHER HEIGHTEN ONGOING FLOODING IMPACTS. ALSO, THE DITCH'S LOCATION, LENGTH, AND TIGHT GRADES MAKE AN INTERNALLY MANAGED REPAIR UNFEASIBLE. <b>ADVANTAGES OF APPROVAL:</b> THE PROJECT WILL ENSURE THE DITCH CONVEYS STORMWATER AS ORIGINALLY DESIGNED AND INTENDED. COMPLETION OF FY20 CONVEYANCE PROJECTS WILL BRING THE CITY TO 21% OF ITS DEFERRED MAINTENANCE GOAL SET BY THE CITY COMMISSION DURING THE STORMWATER UTILITY'S DEVELOPMENT.	100,000	<b>100,000</b>	

**STDM02**

Project Name	Year	Description	Amount	Total	Project #
DOWNTOWN TRUNK LINE PH2	2021	DEFERRED MAINTENANCE PROJECT	350,000	350,000	
		DOWNTOWN TRUNK LINE REHABILITATION (PHASE 2)	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGN AND REHABILITATING	-		
		1419 FEET OF STORM SEWER PIPE BENEATH THE ALLEY	-		
		LOCATED BETWEEN MAIN STREET AND MENDENHALL STREET,	-		
		AND IS THE SECOND AND FINAL PHASE OF THE	-		
		DOWNTOWN TRUNK LINE REHABILITATION PROJECT.THE	-		
		CURRENT PIPE CONSISTS OF HISTORICAL MATERIALS	-		
		THROUGHOUT ITS LENGTH, INCLUDING BRICK, VITRIFIED	-		
		CLAY, AND CONCRETE. THE PIPE IS OVER 100 YEARS	-		
		OLD, IS IN POOR STRUCTURAL CONDITION (CONTAINS	-		
		27 IDENTIFIED DEFICIENCIES), AND CONVEYS	-		
		SIGNIFICANT STORMWATER FLOWS GENERATED FROM A	-		
		273-ACRE URBAN DRAINAGE BASIN, MAKING IT A HIGH	-		
		PRIORITY FOR REHABILITATION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE PIPE IS A CRITICAL COMPONENT OF THE	-		STDM03
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK IN THE EVENT OF A FAILURE. FURTHER,	-		
		INTERNALLY MANAGED SPOT REPAIRS - WHICH PROLONG	-		
		A PIPE'S LIFE - ARE UNFEASIBLE DUE TO THE PIPE'S	-		
		LOCATION, DEPTH, CONDITION, AND SIZE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT WILL ENSURE THE DITCH CONVEYS	-		
		STORMWATER AS ORIGINALLY DESIGNED AND INTENDED.	-		
		COMPLETION OF FY21 CONVEYANCE PROJECTS BRINGS THE	-		
		CITY TO 27% OF ITS DEFERRED MAINTENANCE GOAL SET	-		
		BY THE CITY COMMISSION DURING THE STORMWATER	-		
		UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE OF	-		
		THE PIPE ON A FIVE-YEAR REOCCURRING SCHEDULE,	-		

Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2022	DEFERRED MAINTENANCE PROJECT	100,000	100,000	
		HISTORIC PIPE REPLACEMENT PROGRAM	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REPLACING 583	-		
		FEET OF STORM SEWER PIPE BENEATH SOUTH BLACK AVE	-		
		FROM EAST BABCOCK STREET TO EAST MAIN STREET. THE	-		
		CURRENT PIPE CONSISTS OF VITRIFIED CLAY, WHICH	-		
		IS HISTORICAL MATERIAL. THE PIPE IS OVER 100-YEARS	-		
		OLD, IS IN POOR STRUCTURAL CONDITION (CONTAINS 31	-		
		IDENTIFIED DEFICIENCIES), AND CONVEYS STORMWATER	-		
		FLOWS GENERATED FROM A 28-ACRE URBAN DRAINAGE	-		
		BASIN, MAKING IT A HIGH PRIORITY FOR REPLACEMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE PIPE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK IN THE EVENT OF A FAILURE. FURTHER,	-		
		INTERNALLY MANAGED SPOT REPAIRS - WHICH PROLONG	-		
		A PIPE'S LIFE - ARE UNFEASIBLE DUE TO THE PIPE'S	-		
		LOCATION, DEPTH, CONDITION, AND SIZE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE PIPE WILL EFFECTIVELY	-		
		CONVEY STORMWATER UNDER DESIGN CONDITIONS.	-		
		COMPLETION OF FY22 CONVEYANCE PROJECTS BRINGS THE	-		
		CITY TO 28% OF ITS DEFERRED MAINTENANCE GOAL SET	-		
		BY THE CITY COMMISSION DURING THE STORMWATER	-		
		UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE OF	-		
		THE PIPE ON A FIVE-YEAR REOCCURRING SCHEDULE,	-		
		INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	-		

**STDM04**

Project Name	Year	Description	Amount	Total	Project #
ANNUAL UNPLANNED PIPE REH	2022	DEFERRED MAINTENANCE	50,000	50,000	
		ANNUAL UNPLANNED PIPE REHABILITATION & DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS PIPE REHABILITATION, DRAINAGE, AND TREATMENT PROJECTS THAT IMPROVE THE STRUCTURAL INTEGRITY AND CONVEYANCE CAPACITY OF THE CITY'S STORM SEWER SYSTEM. UNPLANNED FUNDS ALLOW STAFF TO RESPOND TO INFRASTRUCTURE NEEDS THAT ARISE FROM REOCCURRING SYSTEM INSPECTION AND PARTNER WITH OTHER PUBLIC WORKS' PROJECTS, SUCH AS LOCAL SID STREET RECONSTRUCTIONS IF APPROVED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF ASSESSED THE POTENTIAL OF COMPLETING ALL PIPE REHABILITATION AND DRAINAGE PROJECTS INTERNALLY; HOWEVER, DETERMINED THIS APPROACH WOULD SIGNIFICANTLY REDUCE RESOURCES APPLIED TOWARD CRITICAL REOCCURRING INFRASTRUCTURE MAINTENANCE.	-		<b>STDM05</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ALLOCATION OF UNPLANNED FUNDS ALLOWS STAFF TO BE PROACTIVE IN THE REPAIR AND REPLACEMENT OF STORMWATER INFRASTRUCTURE THAT HAS OR IS LIKELY TO FAIL, INCREASING SYSTEM EFFICIENCY AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER OPERATIONS PERSONNEL WILL COMPLETE MAINTENANCE OF PROJECTS AS REQUIRED.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>N 9TH DITCH REHAB</b>	<b>2023</b>	DEFERRED MAINTENANCE PROJECT	150,000	<b>150,000</b>	
		NORTH 9TH AVENUE DITCH REHABILITATION	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REHABILITATING	-		
		900 FEET OF STORMWATER CONVEYANCE DITCH LOCATED	-		
		NEAR NORTH 9TH AVENUE FROM WEST VILLARD STREET TO	-		
		WEST PEACH STREET. THE DITCH CONVEYS STORMWATER	-		
		GENERATED FROM A 142-ACRE URBAN DRAINAGE BASIN AND	-		
		INCLUDES A VEGETATED SWALE THAT HAS EXPERIENCED	-		
		SIGNIFICANT DEGRADATION. SPECIFIC ISSUES INCLUDE	-		
		SEDIMENT DEPOSITION, OVERGROWN VEGETATION, & BANK	-		
		EROSION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE DITCH IS A CRITICAL COMPONENT OF THE	-		<b>STDM06</b>
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK FOR ADJACENT PROPERTIES. ALSO, THE	-		
		DITCH'S LOCATION, LENGTH, AND TIGHT GRADES MAKE AN	-		
		INTERNALLY MANAGED REPAIR UNFEASIBLE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE DITCH WILL CONVEY	-		
		STORMWATER AS DESIGNED FOR EFFECTIVE SYSTEM	-		
		OPERATION. COMPLETION OF FY23 CONVEYANCE PROJECTS	-		
		WILL BRING THE CITY TO 40% OF ITS DEFERRED	-		
		MAINTENANCE GOAL SET BY THE CITY COMMISSION	-		
		DURING THE STORMWATER UTILITY'S DEVELOPMENT.	-		

Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2023	DEFERRED MAINTENANCE PROJECT	475,000	475,000	
		HISTORIC PIPE REPLACEMENT PROGRAM (FY23)	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REPLACING	-		
		2623 FEET OF STORM SEWER PIPE LOCATED THROUGHOUT	-		
		THE CITY'S HISTORIC DOWNTOWN CORE. THE CURRENT	-		
		PIPES CONSIST OF VITRIFIED CLAY, WHICH IS	-		
		HISTORICAL MATERIAL. THE PIPES ARE OVER 100 YEARS	-		
		OLD, ARE IN POOR STRUCTURAL CONDITION (CONTAIN 162	-		
		IDENTIFIED DEFICIENCIES), AND CONVEY STORMWATER	-		
		FLOWS GENERATED FROM NUMEROUS LARGE URBAN	-		
		DRAINAGE BASINS, MAKING THEM HIGH PRIORITIES	-		
		FOR REPLACEMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE PIPES ARE A CRITICAL COMPONENT OF THE	-		
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK IN THE EVENT OF A FAILURE. FURTHER,	-		
		INTERNALLY MANAGED SPORT REPAIRS - WHICH PROLONG	-		
		A PIPE'S LIFE - ARE UNFEASIBLE DUE TO THE PIPES'	-		
		LOCATIONS, DEPTHS, CONDITIONS, AND SIZES.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE PIPES WILL EFFECTIVELY	-		
		CONVEY STORMWATER UNDER DESIGN CONDITIONS.	-		
		COMPLETION OF FY23 CONVEYANCE PROJECTS BRINGS THE	-		
		CITY TO 40% OF ITS DEFERRED MAINTENANCE GOAL SET	-		
		BY THE CITY COMMISSION DURING THE STORMWATER	-		
		UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE OF	-		
		THE PIPE ON A FIVE-YEAR REOCCURRING SCHEDULE,	-		
		INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	-		

**STDM07**

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2023	DEFERRED MAINTENANCE	25,000	25,000	
		ANNUAL UNPLANNED PIPE REHABILITATION & DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS PIPE REHABILITATION, DRAINAGE, AND TREATMENT PROJECTS THAT IMPROVE THE STRUCTURAL INTEGRITY AND CONVEYANCE CAPACITY OF THE CITY'S STORM SEWER SYSTEM. UNPLANNED FUNDS ALLOW STAFF TO RESPOND TO INFRASTRUCTURE NEEDS THAT ARISE FROM REOCCURRING SYSTEM INSPECTION AND PARTNER WITH OTHER PUBLIC WORKS' PROJECTS, SUCH AS LOCAL SID STREET RECONSTRUCTION IF APPROVED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF ASSESSED THE POTENTIAL OF INTERNAL CREWS COMPLETING ALL PIPE REHABILITATION AND DRAINAGE PROJECTS; HOWEVER, DETERMINED THIS APPROACH WOULD SIGNIFICANTLY REDUCE RESOURCES APPLIED TOWARD CRITICAL REOCCURRING INFRASTRUCTURE MAINTENANCE.	-		STDM08
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ALLOCATION OF UNPLANNED FUNDS ALLOWS STAFF TO BE PROACTIVE IN THE REPAIR AND REPLACEMENT OF STORMWATER INFRASTRUCTURE THAT HAS OR IS LIKELY TO FAIL, INCREASING SYSTEM EFFICIENCY AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER OPERATIONS PERSONNEL WILL COMPLETE MAINTENANCE OF PROJECTS AS REQUIRED.	-		

Project Name	Year	Description	Amount	Total	Project #
MIDDLE CREEK DITCH REHAB	2024	DEFERRED MAINTENANCE PROJECT	300,000	300,000	
		MIDDLE CREEK DITCH REHABILITATION	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REHABILITATING	-		
		1500 FEET OF STORMWATER CONVEYANCE DITCH	-		
		LOCATED NEAR NORTH 15TH AVENUE FROM WEST MAIN	-		
		STREET TO WEST BEALL STREET. THE DITCH CONVEYS	-		
		STORMWATER GENERATED FROM A 42-ACRE URBAN DRAINAGE	-		
		BASIN. THE DITCH INCLUDES A VEGETATED SWALE THAT	-		
		HAS EXPERIENCED SIGNIFICANT DEGRADATION. SPECIFIC	-		
		ISSUES INCLUDE SEDIMENT DEPOSITION, OVERGROWN	-		
		VEGETATION, AND BANK EROSION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE DITCH IS A CRITICAL COMPONENT OF THE	-		<b>STDM09</b>
		CITY'S PUBLIC STORM SEWER NETOWRK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK FOR ADJACENT PROPERTIES. ALSO, THE	-		
		DITCH'S LOCATION, LENGTH, AND TIGHT GRADES MAKE	-		
		AN INTERNALLY MANAGED REPAIR UNFEASIBLE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE DITCH WILL CONVEY	-		
		STORMWATER AS DESIGNED FOR EFFECTIVE SYSTEM	-		
		OPERATION. COMPLETION OF FY24 CONVEYANCE PROJECTS	-		
		WILL BRING THE CITY TO 51% OF ITS DEFERRED	-		
		MAINTENANCE GOAL SET BY THE CITY COMMISSION DURING	-		
		THE STORMWATER UTILITY'S DEVELOPMENT.	-		



Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2024	DEFERRED MAINTENANCE PROJECT	275,000	275,000	
		HISTORIC PIPE REPLACEMENT PROGRAM (FY24)	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND REPLACING 1400	-		
		FEET OF STORM SEWER PIPE LOCATED THROUGHOUT THE	-		
		CITY'S HISTORIC DOWNTOWN CORE. THE CURRENT PIPES	-		
		CONSIST OF VITRIFIED CLAY, WHICH IS HISTORICAL	-		
		MATERIAL. THE PIPES ARE OVER 100 YEARS OLD, ARE	-		
		IN POOR STRUCTURAL CONDITION (CONTAIN 54	-		
		IDENTIFIED DEFICIENCIES), AND CONVEY STORMWATER	-		
		FLOWS GENERATED FROM NUMEROUS LARGE URBAN DRAINAGE	-		
		BASINS, MAKING THEM HIGH PRIORITIES FOR	-		
		REPLACEMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. THE PIPES ARE A CRITICAL COMPONENT OF THE	-		
		CITY'S PUBLIC STORM SEWER NETWORK, AND FURTHER	-		
		DEFERENCE WILL IMPACT PUBLIC SAFETY AND INCREASE	-		
		FLOOD RISK IN THE EVENT OF A FAILURE. FURTHER,	-		
		INTERNALLY MANAGED SPOT REPAIRS - WHICH PROLONG	-		
		A PIPE'S LIFE - ARE UNFEASIBLE DUE TO THE PIPES'	-		
		LOCATIONS, DEPTHS, CONDITIONS, AND SIZES.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE PIPE CONVEY STORMWATER AS	-		
		DESIGNED FOR EFFECTIVE SYSTEM OPERATION.	-		
		COMPLETION OF FY24 CONVEYANCE PROJECTS BRINGS THE	-		
		CITY TO 51% OF ITS DEFERRED MAINTENANCE GOAL SET	-		
		BY THE CITY COMMISSION DURING THE STORMWATER	-		
		UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE OF	-		
		THE PIPE ON A FIVE-YEAR REOCCURRING SCHEDULE,	-		
		INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	-		

STDM10

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2024	DEFERRED MAINTENANCE	75,000	75,000	
		ANNUAL UNPLANNED PIPE REHABILITATION AND DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS PIPE REHABILITATION, DRAINAGE, AND TREATMENT PROJECTS THAT IMPROVE THE STRUCTURAL INTEGRITY AND CONVEYANCE CAPACITY OF THE CITY'S STORM SEWER SYSTEM. UNPLANNED FUNDS ALLOW STAFF TO RESPOND TO INFRASTRUCTURE NEEDS THAT ARISE FROM REOCCURRING SYSTEM INSPECTION AND PARTNER WITH OTHER PUBLIC WORKS' PROJECTS, SUCH AS LOCAL SID STREET RECONSTRUCTIONS IF APPROVED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF ASSESSED THE POTENTIAL OF COMPLETING ALL PIPE REHABILITATION AND DRAINAGE PROJECTS INTERNALLY; HOWEVER, DETERMINED THIS APPROACH WOULD SIGNIFICANTLY REDUCE RESOURCES APPLIED TOWARDS CRITICAL REOCCURRING INFRASTRUCTURE MAINTENANCE.	-		<b>STDM11</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ALLOCATION OF UNPLANNED FUNDS ALLOWS STAFF TO BE PROACTIVE IN THE REPAIR AND REPLACEMENT OF STORMWATER INFRASTRUCTURE THAT HAS OR IS LIKELY TO FAIL, INCREASING SYSTEM EFFICIENCY AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER OPERATIONS PERSONNEL WILL COMPLETE MAINTENANCE OF PROJECTS AS REQUIRED.	-		

Project Name	Year	Description	Amount	Total	Project #
SEDIMENT DISP FAC RD RPR	2022	OPERATION SUPPORT PROJECT	50,000	50,000	
		SEDIMENT DISPOSAL FACILITY ASPHALT REPAIR	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES THE MAINTENANCE AND REPAIR OF	-		
		THE ASPHALT SURFACE LOCATED AT THE CITY'S	-		
		STORMWATER WASTE DISPOSAL FACILITY. THE FACILITY	-		
		IS USED TO STORE, PROCESS, AND DRY WASTE GENERATED	-		
		FROM REOCCURRING STORMWATER OPERATIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PROLONG ASPHALT MAINTENANCE RISKING FURTHER	-		<b>STOS01</b>
		DEGRADATION OF DRIVABLE SURFACES AND INCREASED	-		
		DEFERRED EXPENSE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT ENSURES THE FACILITY WILL REMAIN	-		
		FUNCTIONAL, ALLOWING STAFF TO MEET THE CITY'S	-		
		LEVEL OF SERVICE GOALS.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
DOWNTOWN MECH STORM PH3	2021	RIVER HEALTH PROJECT	300,000	300,000	
		DOWNTOWN MECHANICAL STORMWATER TREATMENT (PHASE 3)	-		
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES DESIGNING AND INSTALLING TWO	-		
		(2) STORMWATER MECHANICAL SEPARATION UNITS NEAR	-		
		THE INTERSECTIONS OF NORTH ROUSE AVENUE AND EAST	-		
		PEACH STREET, AND NORTH ROUSE AVENUE AND EAST	-		
		TAMARACK STREET. STAFF PROPOSES TO TARGET THESE	-		
		LOCATIONS BECAUSE THE ROADS, PARKING LOTS, YARDS,	-		
		DRIVEWAYS, AND DRAINAGE SYSTEMS CONTAINED WITHIN	-		
		THEIR URBAN WATERSHED HAVE A DIRECT CONNECTION	-		
		TO BOZEMAN CREEK, MEANING NO REMOVAL OF	-		
		STORMWATER POLLUTANTS OCCURS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE. CITY STAFF HAS NOT IDENTIFIED ANY	-		
		ALTERNATIVE STORMWATER TREATMENT APPROACHES WITH	-		
		COMPARABLE MAINTENANCE REQUIREMENTS, CONSTRUCTION	-		
		FOOTPRINTS, AND POLLUTANT REMOVAL EFFICIENCIES,	-		
		ESPECIALLY CONSIDERING THE LARGE SIZE OF THE	-		
		DRAINAGE BASINS TARGETED.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE UNITS WILL TREAT STORMWATER GENERAGED FROM	-		
		138-ACRES OF URBAN DEVELOPMENT, AND COLLECT	-		
		OVER 20-TONS OF SEDIMENT, LITTER, NUTRIENTS, OIL,	-		
		AND METALS ANNUALLY. POLLUTANT REMOVAL WILL	-		
		IMPROVE PUBLIC SAFETY, HELP RESTORE BOZEMAN	-		
		CREEKS' AQUATIC HABITAT, AND REDUCES STORMWATER	-		
		PERMIT VIOLATION RISK. COMPLETION OF THIS PROJECT	-		
		WILL BRING THE CITY TO 81% OF ITS WATER QUALITY	-		
		GOAL SET BY THE CITY COMMISSION DURING THE	-		
		STORMWATER UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER OPERATIONS PERSONNEL WILL COMPLETE	-		
		MAINTENANCE SEMI-ANNUALLY, INCLUDING THE REMOVAL	-		

**STRH01**

Project Name	Year	Description	Amount	Total	Project #
		OF COLLECTED DEBRIS USING EXISTING VACUUMING EQUIPMENT. STAFF WILL THEN STORE AND DRY DEBRIS AT THE CITY'S STORMWATER WASTE MANAGEMENT FACILITY BEFORE HAULING TO THE LANDFILL FOR FINAL DISPOSAL.	-	-	
<b>DOWNTOWN MECH STORM PH4</b>	<b>2022</b>	RIVER HEALTH PROJECT DOWNTOWN MECHANICAL STORMWATER TREATMENT (PHASE 4) <b>DESCRIPTION:</b> THE PROJECT INCLUDES DESIGNING AND INSTALLING TWO (2) STORMWATER MECHANICAL SEPARATION UNITS NEAR THE INTERSECTIONS OF SOUTH BLACK AVENUE AND EAST CLEVELAND STREET, AND SOUTH BOZEMAN AVENUE & EAST CLEVELAND STREET. STAFF PROPOSES TO TARGET THESE LOCATIONS BECAUSE THE ROADS, PARKING LOTS, YARDS, DRIVEWAYS, AND DRAINAGE SYSTEMS CONTAINED WITHIN THEIR URBAN WATERSHED HAVE A DIRECT CONNECTION TO MATHEW BIRD CREEK (A TRIBUTARY OF BOZEMAN CREEK), MEANING NO REMOVAL OF STORMWATER POLLUTANTS OCCURS. <b>ALTERNATIVES CONSIDERED:</b> NONE. CITY STAFF HAS NOT IDENTIFIED ANY ALTERNATIVE STORMWATER TREATMENT APPROACHES WITH COMPARABLE MAINTENANCE REQUIREMENTS, CONSTRUCTION FOOTPRINTS, AND POLLUTANT REMOVAL EFFICIENCIES, ESPECIALLY CONSIDERING THE LARGE SIZE OF THE DRAINAGE BASINS TARGETED. <b>ADVANTAGES OF APPROVAL:</b> THE UNITS WILL TREAT STORMWATER GENERATED FROM 193-ACRES OF URBAN DEVELOPMENT, AND COLLECT OVER 27-TONS OF SEDIMENT, LITTER, NUTRIENTS, OIL, AND METALS ANNUALLY. POLLUTANT REMOVAL WILL IMPROVE PUBLIC SAFETY, HELP RESTORE MATHEW BIRD AND BOZEMAN CREEK'S AQUATIC HABITAT, AND REDUCE STORMWATER PERMIT VIOLATION RISK. COMPLETION OF	250,000	<b>250,000</b>	

**STRH02**

Project Name	Year	Description	Amount	Total	Project #
		FY22 TREATMENT PROJECTS WILL BRING THE CITY TO 100% OF ITS WATER QUALITY GOAL SET BY THE CITY COMMISSION DURING THE STORMWATER UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER OPERATIONS PERSONNEL WILL COMPLETE MAINTENANCE SEMI-ANNUALLY, INCLUDING THE REMOVAL OF COLLECTED DEBRIS USING EXISTING VACUUMING EQUIPMENT. STAFF WILL THEN STORE AND DRY DEBRIS AT THE CITY'S STORMWATER WASTE MANAGEMENT FACILITY BEFORE HAULING TO THE LANDFILL FOR FINAL DISPOSAL.	-		
<b>REGIONAL STORM COLL FACIL</b>	<b>2022</b>	RIVER HEALTH PROJECT	200,000	<b>200,000</b>	
		REGIONAL STORMWATER COLLECTION FACILITY (BEALL PARK)	-		
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT INCLUDES DESIGNING AND CONSTRUCTING A REGIONAL STORMWATER COLLECTION AND INFILTRATION FACILITY NEAR THE INTERSECTION OF NORTH BLACK AVENUE AND EAST VILLARD STREET. STAFF PROPOSES TO TARGET THIS LOCATION BECAUSE THE ROADS, PARKING LOTS, YARDS, DRIVEWAYS, AND DRAINAGE SYSTEMS CONTAINED WITHIN ITS URBAN WATERSHED HAVE A DIRECT CONNECTION TO BOZEMAN CREEK, MEANING NO REMOVAL OF STORMWATER POLLUTANTS OCCURS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCTION OF DECENTRALIZED & SMALLER BOULEVARD INFILTRATION-BASED FACILITIES SPREAD THROUGHOUT THE TARGETED BASIN. THIS APPROACH WOULD RESULT IN EIGHT TO NINE TIMES THE COST AS A REGIONAL FACILITY TO ACHIEVE SIMILAR STORMWATER QUALITY AND QUANTITY REDUCTION GOALS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE FACILITY WILL CAPTURE, STORE, AND INFILTRATE STORMWATER GENERATED FROM 52-ACRES OF URBAN	-		

**STRH03**

Project Name	Year	Description	Amount	Total	Project #
		DEVELOPMENT, AND COLLECT OVER 14-TONS OF SEDIMENT, LITTER, NUTRIENTS, OIL, AND METALS ANNUALLY. POLLUTANT REMOVAL WILL IMPROVE PUBLIC SAFETY, HELP RESTORE BOZEMAN CREEKS' AQUATIC HABITAT, AND REDUCE STORMWATER PERMIT VIOLATION RISK. ALSO, THE FACILITY WILL IMPROVE URBAN RESILIENCY BY CAPTURING URBAN FLOOD FLOWS THAT WOULD OTHERWISE TAKE UP VALUABLE CAPACITY IN THE DOWNSTREAM SYSTEM. COMPLETION OF FY22 TREATMENT PROJECTS WILL BRING THE CITY TO 100% OF THE WATER QUALITY GOAL SET BY THE CITY COMMISSION DURING THE STORMWATER UTILITY'S DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COST:</b> STORMWATER OPERATIONS PERSONNEL WILL COMPLETE MAINTENANCE SEMI-ANNUALLY, INCLUDING THE REMOVAL OF COLLECTED DEBRIS USING EXISTING VACUUMING AND FLUSHING EQUIPMENT. STAFF WILL THEN STORE AND DRY DEBRIS AT THE CITY'S STORMWATER WASTE MGMT FACILITY BEFORE HAULING TO THE LANDFILL FOR FINAL DISPOSAL.	-		

Project Name	Year	Description	Amount	Total	Project #
STORMWATER FACILITY PLAN	2020	UTILITY OPERATION PROJECT: STORMWATER FACILITY PLAN UPDATE	150,000	150,000	
		<b>DESCRIPTION:</b>	-		
		THE PROJECT INCLUDES HIRING A CONTRACTOR TO UPDATE THE CITY OF BOZEMAN'S STORMWATER FACILITY PLAN LAST REVISED IN 2007. THE CITY HAS MADE SIGNIFICANT PROGRAMMATIC, OPERATIONAL, AND ADMINISTRATIVE CHANGES OVER THE PAST TEN YEARS IN RESPONSE TO EVOLVING ENVIRONMENTAL REGULATIONS, GROWTH, AND AGING INFRASTRUCTURE. AN UPDATED STORMWATER FACILITY PLAN WILL ASSIST STAFF IN IDENTIFYING HIGH-PRIORITY INFRASTRUCTURE DEFICIENCIES, FUTURE NEEDS, AND DETERMINE THE CITY'S REGULATORY STANDING WITH STORMWATER PERMIT REGULATIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF WILL CONTINUE IMPLEMENTING THE RECOMMENDATIONS PROVIDED IN THE 2007 STORMWATER FACILITY PLAN.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		AN UPDATED STORMWATER FACILITY PLAN PROVIDES STAFF A FRAMEWORK, ACTION PLAN, AND THIRD PARTY PROFESSIONAL OVERSIGHT HELPING THE CITY ACHIEVE ITS PROGRAMMATIC GOALS, WHICH INCLUDE COMPLYING WITH ENVIRONMENTAL REGULATIONS, IMPROVING WATER- WAY HEALTH, PROTECTING PUBLIC SAFETY, AND MANAGING INFRASTRUCTURE.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE.	-		
					<b>STU001</b>



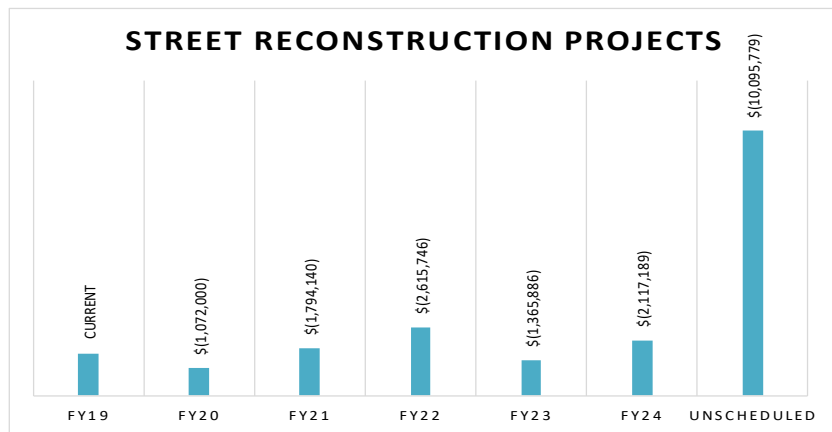
# Street & Curb Reconstruction

# STREET & CURB RECONSTRUCTION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,146,605	\$ 1,498,531	\$ 1,642,886	\$ 1,440,378	\$ 841,557	\$ 1,208,920	
Plus: Street Maintenance Assessments Dedicated	\$ 696,426	\$ 710,355	\$ 724,562	\$ 739,053	\$ 753,834	\$ 768,911	
Plus: SID for North Tracy - SCR09 - 50%	\$ 255,500						
Plus: SID for N 17th Durston - SCR16 - 50%		\$ 506,000					
Plus: SID for W Koch 8th to Tracey - SCR12 -50%			\$ 867,070				
Plus: SID for S 5th Olive - SCR14 - 50%				\$ 1,277,873			
Plus: SID for W Harrison SCR15 - 75%					\$ 979,415		
Plus: SID for S 6th/Babcock SCR13- 75%						\$ 1,587,892	
Less: Scheduled CIP Project Costs	\$ (1,600,000)	\$ (1,072,000)	\$ (1,794,140)	\$ (2,615,746)	\$ (1,365,886)	\$ (2,117,189)	\$ (10,095,779)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,498,531</b>	<b>\$ 1,642,886</b>	<b>\$ 1,440,378</b>	<b>\$ 841,557</b>	<b>\$ 1,208,920</b>	<b>\$ 1,448,533</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Total Estimated Annual Street Assessment Revenue	\$ 696,426	\$ 696,426	\$ 710,355	\$ 724,562	\$ 739,053	\$ 753,834
Estimated Annual Increase - Attributed to Annexations	0.0%	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 696,426	\$ 710,355	\$ 724,562	\$ 739,053	\$ 753,834	\$ 768,911
Current Revenues Dedicated to Street & Curb CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Plus: Increase Dedicated to Reconstruction & Curbs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total Estimated Revenues Dedicated to CIP	\$ 696,426	\$ 710,355	\$ 724,562	\$ 739,053	\$ 753,834	\$ 768,911



## STREET & CURB RECONSTRUCTION FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
<b>SCR01</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	60,000	60,000	60,000	60,000
<b>SCR12</b>	W KOCH (8TH TO TRACY) - DESIGN AND CONSTRUCTION	-	1,734,140	-	-	-
<b>SCR13</b>	S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION	-	-	-	-	2,117,189
<b>SCR14</b>	S 5TH (OLIVE TO HAYES) - DESIGN AND CONSTRUCTION	-	-	2,555,746	-	-
<b>SCR15</b>	W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION	-	-	-	1,305,886	-
<b>SCR16</b>	N 17TH (DURSTON TO END) - DESIGN AND CONSTRUCTION	1,012,000	-	-	-	-
	<b>Fiscal Year totals</b>	<b>1,072,000</b>	<b>1,794,140</b>	<b>2,615,746</b>	<b>1,365,886</b>	<b>2,177,189</b>

## STREET & CURB RECONSTRUCTION FUND DETAIL

### BACKGROUND

This plan outlines the use of Street Maintenance District dollars that are dedicated to the reconstruction of streets and curbs. The policy for required matches with Special Improvement Districts (SID's) is outlined in Commission Resolution No. 4507. Each project is dependent upon the creation of a Special Improvement District to pay for a share of the project costs. If preliminary information indicates that property owners along the street are likely to have sufficient protests to prevent creation of the SID, we recommend moving to the next project on the list.

### CAPITAL PLAN SUMMARY

The roads are proposed each year and depending on the preliminary information staff will move forward or move on to the next project on the list.

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2020</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		WHEN A PEDESTRIAN RAMP IS INSTALLED, MANY TIMES	-		
		THE ADJACENT CURBS NEED TO BE REPLACED IN ORDER	-		
		TO GET DRAINAGE TO NOT STOP AT THE NEW RAMP.	-		
		SMALLER CURB REPAIRS CAN BE NECESSARY RATHER THAN	-		
		REPLACING A WHOLE BLOCK. THESE REPAIRS RESULT IN	-		
		IMPROVED STORMWATER CONTROL, AND FACILITATES	-		
		BETTER STREET SWEEPING. ADDITIONALLY, BROKEN CURBS	-		
		CAN BE HAZARDOUS TO VEHICLE TIRES. THESE	-		<b>SCR01</b>
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		<b>(FY20)</b>
		REPLACEMENT WORK AND INLET REPLACEMENT WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE CURRENT OPERATIONS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS	-		
		INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE	-		
		REPAIRED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2021</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		WHEN A PEDESTRIAN RAMP IS INSTALLED, MANY TIMES	-		
		THE ADJACENT CURBS NEED TO BE REPLACED IN ORDER	-		
		TO GET DRAINAGE TO NOT STOP AT THE NEW RAMP.	-		
		SMALLER CURB REPAIRS CAN BE NECESSARY RATHER THAN	-		
		REPLACING A WHOLE BLOCK. THESE REPAIRS RESULT IN	-		
		IMPROVED STORMWATER CONTROL, AND FACILITATES	-		
		BETTER STREET SWEEPING. ADDITIONALLY, BROKEN CURBS	-		
		CAN BE HAZARDOUS TO VEHICLE TIRES. THESE	-		<b>SCR01</b>
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		<b>(FY21)</b>
		REPLACEMENT WORK AND INLET REPLACEMENT WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE CURRENT OPERATIONS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS	-		
		INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE	-		
		REPAIRED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2022</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		WHEN A PEDESTRIAN RAMP IS INSTALLED, MANY TIMES	-		
		THE ADJACENT CURBS NEED TO BE REPLACED IN ORDER	-		
		TO GET DRAINAGE TO NOT STOP AT THE NEW RAMP.	-		
		SMALLER CURB REPAIRS CAN BE NECESSARY RATHER THAN	-		
		REPLACING A WHOLE BLOCK. THESE REPAIRS RESULT IN	-		
		IMPROVED STORMWATER CONTROL, AND FACILITATES	-		
		BETTER STREET SWEEPING. ADDITIONALLY, BROKEN CURBS	-		
		CAN BE HAZARDOUS TO VEHICLE TIRES. THESE	-		<b>SCR01</b>
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		<b>(FY22)</b>
		REPLACEMENT WORK AND INLET REPLACEMENT WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE CURRENT OPERATIONS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS	-		
		INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE	-		
		REPAIRED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2023</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		WHEN A PEDESTRIAN RAMP IS INSTALLED, MANY TIMES	-		
		THE ADJACENT CURBS NEED TO BE REPLACED IN ORDER	-		
		TO GET DRAINAGE TO NOT STOP AT THE NEW RAMP.	-		
		SMALLER CURB REPAIRS CAN BE NECESSARY RATHER THAN	-		
		REPLACING A WHOLE BLOCK. THESE REPAIRS RESULT IN	-		
		IMPROVED STORMWATER CONTROL, AND FACILITATES	-		
		BETTER STREET SWEEPING. ADDITIONALLY, BROKEN	-		
		CURBS CAN BE HAZARDOUS TO VEHICLE TIRES. THESE	-		<b>SCR01</b>
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		<b>(FY23)</b>
		REPLACEMENT WORK AND INLET REPLACEMENT WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE CURRENT OPERATIONS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS WILL ALLOW COMPLETION OF SMALLER PROJECT	-		
		INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE	-		
		REPAIRED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		COST OF MATERIALS	-		



Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2024</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		WHEN A PEDESTRIAN RAMP IS INSTALLED, MANY TIMES	-		
		THE ADJACENT CURBS NEED TO BE REPLACED IN ORDER TO	-		
		GET DRAINAGE TO NOT STOP AT THE NEW RAMP.	-		
		SMALLER CURB REPAIRS CAN BE NECESSARY RATHER THAN	-		
		REPLACING A WHOLE BLOCK. THESE REPAIRS RESULT IN	-		
		IMPROVED STORMWATER CONTROL, AND FACILITATES	-		
		BETTER STREET SWEEPING. ADDITIONALLY, BROKEN CURBS	-		
		CAN BE HAZARDOUS TO VEHICLE TIRES. THESE	-		<b>SCR01</b>
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		<b>(FY24)</b>
		REPLACEMENT WORK AND INLET REPLACEMENT WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE CURRENT OPERATIONS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS	-		
		INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE	-		
		REPAIRED.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
<b>W KOCH (8TH TO TRACY) - DESIGN AND CONSTRUCTION</b>	<b>2021</b>	W KOCH (8TH TO TRACY) - DESIGN AND CONSTRUCTION <b>DESCRIPTION:</b> RECONSTRUCTION OF W KOCH STREET FROM 8TH TO TRACY, INCLUDING REPAIRS TO FAILED CURBS AND GUTTERS. THE STREET IS ALREADY IN FAILING CONDITION AND CONTINUES TO FUNCTION; HOWEVER, EVENTUALLY THE STREET WILL BECOME DETERIORATED TO A POINT WHERE IT IS UNFEASIBLE TO MAINTAIN AND KEEP OPEN TO PUBLIC USE. THIS PROJECT WILL PROVIDE A CITY STANDARD STREET SECTION, WITH ADA COMPLIANT PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE POTHoles AND MINIMIZE ICE BUILDUP. ADA COMPLIANCE AND MS4 PERMIT COMPLIANCE WILL BE MET AT COMPLETION. THIS PROJECT WILL TRIGGER WATER, SEWER AND STORM DRAIN IMPROVEMENT PROJECTS WITHIN THE RECONSTRUCTION AREA. FOR PLANNING PURPOSES, PROJECT ESTIMATES WEST KOCH TO FUNCTION AS A MINOR COLLECTOR, WHICH WOULD REQUIRE A 50% CONTRIBUTION FROM PROPERTY OWNERS VIA A SPECIAL IMPROVEMENT DISTRICT ASSESSMENT.	1,734,140 - - - - - - - - - - - - - - - - - -	<b>1,734,140</b>	<b>SCR12</b>





Project Name	Year	Description	Amount	Total	Project #
<b>W HARRISON (TRACY TO 6TH)- DESIGN AND CONSTRUCTION</b>	<b>2023</b>	W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION <b>DESCRIPTION:</b> RECONSTRUCTION OF WEST HARRISON FROM TRACY TO 6TH, INCLUDING REPAIRS TO FAILED CURBS AND GUTTERS. THE STREET IS ALREADY IN A FAILING CONDITION AND CONTINUES TO FUNCTION; HOWEVER, EVENTUALLY THE STREET WILL BECOME DETERIORATED TO THE POINT WHERE IT IS UNFEASIBLE TO MAINTAIN AND KEEP OPEN TO PUBLIC USE. THIS PROJECT WILL PROVIDE A CITY STANDARD STREET SECTION, WITH ADA COMPLIANT PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE POTHoles AND MINIMIZE ICE BUILDUP. ADA COMPLIANCE AND MS4 PERMIT COMPLIANCE WILL BE MET AT COMPLETION. THIS PROJECT WILL TRIGGER WATER, SEWER AND STORM DRAIN IMPROVEMENT PROJECTS WITHIN THE RECONSTRUCTION AREA. FOR PLANNING PURPOSES, PROJECT ESTIMATES WEST HARRISON TO FUNCTION AS A LOCAL STREET, WHICH WOULD REQUIRE A 75% CONTRIBUTION FROM PROPERTY OWNERS VIA A SPECIAL IMPROVEMENT DISTRICT ASSESSMENT.	1,305,886 -	<b>1,305,886</b>	<b>SCR15</b>



UNSCHEDULED		
Unscheduled Project Name	Amount	Year
S 3rd (Olive to Cleveland) - Design and Construction	1,866,113	FY25
S 4th Ave (College to Babcock) - Design and Construction	1,637,967	FY26
Davis (Church to Plum) - Design and Construction	637,355	FY27
N Grand (Mendenhal to Peach) - Design and Construction	1,191,119	FY28
W Olive (8th to Tracy) - Design and Construction	1,736,555	FY29
S Grand (Olive to Hayes) - Design and Construction	2,118,375	FY30
W Lincoln (Grand to Wilson) - Design and Construction	224,011	FY31
S Black (College to S Cul-De-Sac) - Design and Construction	684,284	FY32
<b>Total Street &amp; Curb Reconstruction Unscheduled</b>	<b>10,095,779</b>	

# Street Impact Fee

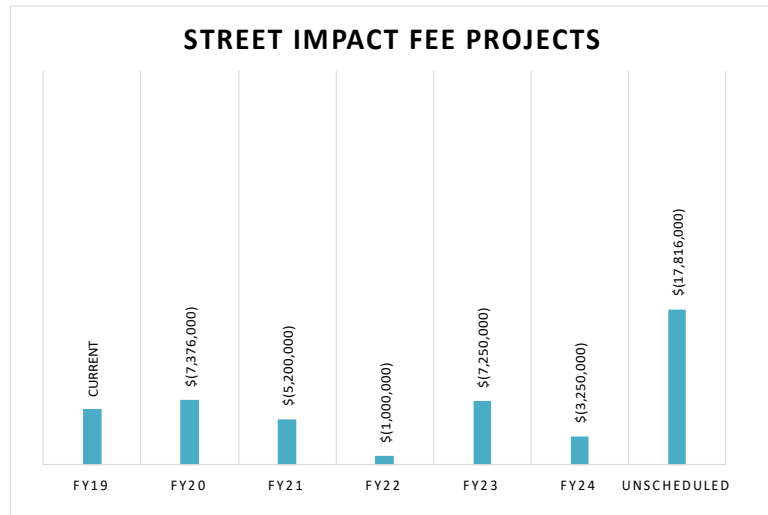


# STREET IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 9,349,248	\$ 3,124,140	\$ 177,235	\$ (505,088)	\$ 3,102,942	\$ 553,133		
Plus: Impact Fee Revenues Dedicated to CIP	\$ 4,342,250	\$ 4,429,095	\$ 4,517,677	\$ 4,608,030	\$ 4,700,191	\$ 4,794,195	\$ -	
Plus: Urban Funds:								
Less: Carryover FY18 Capital Projects	\$ (4,194,358)							
Less: Scheduled CIP Project Costs	\$ (6,373,000)	\$ (7,376,000)	\$ (5,200,000)	\$ (1,000,000)	\$ (7,250,000)	\$ (3,250,000)	\$ (17,816,000)	
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 3,124,140</b>	<b>\$ 177,235</b>	<b>\$ (505,088)</b>	<b>\$ 3,102,942</b>	<b>\$ 553,133</b>	<b>\$ 2,097,328</b>		

## Assumptions Made for Revenue Estimates

	Current Year		Projected				
	FY19	FY20	FY21	FY22	FY23	FY24	
Estimated Annual Street Impact Fee Revenues	\$ 4,342,250	\$ 4,342,250	\$ 4,429,095	\$ 4,517,677	\$ 4,608,030	\$ 4,700,191	
Estimated Annual Increase **	0.0%	2%	2%	2%	2%	2%	
Total Estimated Revenues	\$ 4,342,250	\$ 4,429,095	\$ 4,517,677	\$ 4,608,030	\$ 4,700,191	\$ 4,794,195	
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Plus: Increase Dedicated to Street Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total % Dedicated to CIP	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Total Estimated Revenues Dedicated to CIP	\$ 4,342,250	\$ 4,429,095	\$ 4,517,677	\$ 4,608,030	\$ 4,700,191	\$ 4,794,195	



## STREET IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
SIF001	RIGHT OF WAY ACQUISITION	250,000	250,000	250,000	250,000	250,000
SIF009	KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	-	-	-	-	3,000,000
SIF057	OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION	1,000,000	-	-	-	-
SIF076	FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN	500,000	-	-	-	-
SIF086	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	-	-	-	2,000,000	-
SIF098	OAK & COTTONWOOD (INTERSECTION IMPROVEMENTS) - ROUNDABOUT CONSTRUCTION	2,192,000	-	-	-	-
SIF105	COTTONWOOD (DURSTON TO OAK) - CONSTRUCTION	1,250,000	-	-	-	-
SIF110	MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	1,600,000	-	-	-	-
SIF113	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	-	3,500,000	-	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	-	-	-	3,750,000	-
SIF116	BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	-	1,200,000	-	-	-
SIF117	STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION	-	250,000	-	-	-
SIF118	BABCOCK (15TH TO 19TH)	-	-	750,000	-	-
SIF123	BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - DESIGN	100,000	-	-	-	-
SIF132	STORY MILL (GRIFFIN TO BRIDGER) - DESIGN	50,000	-	-	-	-
SIF134	OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	434,000	-	-	-	-
SIF138	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	-	-	-	500,000	-
SIF143	BAXTER & COTTONWOOD INTERSECTION - RIGHT OF WAY	-	-	-	750,000	-
	<b>Fiscal Year totals</b>	<b>7,376,000</b>	<b>5,200,000</b>	<b>1,000,000</b>	<b>7,250,000</b>	<b>3,250,000</b>

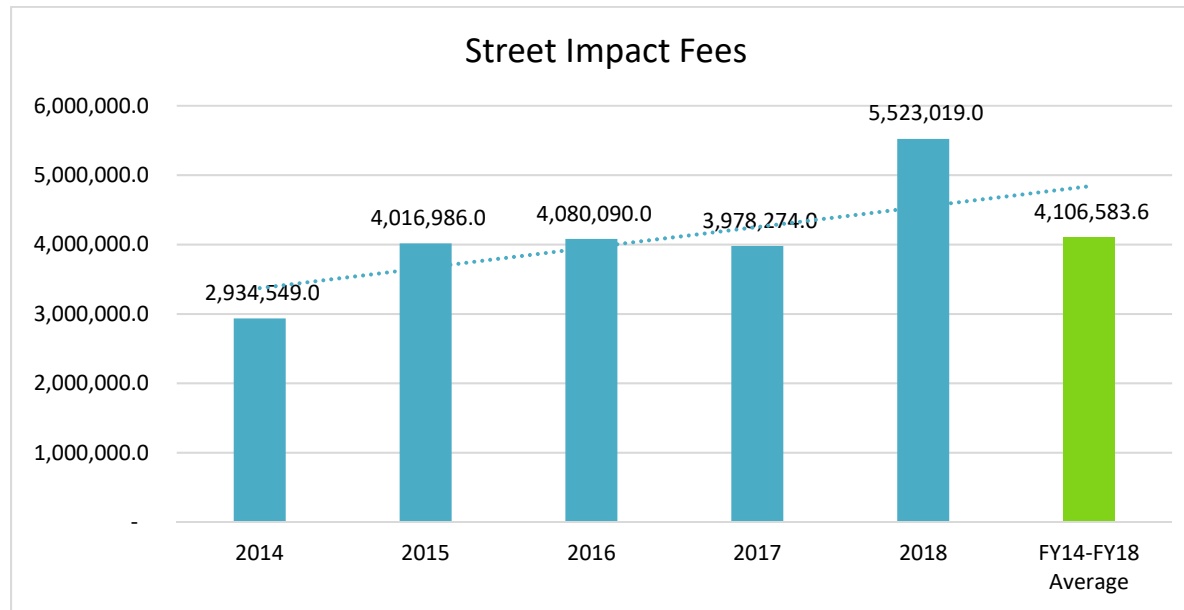
# STREET IMPACT FEE FUND DETAIL

## BACKGROUND

Street Impact Fees go towards capacity expanding road improvements. The Arterial & Collector District will be providing significant amounts of “local share” in advance of the local projects, so that critical portions of the street network can be connected (See the Arterial & Collector CIP). For non-intersection improvements, the Arterial & Collector District will be “paid back”, in the future, if/when the local project moves forward, or upon annexation via a Payback District arrangement.

The Commission’s recent changes that allow waivers for certain projects that are within the first 3 years of the Capital Improvements Plan and have all the necessary right-of-way and funding plans, has added pressure to include projects within the first three years, sometimes leading to a large negative balance. Given the fact that lead-times (design/right of way) and construction timeframes on these projects usually span 24 months, we feel comfortable developing a CIP that could be in a negative position by approximately “one-year’s-worth” of revenues at any given point before year five.

With an impact fee study in progress we have made our revenue forecast more conservative for the plan going forward. The 5-year average is calculated to be \$4.10 million and we have used a growth rate of 2%.

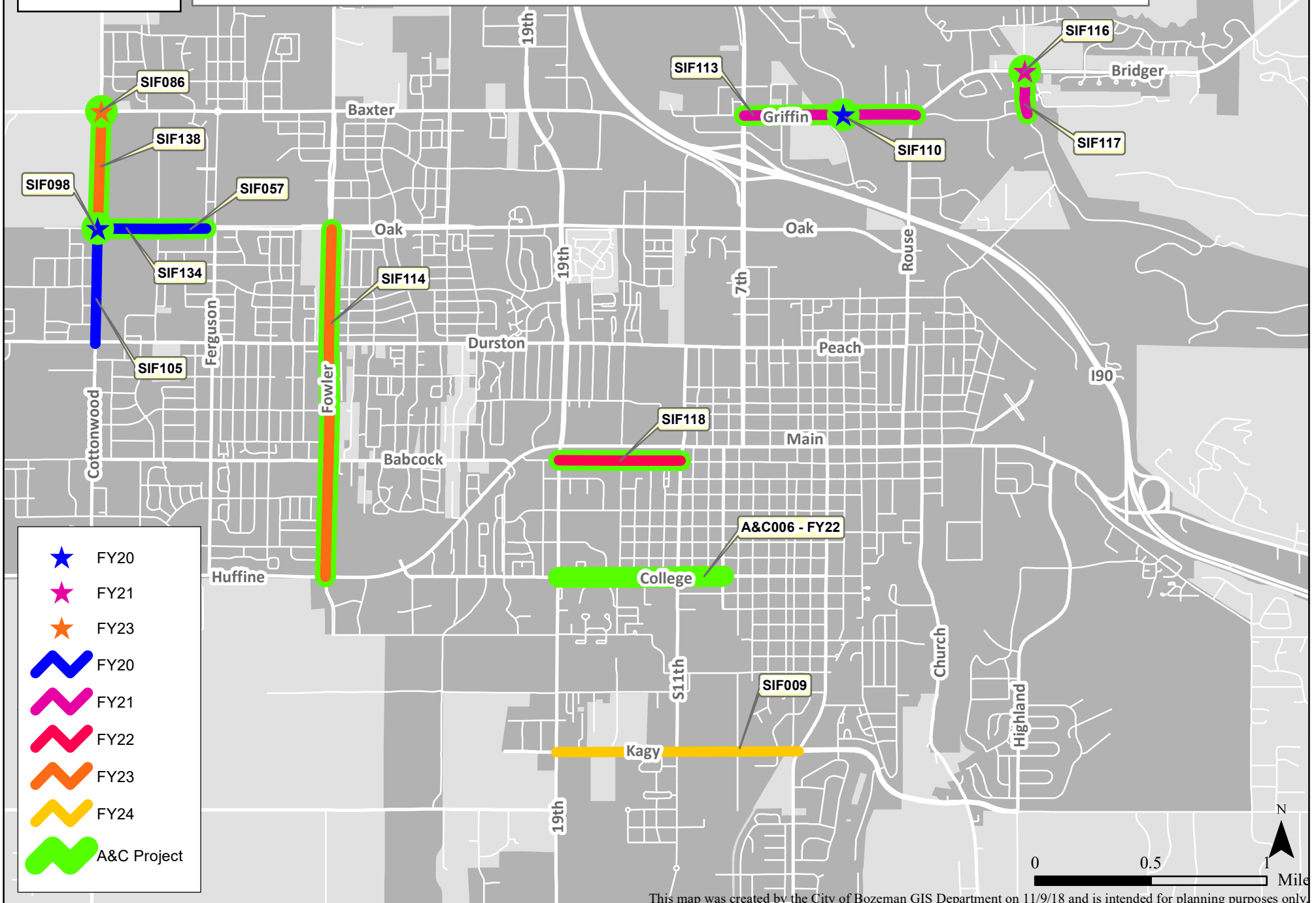


## CAPITAL PLAN SUMMARY

Last year's plan made some significant changes to accommodate the construction of the new high school. This year there were only minor adjustments and the addition from unscheduled schedule. Additions included items that were unscheduled; SIF009 Kagy (Wilson to 19<sup>th</sup>) and SIF118 Babcock (15<sup>th</sup> to 19<sup>th</sup>) have been added to FY24 and FY22 respectively.

All the road projects funded by the Street Impact Fee fund will include bike lanes and aid in our efforts towards the Strategic Plan **4.5 a Enhance Non-motorized Transportation**.

# FY20-24 Street Impact Fees + Arterial & Collector District



This map was created by the City of Bozeman GIS Department on 11/9/18 and is intended for planning purposes only.

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2020	ANNUAL RIGHT OF WAY ACQUISITION	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY	-		
		PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES,	-		
		THE ONLY REASON ADDITIONAL R/W IS REQUIRED IS THAT	-		
		THE EXISTING ROADWAY IS BEING EXPANDED AND	-		
		CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL	-		
		RIGHT-OF-WAY MAY BE CRITICAL TO CONNECTING ELEMENT	-		
		OF THE TRANSPORTATION NETWORK, AND IN DOING SO,	-		
		CONFORMANCE WITH THE CITY TRANSPORTATION MASTER	-		
		PLAN CAN BE OBTAINED. PURCHASE OF R/W IS OFTEN A	-		
		PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL	-		
		ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER	-		
		STREET IMPACT FEE PROJECTS COULD POTENTIALLY BE	-		
		AFFECTED BY R/W ACQUISITION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY	-		
		R/W AS IT BECOMES AVAILABLE ON THE MARKET. AVOIDS	-		
		THE EXPENSIVE, ANTAGONISTIC CONDEMNATION PROCESS	-		
		WHERE POSSIBLE OR HAVING TO WAIT FOR VOLUNTARY	-		
		DEDICATIONS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		STREET IMPACT FEES CAN NOT BE SPENT ON OPERATING	-		
		AND MAINTAINING FACILITIES. THERE IS EXPECTED TO	-		
		BE A VERY MINIMAL, INCREMENTAL COST TO THE STREET	-		
		MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		

**SIF001  
(FY20)**

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2021	ANNUAL RIGHT OF WAY ACQUISITION	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY	-		
		PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES,	-		
		THE ONLY REASON ADDITIONAL R/W IS REQUIRED IS THE	-		
		EXISTING ROADWAY IS BEING EXPANDED AND CAPACITY	-		
		WILL BE INCREASED. PURCHASING ADDITIONAL RIGHT-OF-	-		
		WAY MAY BE CRITICAL TO CONNECTING ELEMENTS OF THE	-		
		TRANSPORTATION NETWORK, AND IN DOING SO,	-		
		CONFORMANCE WITH THE CITY TRANSPORTATION MASTER	-		
		PLAN CAN BE OBTAINED. PURCHASE OF R/W IS OFTEN A	-		
		PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL	-		
		ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER	-		
		STREET IMPACT FEE PROJECTS COULD POTENTIALLY BE	-		
		AFFECTED BY R/W ACQUISITION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY	-		
		RIGHT-OF-WAY AS IT BECOMES AVAILABLE ON THE	-		
		MARKET. AVOIDS THE EXPENSIVE, ANTAGONISTIC	-		
		CONDEMNATION PROCESS WHERE POSSIBLE OR HAVING TO	-		
		WAIT FOR VOLUNTARY DEDICATIONS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		STREET IMPACT FEES CAN NOT BE SPENT ON OPERATING	-		
		AND MAINTAINING FACILITIES. THERE IS EXPECTED TO	-		
		BE A VERY MINIMAL, INCREMENTAL COST FOR THE STREET	-		
		MAINTENANCE DISTRICT.	-		

**SIF001  
(FY21)**

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2022	ANNUAL RIGHT OF WAY ACQUISITION	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES, THE ONLY REASON ADDITIONAL R/W IS REQUIRED IS THAT THE EXISTING ROADWAY IS BEING EXPANDED AND CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL RIGHT-OF-WAY MAY BE CRITICAL TO CONNECTING ELEMENT OF THE TRANSPORTATION NETWORK, AND IN DOING SO, CONFORMANCE WITH THE CITY TRANSPORTATION MASTER PLAN CAN BE OBTAINED. PURCHASE OF R/W IS OFTEN A PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER AFFECTED PROJECTS INCLUDE ALL OF THE OTHER STREET IMPACT FEE PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS AS WELL AS APPRAISED VALUE OF PROPERTY. TIME CONSUMING FOR CITY STAFF AND A RELATIVELY EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/ DEVELOPMENT PROCESS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY RIGHT-OF-WAY AS IT BECOMES AVAILABLE ON THE MARKET. AVOIDS THE EXPENSIVE, ANTAGONISTIC CONDEMNATION PROCESS WHERE POSSIBLE OR HAVING TO WAIT FOR VOLUNTARY DEDICATIONS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		STREET IMPACT FEES CAN NOT BE SPENT ON OPERATING AND MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A VERY MINIMAL, INCREMENTAL COST TO THE STREET MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		

**SIF001  
(FY22)**



Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2023	ANNUAL RIGHT OF WAY ACQUISITION	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY	-		
		PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES,	-		
		THE ONLY REASON ADDITIONAL R/W IS REQUIRED IS THAT	-		
		THE EXISTING ROADWAY IS BEING EXPANDED AND	-		
		CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL	-		
		RIGHT-OF-WAY MAY BE CRITICAL TO CONNECTING ELEMENT	-		
		OF THE TRANSPORTATION NETWORK, AND IN DOING SO,	-		
		CONFORMANCE WITH THE CITY TRANSPORTATION MASTER	-		
		PLAN CAN BE OBTAINED. PURCHASE OF R/W IS OFTEN A	-		
		PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL	-		
		ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER	-		
		AFFECTED PROJECTS INCLUDE ALL OF THE OTHER	-		
		STREET IMPACT FEE PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		<b>ADVANTAGE OF APPROVAL:</b>	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY	-		
		RIGHT-OF-WAY AS IT BECOMES AVAILABLE ON THE	-		
		MARKET. AVOIDS THE EXPENSIVE, ANTAGONISTIC	-		
		CONDEMNATION PROCESS WHERE POSSIBLE OR HAVING TO	-		
		WAIT FOR VOLUNTARY DEDICATIONS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		STREET IMPACT FEES CANNOT BE SPENT ON OPERATING &	-		
		MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A	-		
		VERY MINIMAL, INCREMENTAL COST TO THE STREET	-		
		MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		

**SIF001  
(FY23)**

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2024	ANNUAL RIGHT OF WAY ACQUISITION	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES, THE ONLY REASON ADDITIONAL R/W IS REQUIRED IS THAT THE EXISTING ROADWAY IS BEING EXPANDED AND CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL RIGHT-OF-WAY MAY BE CRITICAL TO CONNECTING ELEMENTS OF THE TRANSPORTATION NETWORK, AND IN DOING SO, CONFORMANCE WITH THE CITY TRANSPORTATION MASTER PLAN CAN BE OBTAINED. PURCHASE OF R/W IS OFTEN A PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL ELEMENTS OF THE TRANSPORTATION NETWORK. ALL OF THE OTHER STREET IMPACT FEE PROJECTS COULD POTENTIALLY BE AFFECTED BY R/W ACQUISITION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS AS WELL AS APPRAISED VALUE OF PROPERTY. TIME CONSUMING FOR CITY STAFF AND A RELATIVELY EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/ DEVELOPMENT PROCESS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY RIGHT-OF-WAY AS IT BECOMES AVAILABLE ON THE MARKET AVOIDS THE EXPENSIVE, ANTAGONISTIC CONDEMNATION PROCESS WHERE POSSIBLE OR HAVING TO WAIT FOR VOLUNTARY DEDICATIONS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		ANNUAL OPERATING & MAINTENANCE COSTS: STREET IMPACT FEES CANNOT BE SPENT ON OPERATING & MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A VERY MINIMAL, INCREMENTAL COST TO THE STREET MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		

**SIF001  
(FY24)**

<b>Project Name</b>	<b>Year</b>	<b>Description</b>	<b>Amount</b>	<b>Total</b>	<b>Project #</b>
<b>KAGY (WILLSON TO 19TH) DESIGN &amp; CONSTRUCTION</b>	<b>2024</b>	KAGY(WILLSON TO 19TH)DESIGN & CONSTRUCTION	3,000,000	<b>3,000,000</b>	<b>SIF009</b>
		<b>DESCRIPTION:</b>	-		
<b>OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION</b>	<b>2020</b>	OAK (FLANDERS MILL TO RYUN SUN WAY) - CONSTRUCTION	1,000,000	<b>1,000,000</b>	<b>SIF057</b>
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT IS THE COMPLETION OF THE STREET	-		
		SEGMENT OF OAK ST, FROM FLANDERS MILL TO RYUN SUN	-		
		WAY, TO A FIVE-LANE URBAN PRINCIPAL ARTERIAL	-		
		STANDARD. THIS PROJECT INCREASES CAPACITY DIRECTLY	-		
		CONSTRUCTING NEW SEGMENTS OF ARTERIAL ROADWAY	-		
		AND BY ADDING ADDITIONAL LANES, DEDICATED BIKE	-		
		LANES AND SIDEWALKS. FUTURE DEVELOPMENTS IN	-		
		THIS AREA MAY NOT BE ALLOWED TO PROCEED UNTIL	-		
		THESE IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF	-		
		THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT	-		
		FUNCTIONING AS INTENDED. THE INCOMPLETE	-		
		TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING	-		
		UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET	-		
		NETWORK THAT ARE IN PLACE. THIS PROJECT WILL	-		
		COMPLETE AN IMPORTANT EAST-WEST LINK BETWEEN	-		
		FERGUSON AND COTTONWOOD, AND CONFORMANCE WITH THE	-		
		TRANSPORTATION MASTER PLAN WILL BE ATTAINED. A PAY	-		
		BACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE	-		
		OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS	-		
		INCLUDE INTERSECTION IMPROVEMENTS AT OAK AND	-		
		COTTONWOOD, OAK AND FLANDERS MILL, OAK & FERGUSON,	-		
		OAK STREET - NEW HOLLAND TO FERGUSON.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS	-		
		DEVELOP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASED CAPACITY, CONNECTIVITY AND SAFETY IN	-		
		THIS CORRIDOR, BOTH FOR MOTORIZED VEHICLES AS	-		
		WELL AS BICYCLES AND PEDESTRIANS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES GENERAL MAINTENANCE.	-		

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN	2020	FOWLER CONNECTION (HUFFINE TO OAK) - DESIGN (INCLUDES 3 INTERSECTIONS)	500,000	500,000	
		<b>DESCRIPTION:</b>	-		
		DESIGN FOWLER FROM HUFFINE TO OAK TO AN URBAN MINOR ARTERIAL STANDARD, INCLUDING THREE INTERSECTIONS. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES & SIDEWALKS AND MAKING IMPROVEMENTS TO THE INTERSECTIONS. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNCESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETOWRK THAT ARE IN PLACE. THIS PROJECT COMPLETES AN IMPORTANT NORTH/SOUTH CONNECTION ON THE WEST SIDE OF TOWN. WITH ITS COMPLETION, THE LEVEL OF SERVICE STANDARDS (BMC) & CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT FOWLER & DURSTON & FOWLER AND OAK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS DEVELOP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT WILL COMPLETE AN IMPORTANT NORTH-SOUTH CONNECTION, EXPAND THE CAPACITY OF OUR STREET NETWORK AND IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	-		

SIF076

Project Name	Year	Description	Amount	Total	Project #
<b>BAXTER &amp; COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION</b>	<b>2023</b>	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION <b>DESCRIPTION:</b> IMPROVE THE INTERSECTION AT BAXTER AND COTTONWOOD. THIS INTERSECTION IS CURRENTLY 1-WAY STOP CONTROLLED. REPLACING IT WITH A SIGNAL OR ROUNDBOUT WILL GREATLY INCREASE ITS CAPACITY. EAST-WEST CONNECTIVITY ALREADY EXISTS AT THIS LOCATION. NORTH-SOUTH CONNECTIVITY IS STILL LACKING. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. OTHER AFFECTED PROJECTS INCLUDE COTTONWOOD CORRIDOR IMPROVEMENTS AND BAXTER CORRIDOR IMPROVEMENTS. <b>ALTERNATIVES CONSIDERED:</b> IDENTIFIED IN THE 2007 TRANSPORTATION PLAN UPDATE. INCLUDES INSTALLATION OF A TRAFFIC SIGNAL, ROUNDBOUT OR OTHER ADEQUATE TRAFFIC CONTROL DEVICE WHEN WARRANTS ARE MET. <b>ADVANTAGES OF APPROVAL:</b> INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION <b>ADD OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	2,000,000 -	<b>2,000,000</b>	<b>SIF086</b>

Project Name	Year	Description	Amount	Total	Project #
<b>OAK &amp; COTTONWOOD (INTERSECTION IMPROVEMENTS) - ROUNDABOUT CONSTRUCTION</b>	<b>2020</b>	<p>OAK &amp; COTTONWOOD (INTERSECTION IMPROVEMENTS) - ROUNDABOUT CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>INSTALLATION OF A ROUNDABOUT AT THE INTERSECTION OF OAK AND COTTONWOOD. CAPACITY WILL BE GREATLY INCREASED ON THE NETWORK AS A WHOLE AS THIS INTERSECTION IS CURRENTLY 3-LEGGED, RURAL AND STOP CONTROLLED ON COTTONWOOD (HARPER PUCKETT). THIS IMPROVEMENT WILL COMPLETE AN IMPORTANT NORTH-SOUTH CONNECTION ON COTTONWOOD. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. OTHER AFFECTED PROJECTS INCLUDE COTTONWOOD ROAD IMPROVEMENTS AND OAK STREET IMPROVEMENTS.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NOT INSTALLING THE INTERSECTION IMPROVEMENT AT THE SAME TIME AS THE CONSTRUCTION OF THE INTERSECTING STREETS. SECURE ADDITIONAL FINANCING BY CREATING AN SID OR PAYBACK DISTRICT.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION</p> <p><b>ADD OPERATING COSTS:</b></p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	2,192,000	2,192,000	<b>SIF098</b>

Project Name	Year	Description	Amount	Total	Project #
COTTONWOOD (DURSTON TO OAK) - CONSTRUCTION	2020	COTTONWOOD (DURSTON TO OAK) - CONSTRUCTION	1,250,000	1,250,000	SIF105
		<b>DESCRIPTION:</b>	-		
		COMPLETE THE CONSTRUCTION OF COTTONWOOD ROAD FROM DURSTON ROAD TO OAK STREET TO A FIVE-LANE URBAN ARTERIAL STANDARD. THIS PROJECT INCREASES CAPACITY DIRECTLY BY ADDING ADDITIONAL LANES, DEDICATED BIKE LANES AND SIDEWALKS. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. COTTONWOOD RD SERVES AS AN IMPORTANT ELEMENT IN BOZEMAN'S WEST SIDE STREET SYSTEM AND SERVES AS A PRIMARY NORTH-SOUTH CORRIDOR ON THE WEST SIDE OF THE CITY, AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED WITH ITS COMPLETION. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE COTTONWOOD CORRIDOR STREET IMPROVEMENTS, INTERSECTION IMPROVEMENTS AT COTTONWOOD AND COTTONWOOD AND OAK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS DEVELOP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT WILL EXPAND THE CAPACITY OF OUR STREET NETWORK AND IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS. FACILITATES DEVELOPMENT CURRENTLY OCCURRING IN THIS PART OF THE CITY AND NETWORK PERFORMANCE OVERALL.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN GENRAL MAINTENANCE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>MANLEY &amp; GRIFFIN (INTERSECTION IMPROVEMENTS) - CONSTRUCTION</b>	<b>2020</b>	MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	1,600,000	1,600,000	<b>SIF110</b>
		<b>DESCRIPTION:</b>	-	-	
		IMPROVE THE INTERSECTION CONTROL AT MANLEY & GRIFFIN. THIS INTERSECTION IS CURRENTLY 1-WAY STOP CONTROLLED. REPLACING IT WITH A SIGNAL WILL GREATLY INCREASE ITS CAPACITY. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE GRIFFIN CORRIDOR IMPROVEMENTS.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		ACCEPT THE CURRENT LOS	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		INCREASED CAPACITY AND SAFETY AT THIS INTERACTION	-	-	
		<b>ADD OPERATING COSTS:</b>	-	-	
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	-	-	



Project Name	Year	Description	Amount	Total	Project #
<b>GRIFFIN (7TH TO ROUSE) - CONSTRUCTION</b>	<b>2021</b>	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	3,500,000	<b>3,500,000</b>	
		<b>DESCRIPTION:</b>	-		
		CONSTRUCT W GRIFFIN CORRIDOR IMPROVEMENTS FROM N. 7TH TO ROUSE TO AN URBAN MINOR ARTERIAL STANDARD. DESIGNED IMPROVEMENTS WILL IMPROVE LOS AT THE KEY INTERSECTIONS AND WILL INCREASE CAPACITY IN THE CORRIDOR AS A WHOLE. CONNECTIVITY ALREADY EXISTS AT THIS LOCATION, IT IS CAPACITY WHICH IS BEING EXPANDED. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE COMPLETION OF THIS PROJECT. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT GRIFFIN AND 7TH AND GRIFFIN AND ROUSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ACCEPT THE CURRENT LEVEL OF SERVICE (DO NOTHING). ALTERNATIVE FINANCING COULD BE PROVIDED BY CREATING AN SID OR PAYBACK DISTRICT.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT WILL EXPAND THE CAPACITY OF OUR STREET NETWORK AND IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS. FACILITATES DEVELOPMENT CURRENTLY OCCURRING IN THIS PART OF THE CITY AND NETWORK PERFORMANCE OVERALL.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN GENERAL MAINTENANCE	-		

**SIF113**

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	2023	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	3,750,000	3,750,000	
		<b>DESCRIPTION:</b>	-		
		COMPLETE THE SECTION OF FOWLER FROM HUFFINE TO OAK. THIS PROJECT ALLOWS FOR EXTENSION OF FOWLER, WHICH WILL DIRECTLY INCREASE CAPACITY, AND IT EXTENDS AN IMPORTANT NORTH-SOUTH CORRIDOR ON THE WEST SIDE OF THE CITY. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE COMPLETION OF THIS PROJECT. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS ON FOWLER AT HUFFINE, BABCOCK, DURSTON, AND OAK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND CONSTRUCT THE ROAD INCREMENTALLY.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON OTHER ADJACENT CORRIDORS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.	-		

**SIF114**

Project Name	Year	Description	Amount	Total	Project #
BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	2021	BRIDGER DR & STORY MILL RD (INTERSECTION	1,200,000	1,200,000	SIF116
		IMPROVEMENTS) - CONSTRUCTION	-		
		<b>DESCRIPTION:</b>	-		
		IMPROVE THE INTERSECTION CONTROL AT BRIDGER AND	-		
		STORY MILL. ADDING ADDITIONAL PHASES AND IMPROVING	-		
		GEOMETRY WILL INCREASE CAPACITY FOR DEFICIENT	-		
		MOVEMENTS AT THIS INTERSECTION. FUTURE DEVELOPMENT	-		
		WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE	-		
		ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN	-		
		PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS	-		
		DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED.	-		
		THE INCOMPLETE TRANSPORTATION NETWORK IN THIS	-		
		VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE	-		
		ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE.	-		
		CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN	-		
		WILL BE ATTAINED AT COMPLETION. OTHER AFFECTED	-		
		PROJECTS INCLUDE STORY MILL, GRIFFIN-BRIDGER DR.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-				
ACCEPT THE CURRENT LOS	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION	-				
<b>ADD OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-				
GENERAL MAINTENANCE COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION	2021	STORY MILL (GRIFFIN TO BRIDGER) - CONSTRUCTION	250,000	250,000	SIF117
		<b>DESCRIPTION:</b>	-		
		IMPROVE STORY MILL FROM GRIFFIN TO BRIDGER. THIS	-		
		PROJECT DIRECTLY INCREASES CAPACITY BY ADDING	-		
		ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND	-		
		SIDEWALKS. FUTURE DEVELOPMENTS WHICH IMPACT THIS	-		
		INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED	-		
		UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF	-		
		THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT	-		
		FUNCTIONING AS INTENDED. THE INCOMPLETE	-		
		TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING	-		
		UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET	-		
		NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE	-		
		TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE	-		
		COMPLETION OF THIS PROJECT. A PAYBACK DISTRICT OR	-		
		SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS.	-		
		OTHER AFFECTED PROJECTS INCLUDE INTERSECTION	-		
		IMPROVEMENTS TO STORY MILL AND BRIDGER DRIVE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND	-		
		CONSTRUCT THE ROAD INCREMENTALLY.	-		
<b>ADVANTAGES OF APPROVAL:</b>	-				
IMPROVES AN IMPORTANT NORTH-SOUTH LINK IN THE	-				
TRANSPORTATION NETWORK WHICH REDUCES DEMAND	-				
ON OTHER ADJACENT CORRIDORS.	-				
<b>ADD OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-				
GENERAL MAINTENANCE COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
<b>BABCOCK (15TH TO 19TH)</b>	<b>2022</b>	<p>BABCOCK (15TH TO 19TH)</p> <p>DESCRIPTION:</p> <p>IMPROVE BABCOCK FROM 15TH TO 19TH. FUTURE DEVELOPMENTS WHICH IMPACT THIS AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. THIS PROJECT INCREASES CAPACITY DIRECTLY BY ADDING LANES, DEDICATED BIKE LANES AND SIDEWALKS. A PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS.</p> <p>ALTERNATIVES CONSIDERED:</p> <p>WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.</p> <p>ADVANTAGES OF APPROVAL:</p> <p>ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR AT A TIME MORE FAVORABLE TO THE CITY.</p> <p>ADDITIONAL OPERATING COSTS:</p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING &amp; GENERAL MAINTENANCE COSTS.</p>	<p>750,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>750,000</b>	<b>SIF118</b>
<b>BRIDGER DR &amp; STORY MILL RD (INTERSECTION IMPROVEMENTS) - DESIGN</b>	<b>2020</b>	<p>BRIDGER DR &amp; STORY MILL RD (INTERSECTION IMPROVEMENTS) - DESIGN</p> <p>DESCRIPTION:</p> <p>DESIGN OF INTERSECTION IMPROVEMENTS AT THE INTERSECTION OF STORY MILL AND BRIDGER DRIVE.</p> <p>ALTERNATIVES CONSIDERED:</p> <p>ACCEPT THE CURRENT LOS</p> <p>ADVANTAGES OF APPROVAL:</p> <p>INCREASED CAPACITY AT THIS INTERSECTION. FACILITATE DEVELOPMENT ALREADY OCCURRING IN THIS AREA</p> <p>ADD OPERATING COSTS:</p>	<p>100,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>100,000</b>	<b>SIF123</b>

Project Name	Year	Description	Amount	Total	Project #
STORY MILL (GRIFFIN TO BRIDGER) - DESIGN	2020	STORY MILL (GRIFFIN TO BRIDGER) - DESIGN	50,000	50,000	
		<b>DESCRIPTION:</b>	-		
		STORY MILL DESIGN FROM GRIFFIN TO BRIDGER. THIS	-		
		PROJECT DIRECTLY INCREASES CAPACITY BY ADDING	-		
		ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND	-		
		SIDEWALKS. FUTURE DEVELOPMENTS WHICH IMPACT THIS	-		
		INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED	-		
		UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF	-		
		THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT	-		
		FUNCTIONING AS INTENDED. THE INCOMPLETE	-		
		TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING	-		
		UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET	-		
		NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE	-		
		TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT	-		SIF132
		COMPLETION. A PAYBACK DISTRICT OR SID MAY BE	-		
		CREATED TO LEVERAGE OTHER STAKEHOLDERS. OTHER	-		
		AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENT	-		
		TO STORY MILL AND BRIDGER DRIVE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND	-		
		CONSTRUCT THE ROAD INCREMENTALLY.	-		
		<b>ADVANTAGE OF APPROVAL:</b>	-		
		IMPROVES AN IMPORTANT NORTH-SOUTH LINK IN THE	-		
		TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON	-		
		OTHER ADJACENT CORRIDORS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	2020	OAK (COTTONWOOD TO FLANDERS MILL) - CONSTRUCTION	434,000	434,000	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT IS THE COMPLETION OF THE STREET	-		
		SEGMENT OF OAK ST, FROM COTTONWOOD TO FLANDERS	-		
		MILL, TO A FIVE-LANE URBAN PRINCIPAL ARTERIAL	-		
		STANDARD. THIS PROJECT INCREASES CAPACITY DIRECTLY	-		
		BY CONSTRUCTING NEW SEGMENTS OF ARTERIAL ROADWAY	-		
		AND BY ADDING ADDITIONAL LANES, DEDICATED BIKE	-		
		LANES AND SIDEWALKS, AND IT COMPLETES AN IMPORTANT	-		
		EAST-WEST LINK BETWEEN FERGUSON AND COTTONWOOD.	-		
		FUTURE DEVELOPMENTS IN THIS AREA MAY NOT BE	-		
		ALLOWED TO PROCEED UNTIL THESE IMPROVEMENTS ARE IN	-		
		PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS	-		
		DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED.	-		
		THE INCOMPLETE TRANSPORTATION NETWORK IN THIS	-		
		VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE	-		
		ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE.	-		
		CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN	-		
		WILL BE ATTAINED AT COMPLETION. A PAYBACK DISTRICT	-		
		OR SID MAY BE CREATED TO LEVERAGE OTHER	-		
		STAKEHOLDERS. OTHER AFFECTED PROJECTS INCLUDE	-		
		INTERSECTION IMPROVEMENTS AT OAK AND COTTONWOOD,	-		
		OAK AND FLANDERS MILL, OAK AND FERGUSON, OAK	-		
		STREET-NEW HOLLAND TO FERGUSON.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONSTRUCT SEGMENT BY SEGMENT AS ADJACENT PARCELS	-		
		DEVELOP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASED CAPACITY, CONNECTIVITY AND SAFETY IN	-		
		THIS CORRIDOR, BOTH FOR MOTORIZED VEHICLES AS WELL	-		
		AS BICYCLES AND PEDESTRIANS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-		
		GENERAL MAINTENANCE COSTS.	-		

**SIF134**

Project Name	Year	Description	Amount	Total	Project #
COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	2023	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	500,000	500,000	SIF138
		<b>DESCRIPTION:</b>	-		
		CONSTRUCTION OF A 5 LANE PRINCIPAL ARTERIAL STREET	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		SID, PAYBACK DISTRICT, TOPS, INCREMENTAL	-		
		CONSTRUCTION BY ADJACENT DEVELOPERS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT WILL EXPAND THE CAPACITY AND IMPROVE	-		
		THE CONNECTIVITY OF THE CITY STREET NETWORK. IT	-		
		WILL IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS	-		
		AND IMPROVE ACCESS TO THE SPORTS PARK. IT WILL	-		
		FACILITATE DEVELOPMENT CURRENTLY OCCURRING IN THIS	-		
		PART OF THE CITY.	-		
<b>ADD OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-				
GENERAL MAINTENANCE COSTS.	-				
<b>BAXTER &amp; COTTONWOOD INTERSECTION - RIGHT OF WAY</b>	<b>2023</b>	<b>BAXTER &amp; COTTONWOOD INTERSECTION - RIGHT OF WAY</b>	<b>750,000</b>	<b>750,000</b>	SIF143
		<b>DESCRIPTION:</b>	-		
		PURCHASE OF THE RIGHT OF WAY NECESSARY FOR THE	-		
		CONSTRUCTION OF THE BAXTER & COTTONWOOD	-		
		INTERSECTION IMPROVMENTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOT CONSTRUCT INTERSECTION UNTIL ROW OBTAINED	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT WILL ALLOW AN INTERSECTION TO BUILT	-		
		<b>ADD OPERATIONAL COSTS:</b>	-		
		N/A	-		



UNSCHEDULED			
Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<b>Fowler &amp; Babcock (Intersection Improvements) - Construction</b>	Install a traffic signal, roundabout, or other adequate traffic control device at the intersection of Fowler and Babcock. This intersection is currently 1-way stop controlled. Replacing it with a signal or roundabout will greatly increase its capacity. East-west connectivity already exists at this location. North-south connectivity is still lacking. Peak hour level of service for northbound traffic is degrading due to lack of north-south connectivity in the network. The Level of Service (LOS) Standard (BMC) and conformance with the Transportation Master Plan will be attained at completion. A Payback District or SID may be created to leverage other stakeholders. Other affected projects include Fowler corridor improvements.	<b>1,600,000</b>	<b>SIF063</b>
<b>Fowler &amp; Durston (Intersection Improvements) - Construction</b>	Improve the intersection control at the intersection of Fowler and Durston. This intersection is currently 1- way stop controlled. Replacing it with a signal or roundabout will greatly increase its capacity. East-west connectivity already exists at this location. North-south connectivity is still lacking. The Level of Service (LOS) Standard (BMC) and conformance with the Transportation Master Plan will be attained at completion. Other affected projects include Fowler corridor street improvements.	<b>1,616,000</b>	<b>SIF073</b>
<b>Highland (Main to Kagy) - Construction &amp; Design</b>	Upgrade Highland, from Main to Kagy. Future developments in this area may not be allowed to proceed until these improvements are in place. This project directly increase capacity by adding additional lanes, dedicated bike lanes and sidewalks. Connectivity already exists at this location, it is capacity that is affected. Functionality of the network at large is dependent on this element functioning as intended. The incomplete transportation network in this vicinity is putting unnecessary demand on those elements of the street network that are in place. Conformance with the Transportation Master Plan will be attained at the completion of the project. A payback District or SID may be created to leverage other stakeholders. Other affected projects include Intersection improvements at Highland and Kagy, Highland and Ellis and Highland and Main Street.	<b>5,000,000</b>	<b>SIF111</b>
<b>Fowler Right of Way Purchase</b>	Purchase the right of way on Fowler (Durston to Annie). This purchase allows for extension of Fowler Avenue, which will directly increase capacity, and it extends an important north-south corridor on the west side of the City. Future developments which impact this intersection area may not be allowed to proceed until improvements are in place. Functionality of the network at large is dependent on this element functioning as intended. The incomplete transportation network in this vicinity is putting unnecessary demand on those elements of the street network that are in place. Other affected projects include Fowler corridor improvements.	<b>1,000,000</b>	<b>SIF127</b>

UNSCHEDULED			
Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
Kagy (Willson to Highland) - Design	Design Kagy, from Willson to Highland, including the intersections at Sourdough & Kagy and Highland & Kagy. This project increases capacity directly by adding additional lanes, dedicated bike lanes and sidewalks and by improving intersection LOS. Future developments which impact this intersection area may not be allowed to proceed until improvements are in place. Functionality of the network at large is dependent on this element functioning as intended. The incomplete transportation network in this vicinity is putting unnecessary demand on those elements of the street network that are in place. A Payback District or SID may be created to leverage other stakeholders. Other affected projects include intersections at Sourdough/Church and Highland.	500,000	SIF128
Kagy (Willson to Highland) - Construction	Complete Kagy, from Willson to Highland, including the intersections at Sourdough & Kagy and Highland & Kagy. This project increases capacity directly by adding additional lanes, dedicated bike lanes and sidewalks and by improving intersection LOS. Future developments which impact this intersection area may not be allowed to proceed until improvements are in place. Functionality of the network at large is dependent on this element functioning as intended. The incomplete transportation network in this vicinity is putting unnecessary demand on those elements of the street network that are in place. The Level of Service (LOS) Standard (BMC) and conformance with the Transportation Master Plan will be attained at completion. A Payback District or SID may be created to leverage other stakeholders. Other affected projects include intersections at Sourdough/Church and Highland.	6,000,000	SIF129
Babcock Widening Ferguson to Cottonwood	Widen Babcock to a 3-lane collector standard per the section defined in the 2017 Transportation Master Plan.	900,000	SIF136
Durston Road & N. 27th (Intersection Improvements) - Construction	Installation of a roundabout or signal at the intersection of Durston Road and N. 27th	1,200,000	SIF142
<b>Total Street Impact Fee Unscheduled</b>		<b>17,816,000</b>	

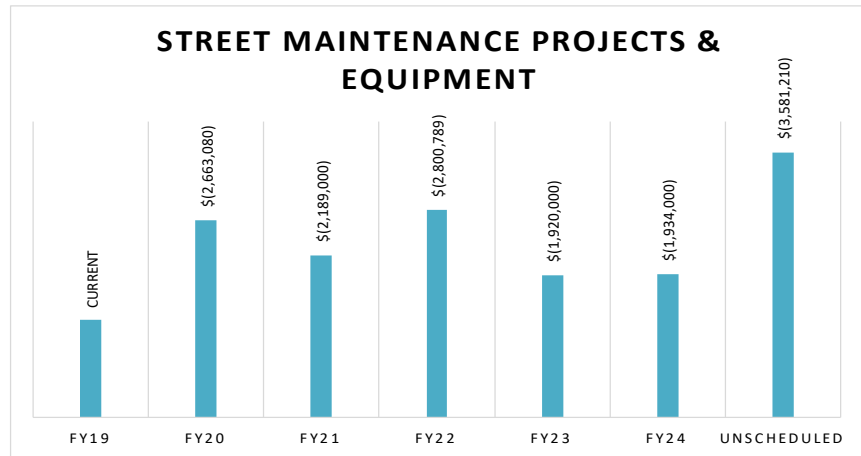
# Street Maintenance

# STREET MAINTENANCE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 427,788	\$ 1,168,265	\$ 1,201,897	\$ 1,749,665	\$ 1,726,501	\$ 2,625,801	
Plus: Street Mtc Revenues Dedicated to CIP	\$ 1,963,541	\$ 2,002,812	\$ 2,042,868	\$ 2,083,725	\$ 2,125,400	\$ 2,167,908	\$ -
Plus: Gas Tax	\$ 693,936	\$ 693,900	\$ 693,900	\$ 693,900	\$ 693,900	\$ 693,900	
Less: Carryover FY18 Capital Projects	\$ (602,500)						
Less: Scheduled CIP Project Costs	\$ (1,314,500)	\$ (2,663,080)	\$ (2,189,000)	\$ (2,800,789)	\$ (1,920,000)	\$ (1,934,000)	\$ (3,581,210)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,168,265</b>	<b>\$ 1,201,897</b>	<b>\$ 1,749,665</b>	<b>\$ 1,726,501</b>	<b>\$ 2,625,801</b>	<b>\$ 3,553,608</b>	

Assumptions are made for Revenue Estimates

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Undesignated Annual Street Mtc Revenues	\$ 5,034,720	\$ 5,034,720	\$ 5,135,414	\$ 5,238,123	\$ 5,342,885	\$ 5,449,743
Estimated Annual Increase - Attributed to Annexations		2%	2%	2%	2%	2%
Annual Increase in Pavement Maintenance		0%	0%	0%	0%	0%
<b>Total Estimated Revenues</b>	<b>\$ 5,034,720</b>	<b>\$ 5,135,414</b>	<b>\$ 5,238,123</b>	<b>\$ 5,342,885</b>	<b>\$ 5,449,743</b>	<b>\$ 5,558,738</b>
Current Revenues Dedicated to CIP %	39.0%	39.0%	39.0%	39.0%	39.0%	39.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>39.0%</b>	<b>39.0%</b>	<b>39.0%</b>	<b>39.0%</b>	<b>39.0%</b>	<b>39.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 1,963,541</b>	<b>\$ 2,002,812</b>	<b>\$ 2,042,868</b>	<b>\$ 2,083,725</b>	<b>\$ 2,125,400</b>	<b>\$ 2,167,908</b>



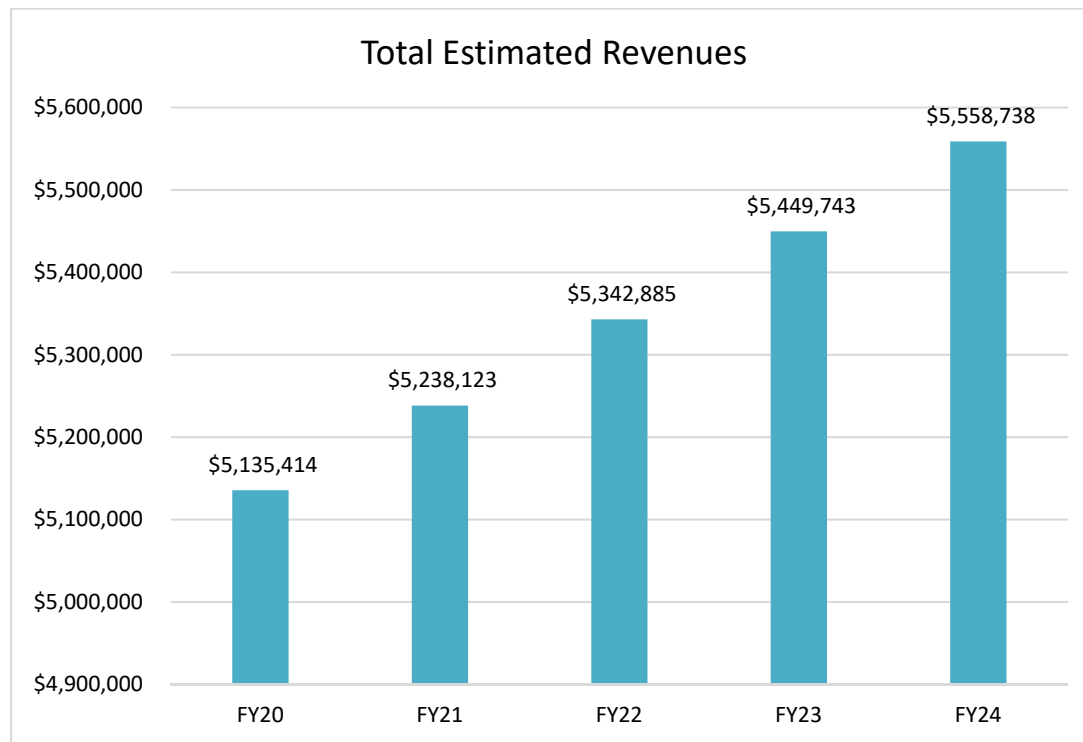
## STREET MAINTENANCE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
STR20	Annual Bike Path Improvement	53,080	25,000	25,000	25,000	25,000
STR22	Grader Lease	60,000	60,000	60,000	60,000	60,000
STR30	Annual Median & Boulevard	60,000	65,000	70,000	75,000	80,000
STR34	Sweepers	100,000	100,000	100,000	100,000	100,000
STR39	Truck Mounted Tack Oil Distributor	210,000				
STR40	Dump Truck Plow Sander		200,000		210,000	
STR49	Sanders	27,000	27,000	27,000	27,000	27,000
STR50	Snowplows	12,000	12,000	13,000	13,000	13,000
STR58	Tandem Axle Dump Truck			250,000		
STR68	Rectangular Rapid Flashing Beacon	10,000	10,000	10,000	10,000	10,000
STR71	Maintenance & Rehabilitation (Mill & Overlay)	575,000	550,000	913,329	1,035,000	495,000
STR73	Replace Skid Steer	90,000				
STR75	Annual Pedestrian Ramp Repair	100,000	100,000	100,000	100,000	100,000
STR78	Replace #2748 -Truck	35,000				
STR83	N 27TH Median Landscaping & Irrigation (Oak to Baxter)	50,000	50,000			
STR84	Plug In Electric Work Truck			60,000		
STR85	Replace 1992 Wheel Loader	180,000				
STR90	Streets Chip Seal	913,000	850,000	767,460	205,000	784,000
STR91	MSU Kagy Pedestrian Crossing	80,000				
STR92	Oak St Median Landscaping & irrigation (Davis to Ferguson)	60,000	60,000	60,000	60,000	60,000
STR93	Snow Blower					110,000
STR94	Mastic Patch Machine					70,000
STR95	Signal Conflict Monitor Tester	13,000				
STR97	REPLACE #3149-LIGHT DUTY	35,000				
STR98	REPLACE #3223-LIGHT DUTY		35,000			
STR99	REPLACE #3250-LIGHT DUTY		45,000			
STR100	REPLACE #1438-LIGHT DUTY			45,000		
STR101	REPLACE #3484-LIGHT DUTY			40,000		
STR102	Tandem Axle Dump Truck with Plows & Sanders			260,000		
	<b>Fiscal Year totals</b>	<b>2,663,080</b>	<b>2,189,000</b>	<b>2,800,789</b>	<b>1,920,000</b>	<b>1,934,000</b>

# STREET MAINTENANCE FUND DETAIL

## BACKGROUND

The Streets Maintenance fund is special revenue fund that relies on assessments for revenue generation for street maintenance and reconstruction. The last couple of years the Street Maintenance fund budgets increased amounts of pavement maintenance capital projects, and the addition of Streets workers, which make up the large portion of the increased expenditures. Over the past five fiscal years, the assessment has been increased to help fund the road maintenance. For the plan going forward we have estimated a small increase of 2% a year:



## CAPITAL PLAN SUMMARY

Significant increases in Pavement Maintenance projects over the next 5 years are scheduled including mill and overlay as well as chip seal projects just under \$1,000,000 annually and maintenance and rehabilitation projects for the next 3 years is just under \$1,000,000. Routine replacement of equipment such as graders, sweepers, trucks, plows, etc. in the normal course of street maintenance are included. This year light, duty trucks have been added with an increased need for replacements.



In addition, every year the Street Maintenance fund has allocation of \$25,000 annually for bike path improvements (STR20) and some additional project are planned n FY20 increase the amount that aids in our efforts towards the Strategic Plan **4.5 a Enhance Non-motorized Transportation.**



Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2020	IF THIS PROJECT IS NOT IMPLEMENTED, BIKE ROUTE	-	53,080	STR20 (FY20)
		ANNUAL BIKE PATH IMPROVEMENTS	25,000		
		<b>DESCRIPTION:</b>	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED	-		
		INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO,	-		
		RACKS, SIGNS, STRIPING, CURB CUTS, AND SEPARATED	-		
		PATHWAYS. FY20 PROJECTS INCLUDE:	-		
		1) BABCOCK - 11TH TO GRAND: \$6,000	-		
		2) BABCOCK - GRAND TO WALLACE:\$9,800	-		
		3) BABCOCK - W MAIN TO 19TH: \$2,500	-		
4) KOCH - 8TH TO TRACY:\$9,280	-				
5) YELLOWSTONE, VALLEY COMMONS TO OAK:\$25,500	-				
<b>**ADDS \$28,080 TO ORIGINAL BUDGET</b>	28,080				
Annual Bike Path Improvement	2021	ANNUAL BIKE PATH IMPROVEMENTS	25,000	25,000	STR20 (FY21)
		<b>DESCRIPTION:</b>	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED	-		
		INFRASTRUCTURE INCLUDING,BUT NOT LIMITED TO, RACK	-		
		SIGNS, STRIPING, CURB CUTS, & SEPARATED PATHWAYS.	-		
		THE 2017 TRANSPORTATION PLAN RECOMMENDS BIKE	-		
		FACILITY IMPROVEMENTS AND THE BOZEMAN AREA BICYCLE	-		
		ADVISORY BOARD WILL PROVIDE THEIR RECOMMENDATIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		SAFETY WILL LIKELY BE IMPROVED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		



Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2022	ANNUAL BIKE PATH IMPROVEMENTS <b>DESCRIPTION:</b> THIS ITEM WOULD PROVIDE FOR BIKE-RELATED INFRASTRUCTURE INCLUDING , BUT NOT LIMITED TO, RACKS, SIGNS, STRIPING, CURB-CUTS, AND SEPARATED PATHWAYS. THE 2017 TRANSPORTATION MASTER PLAN RECOMMENDS BIKE IMPROVEMENTS AND THE BOZEMAN AREA BICYCLE ADVISORY BOARD (BABAB) WILL PROVIDE THE CITY WITH THEIR PRIORITY LIST. THE MONEY CAN BE COMBINED WITH STREET RESURFACING PROJECTS. <b>ALTERNATIVES CONSIDERED:</b> <b>ADVANTAGES OF APPROVAL:</b> SAFETY WILL LIKELY BE IMPROVED. <b>ADD OPERATING COSTS:</b> NONE	25,000 - - - - - - - - - -	25,000	<b>STR20 (FY22)</b>
Annual Bike Path Improvement	2023	ANNUAL BIKE PATH IMPROVEMENTS <b>DESCRIPTION:</b> THIS ITEM WOULD PROVIDE FOR BIKE-RELATED INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO, RACKS, SIGNS, STRIPING, CURB-CUTS, AND SEPARATED PATHWAYS. THE 2017 TRANSPORTATION MASTER PLAN INCLUDED RECOMMENDATIONS FOR IMPROVEMENTS TO THE BICYCLE FACILITY. THE BOZEMAN AREA BICYCLE ADVISORY BOARD (BABAB) WILL PROVIDE THE CITY WITH THEIR PRIORITY LIST. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH EXISTING INFRASTRUCTURE. <b>ADVANTAGES OF APPROVAL:</b> SAFETY WILL LIKELY BE IMPROVED. <b>ADD OPERATING COSTS:</b> NO ADDITIONAL OPERATING COSTS.	25,000 - - - - - - - - - -	25,000	<b>STR20 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2024	ANNUAL BIKE PATH IMPROVEMENTS <b>DESCRIPTION:</b> THIS ITEM PROVIDES FOR BIKE-RELATED INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO, RACKS, SIGNS, STRIPING, CURB CUTS & SEPARATED PATHWAYS. THE 2017 TRANSPORTATION MASTER PLAN RECOMMENDS BICYCLE FACILITY IMPROVEMENTS AND THE BOZEMAN AREA BICYCLE ADVISORY BOARD (BABAB) PROVIDES THE CITY WITH A PRIORITY LIST. THIS MONEY CAN BE COMBINED WITH STREET RESURFACING PROJECTS. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH EXISTING INFRASTRUCTURE. <b>ADVANTAGES OF APPROVAL:</b> SAFETY WILL LIKELY BE IMPROVED. <b>ADDITIONAL OPERATING COSTS:</b>	25,000 - - - - - - - - - -	25,000	<b>STR20 (FY24)</b>
Grader Lease	2021	GRADER LEASE <b>DESCRIPTION:</b> REPLACEMENT OF 2003 GRADING THE RESIDENTIAL STREETS IS CRITICAL TO SAFE TRAVEL OF OUR CITIZENS. PULLING THE SNOW OUT FROM THE CURB SO IT CAN BE BLOWN INTO TRUCKS AND HAULED AWAY IS IMPORTANT TO PARKING IN THE DOWNTOWN AND OTHER BUSINESS AREAS. THESE GRADERS WILL BE ALL-WHEEL DRIVE, WHICH INCREASES OUR PRODUCTIVITY. NEWER EQUIPMENT HAS FEWER BREAKDOWNS AND BETTER FUEL ECONOMY WHICH MEANS LESS TIME IN THE SHOP AND FUELING DURING A SHIFT. THE OLD GRADER WOULD BE TRADED IN OR AUCTIONED. <b>ALTERNATIVES CONSIDERED:</b> BUDGET 250K EVERY 5 YEARS TO PURCHASE. CUT BACK ON OUR USE OF GRADERS IN THE RESIDENTIAL AREAS. CONTINUE TO USE WHAT WE HAVE AND REPLACE WHEN WE HAVE COMPLETE FAILURE. <b>ADVANTAGES OF APPROVAL:</b> MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT.	60,000 - - - - - - - - - - - - - - -	60,000	<b>STR22 (FY21)</b>

Project Name	Year	Description	Amount	Total	Project #
Grader Lease	2022	GRADER LEASE	60,000	60,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS A REQUEST TO ESTABLISH AT A MINIMUM,A 20YR	-		
		REPLACEMENT SCHEDULE FOR OUR GRADERS. CURRENTLY	-		
		GRADING THE RESIDENTIAL STREETS IS CRITICAL	-		
		TO SAFE TRAVEL OF OUR CITIZENS. PULLING THE SNOW	-		
		OUT FROM THE CURB SO IT CAN BE BLOWN INTO TRUCKS	-		
		AND HAULED AWAY IS IMPORTANT TO PARKING IN THE	-		
		DOWNTOWN AND OTHER BUSINESS AREAS. THESE GRADERS	-		
		WILL BE ALL-WHEEL DRIVE, WHICH INCREASES OUR	-		
		PRODUCTIVITY. NEWER EQUIPMENT HAS FEWER BREAKDOWNS	-		
		AND BETTER FUEL ECONOMY WHICH MEANS LESS TIME IN	-		
		THE SHOP AND FUELING DURING A SHIFT. THE OLD	-		
		GRADER WOULD BE TRADED IN OR AUCTIONED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY 5 YEARS TO PURCHASE. CUT BACK ON	-		
		OUR USE OF GRADERS IN THE RESIDENTIAL AREAS.	-		
		CONTINUE TO USE WHAT WE HAVE AND REPLACE WHEN WE	-		
		HAVE COMPLETE FAILURE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		DECREASE IN MAINTENANCE COSTS DUE TO NEWER	-		
		EQUIPMENT.	-		
					<b>STR22</b>
					<b>(FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
Grader Lease	2023	GRADER LEASE	60,000	60,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS A REQUEST TO ESTABLISH AT A MINIMUM A 20YR	-		
		REPLACEMENT SCHEDULE FOR OUR GRADERS. THIS IS THE	-		
		REPLACEMENT OF THE 2014 GRADER. GRADING THE	-		
		RESIDENTIAL STREETS IS CRITICAL TO SAFE TRAVEL	-		
		OF OUR CITIZENS. PULLING THE SNOW OUT FROM THE	-		
		CURB SO IT CAN BE BLOWN INTO TRUCKS AND HAULED	-		
		AWAY IS IMPORTANT TO PARKING IN THE DOWNTOWN AND	-		
		OTHER BUSINESS AREAS. THESE GRADERS WILL BE	-		
		ALL-WHEEL DRIVE, WHICH INCREASES OUR PRODUCTIVITY.	-		
		NEWER EQUIPMENT HAS FEWER BREAKDOWNS AND BETTER	-		
		FUEL ECONOMY WHICH MEANS LESS TIME IN THE SHOP AND	-		
		FUELING DURING A SHIFT. THE OLD GRADER WOULD BE	-		
		TRADED IN OR AUCTIONED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY 5 YEARS TO PURCHASE. CUT BACK ON	-		
		OUR USE OF GRADERS IN THE RESIDENTIAL AREAS.	-		
		CONTINUE TO USE WHAT WE HAVE AND REPLACE WHEN WE	-		
		HAVE COMPLETE FAILURE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		DECREASE IN COSTS DUE TO NEWER EQUIPMENT.	-		
					<b>STR22</b>
					<b>(FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>Grader Lease</b>	<b>2024</b>	GRADER LEASE <b>DESCRIPTION:</b> THIS IS A REQUEST TO ESTABLISH AT A MINIMUM A 20 YEAR REPLACEMENT SCHEDULE FOR OUR GRADERS. GRADING THE RESIDENTIAL STREETS IS CRITICAL TO SAFE TRAVEL OF OUR CITIZENS. PULLING THE SNOW OUT FROM THE CURB SO IT CAN BE BLOWN INTO TRUCKS AND HAULED AWAY IS IMPORTANT TO PARKING IN THE DOWNTOWN AND OTHER BUSINESS AREAS. THESE GRADERS WILL BE ALL-WHEEL DRIVE, WHICH INCREASES OUR PRODUCTIVITY. NEWER EQUIPMENT HAS FEWER BREAKDOWNS AND BETTER FUEL ECONOMY WHICH MEANS LESS TIME IN THE SHOP & FUELING DURING A SHIFT. THE OLD GRADER WOULD BE TRADED IN OR AUCTIONED.	60,000 - - - - - - - - -	<b>60,000</b>	<b>STR22 (FY24)</b>
<b>Annual Median &amp; Boulevard</b>	<b>2020</b>	ANNUAL MEDIAN & BOULEVARD MAINTENANCE <b>DESCRIPTION:</b> THIS PROVIDES FUNDING FOR THE ANNUAL MAINTENANCE OF BOZEMAN'S MEDIANS. THIS INCLUDES SPRINKLER INSTALLATION AND MAINTENANCE, LANDSCAPING, MOWING AND GENERAL MAINTENANCE OF BOZEMAN'S MEDIANS AND BOULEVARDS. ANNUAL INCREASES ARE DUE TO EXPECTED GROWTH. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> MAKING OUR CURRENTLY UNMAINTAINED MEDIANS INTO WEED FREE.LOW MAINTENANCE SHOW PIECES. WE ARE PARTNERING INTERNALLY WITH THE WATER CONSERVATION MANAGER AND EXTERNALLY WITH MSU TO DESIGN AND INSTALL LOW WATER,EASILY MAINTAINED MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE ON OUR ESTABLISHED MEDIANS. <b>ADD OPERATING COSTS:</b> DECREASE IN UTILITY BILLS WITH DECREASED WATER USE	60,000 - - - - - - - - - - - - - -	<b>60,000</b>	<b>STR30 (FY20)</b>

Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2021	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	65,000	65,000	<b>STR30 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		THIS PROVIDES FUNDING FOR THE ANNUAL MAINTENANCE	-		
		OF BOZEMAN'S MEDIANS. THIS INCLUDES SPRINKLER	-		
		INSTALLATION AND MAINTENANCE, LANDSCAPING, MOWING,	-		
		AND GENERAL MAINTENANCE OF BOZEMAN'S MEDIANS	-		
		AND BOULEVARDS. ANNUAL INCREASES ARE DUE TO	-		
		EXPECTED GROWTH.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES TO APPROVAL:</b>	-		
		MAKING OUR CURRENTLY UNMAINTAINED MEDIANS INTO	-		
		WEED FREE LOW MAINTENANCE SHOW PIECES. WE ARE	-		
		PARTNERING WITH THE WATER CONSERVATION	-		
DIVISION TO INSTALL LOW WATER, EASILY MAINTAINED	-				
MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE ON	-				
OUR ESTABLISHED MEDIANS.	-				
<b>ADD OPERATING COSTS:</b>	-				
NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	-				
Annual Median & Boulevard	2022	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	70,000	70,000	<b>STR30 (FY22)</b>
		<b>DESCRIPTION:</b>	-		
		THIS PROVIDES FUNDING FOR THE ANNUAL MAINTENANCE	-		
		OF BOZEMAN'S MEDIANS & BOULEVARDS. WORK INCLUDES	-		
		SPRINKLER INSTALLATION & MAINTENANCE, LANDSCAPING,	-		
		MOWING & GENERAL MAINTENANCE. ANNUAL INCREASES ARE	-		
		DUE TO EXPECTED GROWTH.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MAKING OUR CURRENTLY UNMAINTAINED MEDIANS INTO	-		
		WEED FREE LOW MAINTENANCE SHOW PIECES. WE ARE	-		
		PARTNERING WITH THE WATER CONSERVATION DIVISION TO	-		
		DESIGN & INSTALL LOW WATER, EASILY MAINTAINED	-		
MEDIANS.	-				
NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2023	ANNUAL MEDIAN & BOULEVARD MAINTENANCE <b>DESCRIPTION:</b> THIS PROVIDES FUNDING FOR THE ANNUAL MAINTENANCE OF BOZEMAN'S MEDIANS & BOULEVARDS. WORK INCLUDES SPRINKLER INSTALLATION & MAINTENANCE, LANDSCAPING, MOWING, AND GENERAL MAINTENANCE. ANNUAL INCREASES ARE DUE TO EXPECTED GROWTH. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> MAKING OUR CURRENTLY UNMAINTAINED MEDIANS INTO WEED FREE LOW MAINTENANCE SHOW PIECES. WE ARE PARTNERING WITH THE WATER CONSERVATION DIVISION TO DESIGN AND INSTALL LOW WATER, EASILY MAINTAINED MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE ON OUR ESTABLISHED MEDIANS. <b>ADD OPERATING COSTS:</b> NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	75,000 - - - - - - - - - - -	75,000	<b>STR30 (FY23)</b>
Annual Median & Boulevard	2024	ANNUAL MEDIAN & BOULEVARD MAINTENANCE <b>DESCRIPTION:</b> THIS PROVIDES FUNDING FOR THE ANNUAL MAINTENANCE OF BOZEMAN'S MEDIANS & BOULEVARDS. WORK INCLUDES SPRINKLER INSTALLATION & MAINTENANCE, LANDSCAPING, MOWING, AND GENERAL MAINTENANCE. ANNUAL INCREASES ARE DUE TO EXPECTED GROWTH. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> MAKING OUR CURRENTLY UNMAINTAINED MEDIANS INTO WEED FREE, LOW MAINTENANCE SHOW PIECES. WE ARE PARTNERING INTERNALLY WITH WATER CONSERVATION TO DESIGN AND INSTALL LOW WATER, EASILY MAINTAINED MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE OF OUR ESTABLISHED MEDIANS. <b>ADDITIONAL OPERATING COSTS:</b>	80,000 - - - - - - - - - - -	80,000	<b>STR30 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Sweepers	2021	SWEEPERS	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS FOR LEASING OR PURCHASING SWEEPERS THROUGH	-		
		THE MACI EQUIPMENT PURCHASE PROGRAM. THESE ARE	-		
		MECHANICAL SWEEPERS THAT IF NECESSARY CAN BE	-		
		OPERATED WITHOUT USING WATER. INDUSTRY STANDARDS	-		
		SHOW IT IS BEST TO REPLACE MUNICIPAL SWEEPERS AT 5	-		
		YEARS. WE ARE ABLE TO GET ABOUT 10 YEARS DUE TO	-		
		OUR EXCELLENT MAINTENANCE PROGRAM. THE CITY'S	-		
		MS4 STORMWATER PERMITTING REQUIRES SWEEPING UP	-		
		SAND AND DIRT BEFORE IT CAN ENTER WATERWAYS.	-		
		HEAVY DEVELOPMENT ACTIVITY REQUIRES ADDITIONAL	-		
		SWEEPING IN CONSTRUCTION AREAS. SWEEPERS ARE VERY	-		
		HIGH MAINTENANCE AS THEY AGE.	-		
		WITH THE MACI PROGRAM, THEY PAY FOR 87% AND WE	-		
		PAY 13% FOR A SWEEPER.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE	-		
		REPLACED. CUT BACK ON OUR SWEEPING THERE ARE NO	-		
		LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO USE	-		
		WHAT WE HAVE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY.	-		
		IMPROVED STORM WATER DISCHARGE.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

**STR34  
(FY21)**



Project Name	Year	Description	Amount	Total	Project #
Sweepers	2022	SWEEPERS	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS FOR LEASING OR PURCHASING SWEEPERS THROUGH	-		
		THE MACI EQUIPMENT PURCHASE PROGRAM. THESE ARE	-		
		MECHANICAL SWEEPERS THAT IF NECESSARY CAN BE	-		
		OPERATED WITHOUT USING WATER. INDUSTRY STANDARDS	-		
		SHOW IT IS BEST TO REPLACE MUNICIPAL SWEEPERS AT 5	-		
		YEARS. WE ARE ABLE TO GET ABOUT 10 YEARS DUE TO	-		
		OUR EXCELLENT MAINTENANCE PROGRAM. THE CITY'S MS4	-		
		STORMWATER PERMITTING REQUIRES SWEEPING UP SAND	-		
		AND DIRT BEFORE IT CAN ENTER WATERWAYS. HEAVY	-		
		DEVELOPMENT ACTIVITY REQUIRES ADDITIONAL	-		
		SWEEPING IN CONSTRUCTION AREAS. SWEEPERS ARE VERY	-		
		HIGH MAINTENANCE AS THEY AGE. WITH THE MACI	-		
		PROGRAM, THEY PAY FOR 87% AND WE PAY 13% FOR A	-		
		SWEEPER. IF WE ARE CHOSEN, WE WOULD USE OUR LEASE	-		
		PAYMENT TO FUND OUR SHARE OF THE COST WHICH WOULD	-		
		BE \$34,000.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE	-		
		REPLACED. CUT BACK ON OUR SWEEPING. THERE ARE NO	-		
		LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO USE	-		
		WHAT WE HAVE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY.	-		
		IMPROVED STORM WATER DISCHARGE.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

**STR34  
(FY22)**

Project Name	Year	Description	Amount	Total	Project #
Sweepers	2023	SWEEPERS	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS FOR LEASING OR PURCHASING SWEEPERS THROUGH	-		
		THE MACI EQUIPMENT PURCHASE PROGRAM. THESE ARE	-		
		MECHANICAL SWEEPERS THAT IF NECESSARY CAN BE	-		
		OPERATED WITHOUT USING WATER. INDUSTRY STANDARDS	-		
		SHOW IT IS BEST TO REPLACE MUNICIPAL SWEEPERS AT	-		
		5 YEARS. WE ARE ABLE TO GET ABOUT 10 YEARS DUE TO	-		
		OUR EXCELLENT MAINTENANCE PROGRAM. THE CITY'S MS4	-		
		STORMWATER PERMITTING REQUIRES SWEEPING UP SAND	-		
		AND DIRT BEFORE IT CAN ENTER WATERWAYS. HEAVY	-		
		DEVELOPMENT ACTIVITY REQUIRES ADDITIONAL SWEEPING	-		
		IN CONSTRUCTION AREAS. SWEEPERS ARE VERY HIGH	-		
		MAINTENANCE AS THEY AGE. WITH THE MACI PROGRAM,	-		
		THEY PAY FOR 87% AND WE PAY 13% FOR A SWEEPER. IF	-		
		WE ARE CHOSEN, WE WOULD USE OUR LEASE PAYMENT TO	-		
		FUND OUR SHARE OF THE COST WHICH WOULD BE ~\$34,000	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE	-		
		REPLACED. CUT BACK ON OUR SWEEPING. THERE ARE NO	-		
		LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO USE	-		
		WHAT WE HAVE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY.	-		
		IMPROVED STORM WATER DISCHARGE.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

**STR34  
(FY23)**

Project Name	Year	Description	Amount	Total	Project #
Sweepers	2024	SWEEPERS	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS FOR THE LEASING OR PURCHASING OF SWEEPERS	-		
		THROUGH THE MACI (MONTANA AIR & CONGESTION	-		
		INITIATIVE) EQUIPMENT PURCHASE PROGRAM. THESE ARE	-		
		MECHANICAL SWEEPERS THAT IF NECESSARY CAN BE	-		
		OPERATED WITHOUT USING WATER. INDUSTRY STANDARDS	-		
		SHOW IT IS BEST TO REPLACE MUNICIPAL SWEEPERS AT	-		
		5 YEARS. WE ARE ABLE TO GET ABOUT 10 YEARS DUE TO	-		
		OUR EXCELLENT MAINTENANCE PROGRAM. THE CITY'S MS4	-		
		STORMWATER PERMITTING REQUIRES SWEEPING UP SAND &	-		
		DIRT BEFORE IT CAN ENTER WATERWAYS. CLEAN STREETS/	-		
		BIKE LANES ARE A QUALITY OF LIFE ISSUE. WE ARE	-		
		REQUIRED TO MEET THE GOAL OF SWEEPING ALL LOCAL	-		
		STREETS TWICE PER YEAR, MONTHLY SWEEPING OF ALL	-		
		ARTERIAL & COLLECTOR ROADWAYS & WEEKLY SWEEPING	-		
		OF MAIN STREET, MOST BIKE LANES WEEKLY DURING THE	-		
		SUMMER. HEAVY DEVELOPMENT ACTIVITY REQUIRES	-		
		ADDITIONAL SWEEPING IN CONSTRUCTION AREAS.	-		
		SWEEPERS ARE VERY HIGH MAINTENANCE AS THEY AGE.	-		
		LEASE TERMS FOR SWEEPERS ARE A MAXIMUM OF 5 YEARS	-		
		DUE TO LIFE EXPECTANCY. WE ARE CURRENTLY IN THE	-		
		3RD YEAR OF ONE LEASE. WE SUBMIT EVERY YEAR TO THE	-		
		MONTANA DEPARTMENT OF TRANSPORTATION'S MACI	-		
		EQUIPMENT PURCHASE PROGRAM WHICH PAYS 87% AND WE	-		
		PAY 13% FOR A SWEEPER.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE	-		
		REPLACED. CUT BACK ON OUR SWEEPING BUT THERE ARE	-		
		NO LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO	-		
		USE WHAT WE HAVE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY.	-		
		IMPROVED STORM WATER DISCHARGE.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		

**STR34  
(FY24)**

Project Name	Year	Description	Amount	Total	Project #
Truck Mounted Tack Oil Distributor	2020	PROJECT:	-	210,000	STR39
		TRUCK MOUNTED TACK OIL DISTRIBUTOR	-		
		<b>DESCRIPTION:</b>	-		
		THIS WOULD REPLACE OUR 1971 DISTRIBUTOR. THE	210,000		
		CUTTING EDGE TECHNOLOGY USED IN '71 WAS GROUND	-		
		SPEED DETERMINED APPLICATION RATE. THIS MEANS	-		
		GETTING UP TO 25 MPH IN THE BLOCK WE ARE PAVING	-		
		AND THEN GETTING STOPPED BY THE END OF THE BLOCK.	-		
		CURRENT TECHNOLOGY ALLOWS FOR LOW SPEED	-		
		APPLICATION. WE LOOKED INTO MOUNTING ON A CURRENT	-		
		CHASSIS BUT AFTER DISCUSSING WITH SEVERAL VENDORS,	-		
		WE FOUND THAT NOTHING WE HAVE IN OUR FLEET WILL	-		
		WORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTRACT OUT OIL APPLICATION-WOULD HAVE TO WORK	-		
		AROUND THE TWO CONTRACTORS IN THE VALLEY.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
PATCH, PAVE, MILL AND OVERLAY ON OUR SCHEDULE	-				
<b>ADD OPERATING COST:</b>	-				
NORMAL VEHICLE MAINTENANCE, LESS THAN THE 1971	-				
MODEL WE CURRENTLY USE WHEN IT WORKS. ACCURATE	-				
APPLICATION RATES SHOULD SAVE ON PRODUCT.	-				

Project Name	Year	Description	Amount	Total	Project #
Dump Truck Plow Sander	2021	DUMP TRUCK WITH PLOW & SANDER - 2 <b>DESCRIPTION:</b> THE 1990 DUMP TRUCK WILL BE 28 YEARS OLD WITH 82K IN TOWN MILES AND OVER 10,000 HOURS. PARTS HAVE BEEN DISCONTINUED. WE HAVE HAD TO PATCH THE LEAKING GAS TANK BECAUSE A REPLACEMENT IS NOT AVAILABLE. WHEN THE OTHER RUSTED SPOTS START LEAKING WE WILL BE FORCED TO PARK THE TRUCK. THE MOTOR IS SO TIRED THAT WE ARE REMOVING THE PLOW THIS WINTER BECAUSE IT DOESN'T HAVE THE POWER TO PLOW AND SAND UPHILL. WE AVERAGE ABOUT \$1,200 PER YEAR IN REPAIRS AND MAINTENANCE. THE RUNNING AND FLOOR BOARDS ARE RUSTED THROUGH BUT WE ARE ABLE TO COVER THEM WITH OLD MUD FLAPS TO MAKE IT DRIVABLE. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH THE OLD MODEL. <b>ADVANTAGES OF APPROVAL:</b> EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS AND MORE RELIABLE EQUIPMENT.	200,000 - - - - - - - - - - - - - - - -	200,000	<b>STR40 (FY21)</b>
Dump Truck Plow Sander	2023	DUMP TRUCK WITH PLOW & SANDER - 2 <b>DESCRIPTION:</b> REPLACE 1993 UNDERPOWERED GASOLINE ENGINE DUMP TRUCK THAT AVERAGES ABOUT 3 MPG WHEN USED FOR PLOWING OPERATIONS. THE NEW TRUCK COULD BE FUELED WITH ALTERNATIVE FUELS SUCH AS BIODIESEL. REMOVING THIS FROM OUR FLEET WILL HELP US REACH OUR GOAL OF REDUCING MUNICIPAL GREENHOUSE EMISSION 15% BELOW 2000 LEVELS BY 2020. THIS TRUCK WILL ALSO BE AVAILABLE FOR USE BY OTHER DEPARTMENTS. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH 1993 MODEL. <b>ADVANTAGES OF APPROVAL:</b> EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS AND MORE RELIABLE EQUIPMENT. <b>ADD OPERATING COSTS:</b>	210,000 - - - - - - - - - - - - - - -	210,000	<b>STR40 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
Sanders	2020	SANDERS	27,000	27,000	
		<b>DESCRIPTION:</b>	-		
		SANDERS ARE USED IN A VERY CORROSIVE AND ABRASIVE ENVIRONMENT. WE REBUILD THE CONVEYOR AND HYDRAULIC SYSTEM IN THE FIRST 4 YEARS. IF WE DON'T HAVE A CATASTROPHIC FAILURE IN THE NEXT 2-3 YEARS, THE V BOX AND STRUCTURAL COMPONENTS START TO FAIL IN THE 7TH YEAR. BY REPLACING THE SANDER EVERY 8 YEARS (WE NOW HAVE 8 SANDERS), WE CAN AVOID HAVING A SEASON ENDING FAILURE. SANDERS ARE	-		
		IF THIS PROJECT IS NOT IMPLEMENTED, BIKE ROUTE ANNUAL BIKE PATH IMPROVEMENTS	-		
			25,000		
		<b>DESCRIPTION:</b>	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO, RACKS, SIGNS, STRIPING, CURB CUTS, AND SEPARATED PATHWAYS. FY20 PROJECTS INCLUDE:	-		
		1) BABCOCK - 11TH TO GRAND: \$6,000	-		
		2) BABCOCK - GRAND TO WALLACE:\$9,800	-		
		3) BABCOCK - W MAIN TO 19TH: \$2,500	-		
		4) KOCH - 8TH TO TRACY:\$9,280	-		
		5) YELLOWSTONE, VALLEY COMMONS TO OAK:\$25,500	-		
		<b>**ADDS \$28,080 TO ORIGINAL BUDGET</b>	28,080		
		ANNUAL BIKE PATH IMPROVEMENTS	25,000		
		<b>DESCRIPTION:</b>	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED INFRASTRUCTURE INCLUDING,BUT NOT LIMITED TO, RACK SIGNS, STRIPING, CURB CUTS, & SEPARATED PATHWAYS.	-		
		THE 2017 TRANSPORTATION PLAN RECOMMENDS BIKE FACILITY IMPROVEMENTS AND THE BOZEMAN AREA BICYCLE ADVISORY BOARD WILL PROVIDE THEIR RECOMMENDATIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
			-		

**STR49  
(FY20)**

Project Name	Year	Description	Amount	Total	Project #
Sanders	2021	<p>SANDERS</p> <p><b>DESCRIPTION:</b></p> <p>SANDERS ARE USED IN A VERY CORROSIVE AND ABRASIVE ENVIRONMENT. WE REBUILD THE CONVEYOR &amp; HYDRAULIC SYSTEM IN THE FIRST 4 YEARS. IF WE DON'T HAVE A CATASTROPHIC FAILURE IN THE NEXT 2-3 YEARS, THE V AND STRUCTURAL COMPONENTS START TO FAIL IN THE 7TH YEAR. IF WE CAN'T PUT DOWN SAND OR DEICER DURING THE WINTER, WE FAIL TO SERVICE OUR CITIZENS.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NONE</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE OF A STORM.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>DECREASE IN MAINTENANCE COSTS.</p>	27,000	27,000	STR49 (FY21)
Sanders	2022	<p>SANDERS</p> <p><b>DESCRIPTION:</b></p> <p>SANDERS ARE USED IN A VERY CORROSIVE AND ABRASIVE ENVIRONMENT. WE REBUILD THE CONVEYOR AND HYDRAULIC SYSTEM IN THE FIRST 4 YEARS. IF WE DON'T HAVE A CATASTROPHIC FAILURE IN THE NEXT 2-3 YEARS, THE V BOX AND STRUCTURAL COMPONENTS START TO FAIL IN THE 7TH YEAR. BY REPLACING THE SANDER EVERY 8 YEARS. IF WE CAN'T PUT DOWN SAND OR DEICER DURING THE WINTER, WE FAIL TO SERVICE OUR CITIZENS.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NONE</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE OF A STORM.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>DECREASE IN MAINTENANCE COSTS.</p>	27,000	27,000	STR49 (FY22)

Project Name	Year	Description	Amount	Total	Project #
Sanders	2023	SANDERS	27,000	27,000	
		<b>DESCRIPTION:</b>	-		
		SANDERS ARE USED IN A VERY CORROSIVE AND ABRASIVE	-		
		ENVIRONMENT. WE REBUILD THE CONVEYOR AND	-		
		HYDRAULIC SYSTEM IN THE FIRST 4 YEARS. IF WE DON'T	-		
		HAVE A CATASTROPHIC FAILURE IN THE NEXT 2-3 YEARS,	-		
		THE V BOX AND STRUCTURAL COMPONENTS START TO FAIL	-		
		IN THE 7TH YEAR. IF WE CAN'T PUT DOWN SAND OR	-		
		DEICER DURING THE WINTER, WE FAIL TO SERVICE OUR	-		
		CITIZENS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE	-		
		OF A STORM.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		DECREASE IN MAINTENANCE COSTS.	-		
					<b>STR49 (FY23)</b>



Project Name	Year	Description	Amount	Total	Project #
Sanders	2024	SANDERS	27,000	27,000	
		<b>DESCRIPTION:</b>	-		
		SANDERS ARE USED IN A VERY CORROSIVE AND ABRASIVE	-		
		ENVIRONMENT. WE REBUILD THE CONVEYOR & HYDRAULIC	-		
		SYSTEM IN THE FIRST 4 YEARS. IF WE DON'T HAVE A	-		
		CATASTROPHIC FAILURE IN THE NEXT 2-3 YEARS, THE V	-		
		BOX & STRUCTURAL COMPONENTS START TO FAIL IN THE	-		
		7TH YEAR. BY REPLACING THE SANDER EVERY 8 YEARS	-		
		(WE NOW HAVE 8 SANDERS), WE CAN AVOID HAVING A	-		
		SEASON ENDING FAILURE. SANDERS ARE ABOUT 6 MONTHS	-		
		OUT WHEN ORDERING SO WE WOULD NEVER GET A NEW ONE	-		
		IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE	-		
		OF A STORM.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		DECREASE IN MAINTENANCE COSTS.	-		
					<b>STR49</b>
					<b>(FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Snowplows	2020	PLOWS	12,000	12,000	<b>STR50 (FY20)</b>
		THIS IS TO REPLACE THE WORN PLOW BLADES. WITH AS	-		
		MUCH AS A 90 DAY DELIVERY TIME TO REPLACE A PLOW,	-		
		IT IS IMPORTANT TO REPLACE THEM BEFORE THEY FAIL.	-		
		WHEN THE MOLDBOARD OF THE PLOW GETS BENT AFTER	-		
		SEVERAL YEARS OF USE, IT IS VERY DIFFICULT TO	-		
		BOLT ON A REPLACEMENT CUTTING EDGE. IF THEY ARE	-		
		NOT TIGHT TO THE CUTTING EDGE SURFACE THEY FACE	-		
EARLY FAILURE AND REQUIRE REPLACEMENT AT	-				
INOPPORTUNE TIMES. WE HAVE 7 LARGE PLOWS SO THEY	-				
WILL BE ON A 7 YEAR REPLACEMENT SCHEDULE.	-				
Snowplows	2021	PLOWS	12,000	12,000	<b>STR50 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		THIS IS TO REPLACE THE WORN PLOW BLADES. WITH AS	-		
		MUCH AS A 90 DAY DELIVERY TIME TO REPLACE A PLOW,	-		
		IT IS IMPORTANT TO REPLACE THEM BEFORE THEY FAIL.	-		
		WHEN THE MOLDBOARD OF THE PLOW GETS BENT AFTER	-		
		SEVERAL YEARS OF USE, IT IS VERY DIFFICULT TO BOLT	-		
		ON A REPLACEMENT CUTTING EDGE. IF THEY ARE NOT	-		
		TIGHT TO THE CUTTING EDGE SURFACE THEY FACE EARLY	-		
		FAILURE AND REQUIRE REPLACEMENT AT INOPPORTUNE	-		
		TIMES. WE HAVE 7 LARGE PLOWS SO THEY WILL BE ON A	-		
7 YEAR SCHEDULE.	-				

Project Name	Year	Description	Amount	Total	Project #
Snowplows	2022	PLOWS	13,000	13,000	<b>STR50 (FY22)</b>
		<b>DESCRIPTION:</b>	-		
		THIS IS TO REPLACE THE WORN PLOW BLADES. WITH AS	-		
		MUCH AS A 90 DAY DELIVERY TIME TO REPLACE A PLOW,	-		
		IT IS IMPORTANT TO REPLACE THEM BEFORE THEY FAIL.	-		
		WHEN THE MOLDBOARD OF THE PLOW GETS BENT AFTER	-		
		SEVERAL YEARS OF USE, IT IS VERY DIFFICULT TO BOLT	-		
		ON A REPLACEMENT CUTTING EDGE. IF THEY ARE NOT	-		
		TIGHT TO THE CUTTING EDGE SURFACE THEY FACE EARLY	-		
		FAILURE AND REQUIRE REPLACEMENT AT INOPPORTUNE	-		
TIMES. WE HAVE 7 LARGE PLOWS SO THEY WILL BE ON A	-				
7 YEAR REPLACEMENT SCHEDULE.	-				
Snowplows	2023	PLOWS	13,000	13,000	<b>STR50 (FY23)</b>
		<b>DESCRIPTION:</b>	-		
		THIS IS TO REPLACE THE WORN PLOW BLADES. WITH AS	-		
		MUCH AS A 90 DAY DELIVERY TIME TO REPLACE A PLOW,	-		
		IT IS IMPORTANT TO REPLACE THEM BEFORE THEY FAIL.	-		
		WHEN THE MOLDBOARD OF THE PLOW GETS BENT AFTER	-		
		SEVERAL YEARS OF USE, IT IS VERY DIFFICULT TO BOLT	-		
		ON A REPLACEMENT CUTTING EDGE. IF THEY ARE NOT	-		
		TIGHT TO THE CUTTING EDGE SURFACE THEY FACE EARLY	-		
		FAILURE AND REQUIRE REPLACEMENT AT INOPPORTUNE	-		
TIMES. WE HAVE 7 LARGE PLOWS SO THEY WILL BE ON A	-				
7 YEAR REPLACEMENT SCHEDULE.	-				
Snowplows	2024	PLOWS	13,000	13,000	<b>STR50 (FY24)</b>
		<b>DESCRIPTION:</b>	-		
		THIS IS TO REPLACE THE WORN PLOW BLADES. WITH AS	-		
		MUCH AS A 90 DAY DELIVERY TIME TO REPLACE A PLOW,	-		
		IT IS IMPORTANT TO REPLACE THEM BEFORE THEY FAIL.	-		
		WHEN THE MOLDBOARD OF THE PLOW GETS BENT AFTER	-		
		SEVERAL YEARS OF USE, IT IS VERY DIFFICULT TO BOLT	-		
		ON A REPLACEMENT CUTTING EDGE. IF THEY ARE NOT	-		
		TIGHT TO THE CUTTING EDGE SURFACE THEY FACE EARLY	-		
		FAILURE AND REQUIRE REPLACEMENT AT INOPPORTUNE	-		
TIMES. WE HAVE 7 LARGE PLOWS SO THEY WILL BE ON A	-				

Project Name	Year	Description	Amount	Total	Project #
Tandem Axle Dump Truck	2022	TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER	250,000	250,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS A REQUEST TO REPLACE A 1994 TANDEM AXLE TRUCK WITH 128,000 MILES AND OVER 11,000 HOURS.	-		
		IT IS VERY IMPORTANT THAT WE GET THE ARTERIALS AND COLLECTORS PLOWED AND SANDED BEFORE 8 AM. WHEN A TANDEM AXLE 10 YARD TRUCK IS DOWN FOR ANY PERIOD OF TIME, THE BACKUP IS A 1990 GAS ENGINE SINGLE AXLE 4 YARD TRUCK WHICH TAKES TWICE AS LONG TO FINISH A ROUTE IF IT STAYS IN OPERATION FOR THE ENTIRE SHIFT. NOT ACCEPTABLE TO OUR CUSTOMERS.	-		
		WITH THE WIDENING OF MULTIPLE COLLECTORS AND ARTERIALS, THE CONTINUED NEED FOR A LARGER CAPACITY TRUCK TO FINISH PLOW AND SANDING ROUTINES IS CRITICAL TO MAINTAINING OUR SERVICE TO THE TRAVELING PUBLIC. DURING PAVING OPERATIONS, BEING ABLE TO HAUL TWICE AS MUCH ASPHALT CUTS DOWN ON THE NUMBER OF TRIPS TO THE ASPHALT PLANT. THIS MAKES THE PAVING CREW MORE EFFICIENT AND USES LESS FUEL. THE 1994 TRUCK WOULD BE USED AS A BACKUP IN THE WINTER AND STILL BE USED FOR PAVING INSTEAD OF A SINGLE-AXLE TRUCK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH NO TANDEM BACK UP IN THE WINTER. RUN SINGLE AXLE 4 YARD DUMP TRUCKS WITH ASPHALT OPERATIONS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		RELIABILITY, EFFICIENCY, LESS EMISSIONS AND SAFETY	-		
		<b>ADD OPERATING COSTS:</b>	-		
		LESS THAN THE CURRENT MODEL.	-		

**STR58**



Project Name	Year	Description	Amount	Total	Project #
Rectangular Rapid Flashing Beacon	2023	RECTANGULAR RAPID FLASHING BEACON <b>DESCRIPTION:</b> THIS REQUEST IS FOR A RECTANGULAR RAPID FLASHING BEACON. WE GET SEVERAL REQUESTS A YEAR FOR THESE AND WOULD LIKE TO HAVE ONE READY TO INSTALL. THESE WOULD BE SIMILAR TO THE UNIT INSTALLED ON KAGY AT 7TH AVENUE. RRFB'S HAVE SHOWN TO INCREASE VISIBILITY OF PEDESTRIANS IN CROSSWALKS WHICH IN TURN INCREASES SAFETY OF THE PEDESTRIAN. IN THE PAST WE HAVE HAD THE BOZEMAN SCHOOL DISTRICT & THE BOZEMAN POLICE FOUNDATION CONTRIBUTE TO THE COST OF THESE.	10,000 - - - - - - - -	10,000	<b>STR68 (FY23)</b>
Rectangular Rapid Flashing Beacon	2024	RECTANGULAR RAPID FLASHING BEACON <b>DESCRIPTION:</b> THIS REQUEST IS FOR A RECTANGULAR RAPID FLASHING BEACON. WE GET SEVERAL REQUESTS A YEAR FOR THESE & WOULD LIKE TO HAVE ONE READY TO INSTALL. THESE WOULD BE SIMILAR TO THE UNIT INSTALLED ON KAGY AT 7TH AVENUE. RRFB'S HAVE SHOWN TO INCREASE VISIBILITY OF PEDESTRIANS IN CROSSWALKS WHICH IN TURN INCREASES SAFETY OF THE PEDESTRIAN. IN THE PAST WE HAVE HAD THE BOZEMAN SCHOOL DISTRICT & THE BOZEMAN POLICE FOUNDATION CONTRIBUTE TO THE COST OF THESE.	10,000 - - - - - - - -	10,000	<b>STR68 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2020	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (MILL & OVERLAY) - FY20 <b>DESCRIPTION:</b> MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL AND OVERLAY 3.2 MILES IN FY20. THIS INCLUDES STORY MILL RD FROM BRIDGER NORTH TO CITY LIMITS, TAMARACK FROM N 7TH TO ROUSE, N 5TH FROM PEACH TO TAMARACK, W ASPEN FROM N 7TH TO N 5TH, N 3RD FROM PEACH TO TAMARACK, OPPORTUNITY WAY, & W LINCOLN FROM 19TH TO 11TH. THERE IS POTENTIAL FOR <b>ALTERNATIVES CONSIDERED:</b> NONE. <b>ADVANTAGES OF APPROVAL:</b> INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN <b>ADD OPERATING COSTS:</b> THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL	575,000 - - - - - - - - - - - -	575,000	STR71 (FY20)
Maintenance & Rehabilitation (Mill & Overlay)	2021	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (MILL & OVERLAY) - FY21 <b>DESCRIPTION:</b> MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL AND OVERLAY 1.9 MILES IN FY21. THIS INCLUDES SIMMENTAL WAY FROM BAXTER NORTH, AND DURSTON FROM HANSON TO 19TH. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN. <b>ADD OPERATING COSTS:</b> THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL	550,000 - - - - - - - - - - - -	550,000	STR71 (FY21)





Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2024	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	495,000	495,000	STR71 (FY24)
		MILL & OVERLAY	-		
		<b>DESCRIPTION:</b>	-		
		MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR	-		
		PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL &	-		
		OVERLAY 2.4 MILES IN FY24. THIS INCLUDES CHURCH	-		
		FROM KAGY TO MAIN (EXCLUDING THE RECONSTRUCTED	-		
		SEGMENT FROM OLIVE TO BABCOCK), N 9TH FROM MAIN TO	-		
		DURSTON, AND N 10TH FROM MAIN TO DURSTON. THERE IS	-		
		POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS	-		
		WITH SOME PROJECTS, AND THEY WILL BE COORDINATED	-		
WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-				
Replace Skid Steer	2020	REPLACE SKID STEER	90,000	90,000	STR73
		<b>DESCRIPTION:</b>	-		
		THIS TO REPLACE OUR 2003 SKID STEER WITH 1750	-		
		HOURS. USED MAINLY IN PAVING OPERATIONS WITH THE	-		
		COLD PLANER ATTACHED. THIS IS VERY IMPORTANT IN	-		
		OUR OPERATION BUT IS ALSO VERY HARD ON THE	-		
		EQUIPMENT. IN THE LAST 5 YEARS WE HAVE SPENT OVER	-		
		26,000 IN REPAIRS. DOWN TIME DURING THESE REPAIRS	-		
		HAS BEEN WEEKS AND THAT INTERFERES WITH OUR	-		
		ABILITY TO FINISH ASPHALT REPAIRS IN A TIMELY	-		
		MANNER. STREETS USES THE SKID STEER IN ALL ASPECTS	-		
		OF MILLING, PAVING AND GRAVEL WORK. WHEN WE DON'T	-		
		HAVE THE SKID STEER UP AND RUNNING, WE ARE USING	-		
		LARGER EQUIPMENT USING MORE FUEL. WORKING IN TIGHT	-		
		SPACES IS MORE DIFFICULT WITH A FULL SIZE LOADER.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-				
KEEP RUNNING THE ONE WE HAVE.	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
LESS DOWNTIME	-				
<b>ADD OPERATING COSTS:</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2020	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	100,000	
		<b>DESCRIPTION</b>	-		
		THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE	-		
		UPGRADING PEDESTRIAN RAMPS TO ADA COMPLIANCE. A	-		
		CURB/PEDESTRIAN RAMP PROVIDES AN ACCESSIBLE ROUTE	-		
		THAT PEOPLE WITH DISABILITIES CAN USE TO SAFELY	-		
		TRANSITION FROM A ROADWAY TO A CURBED SIDEWALK AND	-		
		VICE VERSA. WITHOUT ACCESS TO PROPERLY DEVELOPED	-		
		RAMPS ONTO SIDEWALKS, PEOPLE WITH DISABILITIES	-		
		ARE FORCED TO RISK THEIR PERSONAL SAFETY BY	-		
		TRAVELING IN THE STREET. UPGRADING COB PEDESTRIAN	-		
		RAMPS WILL ALLOW THE CITY TO BE IN COMPLIANCE WITH	-		
		TITLE II OF THE ADA AND SECTION 504 OF THE	-		
		REHABILITATION ACT OF 1973.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

**STR75  
(FY20)**

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2021	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE	-		
		UPGRADING PEDESTRIAN RAMPS TO ADA COMPLIANCE. A	-		
		CURB/PEDESTRIAN RAMP PROVIDES AN ACCESSIBLE ROUTE	-		
		THAT PEOPLE WITH DISABILITIES CAN USE TO SAFELY	-		
		TRANSITION FROM A ROADWAY TO A CURBED SIDEWALK &	-		
		VICE VERSA. WITHOUT ACCESS TO PROPERLY DEVELOPED	-		
		RAMPS ONTO SIDEWALKS, PEOPLE WITH DISABILITIES	-		
		ARE FORCED TO RISK THEIR PERSONAL SAFETY BY	-		
		TRAVELING IN THE STREET. UPGRADING COB	-		
		PEDESTRIAN RAMPS WILL ALLOW THE CITY TO BE IN	-		
		COMPLIANCE WITH TITLE II OF THE ADA AND SECTION	-		
		504 OF THE REHABILITATION ACT OF 1973.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		

**STR75  
(FY21)**

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2022	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE	-		
		UPGRADING PEDESTRIAN RAMPS TO ADA COMPLIANCE. A	-		
		CURB/PEDESTRIAN RAMP PROVIDES AN ACCESSIBLE ROUTE	-		
		THAT PEOPLE WITH DISABILITIES CAN USE TO SAFELY	-		
		TRANSITION FROM A ROADWAY TO A CURBED SIDEWALK AND	-		
		VICE VERSA. WITHOUT ACCESS TO PROPERLY DEVELOPED	-		
		RAMPS ONTO SIDEWALKS, PEOPLE WITH DISABILITIES ARE	-		
		FORCED TO RISK THEIR PERSONAL SAFETY BY TRAVELING	-		
		IN THE STREET. UPGRADING PEDESTRIAN RAMPS WILL	-		
		ALLOW THE CITY TO BE IN COMPLIANCE WITH TITLE II	-		
		OF THE ADA AND SECTION 504 OF THE REHABILITATION	-		
		ACT OF 1973.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NO ADDITIONAL OPERATING COSTS.	-		

**STR75  
(FY22)**

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2023	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	100,000	
		<b>DESCRIPTION:</b>	-		
		THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE	-		
		UPGRADING PEDESTRIAN RAMPS TO ADA COMPLIANCE.	-		
		A CURB/PEDESTRIAN RAMP PROVIDES AN ACCESSIBLE	-		
		ROUTE THAT PEOPLE WITH DISABILITIES CAN USE TO	-		
		SAFELY TRANSITION FROM A ROADWAY TO A CURBED	-		
		SIDEWALK AND VICE VERSA. WITHOUT ACCESS TO	-		
		PROPERLY DEVELOPED RAMPS ONTO SIDEWALKS, PEOPLE	-		
		WITH DISABILITIES ARE FORCED TO RISK THEIR	-		
		PERSONAL SAFETY BY TRAVELING IN THE STREET.	-		
		UPGRADING COB PEDESTRAIN RAMPS WILL ALLOW THE CITY	-		
		TO BE IN COMPLIANCE WITH TITLE II OF THE ADA AND	-		
		SECTION 504 OF THE REHABILITATION ACT OF 1973.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NO ADDITIONAL OPERATING COSTS.	-		

**STR75  
(FY23)**

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2024	<p>ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM</p> <p><b>DESCRIPTION:</b></p> <p>THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE UPGRADING PEDESTRIAN RAMPS TO ADA COMPLIANCE. A CURB/PEDESTRIAN RAMP PROVIDES AN ACCESSIBLE ROUTE THAT PEOPLE WITH DISABILITIES CAN USE TO SAFELY TRANSITION FROM A ROADWAY TO A CURBED SIDEWALK &amp; VICE VERSA. WITHOUT ACCESS TO PROPERLY DEVELOPED RAMPS ONTO SIDEWALK, PEOPLE WITH DISABILITIES ARE FORCED TO RISK THEIR PERSONAL SAFETY BY TRAVELING IN THE STREET. UPGRADING PEDESTRIAN RAMPS WILL ALLOW THE CITY TO BE IN COMPLIANCE WITH TITLE II OF THE ADA AND SECTION 504 OF THE REHABILITATION ACT OF 1973.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>CONTINUE WITH EXISTING INFRASTRUCTURE &amp; NOT MEET CURRENT ADA REGULATORY STANDARDS.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>NONE</p>	100,000	100,000	STR75 (FY24)
Replace #2748 -Truck	2020	<p>REPLACE #2748 - 1999 SERVICE TRUCK WITH A MID SIZE PICK UP TRUCK</p> <p><b>DESCRIPTION:</b></p> <p>THIS IS A REQUEST TO REPLACE A 1999, ASSET #2748, PICK-UP WITH OVER 140,000 MILES. IT WILL BE 24 YEARS OLD AT TIME OF REPLACEMENT. THE TRUCK WOULD BE TRADED IN OR AUCTIONED.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>KEEP USING 1999 MODEL UNTIL FAILURE. LEASE.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED SAFETY AND RELIABILITY.</p> <p><b>ADD OPERATNG COSTS:</b></p> <p>NONE</p>	35,000	35,000	STR78

Project Name	Year	Description	Amount	Total	Project #
N 27TH Median Landscaping & Irrigation (Oak to Baxter)	2020	N 27TH MEDIAN LANDSCAPING & IRRIGATION FROM OAK TO BAXTER	50,000	50,000	STR83 (FY20)
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZE BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE ASSOCIATED WITH THE LANDSCAPE. THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS & WILL REDUCE WATER USE AND CHEMICAL WEED MITIGATION ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPRES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. WATERING IN THE SUMMER, IT IS ESSENTIAL TO THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION AND STREETS DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1) NO ACTION. MEDIANS REMAIN UNLANDSCAPED & UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2) TRADITIONAL TURFGRASS IS INSTALLED & UNLIKE NATIVE OR LOW WATER USE SHRUBS OR PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS AND PERENNIALS.	-	-	
		3) CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES: AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	
		MAINTENANCE COSTS WOULD BE ADDED TO THE MEDIAN	-	-	

Project Name	Year	Description	Amount	Total	Project #
N 27TH Median Landscaping & Irrigation (Oak to Baxter)	2021	N 27TH MEDIAN LANDSCAPING & IRRIGATION FROM OAK TO BAXTER	50,000	50,000	<b>STR83 (FY21)</b>
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZE BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE ASSOCIATED WITH THE LANDSCAPE. THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS & WILL REDUCE WATER USE & CHEMICAL WEED MITIGATION ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES.	-	-	
		THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION & STREET DEPARTMENT. W	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1) NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2) TRADITIONAL TURFGRASS IS INSTALLED & UNLIKE NATIVE OR LOW WATER USE SHRUBS & PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS & PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES: AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		WATER STEWARDSHIP.	-	-	



Project Name	Year	Description	Amount	Total	Project #
Plug In Electric Work Truck	2022	<p>PLUG IN ELECTRIC WORK TRUCK.</p> <p><b>DESCRIPTION:</b>  THIS IS A REQUEST TO ADD TO OUR FLEET AN ELECTRIC WORK PICKUP. IT WOULD BE A ½-TON FOUR-WHEEL DRIVE. PRODUCTION IS EXPECTED TO START IN 2018 WITH PREFERENCE GIVEN TO FLEETS. WITH AN ESTIMATED RANGE OF 80 MILES BETWEEN CHARGES, IT WOULD BE IDEAL IN OUR OPERATIONS. COST PER DAY TO CHARGE WOULD BE ABOUT \$4.00.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  CONTINUE WITH GAS POWERED TRUCKS.</p> <p><b>ADVANTAGES OF APPROVAL:</b>  LOWER OPERATING COSTS. LESS EMISSIONS.</p> <p><b>ADD OPERATING COSTS:</b>  LESS THAN GASOLINE. 240 VOLT CHARGING STATION WOULD BE NEEDED AT THE SHOPS.</p>	60,000	60,000	STR84
Replace 1992 Wheel Loader	2020	<p>REPLACE 1992 WHEEL LOADER</p> <p><b>DESCRIPTION:</b>  THIS IS A REQUEST TO REPLACE OUR 1992 CAT WHEEL LOADER THAT WILL BE 28 YEARS OLD AT TIME OF REPLACEMENT. IT CURRENTLY HAS 11,839 HOURS. WE WILL TRADE IN THIS LOADER ON THE NEW UNIT. SINCE THIS LOADER WAS BUILT, IMPROVEMENTS ON WHEEL LOADERS INCLUDE 50% REDUCTION IN FUEL USAGE PER HOUR, MORE THAN 50% EMISSION REDUCTION OF OXIDES OF NITROGEN (NOX) AND PARTICULATE MATTER (PM), INCREASED OPERATOR EFFICIENCY, WIRELESS MAINTENANCE REMINDERS AND BETTER ROLL OVER PROTECTION (ROPS).</p> <p><b>ALTERNATIVES CONSIDERED:</b>  KEEP LOADER. BUDGET FOR REPAIR COSTS.</p> <p><b>ADVANTAGES OF APPROVAL:</b>  RELIABILITY. LOWER MAINTENANCE COSTS, INCREASED PRODUCTIVITY.</p> <p><b>ADD OPERATING COSTS:</b></p>	180,000	180,000	

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2020	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (CHIP SEAL) - FY20	913,000	913,000	
		<b>DESCRIPTION:</b>	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 13.2 MILES IN FY20. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS: MEADOW CREEK, WESTRIDGE, THOMPSON ADDITION, KIRK SECOND, KAGY CROSSROADS, WEST PARK MANOR, AS WELL AS S 11TH FROM KAGY TO UNIVERSITY WAY, AND 15TH FROM MAIN NORTH. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		<b>STR90 (FY20)</b>
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
			-		
			-		
			-		

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2021	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (CHIP SEAL) - FY21	850,000	850,000	
		<b>DESCRIPTION:</b>	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 17.9 MILES IN FY21. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS:	-		
		BAXTER MEADOWS, FOXTAIL STREET, CATTAIL CREEK, CATTAIL LAKE, BAXTER LANE, BAXTER SQUARE, LAUREL GLEN, DIAMOND ESTATES, OAK SPRINGS, AND THOMAS DRIVE. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY	-		
		<b>ADD OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL COSTS OVER THE LIFECYCLE OF ALL PAVEMENTS.	-		
					<b>STR90 (FY21)</b>

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2022	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (CHIP SEAL) - FY22	767,460	767,460	
		<b>DESCRIPTION:</b>	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 15.6 MILES IN FY22. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS:	-		
		BRIDGER CREEK, LEGENDS AT BRIDGER CREEK, TRADITIONS, FLANDERS CREEK, VALLEY WEST, NORTON EAST RANCH, J & D FAMILY, AND RESORT DR FROM HUFFINE TO BABCOCK, RAVALLI FROM FALLON TO FERGUSON, N COTTONWOOD FROM DURSTON TO OAK, FALLON FROM COTTONWOOD WEST TO CITY LIMITS, & WEST BABCOCK FROM COTTONWOOD WEST TO CITY LIMITS. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS. REPLACEMENT PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PAVEMENT.	-		
					<b>STR90 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2023	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (CHIP SEAL) - FY23	205,000	205,000	
		<b>DESCRIPTION:</b>	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 4.1 MILES IN FY23. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS:	-		
		LOYAL GARDEN SUBDIVISION & SOUTHBRIDGE SUBDIVISION. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, & THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN	-		
		<b>ADD OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PAVEMENTS.	-		
		REPLACEMENT PROJECTS.	-		
		ALTERNATIVES CONSIDERED:	-		
					<b>STR90 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2024	<p>STREET IMPROVEMENTS - MAINTENANCE &amp; REHABILITATION CHIP SEAL - FY24</p> <p><b>DESCRIPTION:</b> CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 11.2 MILES IN FY24. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS: WEST WINDS, CROSSING 2, DURSTON MEADOWS, ROSE PARK, BRENTWOOD, STONERIDGE, AND ANNIE, AND OAK FROM 7TH TO ROUSE. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.</p> <p><b>ALTERNATIVES CONSIDERED:</b> NONE</p> <p><b>ADVANTAGES OF APPROVAL:</b> INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY.</p> <p><b>ADDITIONAL OPERATING COSTS:</b> THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PAVEMENT.</p>	784,000	784,000	<b>STR90 (FY24)</b>
MSU Kagy Pedestrian Crossing	2020	<p>MSU KAGY PEDESTRIAN CROSSING</p> <p><b>DESCRIPTION:</b> WE NEED A HAWK PEDESTRIAN SIGNAL AT THE KAGY CROSSING AT THE STADIUM TO INCREASE SAFETY AND IMPROVE TRAFFIC CAPACITY OF THE STREET.</p> <p><b>ALTERNATIVES CONSIDERED:</b> DO NOTHING.</p> <p><b>ADVANTAGES OF APPROVAL:</b> IMPROVE THE SAFETY AND CAPACITY OF KAGY BLVD.</p> <p><b>ADDITIONAL OPERATING COSTS:</b> MINIMAL MAINTENANCE COSTS AND POWER FOR SIGNALS.</p>	80,000	80,000	

Project Name	Year	Description	Amount	Total	Project #
Oak St Median Landscaping & irrigation (Davis to Ferguson)	2020	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY20)
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZES BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE ASSOCIATED WITH THE LANDSCAPE. THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS & WILL REDUCE WATER USE AND CHEMICAL WEED MITIGATION ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES.	-	-	
		THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION & STREETS DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1) NO ACTION. MEDIANS REMAIN UNLANDSCAPED & UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2) TRADITIONAL TURFGRASS IS INSTALLED & UNLIKE NATIVE OR LOW WATER USE SHRUBS & PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS & PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES:AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, & DEMONSTRATES THE CITY COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COST:</b>	-	-	
		MINIMAL MAINTENANCE COST WILL BE INCLUDED IN THE	-	-	

Project Name	Year	Description	Amount	Total	Project #
Oak St Median Landscaping & irrigation (Davis to Ferguson)	2021	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY21)
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZE BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS AND WILL REDUCE WATER USE, CHEMICAL WEED MITIGATION & MAINTENANCE ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION AND STREET DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND UNSIGHTLY, MOWING AND SPRAYING WEEDS CONTINUES.	-	-	
		2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE NATIVE OR LOW WATER USE SHRUBS AND PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS AND PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES:AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED MAINTENANCE, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	
		MINIMAL MAINTENANCE COSTS WOULD BE ADDED TO THE	-	-	



Project Name	Year	Description	Amount	Total	Project #
Oak St Median Landscaping & irrigation (Davis to Ferguson)	2022	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY22)
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZES BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS AND WILL REDUCE WATER USE, CHEMICAL WEED MITIGATION AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION AND STREET DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED & UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE NATIVE OR LOW WATER USE SHRUBS AND PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS AND PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES: AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED MAINTENANCE, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	
		MINIMAL MAINTENANCE COSTS WILL BE ADDED TO THE	-	-	

Project Name	Year	Description	Amount	Total	Project #
Oak St Median Landscaping & irrigation (Davis to Ferguson)	2023	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY23)
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZE BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS AND WILL REDUCE WATER USE, CHEMICAL WEED MITIGATION AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION & STREET DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE NATIVE OR LOW WATER SHRUBS AND PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS AND PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES:AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED MAINTENANCE, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	
		MINIMAL MAINTENANCE COSTS WILL BE INCLUDED IN THE	-	-	

Project Name	Year	Description	Amount	Total	Project #
Oak St Median Landscaping & irrigation (Davis to Ferguson)	2024	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	<b>STR92 (FY24)</b>
		<b>DESCRIPTION:</b>	-	-	
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZE BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE & MAINTENANCE ASSOCIATED WITH THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY CONDITIONS AND WILL REDUCE WATER USE, CHEMICAL WEED MITIGATION & MAINTENANCE ASSOCIATED WITH THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. THIS PROJECT PARTNERS THE CITY'S WATER CONSERVATION DIVISION & STREET DEPARTMENT.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES.	-	-	
		2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE NATIVE OR LOW WATER USE SHRUBS AND PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZER, CHEMICAL WEED MITIGATION AND, ON AVERAGE, 80% MORE WATER THAN LOW WATER USE SHRUBS AND PERENNIALS.	-	-	
		3)CONCRETE, PAVING.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS LANDSCAPING PROJECT INCLUDES:AESTHETIC BENEFITS FOR THE COMMUNITY, A DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, REDUCED OUTDOOR WATER USE COMPARED TO TURFGRASS MEDIANS, REDUCED MAINTENANCE, REDUCED CHEMICAL WEED MITIGATION, REDUCED SOCIO-ECONOMIC IMPACTS FROM A DROUGHT EVENT, AND DEMONSTRATES THE CITY'S COMMITMENT TO WATER STEWARDSHIP.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	
		MINIMAL MAINTENANCE COSTS INCLUDED IN THE MEDIAN	-	-	

Project Name	Year	Description	Amount	Total	Project #
Snow Blower	2024	SNOW BLOWER	110,000	110,000	
		<b>DESCRIPTION:</b>	-		
		REPLACED LOADER MOUNTED SNOW BLOWER. OUR CURRENT	-		
		SNOW BLOWER WILL BE 6 YEARS OLD AND IN NEED OF	-		
		REPLACEMENT. DEPENDING ON THE WINTER, THESE	-		
		MACHINES ARE VERY HIGH MAINTENANCE & IF A PARKING	-		
		BLOCK TRIES TO GO THROUGH, THE MACHINE WILL BE	-		
		DOWN FOR THE SEASON AND POSSIBLY FOREVER. IF OUR	-		
		CURRENT BLOWER IS STILL OPERATIONAL, WE WOULD USE	-		
		IT FOR A BACKUP.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		GO BACK TO USING A LOADER BUCKET. WITH A BLOWER	-		
		WE CAN DO 30 BLOCKS A NIGHT VS 9 BLOCKS A NIGHT	-		
		USING A LOADER BUCKET.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PARKING TO THE CURB IN THE DOWNTOWN. SCHOOL BUS	-		
		DROP OFF AREAS ARE CLEANED SO THE KIDS DON'T SLIP	-		
		UNDER THE BUS. CITY PARKING LOTS ARE CLEARED	-		
		SOONER.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NORMAL ONGOING MAINTENANCE.	-		
					<b>STR93</b>

Project Name	Year	Description	Amount	Total	Project #
Mastic Patch Machine	2024	MASTIC PATCH MACHINE	70,000	70,000	<b>STR94</b>
		<b>DESCRIPTION:</b>	-		
		PURCHASE HOT APPLIED MASTIC MACHINE. THIS WOULD BE	-		
		AN ADDITION TO OUR PATCHING OPERATIONS THAT WOULD	-		
		GIVE US AN ASPHALT REPAIR THAT WOULDN'T REQUIRE	-		
		COMPACTION AND CAN BE OPEN ALMOST IMMEDIATELY TO	-		
		TRAFFIC. IT IS AN EXCELLENT LONG LASTING REPAIR TO	-		
		PAVEMENT SURFACE IMPERFECTIONS THAT OTHERWISE	-		
		WOULD NEED TO BE MILLED UP AND PATCHED. THE	-		
		PRODUCT APPLIED IS SIMILAR TO WHAT IS PUT ON FLAT	-		
		ROOFS BUT INCLUDE AGGREGATE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		EXPAND OUR LIST OF PAVEMENT REPAIRS REQUIRING	-		
		MILL AND PATCH. ALLOW STREETS TO REACH FAILURE AT	-		
		AN EARLIER RATE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		REPAIR STREETS THAT MAY ONLY HAVE ONE BAD SPOT BUT	-		
		WOULD NEED A FULL CLOSURE AND TEAR UP TO REPAIR	-		
		USING NORMAL METHODS. SEAL GUTTER PANS TO KEEP	-		
		MOISTURE OUT OF THE SUB BASE. SEAL VALLEY GUTTERS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		MASTIC PRODUCT. EXPECT TO BUDGET IN OUR OPERATIONS	-		
		ABOUT \$20,000.	-		

Project Name	Year	Description	Amount	Total	Project #
Signal Conflict Monitor Tester	2020	<p>SIGNAL CONFLICT MONITOR TESTER</p> <p><b>DESCRIPTION:</b></p> <p>SIGNAL CONFLICT MONITOR TESTER. WHEN OUR TRAFFIC SIGNALS WERE UPDATED IN 2017, THE DEVICE THAT DETECTS CONFLICTING SIGNALS OR PEDESTRIAN INDICATIONS WAS UPGRADED TO A MALFUNCTION MGMT UNIT (MMU). NOW THAT THEY ARE OUT OF THE ONE YEAR WARRANTY, WE NEED THE EQUIPMENT TO DO THE REQUIRED ANNUAL TESTING.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NOT TESTING IS NOT AN OPTION. WE COULD CONTRACT OUT THE TESTING AT A COST THAT EXCEEDS THE COST OF THE TESTER AFTER 2 YEARS.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>TESTING DONE ON OUR SCHEDULE. WHEN THE TESTING IS BEING DONE, IT GIVES THE SIGNAL TECH A CHANCE TO</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>NONE</p>	13,000	13,000	STR95
REPLACE #3149-LIGHT DUTY	2020	<p>REPLACE #3149 - 2003 CHEVY</p> <p><b>DESCRIPTION:</b></p> <p>THIS IS A REQUEST TO REPLACE A 16 YEAR OLD TRUCK IN THE STREET DEPARTMENT FLEET. IT IS A DAILY WORK TRUCK FOR THE CREW AND HAS OVER 176,000 MILES ON IT. EMISSIONS, SAFETY, RELIABILITY AND FUEL ECONOMY IMPROVEMENTS HELP JUSTIFY REPLACING THIS TRUCK. FLEET HISTORY SHOWS THAT AFTER 150,000 MILES OF IN TOWN DRIVING, WE CAN LOOK FORWARD TO A</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>KEEP DRIVING IT UNTIL IT DIES.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>ECO FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL ECONOMY</p> <p><b>ADDITIONED OPERATING COSTS:</b></p> <p>NONE</p>	35,000	35,000	STR97

Project Name	Year	Description	Amount	Total	Project #
REPLACE #3223-LIGHT DUTY	2021	REPLACE #3223-2004 CHEVY	35,000	35,000	
		<b>DESCRIPTION:</b>	-		
		THIS IS A REQUEST TO REPLACE A 15 YEAR OLD TRUCK	-		
		IN THE SIGN AND SIGNAL FLEET. IT IS A DAILY WORK	-		
		TRUCK FOR THE CREW AND HAS OVER 168,000 MILES ON	-		
		IT. EMISSION, SAFETY, RELIABILITY AND FUEL	-		
		ECONOMY IMPROVEMENTS MADE OVER THE LAST 15 YEARS	-		
		HELP JUSTIFY REPLACING THIS TRUCK. FLEET HISTORY	-		
		SHOWS THAT AFTER 150,000 MILES OF IN TOWN DRIVING	-		
		WE CAN LOOK FORWARD TO A TRANSMISSION OR ENGINE	-		
		FAILURE THAT COST TO REPAIR WOULD EXCEED THE	-		STR98
		VALUE OF THE TRUCK. REPLACING THIS TRUCK BEFORE A	-		
		MAJOR FAILURE MAKES SENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		KEEP DRIVING IT UNTIL IT DIES.	-		
		<b>ADVANTAGE OF APPROVAL:</b>	-		
		ECO FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL	-		
		ECONOMY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE. WILL BE LESS TO MAINTAIN THAN THE CURRENT	-		
		TRUCK.	-		

Project Name	Year	Description	Amount	Total	Project #
REPLACE #3250-LIGHT DUTY	2021	REPLACE #3250-2004 FORD ONE TON <b>DESCRIPTION:</b> THIS IS A REQUEST TO REPLACE A 15-YEAR OLD, ONE TON TRUCK IN THE STREET FLEET. IT IS A DAILY WORK TRUCK FOR THE CREW AND IT IS LUCKY TO HAVE OVER 100,000 MILES ON IT. DUE TO POOR ENGINE DESIGN, IT IS IN THE SHOP OFTEN FOR TURBO REPLACEMENTS & DRIVABILITY ISSUES. EMISSION, SAFETY, RELIABILITY, AND FUEL ECONOMY IMPROVEMENTS MADE OVER THE LAST 15 YEARS HELP JUSTIFY REPLACING THIS TRUCK. CONSTANT FAILURES AND EMISSION ISSUES WITH THE 6.0 <b>ALTERNATIVES CONSIDERED:</b> KEEP DRIVING IT UNTIL IT DIES WHICH COULD BE NEXT WEEK. <b>ADVANTAGE OF APPROVAL:</b> ECO FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL ECONOMY. <b>ADDITIONAL OPERATING COSTS:</b> NONE	45,000 - - - - - - - - - - - -	45,000	STR99
REPLACE #1438-LIGHT DUTY	2022	REPLACE #1438 - 1992 FORD ONE TON 2WD <b>DESCRIPTION:</b> THIS IS A REQUEST TO REPLACE A 30+ YEAR OLD TRUCK IN THE SIGN AND SIGNAL FLEET. IT IS THE BARRICADE TRUCK USED FOR STREET AND EVENT CLOSURES AND HAS ABOUT 100,000 MILES ON IT. EMISSION, SAFETY, RELIABILITY & FUEL ECONOMY IMPROVEMENTS MADE OVER THE LAST 30 YEARS HELP JUSTIFY REPLACING THIS TRUCK. <b>ALTERNATIVES CONSIDERED:</b> KEEP DRIVING IT UNTIL IT DIES. <b>ADVANTAGES OF APPROVAL:</b> ECO FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL ECONOMY. <b>ADDITIONAL OPERATING COSTS:</b> NONE	45,000 - - - - - - - - - - -	45,000	STR100



Project Name	Year	Description	Amount	Total	Project #
REPLACE #3484-LIGHT DUTY	2022	REPLACE #3484 - 2009 CHEVY <b>DESCRIPTION:</b> THIS IS A REQUEST TO REPLACE A TRUCK IN THE STREET FLEET. IT IS A DAILY WORK TRUCK FOR THE CREW & HAS OVER 113,000 MILES ON IT. EMISSION, SAFETY, RELIABILITY, AND FUEL ECONOMY IMPROVEMENTS MADE HELP JUSTIFY REPLACING THIS TRUCK. FLEET HISTORY SHOWS THAT AFTER 150,000 MILES OF IN TOWN DRIVING, WE CAN LOOK FORWARD TO A TRANSMISSION OR ENGINE FAILURE THAT COST TO REPAIR WOULD EXCEED THE VALUE OF THE TRUCK. <b>ALTERNATIVES CONSIDERED:</b> KEEP DRIVING UNTIL IT DIES. <b>ADVANTAGE OF APPROVAL:</b> ECO-FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL ECONOMY. <b>ADDITIONAL OPERATING COSTS:</b> NONE	40,000 - - - - - - - - - - -	40,000	STR101
Tandem Axle Dump Truck with Plows & Sanders	2022	TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER <b>DESCRIPTION:</b> THIS IS A REQUEST TO ADD A TANDEM AXLE DUMP TRUCK TO OUR FLEET. AS WE ADD PLOW ROUTES AND EXISTING ROUTES GET LONGER AND WIDER, A TANDEM AXLE TRUCK GIVES US A 10 YARD CAPACITY VERSUS A 4 YARD ON A SINGLE AXLE. DURING PAVING OPERATIONS, A TANDEM AXLE CAN HAUL MORE ASPHALT WHICH SAVES TRIPS TO THE PLANT. <b>ALTERNATIVES CONSIDERED:</b> CUT BACK ON OUR LEVEL OF SERVICE. <b>ADVANTAGE OF APPROVAL:</b> CONTINUE TO GET ARTERIALS AND COLLECTORS PLOWED EARLY IN THE MORNING. THIS TRUCK WOULD BE USED ON THE 3AM SHIFT ON A NEW ROUTE. THE ADDED SIGNALS & ROUNDABOUTS WOULD GET THE SAND THEY NEED TO KEEP THE VEHICLES MOVING. MORE EFFICIENT ASPHALT	260,000 - - - - - - - - - - -	260,000	STR102

<b>UNSCHEDULED</b>			
<b>Unscheduled Project Name</b>	<b>Unscheduled Project Description</b>	<b>Amount</b>	<b>Project #</b>
<b>Mendenhall &amp; Babcock Streetscape</b>	Conduct Streetscape Improvements Along Mendenhall & Babcock (On Hold For SID Development)	2,076,210	<b>STR53</b>
<b>Replace Signal At Babcock &amp; Wilson</b>	Upgrade Signal at Babcock & Wilson. Underground conduit is full and failing. Pedestrian functions should be upgraded to new type such as count down and vibratory tactile. Additionally, the existing signal can't have Opticom for fire trucks.	750,000	<b>STR63</b>
<b>Regenerative Air Sweeper</b>	We have had demonstrations of these sweepers and their ability to get the fine particles off of the pavement is noticeable. As air quality and Stormwater discharge regulations tighten, we may be forced to use regenerative type sweepers or at the very least have one in our fleet to do the final sweeping pass to get the <1 micron particles that can become airborne. Rather than make several passes with our mechanical sweepers, an RA sweeper could get it done in one pass. The one drawback is that RA sweepers cannot be used below freezing. They need water at all times.	250,000	<b>STR35</b>
<b>Paint Truck</b>	Pavement marking renewal is a yearly operation because we use environmentally friendly water borne paint. The disadvantage to latex paint is that it has to be renewed at least annually. Currently we have MDT paint for us and due to their busy schedule it is not always done as early in the season as we would like. We are now waiting until mid to late summer to get the double yellow center lines, bike lane lines, skip lines and fog lines painted. MDT's crew is not as dialed in to the needs and wants of our citizens so we are not getting the quality that we and our city is used to. Our crews would get it done in a timelier manner with fewer mistakes. Fresh pavement markings are critical to the traveling public.	225,000	<b>STR74</b>
<b>Brine Making Machine With Building</b>	This is a request for a brine-making machine to replace the use of Magnesium Chloride in the pre wetting of our sand. By wetting the sand as it is applied, it cuts down on the amount of bounce when the sand hits the ground and gives some melting action. In some communities, salt brine is used pre storm to keep the initial snow from bonding to the pavement. This could be used on our known early freeze areas such as roundabouts and shaded areas.	200,000	<b>STR81</b>
<b>Spot Projects as Recommended by the Bozeman Area Bicycle Advisory Board (BABAB).</b>	This board would like to be able to recommend projects that might be outside the TMP. Project lists will be submitted to Engineering and Streets.	50,000	<b>STR87</b>
<b>Spot Projects as Recommended by the Pedestrian Traffic and Safety Committee.</b>	This committee would like to be able to recommend projects that might be outside the TMP. Project list will be submitted to Engineering and Streets.	30,000	<b>STR88</b>

**Total Street Maintenance Unscheduled**

**3,581,210**

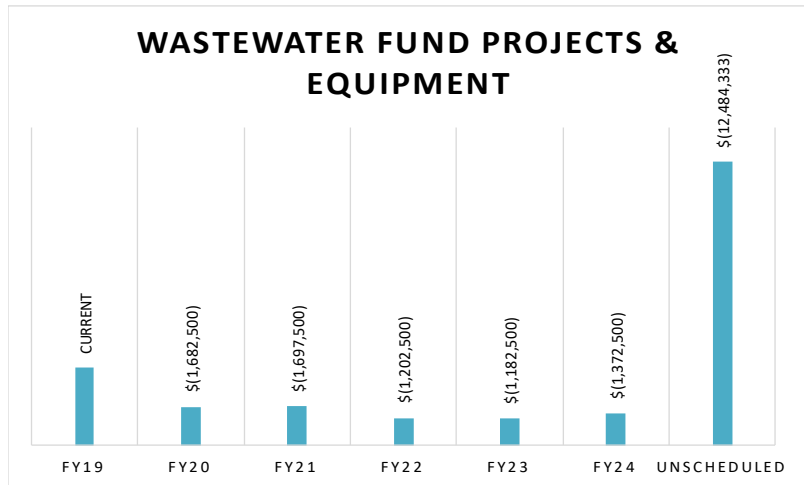
Wastewater

# WASTEWATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 1,548,414	\$ 228,318	\$ 1,031,301	\$ 1,893,849	\$ 3,328,198	\$ 4,861,652	\$ -
Plus: Wastewater Revenues Dedicated to CIP	\$ 2,413,090	\$ 2,485,483	\$ 2,560,047	\$ 2,636,849	\$ 2,715,954	\$ 2,797,433	\$ -
Less: FY18 Carryover Capital	\$ (320,686)						
Less: Scheduled CIP Project Costs	\$ (3,412,500)	\$ (1,682,500)	\$ (1,697,500)	\$ (1,202,500)	\$ (1,182,500)	\$ (1,372,500)	\$ (12,484,333)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 228,318</b>	<b>\$ 1,031,301</b>	<b>\$ 1,893,849</b>	<b>\$ 3,328,198</b>	<b>\$ 4,861,652</b>	<b>\$ 6,286,585</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Wastewater Revenues	\$ 9,652,361	\$ 9,652,361	\$ 9,941,932	\$ 10,240,190	\$ 10,547,395	\$ 10,863,817
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 9,652,361	\$ 9,941,932	\$ 10,240,190	\$ 10,547,395	\$ 10,863,817	\$ 11,189,732
Current Revenues Dedicated to CIP %	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Total Estimated Revenues Dedicated to CIP	\$ 2,413,090	\$ 2,485,483	\$ 2,560,047	\$ 2,636,849	\$ 2,715,954	\$ 2,797,433



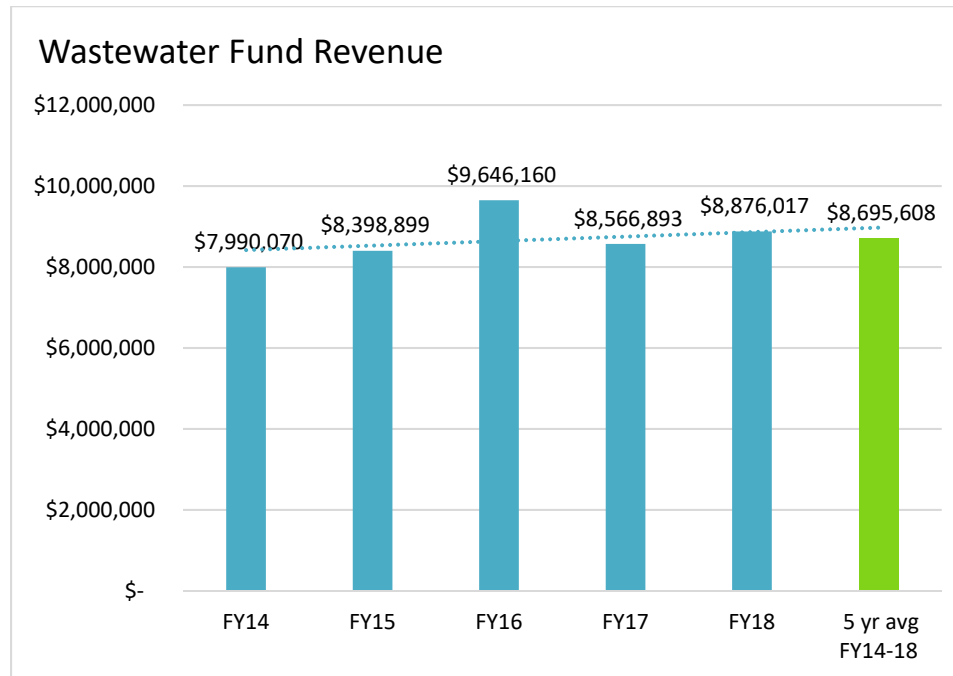
## WASTEWATER FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
WW07	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	22,500	22,500	22,500	22,500
WW08	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
WW27	GALLATIN WATERSHED STUDY & STREAM MODELING	60,000	-	-	-	-
WW54	REPLACE #1783 - 1995 FORD DUMP TRUNK	100,000	-	-	-	-
WW69	SMALL WORKS PROJECTS	100,000	100,000	100,000	100,000	120,000
WW70	WRF FACILITY ENGINEERING & OPTIMIZATION	60,000	60,000	60,000	60,000	60,000
WW76	THIRD PRETREATMENT SCREEN	-	500,000	-	-	-
WW84	SERVER REPLACEMENT AT WRF (WRFCTRLPRI)	-	-	20,000	-	-
WW88	RE-TUBE BOILER	25,000	-	-	-	-
WW91	UPDATE CONTROLS NETWORK	15,000	-	-	-	-
WW92	DEWATER PUMPS REPLACEMENT	-	-	-	-	150,000
WW93	NITRATA REPLACEMENT PROBE	-	-	-	-	20,000
WW94	AMMONIA PROBE	-	15,000	-	-	-
WW96	EAST GALLATIN RIVER AVULSION RESTORATION	300,000	-	-	-	-
	<b>Fiscal Year totals</b>	<b>1,682,500</b>	<b>1,697,500</b>	<b>1,202,500</b>	<b>1,182,500</b>	<b>1,372,500</b>

## WASTEWATER FUND DETAIL

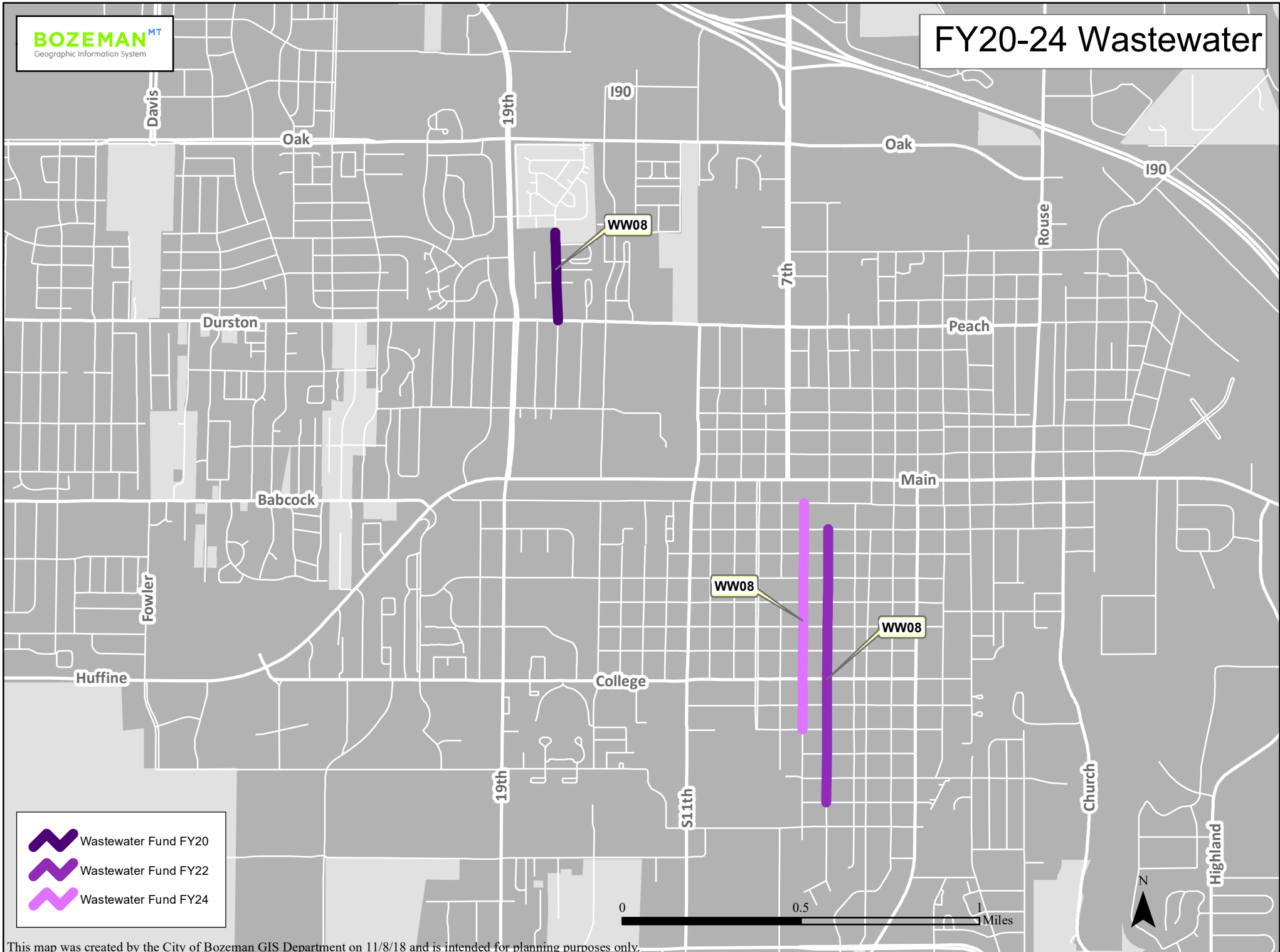
### BACKGROUND

This enterprise fund revenue source are rate fees charged to users. We estimate wastewater rates dedicated to capital will need to increase by at least 3% bringing the portion of Wastewater Utility revenues that support capital of 25% in order to fund this capital plan. A full rate-study and analysis is currently underway.



### CAPITAL PLAN SUMMARY

The plan has several recurring items, such as WW08 Wastewater Pipe Replacements, WW69 Small works projects, and WW70 WRF Facility Engine Optimization; have been scheduled based on current needs for approximately \$1 million a year. FY20 includes WW96 East Gallatin River Avulsion, which will correct the damage done last spring by flooding.



Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2020	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM -DESIGN	22,500	22,500	<b>WW07 (FY20)</b>
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		IN ANTICIPATION OF THE ANNUAL SYSTEM UPGRADES.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PROJECTS	-		
		MINIMIZE SERVICE INTERRUPTIONS OR MAIN BREAKS	-		
		ATTRIBUTABLE TO AGING INFRASTRUCTURE. ANNUAL	-		
		WASTEWATER PIPE REPLACEMENT PROGRAM PROJECTS	-		
		WOULD BE DELAYED IF NOT DONE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES SURVEY WORK NEEDED FOR DESIGN OF	-		
NECESSARY SEWER SYSTEM MAINTENANCE WORK.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2021	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	22,500	<b>WW07 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		IN ANTICIPATION OF THE ANNUAL SYSTEM UPGRADES.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PROJECTS	-		
		MINIMIZE SERVICE INTERRUPTIONS OR MAIN BREAKS	-		
		ATTRIBUTABLE TO AGING INFRASTRUCTURE. ANNUAL	-		
		WASTEWATER PIPE REPLACEMENT PROGRAM PROJECTS	-		
		WOULD BE DELAYED IF NOT DONE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES SURVEY WORK NEEDED FOR DESIGN OF	-		
NECESSARY SEWER SYSTEM MAINTENANCE WORK.	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
NONE.	-				



Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2022	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	22,500	WW07 (FY22)
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		IN ANTICIPATION OF THE ANNUAL SYSTEM UPGRADES.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PROJECTS	-		
		MINIMIZE SERVICE INTERRUPTIONS OR MAIN BREAKS.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM	-		
		PROJECTS WOULD BE DELAYED IF NOT DONE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES SURVEY WORK NEEDED FOR DESIGN OF	-		
		NECESSARY SEWER SYSTEM MAINTENANCE WORK.	-		
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2023	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	22,500	WW07 (FY23)
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		EVERY OTHER YEAR, IN ANTICIPATION OF THE ANNUAL	-		
		SYSTEM UPGRADES. ANNUAL WASTEWATER PIPE	-		
		REPLACEMENT PROJECTS MINIMIZE SERVICE	-		
		INTERRUPTIONS OR MAIN BREAKS. ANNUAL WASTEWATER	-		
		PIPE REPLACEMENT PROGRAM PROJECTS WOULD BE DELAYED	-		
		IF NOT DONE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES SURVEY WORK NEEDED FOR DESIGN OF	-		
NECESSARY SEWER SYSTEM MAINTENANCE WORK.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2024	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	22,500	WW07 (FY24)
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		IN ANTICIPATION OF THE ANNUAL SYSTEM UPGRADES.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PROJECTS	-		
		MINIMIZE SERVICE INTERRUPTIONS OR MAIN BREAKS.	-		
		ANNUAL WASTEWATER PIPE REPLACEMENT PGORAM PROJECTS	-		
		WOULD BE DELAYED IF NOT DONE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES SURVEY WORK NEEDED FOR DESIGN OF	-		
		NECESSARY SEWER SYSTEM MAINTENANCE WORK.	-		
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				
WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	2020	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	1,000,000	1,000,000	WW08 (FY20)
		IN 2020	-		
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WOULD COMPLETE DESIGN, BID & BEGIN	-		
		CONSTRUCTION IN THE SPRING/SUMMER OF 2020. WORK	-		
		WITH COINCIDE WITH THE ANNUAL STREET	-		
		RECONSTRUCTION PROJECT SCHEDULED FOR FY20. THE	-		
		REMAINING BALANCE WILL BE USED TO CONTINUE SEWER	-		
		REPLACEMENTS ON SEGMENTS IDENTIFIED AS NEEDING	-		
		REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS	-		
		ANALYZED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM	-		
		THE WASTEWATER OPERATIONS DEPARTMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
NONE	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
PROVIDES FOR THE CONSTRUCTION OF NECESSARY	-				
WASTEWATER SYSTEM MAINTENANCE WORK.	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL	-				
MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	-				

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b>	<b>2021</b>	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION IN 2021	1,000,000	<b>1,000,000</b>	<b>WW08 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WOULD COMPLETE DESIGN, BID & BEGIN CONSTRUCTION IN THE SPRING/SUMMER OF 2021.	-		
		WORK WOULD COINCIDE WITH THE ANNUAL STREET RECONSTRUCTION PROJECT SCHEDULED FOR FY21. THE	-		
		REMAINING BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENTS ON SEGMENTS IDENTIFIED AS NEEDING	-		
		REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS	-		
		ANALYZED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM	-		
		THE WASTEWATER OPERATIONS DEPARTMENT.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE CONSTRUCTION OF NECESSARY	-		
		WASTEWATER SYSTEM MAINTENANCE WORK.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL	-		
		MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b>	<b>2022</b>	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION IN 2022	1,000,000	<b>1,000,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WOULD COMPLETE DESIGN, BID & BEGIN CONSTRUCTION IN THE SPRING/SUMMER OF 2022.	-		
		WORK WOULD COINCIDE WITH THE ANNUAL STREET RECONSTRUCTION SCHEDULED FOR FY22. THE REMAINING BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENTS ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS ANALYZED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER OPERATIONS DEPARTMENT.	-		<b>WW08</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(FY22)</b>
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE CONSTRUCTION OF NECESSARY WASTEWATER SYSTEM MAINTENANCE WORK.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b>	<b>2023</b>	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION IN 2023	1,000,000	<b>1,000,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WOULD COMPLETE DESIGN, BID & BEGIN CONSTRUCTION IN THE SPRING/SUMMER OF 2023.	-		
		WORK WOULD COINCIDE WITH THE ANNUAL STREET RECONSTRUCTION SCHEDULED FOR FY23. THE REMAINING BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENTS ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS ANALYZED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER OPERATIONS DEPARTMENT.	-		<b>WW08</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(FY23)</b>
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE CONSTRUCTION OF NECESSARY WASTEWATER SYSTEM MAINTENANCE WORK.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b>	<b>2024</b>	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION <b>DESCRIPTION:</b> THIS PROJECT WOULD COMPLETE DESIGN,BID & BEGIN CONSTRUCTION IN THE SPRING/SUMMER OF 2024.PRIORITY WILL BE PLACED ON SEWER REPLACEMENT IN THE SECTION OF STREET TO BE REPLACED THIS FISCAL YEAR IN THE STREET RECONSTRUCTION PROGRAM. THE REMAINING BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENT ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS ANALZYED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER OPERATIONS DIVISION. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> PROVIDES FOR THE CONSTRUCTION OF NECESSARY WASTEWATER SYSTEM MAINTENANCE WORK. <b>ADDITIONAL OPERATING COSTS:</b> THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	1,000,000 - - - - - - - - - - - - - - - -	<b>1,000,000</b>	<b>WW08 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>GALLATIN WATERSHED STUDY &amp; STREAM MODELING</b>	<b>2020</b>	ANNUAL WATERSHED STUDY & STREAM MODELING	60,000	<b>60,000</b>	<b>WW27</b>
		DEVELOP A COMPREHENSIVE, MULTI-YEAR WATERSHED STUDY & COMPUTER MODEL FOR THE EAST GALLATIN RIVER WHICH WOULD ENABLE THE CITY & DEQ TO BETTER DETERMINE STREAM LOAD ALLOCATIONS & DEVELOP A MORE SCIENTIFICALLY VALID TMDL FOR THE RIVER SEGMENT WE DISCHARGE TO. THIS WILL REQUIRE ANNUAL FIELD SAMPLE COLLECTION, LABORATORY ANALYTICAL WORK, & DETAILED COMPUTER MODELING USING CALIBRATED & VALIDATED DATASETS. IT IS A CRUCIAL TOOL TO INFORM MPDES DISCHARGE PERMIT NEGOTIATIONS & COMPLIANCE WITH MT NUMERIC NUTRIENT REGULATIONS. THIS PROJECT LEVERAGES COOPERATIVE RELATIONSHIP WITH GALLATIN LOCAL WATER QUALITY DISTRICT IN THE PERFORMANCE OF FIELD SAMPLING ACTIVITIES, & IT HAS SIGNIFICANT POTENTIAL TO AFFECT SCOPE OF FUTURE UPGRADES TO WRF TO MEET NUMERIC NUTRIENT LIMITATIONS IMPOSED BY DEQ CIRCULAR 12A & IMPLEMENTED THROUGH FUTURE MPDES DISCHARGE PERMITS. STREAM MODELING MAY REDUCE OR ELIMINATE THE NEED FOR FUTURE UPGRADES DEPENDENT UPON THE RESULTS OF ONGOING DATA COLLECTION & MODEL CALIBRATION.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		NOT UNDERTAKE THIS WORK & RISK HAVING TO ACCEPT THE TMDL & WASTE LOAD ALLOCATIONS THE DEQ HAS PROPOSED IN THEIR ORIGINAL DRAFT DOCUMENTS. THIS DECISION WOULD GREATLY LIMIT OUR ABILITY TO APPEAL FUTURE NUTRIENT LIMITATIONS & COULD RESULT IN NON-COMPLIANCE.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		THIS WATERSHED STUDY WILL GREATLY ENHANCE THE CITY'S UNDERSTANDING OF OUR IMPACT ON THE EAST GALLATIN RIVER & ENABLE US TO MORE SUCCESSFULLY NEGOTIATE FUTURE PERMIT LIMITS WITH THE DEQ.	-	-	
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-	

Project Name	Year	Description	Amount	Total	Project #
REPLACE #1783 - 1995 FORD DUMP TRUNK	2020	REPLACE #1783 - 1995 FORD DUMP TRUNK	95,000	100,000	<b>WW54</b>
		<b>DESCRIPTION:</b>	-		
		VEHICLE MAINTENANCE IS REQUESTING THAT THE VEHICLE	-		
		BE REPLACED DUE TO AGE. IT HAS A LEAKING BRAKE	-		
		BOOSTER THAT NEEDS REPLACED AND THEY CAN'T GET	-		
		PARTS TO GET IT REPAIRED BECAUSE THE PARTS AREN'T	-		
		AVAILABLE FOR THIS VEHICLE ANYMORE. THE PARTS WILL	-		
		CONTINUE TO GET HARDER TO PURCHASE IN THE FUTURE	-		
		TO KEEP THIS VEHICLE IN SERVICE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO USE OLDER VEHICLE WHICH IS BECOMING	-		
		UNRELIABLE & COSTLY TO MAINTAIN	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		WILL BE A MORE FUEL EFFICIENT & LOWER EMISSIONS	-		
		VEHICLE. THE NEW VEHICLE WILL IMPROVE SAFETY OF	-		
		THE CREWS, THERE WOULD BE LOWER REPAIR COSTS &	-		
		IT WOULD HELP MAINTAIN CURRENT OPERATIONS LEVELS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		USING AN OLDER PIECE OF EQUIPMENT THAT BECOMES	-		
		MORE UNRELIABLE.	-		
		<b>+\$5000 PER JOHN ALSTON TO REFLECT CURRENT PRICES</b>	5,000		



Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2020</b>	WRF FACILITY R & R	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT OF EQUIPMENT IS AN ONGOING	-		
		JOB AT THE BOZEMAN WRF. THESE FUNDS WOULD BE USED	-		
		TO REPAIR OR REPLACE EQUIPMENT THAT FAILS	-		
		UNEXPECTEDLY IN AN EMERGENCY SITUATION. AN	-		
		UNFORESEEN MECHANICAL FAILURE NEEDS TO BE	-		
		REMEDIED QUICKLY TO PROTECT THE QUALITY OF	-		
		FACILITY EFFLUENT DISCHARGED INTO THE EAST	-		
		GALLATIN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WW69</b>
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>(FY20)</b>
		MAINTENANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOST PROCESSES RUN 24/7 AND HAVE BACKUP SYSTEMS	-		
		BUT WHEN THE FIRST SYSTEM FAILS THERE IS NO	-		
		BACKUP SYSTEM & REPAIRS NEED TO BE MADE	-		
		IMMEDIATELY. NOT ALL REPAIRS OR EQUIPMENT FAILURES	-		
		CAN BE PREDICTED AND BUDGETED AS A CAPITAL	-		
		IMPROVEMENT PROJECT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2021</b>	WRF FACILITY R & R	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT OF EQUIPMENT IS AN ONGOING	-		
		JOB AT THE BOZEMAN WRF. THESE FUNDS WOULD BE USED	-		
		TO REPAIR OR REPLACE EQUIPMENT THAT FAILS	-		
		UNEXPECTEDLY IN AN EMERGENCY SITUATION. AN	-		
		UNFORESEEN MECHANICAL FAILURE NEEDS TO BE	-		
		REMEDIED QUICKLY TO PROTECT THE QUALITY OF	-		
		FACILITY EFFLUENT DISCHARGED INTO THE EAST	-		
		GALLATIN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WW69</b>
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>(FY21)</b>
		MAINTENANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOST PROCESSES RUN 24/7 AND HAVE BACKUP SYSTEMS	-		
		BUT WHEN THE FIRST SYSTEM FAILS THERE IS NO	-		
		BACKUP SYSTEM AND REPAIRS NEED TO BE MADE	-		
		IMMEDIATELY. NOT ALL REPAIRS OR EQUIPMENT	-		
		FAILURES CAN BE PREDICTED & BUDGETED AS A	-		
		CAPITAL IMPROVEMENT PROJECT.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2022</b>	WRF FACILITY R & R	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT OF EQUIPMENT IS AN ONGOING	-		
		JOB AT THE BOZEMAN WRF. THESE FUNDS WOULD BE USED	-		
		TO REPAIR OR REPLACE EQUIPMENT THAT FAILS	-		
		UNEXPECTEDLY IN AN EMERGENCY SITUATION. AN	-		
		UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED	-		
		QUICKLY TO PROTECT THE QUALITY OF FACILITY	-		
		EFFLUENT DISCHARGED INTO THE EAST GALLATIN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WW69</b>
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>(FY22)</b>
		MAINTENANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOST PROCESSES RUN 24/7 & HAVE BACKUP SYSTEMS BUT	-		
		WHEN THE FIRST SYSTEM FAILS THERE IS NO BACKUP	-		
		SYSTEM & REPAIRS NEED TO BE MADE IMMEDIATELY. NOT	-		
		ALL REPAIRS OR EQUIPMENT FAILURES CAN BE PREDICTED	-		
		& BUDGETED AS A CAPITAL IMPROVEMENT PROJECT.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2023</b>	WRF FACILITY R & R	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT OF EQUIPMENT IS AN ONGOING	-		
		JOB AT THE BOZEMAN WRF. THESE FUNDS WOULD BE USED	-		
		TO REPAIR OR REPLACE EQUIPMENT THAT FAILS	-		
		UNEXPECTEDLY IN AN EMERGENCY SITUATION. AN	-		
		UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED	-		
		QUICKLY TO PROTECT THE QUALITY OF FACILITY	-		
		EFFLUENT DISCHARGED INTO THE EAST GALLATIN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WW69</b>
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>(FY23)</b>
		MAINTENANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOST PROCESSES ARE 24/7 & HAVE BACKUP SYSTEMS BUT	-		
		WHEN THE FIRST SYSTEM FAILS THERE IS NO BACKUP	-		
		SYSTEM & REPAIRS NEED TO BE MADE IMMEDIATELY. NOT	-		
		ALL REPAIRS OR EQUIPMENT FAILURES CAN BE PREDICTED	-		
		& BUDGETED AS A CAPITAL IMPROVEMENT PROJECT.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2024</b>	WRF FACILITY R & R	120,000	<b>120,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT OF EQUIPMENT IS AN ONGOING	-		
		JOB AT THE BOZEMAN WRF. THESE FUNDS WOULD BE USED	-		
		TO REPAIR OR REPLACE EQUIPMENT THAT FAILS	-		
		UNEXPECTEDLY IN AN EMERGENCY SITUATION. AN	-		
		UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED	-		
		QUICKLY TO PROTECT THE QUALITY OF FACILITY	-		
		EFFLUENT DISCHARGED INTO THE EAST GALLATIN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WW69</b>
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>(FY24)</b>
		MAINTENANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOST PROCESSES ARE 24/7 AND HAVE BACKUP SYSTEMS	-		
		BUT WHEN THE FIRST SYSTEM FAILS THERE IS NO	-		
		BACKUP SYSTEM & REPAIRS NEED TO BE MADE	-		
		IMMEDIATELY. NOT ALL REPAIRS OR EQUIPMENT FAILURES	-		
		CAN BE PREDICTED OR BUDGETED AS A CAPITAL	-		
		IMPROVEMENT PROJECT.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WRF FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2020</b>	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION OPTIONS BEFORE SPENDING MONEY ON EQUIPMENT THAT MIGHT NOT BE NEEDED OR THE PROPER TYPE.	-		
		ADDITIONALLY, THIS WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE THE PROPOSED PLANT OPTIMIZATIONS WILL ACTUALLY IMPROVE THE EFFLUENT QUALITY AT A REASONABLE EXPENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS PURCHASED AND THAT IT WILL PERFORM PROPERLY. OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/BENEFIT OVER TIME TO MAKE SURE THE CITY IS SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		UNKNOWN	-		
		<b>INCREASE:</b>			
		INCREASE SERVICE COSTS	10,000		
			-		

**WW70  
(FY20)**

Project Name	Year	Description	Amount	Total	Project #
<b>WRF FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2021</b>	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION OPTIONS BEFORE SPENDING MONEY ON EQUIPMENT THAT MIGHT NOT BE NEEDED OR THE PROPER TYPE.	-		
		ADDITIONALLY, THIS WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE THE PROPOSED PLANT OPTIMIZATIONS WILL ACTUALLY IMPROVE THE EFFLUENT QUALITY AT A REASONABLE EXPENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS PURCHASED AND THAT IT WILL PERFORM PROPERLY. OPTIMIZATION STUIDES WILL PREDICT ACTUAL COST/ BENEFIT OVER TIME TO MAKE SURE THE CITY IS SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		UNKNOWN	-		
		<b>INCREASE:</b>			
		INCREASE SERVICE COSTS	10,000		
			-		

**WW70  
(FY21)**

Project Name	Year	Description	Amount	Total	Project #
<b>WRF FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2022</b>	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION OPTIONS BEFORE SPENDING MONEY ON EQUIPMENT THAT MIGHT NOT BE NEEDED OR THE PROPER TYPE.	-		
		ADDITIONALLY, THIS WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE THE PROPOSED PLANT OPTIMIZATIONS WILL ACTUALLY IMPROVE THE EFFLUENT QUALITY AT A REASONABLE EXPENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS PURCHASED AND THAT IT WILL PERFORM PROPERLY. OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/BENEFIT OVER TIME TO MAKE SURE THE CITY IS SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		UNKNOWN	-		
		<b>INCREASE:</b>			
		INCREASE SERVICE COSTS	10,000		
			-		

**WW70  
(FY22)**



Project Name	Year	Description	Amount	Total	Project #
<b>WRF FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2023</b>	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION OPTIONS BEFORE SPENDING MONEY ON EQUIPMENT THAT MIGHT NOT BE NEEDED OR THE PROPER TYPE.	-		
		ADDITIONALLY, THIS WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE THE PROPOSED PLANT OPTIMIZATIONS WILL ACTUALLY IMPROVE THE EFFLUENT QUALITY AT A REASONABLE EXPENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS PURCHASED AND THAT IT WILL PERFORM PROPERLY. OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/BENEFIT OVER TIME TO MAKE SURE THE CITY IS SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		UNKNOWN	-		
		<b>INCREASE:</b>			
		INCREASE SERVICE COSTS	10,000		
			-		

**WW70  
(FY23)**

Project Name	Year	Description	Amount	Total	Project #
<b>WRF FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2024</b>	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	<b>60,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION OPTIONS BEFORE SPENDING MONEY ON EQUIPMENT THAT MIGHT NOT BE NEEDED OR THE PROPER TYPE.	-		
		ADDITIONALLY, THIS WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE THE PROPOSED PLANT OPTIMIZATIONS WILL ACTUALLY IMPROVE THE EFFLUENT QUALITY AT A REASONABLE EXPENSE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS PURCHASED AND THAT IT WILL PERFORM PROPERLY. OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/BENEFIT OVER TIME TO MAKE SURE THE CITY IS SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		UNKNOWN	-		
		<b>INCREASE:</b>			
		INCREASE SERVICE COSTS	10,000		
			-		

**WW70  
(FY24)**

Project Name	Year	Description	Amount	Total	Project #
THIRD PRETREATMENT SCREEN	2021	THIRD PRETREATMENT SCREEN	500,000	500,000	WW76
		<b>DESCRIPTION:</b>	-		
		PURCHASE A THIRD PRETREATMENT SCREEN & THE	-		
		ENGINEERING TO PROPERLY INSTALL IT. THE TWO	-		
		INSTALLED PRETREATMENT SCREENS ARE RUNNING 24/7 SO	-		
		THERE IS NO REDUNDANCY TO THE SYSTEM. ADDING A	-		
		THIRD SCREEN WILL INCREASE THE CAPACITY OF	-		
		PRETREATMENT TO HANDLE INCREASED FLOWS FROM GROWTH	-		
		WITHOUT BYPASSING THE SCREENS. THIS SCREEN WILL	-		
		PREVENT THE CLOGGING OF PIPES & PUMPS & WILL	-		
		PRESERVE THE EFFLUENT QUALITY OF THE FACILITY, &	-		
		ALL EQUIPMENT DOWNSTREAM OF THE SCREENS WILL BE	-		
		BETTER PROTECTED. PIPES & PUMPS THAT ARE NOT	-		
		PLUGGED RUN MORE EFFICIENTLY & REQUIRE LESS ENERGY	-		
		TO RUN.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-				
DO NOTHING & RUN THE RISK OF HAVING TO BYPASS THE	-				
EXISTING SCREENS BECAUSE THEY CANNOT HANDLE THE	-				
LOAD COMING INTO THE PLANT.	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
PROTECTING DOWNSTREAM INFRASTRUCTURE BY NOT	-				
HAVING TO BYPASS THE SCREENS.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
ADDITIONAL COST OF ELECTRICITY FOR THE MOTORS ON	-				
THE SCREEN.	-				
SERVER REPLACEMENT AT WRF (WRFCTRLPRI)	2022	SERVER REPLACEMENT AT WRF (WRFCTRLPRI)	20,000	20,000	WW84
		<b>DESCRIPTION:</b>	-		
		REPLACE THE WRF SERVER WRFCTRLPRI & WRFCTRLBAK	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		NONE	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
RE-TUBE BOILER	2020	RE-TUBE BOILER	25,000	25,000	<b>WW88</b>
		<b>DESCRIPTION:</b>	-		
		CURRENT BOILER IN DEWATERING BUILDING CONTINUALLY	-		
		HAS WEAR ON INTERNAL COMPONENTS THAT CAUSES	-		
		DETERIORATION. REBUILDING WILL ENSURE OPERATION,	-		
		AS WELL AS EXTEND LIFE OF BOILER AND IS MORE	-		
		ECONOMICAL THAN REPLACING THE ENTIRE BOILER.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		REPLACE & REPAIR TUBES INDIVIDUALLY AS THEY FAIL.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE COST OF REPLACING 4 TUBES IS ABOUT THE SAME	-		
AS WHAT REPLACING ALL 20+ WOULD COST	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
NONE	-				
UPDATE CONTROLS NETWORK	2020	UPDATE CONTROLS NETWORK	15,000	15,000	<b>WW91</b>
		<b>DESCRIPTION:</b>	-		
		THIS IS A HARDWARE INSTALLATION TO UPDATE NETWORKS	-		
		AND BRING NETWORKS TOGETHER.	-		
		<b>ADVANTAGES TO APPROVAL :</b>	-		
		BY ADDING THIS HARDWARE WE WILL BE ABLE TO	-		
		STREAMLINE THE CONGESTED NETWORK.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>OPERATION COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
DEWATER PUMPS REPLACEMENT	2024	<p><b>DESCRIPTION:</b> THIS PROJECT WOULD PROVIDE FOR THE REPLACEMENT OF THREE CRITICAL PUMPS THAT ARE NEARING THE END OF THEIR RELIABLE LIFE. THERE ARE TWO - 20HP PUMPS AS WELL AS ONE- 5 HP.</p> <p><b>ALTERNATIVES:</b> THESE PUMPS HAVE NO REDUNDANCY. DUE TO THEIR AGE REPLACEMENT PARTS CAN NOT BE LOCATED.</p> <p><b>ADVANTAGE OF APPROVAL:</b> ASSURANCE OF RELIABLE OPERATION OF PUMPS WHEN NECESSARY MAINTENENCE IS PERFORMED.</p> <p><b>OPERATING COST:</b> INSTALLATION OF THESE NEW PUMPS SHOULD LOWER THE COST OF OPERATION BECAUSE OF HIGHER EFFICIENCY</p>	150,000 - - - - - - - - -	150,000	WW92
NITRATAX REPLACMENT PROBE	2024	<p><b>DESCRIPTION:</b> REPLACEMENT PROBE FOR MONITORING NUTRIENTS</p> <p><b>ADVANTAGES:</b> ALLOWS PLANT TO SEE THE REAL TIME VALUES FOR TARGE NUTRIENTS AND HELPS OPERATORS WITH MAKING TREATMENT DECISIONS.</p> <p><b>ALTERNATIVES:</b> NONE</p> <p><b>OPERATION COST:</b> NONE</p>	20,000 - - - - - -	20,000	WW93
AMMONIA PROBE	2021	<p><b>DESCRIPTION:</b> AMMONIA PROBE FOR EFFLUENT</p> <p><b>ADVANTAGES:</b> THIS AMMONIA PROBE WILL REPLACE CURRENT PROBE AT THE END OF ITS LIFE CYCLE. IT ALLOWS OPERATORS TO ENSURE EFFECTIVE TREATMENT OF AMMONIA TO MEET REGULATORY REQUIREMENTS.</p> <p><b>ALTERNATIVE:</b> NONE</p> <p><b>OPERATION COST:</b> NONE</p>	15,000 - - - - - - -	15,000	WW94

Project Name	Year	Description	Amount	Total	Project #
EAST GALLATIN RIVER AVULSION RESTORATION	2020	EAST GALLATIN RIVER AVULSION RESTORATION	300,000	300,000	
		<b>DESCRIPTION:</b>	-		
		CHANNEL RESTORATION IS REQUIRED TO RECONSTRUCT THE	-		
		STREAM BANK IMMEDIATELY DOWNSTREAM OF THE	-		
		SPRINGHILL ROAD BRIDGE THAT WASHED OUT DURING 2018	-		
		SPRING HIGH FLOWS. THE 2018 RIVER AVULSION EVENT	-		
		HAS CUTOFF THE CHANNEL THAT THE WRF EFFLUENT	-		
		DISCHARGES TO. THIS PROJECT WILL RESTORE THE RIVER	-		
		CHENNEL TO ITS PRE-AVULSION CONFIGURATION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		BY RESTORING THE RIVER CHANNEL AND PROVIDING THE	-		
		FULL FLOW OF THE RIVER BACK TO WHERE IT WAS PRIOR	-		
		TO THE 2018 AVULSION EVENT, WRF EFFLUENT WILL	-		
		DISCHARGE TO THE FULL FLOW OF THE EAST GALLATIN	-		
		RIVER. DISCHARGING THE RIVER IS CRITICAL FOR	-		
		MIXING OF EFFLUENT AT THE EFFLUENT OUTFALL	-		
		LOCATION AND FOR PROVIDING SAFE PRIMARY CONTACT	-		
		RECREATION. THE WRF IS THE SITE OF AN ESTABLISHED	-		
		FISHING ACCESS SITE KNOWN AS CHERRY RIVER WEST.	-		
		THE FAS IS HEAVILY USED BY THE RECREATING PUBLIC.	-		
		THE RIVER RESTORATION WILL PREVENT PRIMARY CONTACT	-		
		RECREATION FROM OCCURRING IN THE WRF EFFLUENT	-		
		STREAM.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		ALTERNATIVES ANALYSIS HAS BEEN CONDUCTED BY HDR	-		
		ENGINEERING. THREE OTHER ALTERNATIVES WERE	-		
		CONSIDERED: 1)DO NOTHING; 2)PARTIAL RIVER	-		
		RESTORATION; 3)RELOCATION OF THE WRF OUTFALL.	-		
		ALTERNATIVE 1 IS PROBLEMATIC IN THAT IT PRESENTS	-		
		A PUBLIC SAFETY LIABILITY FOR PRIMARY CONTACT	-		
		RECREATION OCCURRENCE IN THE WRF EFFLUENT STREAM.	-		
		ALTERNATIVE 2 IS PROBLEMATIC IN THAT IT IS LIKELY	-		
		<b>ADDITIONAL OPERATIN COSTS:</b>	-		
		NONE	-		

WW96

<b>UNSCHEDULED</b>			
<b>Unscheduled Project Name</b>	<b>Unscheduled Project Description</b>	<b>Amount</b>	<b>Project #</b>
<b>WRF Process Upgrades to Improve Nutrient Recovery &amp; Capacity</b>	This project will increase WRF capacity to meet facility plan recommendations and future discharge permit requirements.	12,000,000	<b>WW85</b>
<b>ERP Replacement "Sungard Replacement/Upgrade"</b>	Replacing/upgrading the current system installed in 1999. This is the system that runs all the financial, community development, land records, utility and business license applications. Although it is unscheduled we are currently looking into this.	333,333	<b>GF227</b>
<b>Wheeled Excavator</b>	This would be a trackhoe excavator with wheels instead of tracks. It is a critical piece of machinery in our departments, and it is used to maintain water, sewer, and stormwater infrastructure. The excavator will be split 50/50 with the water fund (W68).	151,000	<b>WW86</b>
<b>Total Wastewater Unscheduled</b>		<b>12,484,333</b>	

# Wastewater Impact Fee

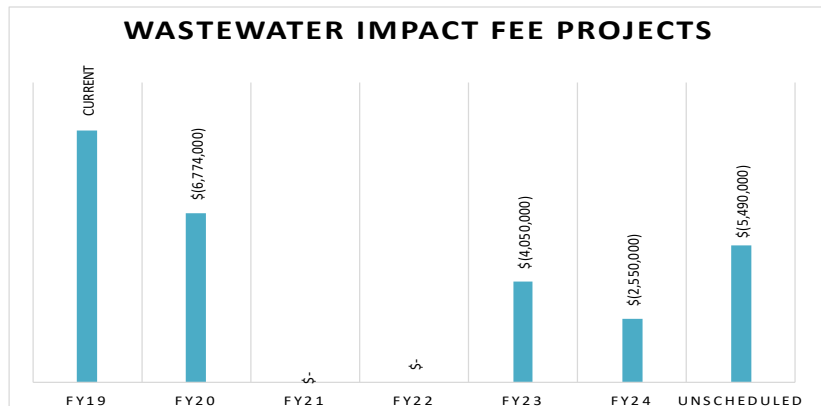


# WASTEWATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,844,778	\$ 1,588,489	\$ 805,151	\$ 1,285,913	\$ 1,807,483	\$ 2,371,086	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 1,282,208	\$ 1,320,674	\$ 1,360,294	\$ 1,401,103	\$ 1,443,136	\$ 1,486,430	\$ -
Plus: Financing WWIF11	\$ 2,700,000						
Plus: Financing WWIF24	\$ 5,800,000						
Plus: Financing WWIF38		\$ 5,200,000					
Plus: Financing WWIF20					\$ 2,800,000		
Plus: Financing WWIF21					\$ 1,250,000		
Less: Carryover FY18 Capital Projects	\$ (825,319)						
Less: Impact Fee Reimbursement	\$ (133,338)						
Less: Debt payments (WWIF24, WWIF11, and WWIF38)		\$ (530,012)	\$ (879,533)	\$ (879,533)	\$ (879,533)	\$ (1,151,757)	
Less: Scheduled CIP Project Costs	\$ (10,079,840)	\$ (6,774,000)	\$ -	\$ -	\$ (4,050,000)	\$ (2,550,000)	\$ (5,490,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,588,489</b>	<b>\$ 805,151</b>	<b>\$ 1,285,913</b>	<b>\$ 1,807,483</b>	<b>\$ 2,371,086</b>	<b>\$ 155,760</b>	

## Assumptions Made for Revenue Estimates

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Wastewater Impact Fee Revenues	\$ 1,282,208	\$ 1,282,208	\$ 1,320,674	\$ 1,360,294	\$ 1,401,103	\$ 1,443,136
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 1,282,208	\$ 1,320,674	\$ 1,360,294	\$ 1,401,103	\$ 1,443,136	\$ 1,486,430
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Plus: Increase Dedicated to Wastewater Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total Estimated Revenues Dedicated to CIP	\$ 1,282,208	\$ 1,320,674	\$ 1,360,294	\$ 1,401,103	\$ 1,443,136	\$ 1,486,430



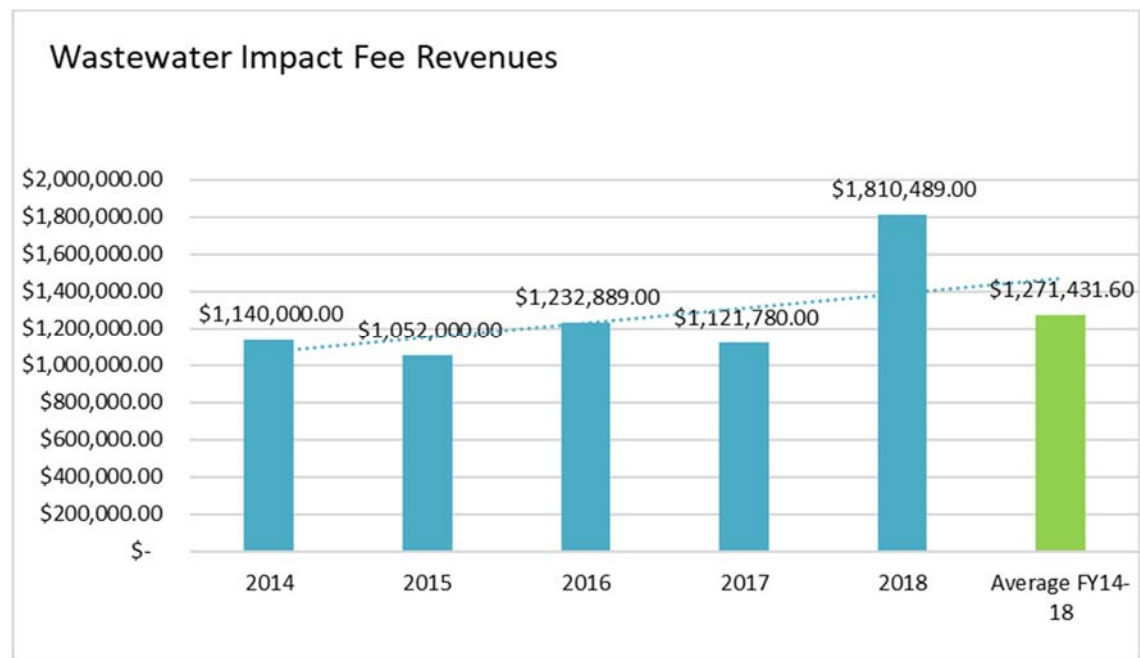
## WASTEWATER IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
<b>WWIF20</b>	NORTH FRONTAGE ROAD INTERCEPTOR	-	-	-	2,800,000	-
<b>WWIF22</b>	DAVIS-FOWLER INTERCEPTOR	125,000	-	-	1,250,000	-
<b>WWIF35</b>	BABCOCK SANITARY SEWER UPGRADE	245,000	-	-	-	-
<b>WWIF37</b>	HUNTERS WAY SEWER CAPACITY UPGRADE	350,000	-	-	-	-
<b>WWIF38</b>	NORTON EAST RANCH OUTFALL DIVERSION	5,200,000				
<b>WWIF39</b>	SEWER HYDRAULIC MODEL	350,000	-	-	-	-
<b>WWIF42</b>	MANLEY ROAD SEWER UPGRADE	504,000	-	-	-	-
<b>WWIF44</b>	WRF INTERCEPTOR	-	-	-	-	550,000
<b>WWIF45</b>	BIOTRAIN #1 RETRO FIT	-	-	-	-	2,000,000
	<b>Fiscal Year totals</b>	<b>6,774,000</b>	-	-	<b>4,050,000</b>	<b>2,550,000</b>

## WASTEWATER IMPACT FEE FUND DETAIL

### BACKGROUND

This enterprise fund revenue source is impact fees. Revenue estimates for Water Impact Fees have been updated with the 5-year average collection amount, detailed on the following page. We have included a slight adjustment for potential financial effects of the fee study underway and reduced our growth rate slightly. Revenues have grown on average by 9% per year, over the past 5 years. For the CIP, we have used the 5-year Average collection, plus 3% growth each year from FY20 to FY24.



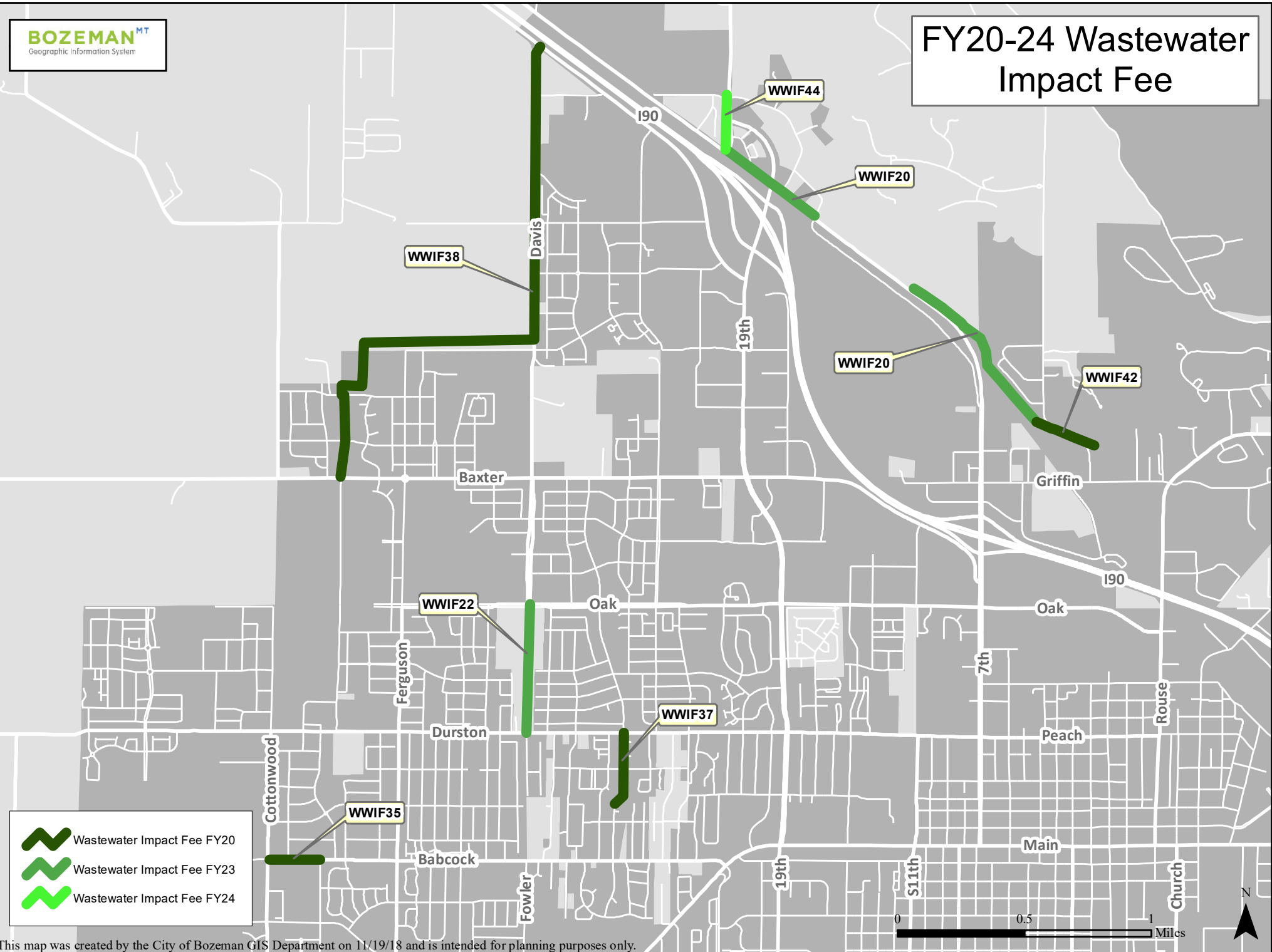
### CAPITAL PLAN SUMMARY

There has been a significant change in the plan regarding WWIF38 Norton East Ranch Outfall Diversion; some issues have been noted with its design increasing the price estimate by \$1.8 million. WWIF38 and the Davis Lane lift station (FY19 budgeted project) will aid with growth and the new high school. The next large project is planned in FY23 that is the North Frontage Road Interceptor to address growing capacity on the South-East part of town.

A significant amount of borrowing has been incurred for Projects WWIF24, WWIF11, WWIF20, WWIF22 and WWIF38. Due to the uncertainty of the revenue stream, the Wastewater Utility will need to borrow via revenue bonds and be reimbursed by the Wastewater Impact Fee Fund. There may be rate-requirements to support this borrowing. We will know more after the upcoming Wastewater Rate Study. The estimated borrowing is outlined in the table below:

<b>Estimated Debt Schedule</b>					
<b>Debt- Description</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>
Davis Lane Lift Station Debt Service (WWIF24)	389,851	389,851	389,851	389,851	389,851
Front Street Interceptor Debt Service (WWIF11)	140,161	140,161	140,161	140,161	140,161
Norton East Rach Outfall Diversion (WWIF38)	-	349,521	349,521	349,521	349,521
N. Frontage Street Interceptor Debt Service (WWIF20)	-	-	-	-	188,204
Davis-Fowler Interceptor (WWIF22)	-	-	-	-	84,020
<b>Total Estimated Debt Service Payment</b>	<b>\$ 530,012</b>	<b>\$ 879,533</b>	<b>\$ 879,533</b>	<b>\$ 879,533</b>	<b>\$ 1,151,757</b>

# FY20-24 Wastewater Impact Fee



Project Name	Year	Description	Amount	Total	Project #
NORTH FRONTAGE ROAD INTERCEPTOR	2023	N FRONTAGE RD INTERCEPTOR	5,290,000	2,800,000	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WILL REPLACE OR PARALLEL 11,500' OF	-		
		THE NORTH FRONTAGE ROAD INTERCEPTOR BETWEEN	-		
		SPRINGHILL RD AND BRIDGER DR. PORTIONS OF THE	-		
		INTERCEPTOR ARE AT OR VERY NEAR CAPACITY AND UNLES	-		
		IMPROVEMENTS ARE MADE IT WILL BE AT OR OVER	-		
		CAPACITY WHEN THE TRIBUTARY OBLIGATED AREAS ARE	-		
		DEVELOPED. THIS PROJECT WILL DIRECTLY INCREASE	-		
		COLLECTION CAPACITY IN THE SOUTHEAST AND EAST PART	-		
		OF TOWN WITHIN THE COMMUNITY PLAN BOUNDARY AS	-		
		WELL AS THE EAST PART OF TOWN WILL BE TRIBUTARY TO	-		
		THIS NORTH FRONTAGE ROAD INTERCEPTOR. THERE ARE	-		
		POTENTIALLY A GREAT NUMBER OF PRIVATE	-		
		DEVELOPMENT PROJECTS WHICH WILL NOT BE ABLE TO	-		
		PROCEED DUE TO THE LACK OF WASTEWATER COLLECTION	-		
		CAPACITY. THIS PROJECT WILL CONFORM TO THE CITY'S	-		
		WASTEWATER MASTER PLAN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		LIMIT FUTURE DEVELOPMENT IN THE AREA.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IF CONSTRUCTED TO THE LINE SIZES MASTER PLANNED	-		
		IN THE CITYS WASTEWATER FACILITIES PLAN,	-		
		CAPACITY WILL BE PROVIDED FOR FUTURE GROWTH	-		
		TRIBUTARY TO THIS MAIN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		IMPACT FEES CAN NOT FUND OPERATING AND MAINTENANCE	-		
		COSTS. THE CITYS WASTEWATER UTILITY WILL PAY FOR	-		
		HESE COSTS, WHICH ARE ESTIMATED TO BE A SMALL	-		
		INCREMENT OF THE CITYS SYSTEM AS A WHOLE.	-		
		<b>DECREASE:</b>	(2,490,000)		
		CHANGING THIS PROJECT TO BE DONE IN PHASES AS IT	-		
		IS PROPOSED IN THE MASTER PLAN	-		

**WWIF20**

Project Name	Year	Description	Amount	Total	Project #
DAVIS-FOWLER INTERCEPTOR - DESIGN	2020	DAVIS-FOWLER INTERCEPTOR - DESIGN <b>DESCRIPTION:</b> DESIGN FOR DAVIS-FOWLER INTERCEPTOR DURSTON TO OAK THIS PROJECT WILL REPLACE OR PARALLEL 2700' OF THE DAVIS-FOWLER INTERCEPTOR BETWEEN DURSTON AND OAK. THE INTERCEPTOR BETWEEN DURSTON RD AND W OAK WILL EVENTUALLY EXCEED CAPACITY AS THE BAXTER CREEK DRAINAGE BASIN DEVELOPS. IN ORDER TO CONVEY THE ULTIMATE BUILD-OUT FLOW, THE INTERCEPTOR WILL NEED TO BE INCREASED FROM AN 18-INCH DIAMETER TO A 24-INCH DIAMETER PIPE. <b>ALTERNAITVES CONSIDERED:</b> LIMIT FUTURE DEVELOPMENT IN THE AREA. <b>ADVANTAGES OF APPROVAL:</b> IF CONSTRUCTED TO THE LINE SIZES MASTER PLANNED IN THE CITYS WASTEWATER FACILITIES PLAN, CAPACITY WILL BE PROVIDED FOR ANTICIPATING THE LONG-TERM FUTURE GROWTH IN THIS AREA. <b>ADD OPERATING COSTS:</b> NONE THIS IS THE DESIGN PAHSE CONSTRUCTION WILL BRING MAINTENANCE COSTS FOR THE UTILTIY FUND.	125,000 - - - - - - - - - - - - - - - - -	125,000	<b>WWIF22 (FY20)</b>

Project Name	Year	Description	Amount	Total	Project #
DAVIS-FOWLER INTERCEPTOR - CONSTRUCTION	2023	DAVIS-FOWLER INTERCEPTOR - CONSTRUCTION <b>DESCRIPTION:</b> THIS PROJECT WILL REPLACE OR PARALLEL 2700' OF THE DAVIS-FOWLER INTERCEPTOR BETWEEN DURSTON AND OAK. THE INTERCEPTOR BETWEEN DURSTON RD AND W OAK WILL EVENTUALLY EXCEED CAPACITY AS THE BAXTER CREEK DRAINAGE BASIN DEVELOPS. IN ORDER TO CONVEY THE ULTIMATE BUILD-OUT FLOW, THE INTERCEPTOR WILL NEED TO BE INCREASED FROM AN 18-INCH DIAMETER TO A 24-INCH DIAMETER PIPE. <b>ALTERNATIVES CONSIDERED:</b> LIMIT FUTURE DEVELOPMENT IN THE AREA. ADVANTAGES OF APPROVAL: IF CONSTRUCTED TO THE LINE SIZES MASTER PLANNED IN THE CITY'S WASTEWATER FACILITIES PLAN, CAPACITY WILL BE PROVIDED FOR ANTICIPATING THE LONG-TERM FUTURE GROWTH IN THIS AREA. <b>ADD OPERATING COSTS:</b> WASTEWATER FUND WILL TAKE ON MAINTENANCE OF THE SYSTEM.	1,250,000 - - - - - - - - - - - - - - - -	1,250,000	<b>WWIF22 (FY23)</b>



Project Name	Year	Description	Amount	Total	Project #
BABCOCK SANITARY SEWER UPGRADE	2020	BABCOCK SANITARY SEWER UPGRADE <b>DESCRIPTION:</b> TO ACCOMMODATE FLOWS FROM PHASE 2 OF THE ICON APARTMENTS PROJECT, FERGUSON FARM, AND LUPINE VILLAGE AS WELL AS FUTURE IN-FILL DEVELOPMENT, THE EXISTING 10-INCH SANITARY SEWER MAIN IN W. BABCOCK MUST BE UPGRADED TO A 15-INCH SANITARY SEWER MAIN FROM MANHOLE L0408 AT THE INTERSECTION OF RESORT DRIVE AND BABCOCK TO L0412 AT THE INTERSECTION OF BABCOCK AND COTTONWOOD. <b>ALTERNATIVES CONSIDERED:</b> DO NOTHING <b>ADVANTAGES OF APPROVAL:</b> ALLOWS INFILL DEVELOPMENT TO PROCEED AS THIS SANITARY SEWER MAIN WILL BE AT CAPACITY AFTER DEVELOPMENT OF PHASE I OF ICON APARTMENTS AND VARIOUS SITE PLAN APPLICATIONS AT FERGUSON FARMS. <b>ADD OPERATING COSTS:</b> MINIMAL AS THIS WILL BE A CAPACITY UPGRADE OF AN EXISTING SANITARY SEWER MAIN.	245,000 - - - - - - - - - - - - - - -	245,000	WWIF35

Project Name	Year	Description	Amount	Total	Project #
HUNTERS WAY SEWER CAPACITY UPGRADE	2020	HUNTERS WAY SEWER CAPACITY UPGRADE	350,000	350,000	<b>WWIF37</b>
		<b>DESCRIPTION:</b>	-		
		APPROXIMATELY 1,600 FEET OF SANITARY SEWER MAIN	-		
		REQUIRES AN UPGRADE FROM A 12-INCH MAIN TO A 15-	-		
		INCH MAIN TO ACCOMMODATE INFILL DEVELOPMENT	-		
		INCLUDING BUILDOUT OF THE MSU INNOVATION CAMPUS	-		
		AND OTHER INFILL AREAS IMMEDIATELY WEST OF S. 19TH	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NO ACTION. THIS OPTION WOULD NOT ALLOW BUILDOUT	-		
		OF THE MSU INNOVATION CAMPUS AND OTHER INFILL	-		
		DEVELOPMENT IMMEDIATELY WEST OF S. 19TH.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		ALLOWS BUILDOUT OF THE MSU INNOVATION CAMPUS	-		
		AND OTHER INFILL PROJECTS IMMEDIATELY WEST OF S.	-		
		19TH INCLUDING A POTENTIAL STUDENT HOUSING	-		
		PROJECT.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		OPERATIONAL COSTS WOULD REMAIN THE SAME AS THE	-		
		EXISTING 12-INCH MAIN WOULD BE UPGRADED TO A 15-	-		
		INCH MAIN.	-		

Project Name	Year	Description	Amount	Total	Project #
NORTON EAST RANCH OUTFALL DIVERSION	2020	<p>NORTON EAST RANCH OUTFALL DIVERSION</p> <p><b>DESCRIPTION:</b></p> <p>THE EXISTING SYSTEM DOES NOT HAVE ENOUGH CAPACITY TO COLLECT ALL OF THE FLOWS FROM THE FULL DEVELOPMENT OF THE AAJKER CREEK AND BAXTER CREEK DRAINAGE BASINS. MOST OF THE FLOW IS PROPOSED TO BE COLLECTED BY A NEW EXTENSION IN THE AAJKER CREEK DRAINAGE BASIN AND ENTER THE SYSTEM AT THE NORTON EAST RANCH OUTFALL INTERCEPTOR WILL BE CONSTRUCTED FROM THE INTERSECTION OF BAXTER LANE AND FLANDERS MILL ROAD TO THE PROPOSED DAVIS LANE LIFT STATION NORTH OF INTERSTATE 90 AND WILL BE A 27-INCH SANITARY SEWER PIPE. THE PROJECT WILL TAKE PRESSURE OFF THE BAXTER MEADOWS LIFT STATION WHICH HAS LIMITED CAPACITY.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>1) UPGRADE THE EXISTING SANITARY SEWER INTERCEPTOR AND BAXTER MEADOWS LIFT STATION THAT SERVE THE AAJKER CREEK AND BAXTER CREEK DRAINAGE BASINS, OR 2) DO NOTHING.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>FREES CAPACITY IN EXISTING INFRASTRUCTURE TO SERVE INFILL DEVELOPMENT WHILE SIMULTANEOUSLY OPENING NEW AREAS FOR DEVELOPMENT THAT CURRENTLY DO NOT HAVE ACCESS TO THE CITY SANITARY SEWER SYSTEM.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>ROUTINE MAINTENANCE OF SANITARY SEWER MAINS INCLUDING FLUSHING AND LONG-TERM MAINTENANCE.</p> <p><b>INCREASE:</b></p> <p>DUE TO RIGHT-OF-WAY ISSUES AND ADJUSTMENTS MADE</p>	3,320,000	5,200,000	
			1,880,000		

**WWIF38**

Project Name	Year	Description	Amount	Total	Project #
SEWER HYDRAULIC MODEL	2020	SEWER HYDRAULIC MODEL	350,000	350,000	WWIF39
		<b>DESCRIPTION:</b>	-		
		THE STRATEGIC PLAN CALLS FOR AN UPDATED SEWER HYDRAULIC MODEL. THIS IS NEEDED TO ADEQUATELY DEFINE SEWER CAPACITY THROUGHOUT OUR SYSTEM.	-		
		THIS PROJECT IS DRIVEN BY OUR PACE OF GROWTH AND NEED TO PLAN FOR SEWER UPGRADES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MAXIMIZE THE USE OF OUR SEWER SYSTEM AND AVOID SEWER BACKUPS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE.	-		
MANLEY ROAD SEWER UPGRADE	2020	MANLEY ROAD SEWER UPGRADE	504,000	504,000	WWIF42
		<b>DESCRIPTION:</b>	-		
		IMPROVE THE NORTH FRONTAGE ROAD INTERCEPTOR PER THE SEWER MASTER PLAN FOR THE SEWER WITHIN THE LIMITS OF THE MANLEY ROAD UPGRADE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NOT CONSTRUCT THE SEWER WITH THE MANLEY ROAD UPGRADE RESULTING IN TEARING UP A PORTION OF THE ROAD WITHIN A 3 YEAR TIME FRAME TO DO THE LARGER SEWER UPGRADE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CONSTRUCT THE SEWER WITH THE STREET UPGRADE TO AVOID EXCAVATING THIS LINE IN THE NEW STREET IN THE NEAR FUTURE. INCREASE CAPACITY IN THE SEWER SYSTEM.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		SAME AS EXISTING.	-		
		WRF INTERCEPTOR	2024	WRF INTERCEPTOR	
<b>DESCRIPTION:</b>	-				
REPLACE OR PARALLEL 1200 FEET OF SEWER FROM I-90 TO THE WRF. UPGRADE 30" OUTFALL TO 48" MAIN.	-				

Project Name	Year	Description	Amount	Total	Project #
BIOTRAIN #1 RETROFIT	2024	<b>DESCRIPTION:</b>	2,000,000	2,000,000	<b>WWIF45</b>
		THIS IS A RETROFIT TO OUR OLDEST TRAIN BIOTRAIN #1	-		
		<b>ADVANTAGE:</b>	-		
		THIS PROJECT WILL ALLOW FOR ADDITIONAL CAPACITY.	-		
		<b>ALTERNATIVES:</b>	-		
		NONE	-		
		<b>OPERATION COST:</b>	-		
		NONE	-		

**UNSCHEDULED**

<b>Unscheduled Project Name</b>	<b>Unscheduled Project Description</b>	<b>Amount</b>	<b>Project #</b>
<b>Hidden Valley (Lift Station and Force Main)</b>	Design and Construct Hidden Valley Lift Station and Force Main. This project will conform to the City's Wastewater Collection Facilities Plan. The Davis Lane Lift Station must be upgraded to accommodate flows from the Hidden Valley Lift Station when the Hidden Valley Lift Station is constructed.	<b>5,190,000</b>	<b>WWIF32</b>
<b>Annie Street Sanitary Sewer Upgrade</b>	This project consists of upgrading approximately 1,200 feet of an existing 18-inch sanitary sewer main in the Annie Street alignment to a 21-inch main. Given the current planned development projects, this main will be at capacity in 5-10 years upon buildout of multiple projects.	<b>300,000</b>	<b>WWIF34</b>
<b>Total Wastewater Impact Fee Unscheduled</b>		<b>5,490,000</b>	

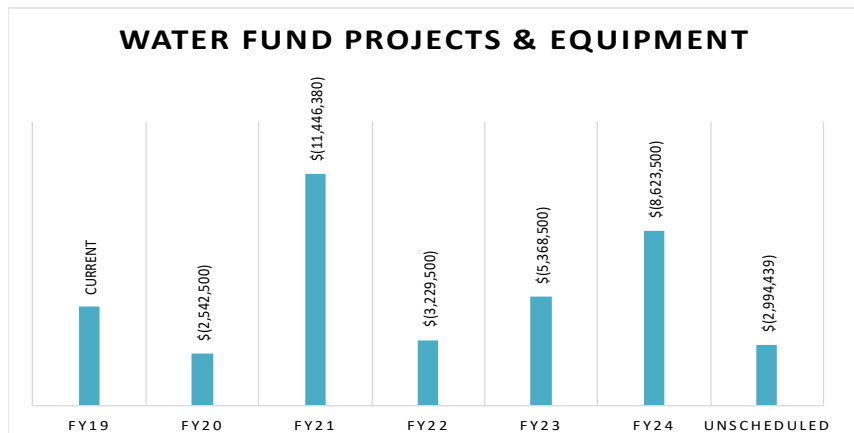
Water

# WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 3,689,821	\$ (309,874)	\$ 490,714	\$ 1,869,713	\$ 3,300,354	\$ 4,929,300	\$ -
Plus: Water Revenues Dedicated to CIP	\$ 2,663,191	\$ 2,743,087	\$ 2,825,380	\$ 2,910,141	\$ 2,997,445	\$ 3,087,369	\$ -
Plus: Loan or Financing for Hyalite Dam Improvements W79					\$ 4,000,000		
Plus: Loan or Financing for Automation Upgrades W71						\$ 6,710,000	
Plus: Loan for Mechanical Upgrades W72				\$ 1,750,000			
Plus: Loan or Financing for Lyman Tank Construction			\$ 10,000,000				
Plus: Loan for Sourgh Dough Tank inspection W84		\$ 600,000					
Less: FY18 Carryover Capital	\$ (1,780,329)						
Less: Scheduled CIP Project Costs	\$ (4,882,557)	\$ (2,542,500)	\$ (11,446,380)	\$ (3,229,500)	\$ (5,368,500)	\$ (8,623,500)	\$ (2,994,439)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ (309,874)</b>	<b>\$ 490,714</b>	<b>\$ 1,869,713</b>	<b>\$ 3,300,354</b>	<b>\$ 4,929,300</b>	<b>\$ 6,103,169</b>	<b>\$ (2,994,439)</b>

## Assumptions Made for Revenue Estimates

	Current Year		Projected			
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Water Revenues	\$ 8,590,940	\$ 8,590,940	\$ 8,848,668	\$ 9,114,128	\$ 9,387,552	\$ 9,669,179
Estimated Annual Increase		3.0%	3.0%	3.0%	3.0%	3.0%
Total Estimated Revenues	\$ 8,590,940	\$ 8,848,668	\$ 9,114,128	\$ 9,387,552	\$ 9,669,179	\$ 9,959,254
Current Revenues Dedicated to CIP %	26.0%	31.0%	31.0%	31.0%	31.0%	31.0%
Plus: Increase Dedicated to CIP	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	31.0%	31.0%	31.0%	31.0%	31.0%	31.0%
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 2,663,191</b>	<b>\$ 2,743,087</b>	<b>\$ 2,825,380</b>	<b>\$ 2,910,141</b>	<b>\$ 2,997,445</b>	<b>\$ 3,087,369</b>





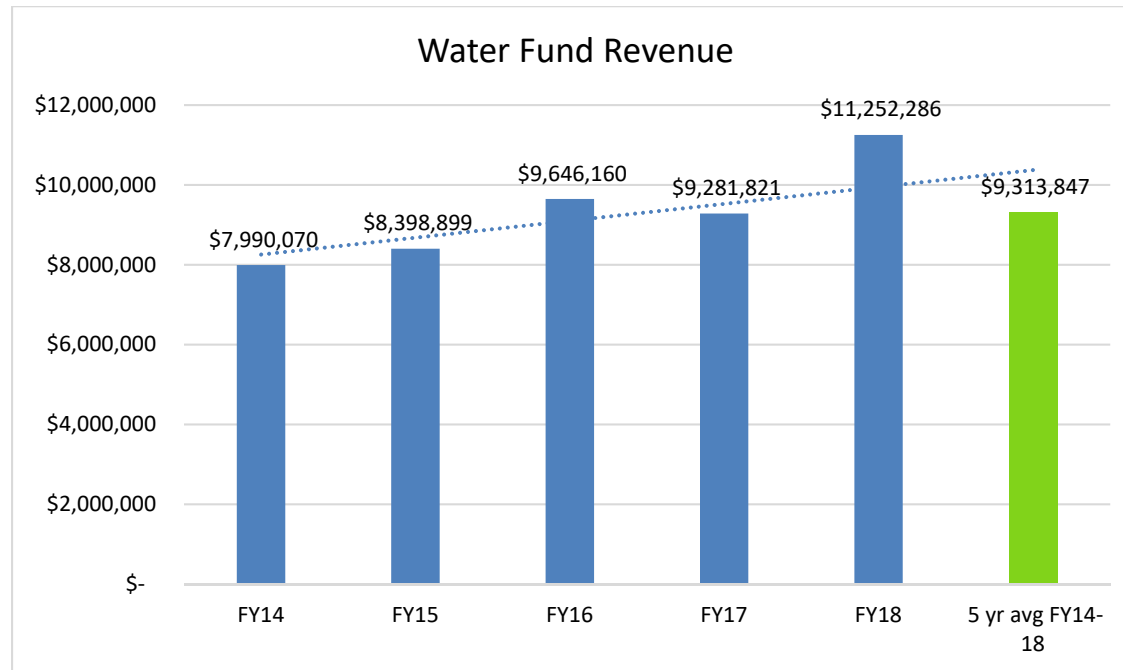
## WATER FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
W03	ANNUAL WATER PIPE REPLACEMENT	22,500	22,500	22,500	22,500	22,500
W04-20	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	1,200,000	-	-	-	-
W04-21	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	-	1,200,000	-	-	-
W04-22	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	-	-	1,200,000	-	-
W04-23	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	-	-	-	1,200,000	-
W04-24	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	-	-	-	-	1,200,000
W47	REPLACE #2647 - 1998 1/2 TON CHEVY PICKUP	-	27,000	-	-	-
W49	REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP	-	-	27,000	-	-
W56	WTP FACILITY REPAIR & REPLACEMENT	40,000	40,000	40,000	40,000	40,000
W57	WTP FACILITY ENGINEERING & OPTIMIZATION	30,000	30,000	30,000	30,000	30,000
W62	REPLACE #3446 - WTP GMC SIERRA PICKUP	45,000	-	-	-	-
W66	SCADA METERS, TRANSDUCERS & COMMUNICATIONS	10,000	10,000	10,000	10,000	10,000
W69	WATER SYSTEM CONDITION ASSESSMENT	100,000	-	100,000	-	-
W70	REDUNDANT NORTH 5038 ZONE FEED	-	66,880	-	-	-
W71	PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES	-	-	-	-	6,710,000
W72	PRV PHASE I - MECHANICAL & STRUCTURAL UPGRADES	-	-	1,750,000	-	-
W79	HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS	-	-	-	4,000,000	-
W84	SOURDOUGH TANK INSPECTION & IMPROVEMENTS	600,000	-	-	-	-
W88	LYMAN TANK & TRANSMISSION MAIN CONSTRUCTION	-	10,000,000	-	-	-
W89	MEMBRANE REPLACEMENT	-	-	-	-	500,000
W90	TOTAL ORGANIC CARBON ANALYZER	-	-	-	30,000	-
W91	TURBIDIMETER REPLACEMENT	14,000	14,000	14,000	-	-
W92	SIDE BY SIDE ATV	-	-	-	-	15,000
W93	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT	-	-	-	-	60,000
W94	MYSTIC LAKE BEAVER DECEIVER	35,000	-	-	-	-
W96	SOURDOUGH RAW TRANSMISSION MAIN FLOW CONTROL VALVE AND METER	300,000	-	-	-	-
WC02	METER SOFTWARE SUBSCRIPTION	36,000	36,000	36,000	36,000	36,000
WC05	LANDSCAPE ARCHITECTURE SERVICES MEDIANS BOULEVARDS	50,000	-	-	-	-
WC06	WATER CONSERVATION AND EFFICIENCY PLAN	60,000	-	-	-	-
<b>Fiscal Year totals</b>		<b>2,542,500</b>	<b>11,446,380</b>	<b>3,229,500</b>	<b>5,368,500</b>	<b>8,623,500</b>

## WATER FUND DETAIL

### BACKGROUND

This enterprise fund revenue source are rate fees charged to water users. We estimate water rates dedicated to capital will need to increase by at least 3% bringing the portion of Water Utility revenues that support capital to 31% in order to fund this capital plan. A full rate-study and analysis is currently underway.



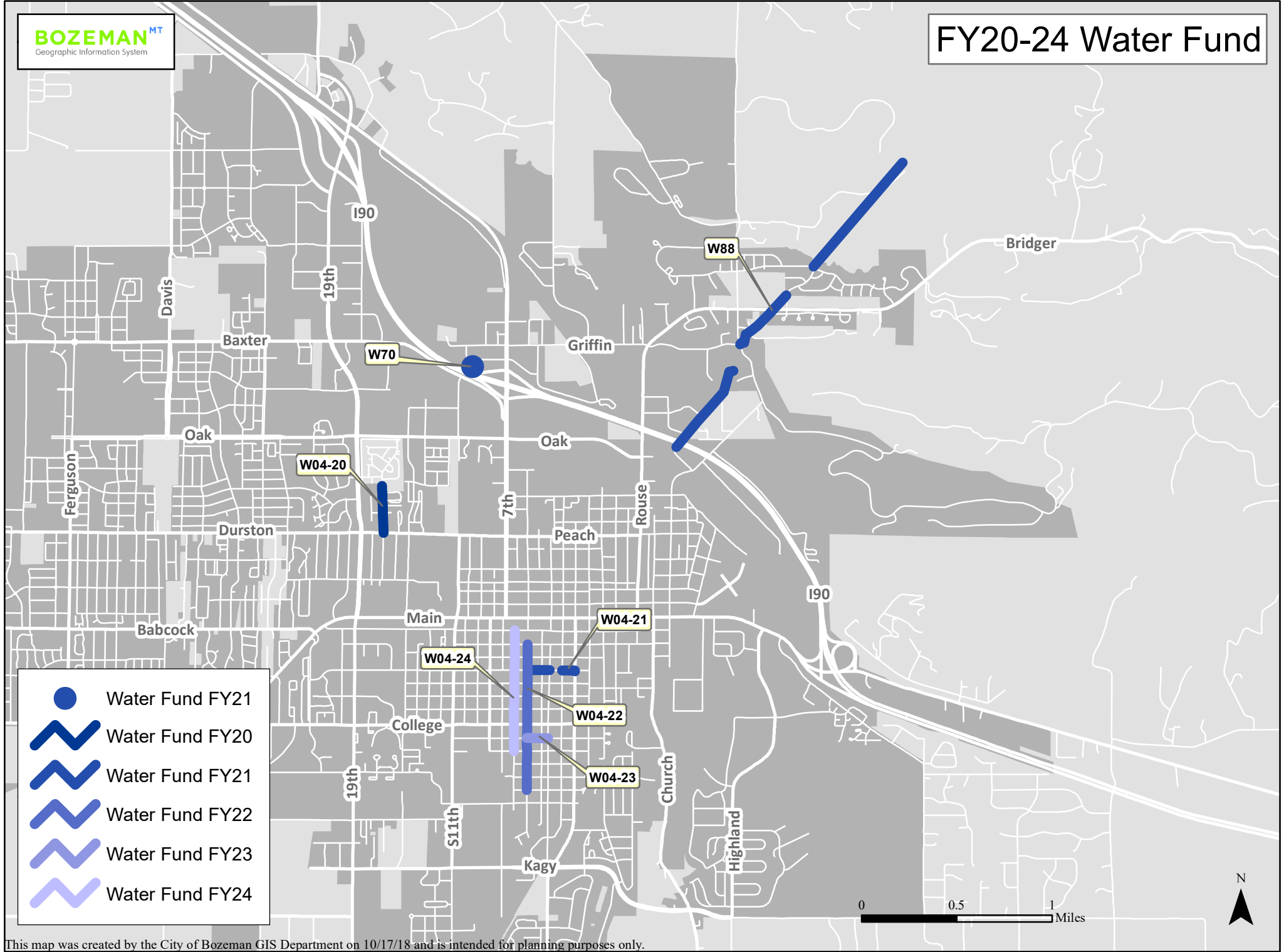
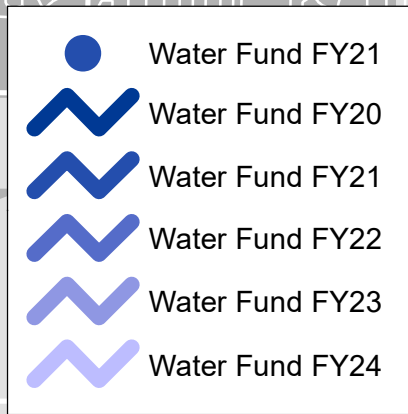
### CAPITAL PLAN SUMMARY

Numerous items have been adjusted or added based on current condition assessments and projections; including Water Pipe Replacements projects of \$1,200,000 annually. Four projects require borrowing in the 5-year horizon totaling over \$25 million (W71, W72, W79, and W88.) . The largest project planned is W88 - Lyman Tank and Transmission Main (NEW CIP Item FY21). This project is to construct a new 5MG storage tank at Lyman beginning in

FY21 for \$10 million. This would decommission the existing Lyman storage tank, Condition Assessment-based repairs of the existing Lyman transmission main, new supply main tie in to new storage tank, new transmission main tie in from new storage tank to existing transmission main, new chlorination/fluoridation feed facility. Decommission Pear Street Booster Station if Hydraulic Grade Line of tank raised to meet Sourdough Tank. The Lyman water supply is a critical element of the city's overall water supply portfolio accounting for roughly 20% of annual supply volume to the city currently.

The Water Treatment plant has replacement vehicles added to the plan and the replacement of the membranes (W89) in FY24 for \$500,000. These membranes have been in use since 2013 and half will need replacement in FY24. Water Conservation has a project to create a water conservation and efficiency plan in 2020 to achieve **6.2 a Watershed Management** of the Strategic Plan, which is to develop and implement a regional watershed approach





Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL WATER PIPE REPLACEMENT</b>	<b>2020</b>	PROJECT: ANNUAL WATER PIPE REPLACEMENT - DESIGN <b>DESCRIPTION:</b> THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER SYSTEM UPGRADES. <b>ALTERNATIVES CONSIDERED:</b> <b>ADVANTAGES OF APPROVAL:</b> PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM MAINTENANCE WORK. <b>ADDITIONAL OPERATING COSTS IN THE FUTURE:</b>	22,500 - - - - - -	<b>22,500</b>	<b>W03 (FY20)</b>
<b>ANNUAL WATER PIPE REPLACEMENT</b>	<b>2021</b>	ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER SYSTEM UPGRADES. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM MAINTENANCE WORK. <b>ADDITIONAL OPERATING COSTS:</b> NONE	22,500 - - - - - -	<b>22,500</b>	<b>W03 (FY21)</b>
<b>ANNUAL WATER PIPE REPLACEMENT</b>	<b>2022</b>	ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN <b>DESCRIPTION:</b> THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER SYSTEM UPGRADES. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM MAINTENANCE WORK. <b>ADDITIONAL OPERATING COSTS:</b> NONE	22,500 - - - - - -	<b>22,500</b>	<b>W03 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL WATER PIPE REPLACEMENT</b>	<b>2023</b>	ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN	22,500	<b>22,500</b>	
		<b>DESCRIPTION:</b>	-		
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER	-		
		SYSTEM UPGRADES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>W03</b>
		NONE	-		<b>(FY23)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM	-		
		MAINTENANCE WORK.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
<b>ANNUAL WATER PIPE REPLACEMENT</b>	<b>2024</b>	ANNUAL WATER PIPE REPLACEMENT PROGRAM-DESIGN	22,500	<b>22,500</b>	<b>W03</b>
		<b>DESCRIPTION:</b>	-		<b>(FY24)</b>
		THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED	-		
		EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER	-		
		SYSTEM UPGRADES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM	-		
		MAINTENANCE WORK.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		



Project Name	Year	Description	Amount	Total	Project #			
WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	2022	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION IN 2022	1,200,000	1,200,000	W04-22 (FY22)			
		<b>DESCRIPTION:</b>	-	-				
		THE WATER REPLACEMENT PROGRAM SETS ASIDE FUNDS TO ASSESS AND REPLACE FAILING WATER PIPES. PRIORITY WILL GO TO REPLACE THE WATER PIPE ASSOCIATED WITH THE ANNUAL STREET CONSTRUCTION (N 17TH FROM DURSTON TO THE END). THE REMAINING FUNDS WILL BE USED TO CONDUCT WATER PIPE CONDITION ASSESSMENTS AND REPAIR IDENTIFIED PIPES.	-	-				
		<b>ALTERNATIVES CONSIDERED:</b>	-	-				
		NONE	-	-				
		<b>ADVANTAGES OF APPROVAL:</b>	-	-				
		PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER SYSTEM MAINTENANCE WORK.	-	-				
		<b>ADDITIONAL OPERATING COSTS:</b>	-	-				
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES	-	-				
		WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	2023	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION IN 2023		1,200,000	1,200,000	W04-23 (FY23)
		<b>DESCRIPTION:</b>	-	-				
		THE WATER REPLACEMENT PROGRAM SETS ASIDE FUNDS TO ASSESS AND REPLACE FAILING WATER PIPES. PRIORITY WILL GO TO REPLACE THE WATER PIPE ASSOCIATED THE ANNUAL STREET CONSTRUCTION. THE REMAINING FUNDS WILL BE USED TO CONDUCT WATER PIPE CONDITION ASSESSMENTS AND REPAIR IDENTIFIED PIPES.	-	-				
		<b>ALTERNATIVES CONSIDERED:</b>	-	-				
NONE	-	-						
<b>ADVANTAGES OF APPROVAL:</b>	-	-						
PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER SYSTEM MAINTENANCE WORK.	-	-						
<b>ADDITIONAL OPERATING COSTS:</b>	-	-						
THE PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES	-	-						



Project Name	Year	Description	Amount	Total	Project #
<b>WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION</b>	<b>2024</b>	<p>WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>THE WATER REPLACEMENT PROGRAM SETS ASIDE FUNDS TO ASSESS AND REPLACE FAILING WATER PIPES. PRIORITY WILL GO TO REPLACE THE WATER PIPE ASSOCIATED THE ANNUAL STREET CONSTRUCTION. THE REMAINING FUNDS WILL BE USED TO CONDUCT WATER PIPE CONDITION ASSESSMENTS AND REPAIR IDENTIFIED PIPES.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NONE</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER SYSTEM MAINTENANCE WORK.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>THE PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES</p>	<p>1,200,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>1,200,000</b>	<b>W04-24 (FY24)</b>
<b>REPLACE #2647 - 1998 1/2 TON CHEVY PICKUP</b>	<b>2021</b>	<p>* PROJECT NAME IS INCORRECT - CIP ITEM IS AS FOLLOWS:</p> <p>REPLACE #2647 - 1998 1/2 TON CHEVY PICKUP</p> <p><b>DESCRIPTION:</b></p> <p>THIS PROJECT IS TO REPLACE A 1998 CHEVY WITH 70,779 MILES. AS OUR CREW GROWS THIS TYPE OF VEHICLE IS USED DAILY IN SUPPORT OF THE DEPT'S MISSION. THIS TRUCK RESPONDS TO ALL TYPES OF CALLS FROM LOCATING TO WITNESSING BORES TO A SUPPORT VEHICLE FOR EXCAVATION JOBS. USING AN OLDER VEHICLE BECOMES MORE UNRELIABLE, BUT IF WE HAD TO, WE COULD HOLD OFF A YEAR.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>CONTINUE TO USE OLDER VEHICLE WHICH IS BECOMING UNRELIABLE &amp; COSTLY TO MAINTAIN.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED RELIABILITY &amp; SAFETY FOR STAFF.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>AS THE TRUCK AGES THERE WILL BE UNFORESEEN COSTS</p>	<p>27,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>27,000</b>	<b>W47</b>

Project Name	Year	Description	Amount	Total	Project #
REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP	2022	REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP <b>DESCRIPTION:</b> THIS PROJECT REPLACES A 2002 CHEVY PICKUP WITH 85,816 MILES. THIS TRUCK IS USED FOR LEAK DETECTION, LOCATING, AND FIRE HYDRANT FLUSHING, WHICH ARE 3 CRITICAL PROGRAMS FOR OUR DEPARTMENT. THIS TRUCK WILL BE REPLACED WITH A MORE FUEL EFFICIENT VEHICLE. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO USE OLDER PIECE OF EQUIPMENT WHICH IS BECOMING UNRELIABLE AND COSTLY TO MAINTAIN. <b>ADVANTAGES OF APPROVAL:</b> INCREASE RELIABILITY AND SAFETY FOR STAFF. <b>ADDITIONAL OPERATING COSTS:</b> AS THE TRUCK AGES THERE WILL BE UNFORESEEN COSTS TO MAINTAIN THIS VEHICLE.	27,000 - - - - - - - - - - -	27,000	W49
WTP FACILITY REPAIR & REPLACEMENT	2020	WTP FACILITY R & R <b>DESCRIPTION:</b> REPAIR & REPLACEMENT FUND FOR THE WTP. HAVING THIS ITEM IN THE BUDGET WILL ALLOW FOR UNEXPECTED & RAPID REPAIR OF EQUIPMENT, IN THE EVENT OF FAILURE THIS WILL RESULT IN SHORTER DOWN TIME & NOT DEFER OTHER PLANNED PROJECTS. WITHOUT THIS FUND, MAINTENANCE COULD BE DEFERRED FOR UP TO A YEAR. <b>ALTERNATIVES CONSIDERED:</b> NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED MAINTENANCE. <b>ADVANTAGES OF APPROVAL:</b> IF SYSTEMS FAIL, THEY NEED TO BE REPAIRED IMMEDIATELY. IF THE FAILURE IS UNEXPECTED, OTHER ITEMS THAT HAVE BEEN BUDGETED FOR WILL NEED TO BE POSTPONED. NOT ALL REPAIRS OR EQUIPMENT FAILURES CAN BE PREDICTED & BUDGETED AS CAPITAL IMPROVEMENT PROJECT. <b>ADDITIONAL OPERATING COSTS:</b>	40,000 - - - - - - - - - - - - - - -	40,000	W56 (FY20)

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY REPAIR &amp; REPLACEMENT</b>	<b>2021</b>	WTP FACILITY R & R	40,000	<b>40,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT FUND FOR THE WTP. HAVING THIS	-		
		ITEM IN THE BUDGET WILL ALLOW FOR UNEXPECTED &	-		
		RAPID REPAIR OF EQUIPMENT. IN THE EVENT OF FAILURE	-		
		THIS WILL RESULT IN SHORTER DOWN TIME & NOT DEFER	-		
		OTHER PLANNED PROJECTS. WITHOUT THIS FUND,	-		
		MAINTENANCE COULD BE DEFERRED FOR UP TO A YEAR.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>W56</b>
		MAINTENANCE.	-		<b>(FY21)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IF SYSTEMS FAIL, THEY NEED TO BE REPAIRED	-		
		IMMEDIATELY. IF THE FAILURE IS UNEXPECTED, OTHER	-		
		ITEMS THAT HAVE BEEN BUDGETED FOR WILL NEED TO BE	-		
		POSTPONED. NOT ALL REPAIRS OR EQUIPMENT FAILURES	-		
		CAN BE PREDICTED & BUDGETED AS CAPITAL IMPROVEMENT	-		
		PROJECTS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY REPAIR &amp; REPLACEMENT</b>	<b>2022</b>	WTP FACILITY R & R	40,000	<b>40,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT FUND FOR THE WTP. HAVING THIS	-		
		ITEM IN THE BUDGET WILL ALLOW FOR UNEXPECTED &	-		
		RAPID REPAIR OF EQUIPMENT, IN THE EVENT OF FAILURE	-		
		THIS WILL RESULT IN SHORTER DOWN TIME & NOT DEFER	-		
		OTHER PLANNED PROJECTS. WITHOUT THIS FUND,	-		
		MAINTENANCE COULD BE DEFERRED FOR UP TO A YEAR.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>W56</b>
		MAINTENANCE.	-		<b>(FY22)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IF SYSTEMS FAIL, THEY NEED TO BE REPAIRED	-		
		IMMEDIATELY. IF THE FAILURE IS UNEXPECTED, OTHER	-		
		ITEMS THAT HAVE BEEN BUDGETED FOR WILL NEED TO	-		
		BE POSTPONED. NOT ALL REPAIRS OR EQUIPMENT FAILURE	-		
		CAN BE PREDICTED AND BUDGETED AS CAPITAL	-		
		IMPROVEMENT PROJECTS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY REPAIR &amp; REPLACEMENT</b>	<b>2023</b>	WTP FACILITY R & R	40,000	<b>40,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT FUND FOR THE WTP. HAVING THIS	-		
		ITEM IN THE BUDGET WILL ALLOW FOR UNEXPECTED &	-		
		RAPID REPAIR OF EQUIPMENT. IN THE EVENT OF FAILURE	-		
		THIS WILL RESULT IN SHORTER DOWN TIME AND WILL	-		
		PREVENT DEFERRMENT OF OTHER PROJECTS. WITHOUT THIS	-		
		FUND, MAINTENANCE COULD BE DEFERRED FOR UP TO A	-		
		YEAR.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>W56</b>
		MAINTENANCE.	-		<b>(FY23)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IF SYSTEMS FAIL, THEY NEED TO BE REPAIRED	-		
		IMMEDIATELY. IF THE FAILURE IS UNEXPECTED OTHER	-		
		ITEMS THAT HAVE BEEN BUDGETED FOR WILL NEED TO BE	-		
		POSTPONED. NOT ALL REPAIRS OR EQUIPMENT FAILURES	-		
		CAN BE PREDICTED & BUDGETED AS CAPITAL IMPROVEMENT	-		
		PROJECTS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY REPAIR &amp; REPLACEMENT</b>	<b>2024</b>	WTP FACILITY R & R	40,000	<b>40,000</b>	
		<b>DESCRIPTION:</b>	-		
		REPAIR & REPLACEMENT FUND FOR THE WTP. HAVING THIS	-		
		ITEM IN THE BUDGET WILL ALLOW FOR UNEXPECTED &	-		
		RAPID REPAIR OF EQUIPMENT, IN THE EVENT OF FAILURE	-		
		THIS WILL RESULT IN SHORTER DOWN TIME AND NOT	-		
		DEFER OTHER PLANNED PROJECTS. WITHOUT THIS FUND	-		
		MAINTENANCE COULD BE DEFERRED FOR UP TO A YEAR.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	-		<b>W56</b>
		MAINTENANCE.	-		<b>(FY24)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IF SYSTEMS FAIL, THEY NEED TO BE REPAIRED	-		
		IMMEDIATELY. IF THE FAILURE IS UNEXPECTED OTHER	-		
		ITEMS THAT HAVE BEEN BUDGETED FOR WILL NEED TO	-		
		BE POSTPONED. NOT ALL REPAIRS OR EQUIPMENT	-		
		FAILURES CAN BE PREDICTED & BUDGETED AS CAPITAL	-		
		IMPROVEMENT PROJECTS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY ENGINEERING & OPTIMIZATION	2020	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	30,000	W57 (FY20)
		<b>DESCRIPTION:</b>	-		
		WTP FACILITY ENGINEERING & OPTIMIZATION. THE	-		
		LONGER THE WATER TREATMENT PLANT IS IN OPERATION,	-		
		OPERATORS BECOME FAMILIAR WITH THE PROCESSES AND	-		
		COME UP WITH IDEAS TO OPTIMIZE THE PROCESS. THIS	-		
		LINE ITEM WILL ALLOW FOR ENGINEERING STUDIES ON	-		
		THE OPERATORS IDEAS BEFORE THE EXPENSE OF CHANGING	-		
		THE PROCESS. IN PARTICULAR, THE PLAN FOR THIS	-		
		BUDGET ITEM IS TO IMPROVE THE PROCESS FROM THE	-		
		RAW WATER INTAKES TO THE TREATED WATER RESERVOIRS.	-		
		IT WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE	-		
		THAT PROPOSED OPTIMIZATIONS WILL ACTUALLY	-		
		IMPROVE THE PROCESS AT A REASONABLE EXPENSE.	-		
		THROUGH THE OPTIMIZATION OF THE PLANT WITH	-		
		ENGINEERING STUDIES THE PROCESS WILL BE STREAM-	-		
		LINED AND WILL SAVE MONEY IN THE FUTURE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PROCEED WITH OPTIMIZATION PROJECTS WITHOUT	-		
		KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE	-		
PLANT PERFORMANCE.	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO	-				
ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED	-				
WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS	-				
PURCHASED AND THAT IT WILL PERFORM PROPERLY.	-				
OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/	-				
BENEFIT OVER TIME TO MAKE SURE THE CITY IS	-				
SPENDING ITS MONEY EFFICIENTLY.	-				
<b>ADDITIONAL OPERATING COSTS IN THE FUTURE:</b>	-				
NONE	-				
<b>INCREASE:</b>	10,000				
SERVICE COSTS INCREASE	-				

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2021</b>	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	<b>30,000</b>	
		<b>DESCRIPTION:</b>	-		
		THE LONGER THE WTP IS IN OPERATION, OPERATORS	-		
		BECOME FAMILIAR WITH THE PROCESSES AND COME UP	-		
		WITH IDEAS TO OPTIMIZE THE PROCESS. THIS LINE ITEM	-		
		WILL ALLOW FOR ENGINEERING STUDIES ON THE OPERATOR	-		
		IDEAS BEFORE THE EXPENSE OF CHANGING THE PROCESS.	-		
		IN PARTICULAR, THE PLAN FOR THIS BUDGET ITEM IS TO	-		
		IMPROVE THE PROCESS FROM THE RAW WATER INTAKES TO	-		
		THE TREATED WATER RESERVOIRS. IT WILL ALLOW	-		
		STUDIES TO BE CONDUCTED TO MAKE SURE THAT PROPOSED	-		
		OPTIMIZATIONS WILL ACTUALLY IMPROVE THE PROCESS AT	-		
		A REASONABLE EXPENSE. THROUGH THE OPTIMIZATION OF	-		
		THE PLANT WITH ENGINEERING STUDIES THE PROCESS	-		
		WILL BE STREAMLINED AND WILL SAVE MONEY IN THE	-		
		FUTURE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PROCEED WITH OPTIMIZATION PROJECTS WITHOUT	-		
		KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT	-		
		PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO	-		
		ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED	-		
		WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS	-		
		PURCHASED AND THAT IT WILL PERFORM PROPERLY.	-		
		OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/	-		
		BENEFIT OVER TIME TO MAKE SURE THE CITY IS	-		
		SPENDING ITS MONEY EFFICIENTLY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
		<b>INCREASE:</b>	10,000		
		SERVICE COST INCREASE	-		
					<b>W57 (FY21)</b>



Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2022</b>	<b>WTP FACILITY ENGINEERING &amp; OPTIMIZATION</b>	20,000	<b>30,000</b>	<b>W57 (FY22)</b>
		<b>DESCRIPTION:</b>	-		
		THE LONGER THE WTP IS IN OPERATION, OPERATORS	-		
		BECOME FAMILIAR WITH THE PROCESSES & COME UP WITH	-		
		IDEAS TO OPTIMIZE THE PROCESS. THIS LINE ITEM WILL	-		
		ALLOW FOR ENGINEERING STUDIES ON THE OPERATOR'S	-		
		IDEAS BEFORE THE EXPENSE OF CHANGING THE PROCESS.	-		
		IN PARTICULAR, THE PLAN FOR THIS BUDGET ITEM IS TO	-		
		IMPROVE THE PROCESS FROM THE RAW WATER INTAKES TO	-		
		THE TREATED WATER RESERVOIRS. IT WILL ALLOW	-		
		STUDIES TO BE CONDUCTED TO MAKE SURE THAT PROPOSED	-		
		OPTIMIZATIONS WILL ACTUALLY IMPROVE THE PROCESS	-		
		AT A REASONABLE EXPENSE. THROUGH THE OPTIMIZATION	-		
		OF THE PLANT WITH ENGINEERING STUDIES THE PROCESS	-		
		WILL BE STREAMLINED AND WILL SAVE MONEY IN THE	-		
		FUTURE.	-		
<b>ALTERNATIVES CONSIDERED:</b>	-				
PROCEED WITH OPTIMIZATION PROJECTS WITHOUT	-				
KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE	-				
PLANT PERFORMANCE.	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO	-				
ENGINEERING STUDIES BEFORE ANY PROJECT IS	-				
STARTED WILL MAKE SURE THAT THE RIGHT EQUIPMENT	-				
IS PURCHASED AND THAT IT WILL PERFORM PROPERLY.	-				
OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/	-				
BENEFIT OVER TIME TO MAKE SURE THE CITY IS	-				
SPENDING ITS MONEY EFFICIENTLY.	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
NONE	-				
<b>INCREASE:</b>	10,000				
SERVICE COSTS INCREASE	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY ENGINEERING & OPTIMIZATION	2023	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	30,000	W57 (FY23)
		<b>DESCRIPTION:</b>	-		
		THE LONGER THE WTP IS IN OPERATION, OPERATORS	-		
		BECOME FAMILIAR WITH THE PROCESSES AND COME UP	-		
		WITH IDEAS TO OPTIMIZE THE PROCESS. THIS LINE ITEM	-		
		WILL ALLOW FOR ENGINEERING STUDIES ON THE	-		
		OPERATOR'S IDEAS BEFORE THE EXPENSE OF CHANGING	-		
		THE PROCESS. IN PARTICULAR, THE PLAN FOR THIS	-		
		BUDGET ITEMS IS TO IMPROVE THE PROCESS FROM THE	-		
		RAW WATER INTAKES TO THE TREATED WATER RESERVOIRS.	-		
		IT WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE	-		
		SURE THAT PROPOSED OPTIMIZATIONS WILL ACTUALLY	-		
		IMPROVE THE PROCESS AT A REASONABLE EXPENSE.	-		
		THROUGH THE OPTIMIZATION OF THE PLANT WITH	-		
		ENGINEERING STUDIES THE PROCESS WILL BE	-		
		STREAMLINED & WILL SAVE MONEY IN THE FUTURE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PROCEED WITH OPTIMIZATION PROJECTS WITHOUT	-		
		KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT	-		
		PERFORMANCE.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO	-				
ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED	-				
WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS	-				
PURCHASED & THAT IT WILL PERFORM PROPERLY.	-				
OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/	-				
BENEFIT OVER TIME TO MAKE SURE THE CITY IS	-				
SPENDING ITS MONEY EFFICIENTLY.	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
NONE	-				
<b>INCREASE:</b>	10,000				
SERVICE COSTS INCREASE	-				

Project Name	Year	Description	Amount	Total	Project #
<b>WTP FACILITY ENGINEERING &amp; OPTIMIZATION</b>	<b>2024</b>	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	<b>30,000</b>	<b>W57 (FY24)</b>
		<b>DESCRIPTION:</b>	-		
		THE LONGER THE WTP IS IN OPERATION, OPERATORS	-		
		BECOME FAMILIAR WITH THE PROCESSES AND COME UP	-		
		WITH IDEAS TO OPTIMIZE THE PROCESS. THIS LINE	-		
		ITEM WILL ALLOW FOR ENGINEERING STUDIES ON THE	-		
		OPERATOR'S IDEAS BEFORE THE EXPENSE OF CHANGING	-		
		THE PROCESS. IN PARTICULAR, THE PLAN FOR THIS	-		
		BUDGET ITEM IS TO IMPROVE THE PROCESS FROM THE	-		
		RAW WATER INTAKES TO THE TREATED WATER RESERVOIRS.	-		
		IT WILL ALLOW STUDIES TO BE CONDUCTED TO MAKE SURE	-		
		THAT PROPOSED OPTIMIZATIONS WILL ACTUALLY IMPROVE	-		
		THE PROCESS AT A REASONABLE EXPENSE. THROUGH THE	-		
		OPTIMIZATION OF THE PLANT WITH ENGINEERING STUDIES	-		
		THE PROCESS WILL BE STREAMLINED & WILL SAVE MONEY	-		
		IN THE FUTURE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING	-		
		IF THE PROJECT WILL ACTUALLY IMPROVE PLANT	-		
		PERFORMANCE.	-		
<b>ADVANTAGES OF APPROVAL:</b>	-				
THE ADVANTAGE OF HAVING FUNDS AVAILABLE TO DO	-				
ENGINEERING STUDIES BEFORE ANY PROJECT IS STARTED	-				
WILL MAKE SURE THAT THE RIGHT EQUIPMENT IS	-				
PURCHASED & THAT IT WILL PERFORM PROPERLY.	-				
OPTIMIZATION STUDIES WILL PREDICT ACTUAL COST/	-				
BENEFIT OVER TIME TO MAKE SURE THE CITY IS	-				
SPENDING ITS MONEY EFFICIENTLY.	-				
<b>ADDITIONAL OPERATING COST:</b>	-				
NONE	-				
<b>INCREASE:</b>	10,000				
SERVICE COSTS INCREASE	-				



Project Name	Year	Description	Amount	Total	Project #
SCADA METERS, TRANSDUCERS & COMMUNICATIONS	2022	METERS, TRANSDUCERS, & COMMUNICATIONS	10,000	10,000	<b>W66 (FY22)</b>
		<b>DESCRIPTION:</b>	-		
		THE CITY'S SCADA TECHNICIAN NEEDS FUNDS TO PERFORM	-		
		NECESSARY JOB FUNCTIONS. FAILURE OF ELECTRONIC	-		
		DEVICES NEED TO PERFORM THE JOB CANNOT BE FORESEEN	-		
		OR SCHEDULED. THIS FUND WOULD ALLOW FOR THE	-		
		PURCHASE OF THAT EQUIPMENT. SCADA DIRECTLY IMPACTS	-		
		WATER DISTRIBUTION, WRF & WTP. IMPROVED SCADA WILL	-		
RESULT IN COST SAVINGS THROUGH WATER CONSERVATION.	-				
SCADA METERS, TRANSDUCERS & COMMUNICATIONS	2023	METERS, TRANSDUCERS, & COMMUNICATIONS	10,000	10,000	<b>W66 (FY23)</b>
		<b>DESCRIPTION:</b>	-		
		THE CITY'S SCADA TECHNICIAN NEEDS FUND TO PERFORM	-		
		NECESSARY JOB FUNCTIONS. FAILURE OF ELECTRONIC	-		
		DEVICES NEEDED TO PERFORM THE JOB CANNOT BE	-		
		FORESEEN OR SCHEDULED. THIS FUND WOULD ALLOW FOR	-		
		THE PURCHASE OF THAT EQUIPMENT. SCADA DIRECTLY	-		
		IMPACTS WATER DISTRIBUTION, WRF & WTP. IMPROVED	-		
SCADA WILL RESULT IN COST SAVINGS THROUGH WATER	-				
CONSERVATION.	-				
SCADA METERS, TRANSDUCERS & COMMUNICATIONS	2024	METERS, TRANSDUCERS, & COMMUNICATIONS	10,000	10,000	<b>W66 (FY24)</b>
		<b>DESCRIPTION:</b>	-		
		THE CITY'S SCADA TECHNICIAN NEEDS FUNDS TO PERFORM	-		
		NECESSARY JOB FUNCTIONS. FAILURE OF ELECTRONIC	-		
		DEVICES NEEDED TO PERFORM THE JOB CANNOT BE	-		
		FORESEEN OR SCHEDULED. THIS FUND WOULD ALLOW FOR	-		
		THE PURCHASE OF THAT EQUIPMENT. SCADA DIRECTLY	-		
		IMPACTS WATER DISTRIBUTION, WRF & WTP. IMPROVED	-		
SCADA WILL RESULT IN COST SAVINGS THROUGH WATER	-				
CONSERVATION.	-				

Project Name	Year	Description	Amount	Total	Project #
<b>WATER SYSTEM CONDITION ASSESSMENT</b>	<b>2020</b>	WATER SYSTEM CONDITION ASSESSMENT	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		PREPARE AND EVALUATE CONDITION ASSESSMENT PLAN & EXECUTE WATER MAIN CONDITION ASSESSMENTS IN HIGH RISK PORTIONS OF THE CITY. THESE ARE MAJOR ASSETS WHOSE FAILURE COULD AFFECT A LARGE POPULATION OF END USERS. WORK A ROUND MAY BE POSSIBLE WITH HEAVY BURDEN ON UTILITY RESOURCES. ADDITIONALLY, THESE STUDIES COULD PRODUCE SUBSTANTIAL & QUANTIFIABLE BENEFITS THAT IMPROVES PRODUCT QUALITY, PROCESSES, OR ADOPTION OF BEST INDUSTRY PRACTICES. DEPENDING ON THE RESULTS, THESE STUDIES COULD RESULT IN FOLLOW-UP R & R.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NO INSPECTION	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		DOING PLANNED CONDITION ASSESSMENT CAN PROVIDE A COST EFFECTIVE MECHANISM OF IDENTIFYING LIKELY ASSET FAILURES AND THEREBY OFFERING THE OPPORTUNITY OF REPAIRING THE DEFICIENCY OR THE WHOLE ASSET IF NEEDED PRIOR TO FAILURE. ADDITIONALLY, CA OFTEN CAN IDENTIFY ASSETS IN GOOD WORKING CONDITION, SO ONLY REQUIRED REPAIRS ARE COMPLETED THEREBY SAVING SIGNIFICANT MONEY IN REPLACING ASSETS IN GOOD WORKING ORDER.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
					<b>W69 (FY20)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>WATER SYSTEM CONDITION ASSESSMENT</b>	<b>2022</b>	WATER SYSTEM CONDITION ASSESSMENT	100,000	<b>100,000</b>	
		<b>DESCRIPTION:</b>	-		
		PREPARE & EVALUATE CONDITION ASSESSMENT PLAN & EXECUTE WATER MAIN CONDITION ASSESSMENTS IN HIGH RISK PORTIONS OF THE CITY. THESE ARE MAJOR ASSETS WHOSE FAILURE COULD AFFECT A LARGE POPULATION OF END-USERS. WORK-AROUND MAY BE POSSIBLE WITH HEAVY BURDEN ON UTILITY RESOURCES. ADDITIONALLY, THESE STUDIES COULD PRODUCE SUBSTANTIAL & QUANTIFIABLE BENEFITS THAT IMPROVE PROJECT QUALITY, PROCESSES, OR ADOPTION OF BEST INDUSTRY PRACTICES. DEPENDING ON THE RESULTS, THESE STUDIES COULD RESULT IN FOLLOW-UP R & R.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NO INSPECTION	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		DOING PLANNED CONDITION ASSESSMENT CAN PROVIDE A COST EFFECTIVE MECHANISM OF IDENTIFYING LIKELY ASSET FAILURES & THEREBY OFFERING THE OPPORTUNITY OF REPAIRING THE DEFICIENCY OR THE WHOLE ASSET IF NEEDED PRIOR TO FAILURE. ADDITIONALLY, CA OFTEN CAN IDENTIFY ASSETS IN GOOD WORKING CONDITION, SO ONLY REQUIRED REPAIRS ARE COMPLETED THEREBY SAVING SIGNIFICANT MONEY IN REPLACING ASSETS IN GOOD WORKING ORDER.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE.	-		
					<b>W69 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
REDUNDANT NORTH 5038 ZONE FEED	2021	REDUNDANT NORTH 5038 ZONE FEED <b>DESCRIPTION:</b> EVALUATE, AND UPGRADE AS REQUIRED, 2ND LOCATION OF REDUNDANT FEED OF 5130 ZONE WATER INTO NORTH (5038) ZONE. THIS WILL ENSURE ALTERNATIVE SOURCE OF WATER EXISTS AND IS SUFFICIENT TO FEED NORTH ZONE IN TIME WHEN LYMAN CREEK SOURCE IS UNAVAILABLE. THIS PROVIDES A SECOND PATH FOR WATER TO MOVE FROM SOUTH ZONE TO NORTH ZONE IN EVENT THAT LYMAN SOURCE IS UNAVAILABLE. THIS PROJECT WILL MEET THE CITY'S HYDRAULIC CRITERIA. IT COULD BE PERFORMED IN CONJUNCTION WITH PEAR STREET BOOSTER UPGRADE TO FACILITATE TESTING & COMMISSIONING. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH SINGLE CONNECTION BETWEEN PRESSURE ZONES. <b>ADVANTAGES OF APPROVAL:</b> USE EXISTING FACILITIES AND CONNECTIVITY TO PROVIDE REDUNDANT BACK UP SOURCE OF WATER. <b>ADDITIONAL OPERATING COSTS:</b> NONE	66,880 - - - - - - - - - - - - - - - - - - -	66,880	<b>W70</b>



Project Name	Year	Description	Amount	Total	Project #
PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES	2024	PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES	6,710,000	6,710,000	W71
		<b>DESCRIPTION:</b>	-	-	
		UPGRADE PRESSURE INSTRUMENTATION, AUTOMATE VALVE ACTUATION, AND PROVIDE A LAN CONNECTION & SCADA PROGRAMMING FOR REALTIME MONITORING & REMOTE CONTROL OF PRV SETTINGS. WITHOUT THIS PROJECT, SYSTEM OPERATORS ARE WITHOUT VITAL DATA ON SYSTEM OPERATING CONDITIONS. LIMITED REAL TIME DATA ALLOWS OPERATORS TO ANTICIPATE, DIAGNOSE, OR CORRECT ABNORMAL OPERATING CONDITIONS.	-	-	
		STANDARDIZED PRESSURE CONTROL OFFERS IMPROVED PROTECTIONS FROM SURGE CONDITIONS WHICH ARE A LIKELY CAUSE OF PIPE FAILURE. IT WILL ALSO IMPROVE SERVICE LEVELS TO EXISTING CUSTOMERS WHERE PRESSURE TRANSIENTS CAUSE LEAKS IN SPRINKLER SYSTEMS OR WITHIN CUSTOMER PREMISES.	-	-	
		<b>ALTERNATIVES CONSIDERED:</b>	-	-	
		STATUS QUO OPERATION.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b>	-	-	
		IMPROVE WATER DISTRIBUTION OPERATIONS THROUGH INCREASED UNDERSTANDING OF SYSTEM OPERATING CHARACTERISTICS. IMPROVE RESPONSIVENESS TO DYNAMIC OPERATING CONDITIONS. FACILITATE IMPROVED ACCESS TO EXISTING SITES NOW REQUIRING CONFINED SPACE ENTRY PROCEDURES. STANDARDIZE AND IMPROVE SURGE CONTROL FEATURES THROUGHOUT SYSTEM.	-	-	
		<b>ADDITIONAL OPERATING COST:</b>	-	-	
		DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS, SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT MAINTENANCE, PROGRAMMING LIBRARIES.	-	-	

Project Name	Year	Description	Amount	Total	Project #
PRV PHASE I - MECHANICAL & STRUCTURAL UPGRADES	2022	PRV PHASE I - MECHANICAL & STRUCTURAL UPGRADES	1,750,000	1,750,000	
		<b>DESCRIPTION:</b>	-		
		UPGRADE HATCH/ENTRY, VALVING, PIPING, PRESSURE SETTINGS, SUMP PUMPS AND PROVIDE POWER, WHICH WILL PROVIDE OPERATORS WITH A SAFE WORK ENVIRONMENT, AND SETS PRVS AT OPERATING PRESSURES AT PRESSURE ZONE INTERFACES CONSISTENT WITH THE WFPU RECOMMENDATIONS. ADDITIONALLY, IT WILL PROVIDE NECESSARY UPGRADES TO EQUIPMENT, PIPING AND VALVING IN PRV VAULTS TO REDUCE LIKELIHOOD OF FAILURES. STANDARDIZED PRESSURE CONTROLS OFFERS IMPROVED PROTECTIONS FROM SURGE CONDITIONS, WHICH ARE LIKELY CAUSES OF PIPE FAILURE. IT IMPROVES SERVICE LEVELS TO EXISTING CUSTOMERS WHERE PRESSURE TRANSIENTS CAUSE LEAKS IN SPRINKLER SYSTEMS OR WITHIN CUSTOMERS' PREMISES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STATUS QUO OPERATION	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IMPROVE WATER DISTRIBUTION OPERATIONS THROUGH INCREASED UNDERSTANDING OF SYSTEM OPERATING CHARACTERISTICS. IMPROVE RESPONSIVENESS TO DYNAMIC OPERATING CONDITIONS. FACILITATE IMPROVED ACCESS TO EXISTING SITES NOW REQUIRING CONFINED SPACE ENTRY PROCEDURES. STANDARDIZE AND IMPROVE SURGE CONTROL FEATURES THROUGHOUT SYSTEM.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS, SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT MAINTENANCE, PROGRAMMING LIBRARIES.	-		

**W72**



Project Name	Year	Description	Amount	Total	Project #
<b>SOURDOUGH TANK INSPECTION &amp; IMPROVEMENTS</b>	<b>2020</b>	<p>SOURDOUGH TANK INSPECTION &amp; IMPROVEMENTS</p> <p><b>DESCRIPTION:</b></p> <p>THIS PROJECT WOULD ENTAIL TAKING THE SOURDOUGH TANK OFFLINE (ONCE THE WTP'S 5.3 MG STORAGE TANK IS ONLINE), INSPECTING IT AND REPAIRING IT AS NECESSARY. THIS PROJECT MAY OR MAY NOT INCLUDE RECONFIGURATION OF THE INLET/OUTLET CONFIGURATION TO PROVIDE FLOW THROUGH HYDRAULICS. THE CONDITION OF THE OVERFLOW &amp; INLET/OUTLET PIPES IS POOR. THE LAST DIVE INSPECTION FOUND CONCRETE AGGREGATE FROM THE CEILING ON THE FLOOR OF THE TANK. THE HYDRAULICS TO AND FROM THE TANK ARE SUSPECTED TO BE SUBOPTIMAL. AN INSTALLED MIXER WILL ALSO NEED TO BE CONSIDERED. THIS PROJECT IS CRITICAL TO ENSURE THAT THE SOURDOUGH TANK IS RELIABLE &amp; OPERATING WELL.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>WAIT FOR CRITICAL FAILURE.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>REHABILITATION OF CRITICAL STORAGE INFRASTRUCTURE FOR SEVERAL DECADES TO COME.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>NONE</p>	600,000	<b>600,000</b>	<b>W84</b>

Project Name	Year	Description	Amount	Total	Project #
<b>LYMAN TANK &amp; TRANSMISSION MAIN CONSTRUCTION</b>	<b>2021</b>	LYMAN TANK & TRANSMISSION MAIN CONSTRUCTION	10,000,000	<b>10,000,000</b>	
		<b>DESCRIPTION:</b>	-		
		CONSTRUCT A NEW 5MG STORAGE TANK AT LYMAN, DECOMMISSIONING EXISTING LYMAN STORAGE TANK, CONDITION ASSESSMENT-BASED REPAIRS OF THE EXISTING LYMAN TRANSMISSION MAIN, NEW SUPPLY MAIN TIE IN TO NEW STORAGE TANK, NEW TRANSMISSION MAIN TIE IN FROM NEW STORAGE TANK TO EXISTING TRANSMISSION MAIN, NEW CHLORINATION/FLUORIDATION FEED FACILITY. DECOMMISSION PEAR STREET BOOSTER STATION IF HYDRAULIC GRADE LINE OF TANK RAISED TO MEET SOURDOUGH TANK. THE LYMAN WATER SUPPLY IS A CRITICAL ELEMENT OF THE CITY'S OVERALL WATER SUPPLY PORTFOLIO ACCOUNTING FOR ROUGHLY 20% OF ANNUAL SUPPLY VOLUME TO THE CITY CURRENTLY. THE SOURCE PROVIDES SUPPLY REDUNDANCY & RESILIENCY AS IT IS GEOGRAPHICALLY REMOVED FROM THE SOURDOUGH/HYALITE SOURCE & PROVIDES AN INDEPENDENT CONNECTION TO THE DISTRIBUTION SYSTEM. THE EFFECTIVE AVAILABLE WATER SUPPLY IS INCREASED SINCE THE NEW STORAGE SYSTEM WILL NOT LEAK & WILL EXPAND THE NUMBER OF CUSTOMERS ABLE TO BE SUPPLIED BY LYMAN WATER. LIKELIHOOD OF FAILURE OF LYMAN SUPPLY SYSTEM WILL BE DRAMATICALLY REDUCED BY REPLACED STORAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STATUS QUO OPERATION OF EXISTING LYMAN SYSTEM.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		REPLACES LYMAN STORAGE TANK WHICH IS AT THE END OF ITS USEFUL LIFE. INCREASES EFFECTIVE AVAILABLE SUPPLY AS EXISTING TANK LEAKS.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		ANTICIPATED OPERATING COST REDUCTION RELATED TO PEAR STREET BOOSTER DECOMMISSIONING.	-		

**W88**

Project Name	Year	Description	Amount	Total	Project #
<b>MEMBRANE REPLACEMENT</b>	<b>2024</b>	THE TYPICAL LIFESPAN OF THE MEMBRANES IS TEN YEARS THE MEMBRANES HAVE BEEN IN USE SINCE FALL OF 2013. WE ARE PLANNING ON REPLACING HALF OF THE MEMBRANES IN FY 2024	- - - 500,000	<b>500,000</b>	<b>W89</b>
<b>TOTAL ORGANIC CARBON ANALYZER</b>	<b>2023</b>	TOC ANALYZER <b>DESCRIPTION:</b> WE DON'T CURRENTLY HAVE A TOC ANALYZER IN THE LAB. IT WILL INCREASE EFFICIENCY BY ANALYZING SAMPLES ON SITE INSTEAD OF SENDING TO A LAB AND WAITING FOR RESULTS. TURN AROUND TIME WILL BE REDUCED SUBSTANTIALLY. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO USE OUTSIDE LABS AND WAIT LONG PERIODS FOR RESULTS. <b>ADVANTAGES OF APPROVAL:</b> REDUCED LAB COSTS AND WAIT TIME. <b>ADDITIONAL OPERATING COSTS:</b> NONE	30,000 - - - - - - - - - -	<b>30,000</b>	<b>W90</b>
<b>TURBIDIMETER REPLACEMENT</b>	<b>2020</b>	TURBIDIMETER REPLACEMENT <b>DESCRIPTION:</b> REPLACEMENT OF EXISTING TURBIDIMETER BECAUSE THE SOFTWARE IS NO LONGER SUPPORTED BY THE COMPANY <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> LESS MAINTENANCE COSTS, WARRANTY UPGRADE. <b>ADDITIONAL OPERATING COSTS:</b> NONE	14,000 - - - - - - -	<b>14,000</b>	<b>W91 (FY20)</b>

Project Name	Year	Description	Amount	Total	Project #
TURBIDIMETER REPLACEMENT	2021	TURBIDEMETER REPLACEMENT <b>DESCRIPTION:</b> REPLACEMENT OF EXISTING TURBIDIMETER DUE TO SOFTWARE NO LONGER BEING SUPPORTED BY THE COMPANY <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> UPGRADED WARRANTY. REDUCED MAINTENANCE COSTS. <b>ADDITIONAL OPERATING COSTS:</b> NONE	14,000 - - - - - -	14,000	W91 (FY21)
TURBIDIMETER REPLACEMENT	2022	TURBIDIMETER REPLACEMENT <b>DESCRIPTION:</b> REPLACEMENT OF EXISTING TURBIDIMETER DUE TO SOFTWARE THAT IS NO LONGER SUPPORTED BY THE COMPANY. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> REDUCED MAINTENANCE COSTS AND UPGRADED WARRANTY. <b>ADDITIONAL OPERATING COSTS:</b> NONE	14,000 - - - - - -	14,000	W91 (FY22)
SIDE BY SIDE ATV	2024	SIDE BY SIDE ATV <b>DESCRIPTION:</b> ATV TO INCREASE ACCESS TO 6-SECTIONS OF LAND UP SOURDOUGH DRAINAGE FOR WEED CONTROL AND INSPECTIONS. IT CAN ALSO BE USED AT LYMAN CREEK & THE SOURDOUGH TANK. <b>ALTERNATIVES CONSIDERED:</b> LESS ACCESS TO SOURDOUGH DRAINAGE. <b>ADVANTAGES OF APPROVAL:</b> INCREASED ACCESS TO DIFFICULT TERRAIN. MORE EFFICIENT WEED CONTROL AND REDUCED STAFF TIME FOR WEED CONTROL. <b>ADDITIONAL OPERATING COSTS:</b> MINIMAL FUEL & MAINTENANCE COSTS.	15,000 - - - - - - - -	15,000	W92

Project Name	Year	Description	Amount	Total	Project #
<b>3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT</b>	<b>2024</b>	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT	60,000	<b>60,000</b>	<b>W93</b>
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF MAINTENANCE/SNOW PLOW VEHICLE.	-		
		TRUCK GETS HEAVY USE AND IS CRITICAL TO OPERATIONS	-		
		AND MAINTENANCE OF BOTH THE SOURDOUGH PLANT &	-		
		LYMAN CREEK. IT IS A 2008 WITH HIGH MILEAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		RISK OF VEHICLE BREAKDOWN AND INCREASED	-		
		REPAIR COSTS AS VEHICLE HAS HIGH MILEAGE & IS	-		
		USED DAILY.	-		
<b>ADVANTAGES OF APPROVAL:</b>	-				
REDUCED MAINTENANCE COSTS AND DOWN TIME.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				
<b>MYSTIC LAKE BEAVER DECEIVER</b>	<b>2020</b>	MYSTIC LAKE BEAVER DECEIVER	35,000	<b>35,000</b>	<b>W94</b>
		<b>DESCRIPTION:</b>	-		
		SIPHON TO PREVENT BEAVERS FROM DAMING MYSTIC LAKE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		LET THE BEAVERS DAM THE LAKE WHICH COULD RESULT	-		
		IN SIGNIFICANT FLOODING.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CONSTRUCTION OF THE BEAVER DECEIVER WILL PREVENT	-		
		MAINTENANCE COSTS FOR REMOVING THE BEAVER DAM.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
NONE	-				



Project Name	Year	Description	Amount	Total	Project #
SOURDOUGH RAW TRANSMISSION MAIN FLOW CONTROL VALVE AND METER	2020	SOURDOUGH RAW TRANSMISSION MAIN FLOW CONTROL VALVE	300,000	300,000	W96
		AND METER	-		
		<b>DESCRIPTION:</b>	-		
		INSTALL A FLOW CONTROL VALVE & METER IN A NEW	-		
		VAULT CONSTRUCTED ON THE SOURDOUGH RAW	-		
		TRANSMISSION MAIN FEEDING THE SOURDOUGH WTP. THIS	-		
		PROJECT PROVIDES FOR FULL REMOTE OPERATION &	-		
		RECORD KEEPING FOR THE SOURDOUGH RAW WATER SOURCE	-		
		FROM THE CONTROL ROOM AT THE WTP.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE OPERATING THE SOURDOUGH RAW SUPPLY AS IS.	-		
		WAIT ON COMPLETING THE FCV AND METER IMPROVEMENT	-		
		AND ROLL IT INTO THE SOURDOUGH INTAKE IMPROVEMENTS	-		
		PROJECT, WHICH IS PRESENTLY UNSCHEDULED IN THE	-		
		WATER FUND CIP.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE FCV WILL ALLOW FOR SOURDOUGH DIVERSIONS TO BE	-		
		REMOTELY OPERATED FROM THE WTP CONTROL ROOM. THE	-		
		METER INSTALLATION PROVIDES FOR AUTOMATED RECORD	-		
		KEEPING AND REPORTING OF DIVERTED FLOWS & VOLUMES	-		
FROM THE SOURDOUGH SOURCE. CURRENTLY, THERE IS NO	-				
METER ON THE SOURDOUGH RAW TRANSMISSION MAIN	-				
REQUIRING DIVERTED VOLUMES TO BE MATHEMATICALLY	-				
DERIVED. DIVERTED FLOWS ARE CURRENTLY MANUALLY	-				
MEASURED AT A FLUME INSTALLED AT THE SOURDOUGH	-				
INTAKE. DIVERSION RATES ARE CURRENTLY MANUALLY	-				
ADJUSTED BY OPERATING A SLIDE GATE AT THE	-				
SOURDOUGH INTAKE. THIS PROJECT PROVIDES FOR FULL	-				
REMOTE OPERATION AND RECORD KEEPING FOR THE	-				
SOURDOUGH RAW WATER SOURCE.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE. THIS PROJECT WILL REDUCE OPERATING COSTS FOR	-				
THE SOURDOUGH DIVERSION FACILITY AS IT ELIMINATES	-				
OPERATOR TIME TO MAKE MANUAL DIVERSION	-				
ADJUSTMENTS AND MEASUREMENTS AT THE SOURDOUGH	-				

Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2020	METER SOFTWARE SUBSCRIPTION	36,000	36,000	
		<b>DESCRIPTION:</b>	-		
		SOFTWARE UPGRADES TO PROVIDE FOR FLOW MANAGEMENT	-		
		ALERTS TO CUSTOMERS AND INDIVIDUALIZED WATER USE	-		
		ASSESSMENTS. THIS PROJECT IS VITAL TO BOTH WATER	-		
		CONSERVATION AND WATER & SEWER OPERATIONS. A	-		
		MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS	-		
		OF LEAKS AND INEFFICIENT WATER USAGE IN REAL TIME.	-		
		DELAYS IN RELAYING THIS INFORMATION ARE COSTLY	-		
		FOR CUSTOMERS AND HARM RELATIONS BETWEEN UTILITY	-		<b>WC02</b>
		AND CUSTOMERS. THIS PROJECT WILL PROVIDE BEST	-		<b>(FY20)</b>
		PRACTICE STANDARDS FOR EMPOWERING CUSTOMERS WITH	-		
		REAL TIME INFORMATION ABOUT THEIR WATER USAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CATCHES LEAKS VERY EARLY AND EDUCATES CUSTOMERS	-		
		ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER	-		
		CONSUMPTION.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		

Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2021	METER SOFTWARE SUBSCRIPTION	36,000	36,000	
		<b>DESCRIPTION:</b>	-		
		SOFTWARE UPGRADES TO PROVIDE FOR FLOW MANAGEMENT	-		
		ALERTS TO CUSTOMERS & INDIVIDUALIZED WATER USE	-		
		TO CUSTOMERS AND INDIVIDUALIZED WATER USE	-		
		ASSESSMENTS. THIS PROJECT IS VITAL TO BOTH WATER	-		
		CONSERVATION & WATER & SEWER OPERATIONS. A	-		
		MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS	-		
		OF LEAKS & INEFFICIENT WATER USAGE IN REAL TIME.	-		
		DELAYS IN RELAYING THIS INFORMATION ARE COSTLY FOR	-		
		CUSTOMERS & HARM RELATIONS BETWEEN UTILITY &	-		
		FOR CUSTOMERS AND HARM RELATIONS BETWEEN UTILITY	-		
		AND CUSTOMERS. THIS PROJECT WILL PROVIDE BEST	-		
		STANDARDS FOR EMPOWERING CUSTOMERS WITH REAL TIME	-		
		PRACTICE STANDARDS FOR EMPOWERING CUSTOMERS WITH	-		
		INFORMATION ABOUT THEIR WATER USAGE.	-		
		REAL TIME INFORMATION ABOUT THEIR WATER USAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CATCHES LEAKS VERY EARLY & EDUCATES CUSTOMERS	-		
		ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER	-		
		CONSUMPTION.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
					<b>WC02 (FY21)</b>

Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2022	METER SOFTWARE SUBSCRIPTION	36,000	36,000	
		<b>DESCRIPTION:</b>	-		
		SOFTWARE UPGRADES TO PROVIDE FOR FLOW MANAGEMENT	-		
		ALERTS TO CUSTOMERS & INDIVIDUALIZED WATER USE	-		
		ASSESSMENTS. THIS PROJECT IS VITAL TO BOTH WATER	-		
		CONSERVATION & WATER & SEWER OPERATIONS. A	-		
		MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS	-		
		OF LEAKS & INEFFICIENT WATER USAGE IN REAL TIME.	-		
		DELAYS IN RELAYING THIS INFORMATION ARE COSTLY FOR	-		
		CUSTOMERS & HARM RELATIONS BETWEEN UTILITY &	-		
		CUSTOMERS. THIS PROJECT WILL PROVIDE BEST PRACTICE	-		<b>WC02</b>
		STANDARDS FOR EMPOWERING CUSTOMERS WITH REAL TIME	-		<b>(FY22)</b>
		INFORMATION ABOUT THEIR WATER USAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CATCHES LEAKS VERY EARLY & EDUCATES CUSTOMERS	-		
		ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER	-		
		CONSUMPTION.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2023	METER SOFTWARE SUBSCRIPTION	36,000	36,000	
		<b>DESCRIPTION:</b>	-		
		SOFTWARE UPGRADES TO PROVIDE FOR FLOW MANAGEMENT	-		
		ALERTS TO CUSTOMERS & INDIVIDUALIZED WATER USE	-		
		ASSESSMENTS. THIS PROJECT IS VITAL TO BOTH WATER	-		
		CONSERVATION & WATER & SEWER OPERATIONS. A	-		
		MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS	-		
		OF LEAKS & INEFFICIENT WATER USAGE IN REAL TIME.	-		
		DELAYS IN RELAYING THIS INFORMATION ARE COSTLY	-		
		FOR CUSTOMERS & HARM RELATIONS BETWEEN UTILITY &	-		
		CUSTOMERS. THIS PROJECT WILL PROVIDE BEST	-		WC02
		PRACTICE STANDARDS FOR EMPOWERING CUSTOMERS WITH	-		(FY23)
		REAL TIME INFORMATION ABOUT THEIR WATER USAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		CATCHES LEAKS VERY EARLY & EDUCATES CUSTOMERS	-		
		ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER	-		
		CONSUMPTION.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		NONE	-		
METER SOFTWARE SUBSCRIPTION	2024	METER SOFTWARE SUBSCRIPTION	36,000	36,000	
		<b>DESCRIPTION:</b>	-		
		SOFTWARE UPGRADES TO PROVIDE FOR FLOW MGMT ALERTS	-		
		TO CUSTOMERS AND INDIVIDUALIZED WATER USE	-		
		ASSESSMENTS. THIS PROJECT IS VITAL FOR BOTH WATER	-		
		CONSERVATION AND WATER & SEWER OPERATIONS. A	-		
		MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS	-		
		OF LEAKS AND INEFFICIENT WATER USAGE IN REAL TIME.	-		
		DELAYS IN RELAYING THIS INFORMATION ARE COSTLY	-		
		FOR CUSTOMERS AND HARM RELATIONS BETWEEN UTILITY	-		
		AND CUSTOMERS. THIS PROJECT WILL PROVIDE BEST	-		
		PRACTICE STANDARDS FOR EMPOWERING CUSTOMERS WITH	-		
		REAL TIME INFORMATION ABOUT THEIR WATER USAGE.	-		WC02
					(FY24)

Project Name	Year	Description	Amount	Total	Project #
LANDSCAPE ARCHITECTURE SERVICES		LANDSCAPE ARCHITECTURE SERVICES MEDIANS BOULEVARDS	50,000	50,000	
MEDIANS BOULEVARDS		<b>DESCRIPTION:</b>	-		
		THIS PROJECT WILL ALLOW THE CITY TO CONTRACT WITH	-		
		A LANDSCAPE ARCHITECT WITH KNOWLEDGE AND EXPERTISE	-		
		TO DEVELOP WATER EFFICIENT LOW MAINTENANCE	-		
		LANDSCAPE DESIGNS AND MAINTENANCE PLANS	-		
		APPROPRIATE FOR HARSH ROADWAY ENVIRONMENTS TO BE	-		
		UTILIZED BY THE CITY AND DEVELOPERS. WATER	-		
		USE, MAINTENANCE AND INSTALLATION COSTS WILL BE	-		
		CONSIDERED TO ENSURE LONG TERM AESTHETIC, FISCAL	-		
		AND ENVIRONMENTAL BENEFITS. THE DESIGNS WILL	-		
		EXEMPLIFY THE BEAUTY OF DROUGHT TOLERANT	-		
		LANDSCAPES, CONTRIBUTE TO QUALITY OF LIFE FOR	-		
		BOZEMAN RESIDENTS AND DEMONSTRATE THE CITY'S	-		
		COMMITTMENT TO WATER STEWARDSHIP. WITH FIFTY	-		
		PERCENT OF SUMMER WATER USE GOING TO LAWNS AND	-		
		LANDSCAPES, IT IS ESSENTIAL TO BOZEMAN'S WATER	-		
		RESILIENCY THAT OUTDOOR WATER USE IS REDUCED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		1) NO ACTION: MANY CITY MEDIANS REMAIN	-		
		UN-LANDSCAPED AND UNSIGHTLY.	-		
		2) TRADITIONAL TURFGRASS IS PLANTED IN THE LARGE	-		
		MAJORITY OF CITY MEDIANS AND BOULEVARDS AND	-		
		INCLUDES INEFFICIENT OVERHEAD SPRAY IRRIGATION	-		
		WHICH OFTEN RUNS OFF INTO THE STREET.	-		
		3) CONCRETE, PAVING MEDIANS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE LANDSCAPE ARCHITECT PROVIDES EXPERTISE TO	-		
		DEVELOP WATER EFFICIENT LOW MAINTENANCE	-		
		LANDSCAPE DESIGNS AND MAINTENANCE PLANS FOR HARSH	-		
		ROADWAY ENVIRONMENTS.	-		
		<b>ADDITIONAL OPERATING COSTS IN THE FUTURE:</b>	-		
		NONE	-		

WC05

Project Name	Year	Description	Amount	Total	Project #
<b>WATER CONSERVATION AND EFFICIENCY PLAN</b>	<b>2020</b>	<p>WATER CONSERVATION AND EFFICIENCY PLAN</p> <p><b>DESCRIPTION:</b></p> <p>DEVELOP A COMPREHENSIVE MULTI-YEAR WATER CONSERVATION AND EFFICIENCY PLAN TO GUIDE THE CITY'S WATER CONSERVATION EFFORTS SO AS TO ACHIEVE WATER CONSERVATION GOALS OUTLINED IN THE 2012 INTEGRATED WATER RESOURCES PLAN WHICH CALL FOR 10,000 ACRE FEET OF FUTURE WATER SUPPLIES TO BE GENERATED THROUGH CONSERVATION. THIS PLAN WILL ANALYZE EXISTING AND FUTURE PROGRAM EFFORTS THAT ALIGN WITH INDUSTRY BEST PRACTICES AND STANDARDS AND WILL EVALUATE CHANGES IN WATER USE, FINANCIAL COSTS AND BENEFITS, AVOIDED UTILITY COSTS, AND LONG TERM EFFECTS OF CONSERVATION PROGRAMS ON WATER SUPPLY. IT WILL ALSO ACCOUNT FOR OTHER CONFOUNDING FACTORS SUCH AS CHANGES IN WEATHER, DEVELOPMENT, AND EFFICIENCY STANDARDS TO DISCOVER REAL CHANGES THAT CAN BE ATTRIBUTED TO CONSERVATION PROGRAMS. THIS ANALYSIS AND PLAN WILL ENSURE THAT FUTURE PROGRAM EFFORTS ARE SUCCESSFUL, COST EFFECTIVE AND BENEFICIAL FOR WATER CUSTOMERS AND THE UTILITY.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NO ACTION.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>THE WATER USE AND EFFICIENCY CONSULTANT HAS THE EXPERTISE TO RUN A THOROUGH COST BENEFIT ANALYSIS OF WATER CONSERVATION PROGRAMS CAPTURING CHANGES IN WATER USE, AVOIDED UTILITY COSTS, AND LONG TERM EFFECTS OF WATER CONSERVATION PROGRAMS ON WATER SUPPLY.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>NONE.</p>	60,000	60,000	<b>WC06</b>

<b>UNSCHEDULED</b>			
<b>Unscheduled Project Name</b>	<b>Unscheduled Project Description</b>	<b>Amount</b>	<b>Project #</b>
<b>ERP Replacement "Sungard Replacement/Upgrade"</b>	Replacing/upgrading the current system installed in 1999. This is the system that runs all the financial, community development, land records, utility and business license applications. Although it is unscheduled we are currently looking into this.	<b>333,333</b>	<b>GF227</b>
<b>Wheeled Excavator</b>	This would be a trackhoe excavator with wheels instead of tracks. It is a critical piece of machinery in our departments, and it is used to maintain water, sewer, and stormwater infrastructure. The excavator will be split 50/50 with the wastewater fund (WW86).	<b>151,000</b>	<b>W68</b>
<b>PRV Abandonments (approximately 6 sites)</b>	Abandon (in place) existing PRV's serving Northwest 4940 Pressure Zone, at sites to be determined through detailed hydraulic modeling. Install looped mains to maintain connectivity. This project will be done in conjunction with other transmission main improvements serving Northwest zones. This will reduce system complexity, and simplifies control strategy, which is critical with additional improvements planned within service area, yet maintains sufficient connectivity between zones per Hydraulic criteria. Additionally, it will create an opportunity for PRV's feeding zone to create undesired chattering of PRV's fighting each other via control strategy. Chattering of valves can lead to undesired hydraulic transients in system.	<b>510,106</b>	<b>W73</b>
<b>Sourdough Intake Improvements</b>	Sourdough intake improvements to increase efficiency of existing diversion infrastructure. Project calls for replacement of existing surface diversion, installation of sub-surface collection system within stream bed gravels to capture water during surface freeze-off events, new instrumentation and controls. This will increase the resiliency of the Sourdough water supply by reducing, or potentially eliminating, periods and frequency of surface water freeze-off.	<b>2,000,000</b>	<b>W83</b>
<b>Total Water Unscheduled</b>		<b>2,994,439</b>	



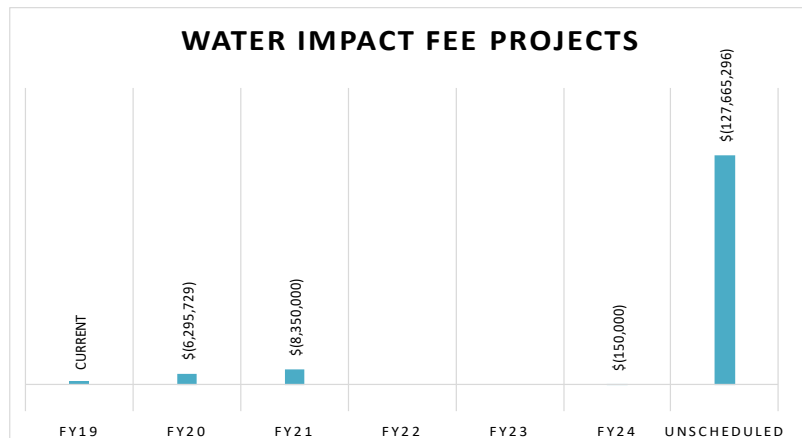
# Water Impact Fee

# WATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY19	FY20	FY21	FY22	FY23	FY24	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 3,851,238	\$ (14,945)	\$ (664,843)	\$ 72,389	\$ 685,731	\$ 1,339,146	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 1,888,070	\$ 1,925,831	\$ 1,964,348	\$ 2,003,635	\$ 2,043,708	\$ 2,084,582	\$ -
Plus: Loan for Well Field WIF32			\$ 8,000,000				
Plus: Loan for Sourdough Transmission Main, PH 2 WIF40		\$ 4,320,000					
Less: Carryover FY18 Capital Projects	\$ (3,196,824)						
Less: Impact Fee Reimbursement	\$ (371,409)						
Less: Debt payments (WIF03 WIF 32, and WIF40)	\$ (600,000)	\$ (600,000)	\$ (877,116)	\$ (1,390,293)	\$ (1,390,293)	\$ (1,390,693)	
Less: Scheduled CIP Project Costs	\$ (1,586,020)	\$ (6,295,729)	\$ (8,350,000)			\$ (150,000)	\$ (127,665,296)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ (14,945)</b>	<b>\$ (664,843)</b>	<b>\$ 72,389</b>	<b>\$ 685,731</b>	<b>\$ 1,339,146</b>	<b>\$ 1,883,035</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY19	FY20	FY21	FY22	FY23	FY24
Estimated Annual Water Impact Fee Revenues	\$ 1,888,070	\$ 1,888,070	\$ 1,925,831	\$ 1,964,348	\$ 2,003,635	\$ 2,043,708
Estimated Annual Increase	0.0%	2%	2%	2%	2%	2%
<b>Total Estimated Revenues</b>	<b>\$ 1,888,070</b>	<b>\$ 1,925,831</b>	<b>\$ 1,964,348</b>	<b>\$ 2,003,635</b>	<b>\$ 2,043,708</b>	<b>\$ 2,084,582</b>
Current Revenues Dedicated to CIP %	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Plus: Increase Dedicated to Water Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 1,888,070</b>	<b>\$ 1,925,831</b>	<b>\$ 1,964,348</b>	<b>\$ 2,003,635</b>	<b>\$ 2,043,708</b>	<b>\$ 2,084,582</b>



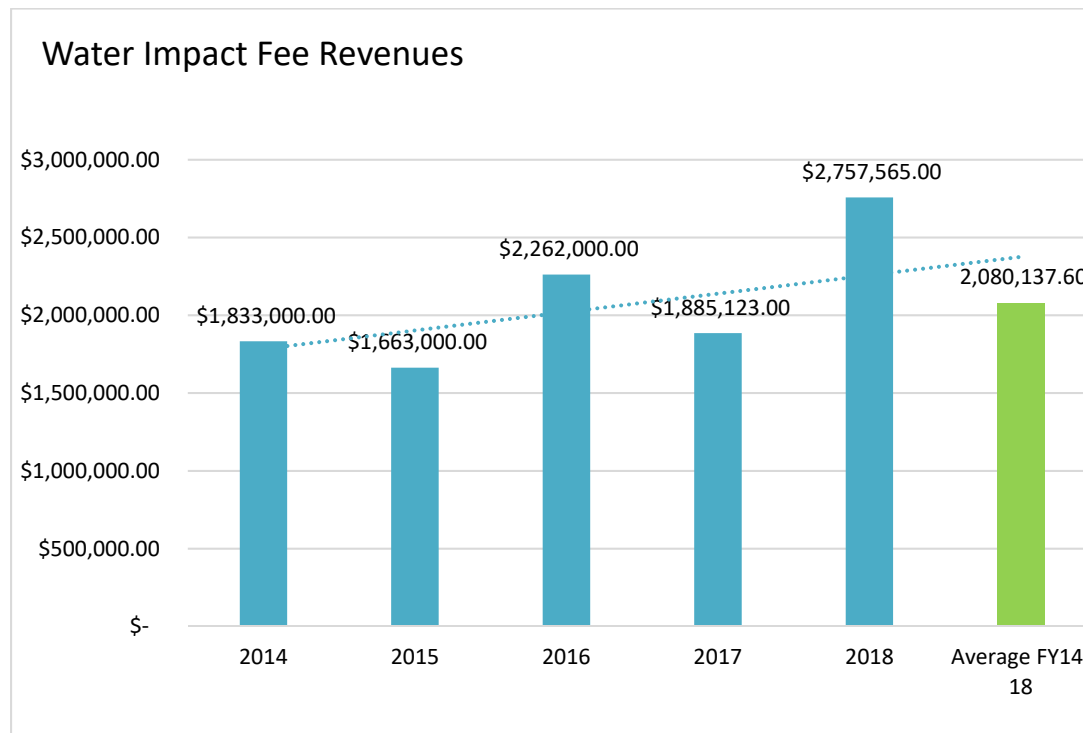
## WATER IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024
<b>WIF25</b>	DAVIS 12" WATER MAIN & VALLEY CENTER 16" WATER MAIN	725,729	-	-	-	-
<b>WIF28</b>	5126 WEST SOURDOUGH RESERVOIR 1 - SITING	-	350,000	-	-	-
<b>WIF32</b>	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	-	8,000,000	-	-	-
<b>WIF37</b>	SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	-	-	-	-	150,000
<b>WIF40</b>	SOURDOUGH TRANSMISSION MAIN PHASE 2	4,320,000	-	-	-	-
<b>WIF47</b>	GRAF AND S. 27TH WATER TRANSMISSION MAIN OVERSIZE	150,000	-	-	-	-
<b>WIF50</b>	I-90 WATER MAIN EXTENSION	1,100,000	-	-	-	-
	<b>Fiscal Year totals</b>	<b>6,295,729</b>	<b>8,350,000</b>	-	-	<b>150,000</b>

# WATER IMPACT FEE FUND DETAIL

## BACKGROUND

This enterprise fund revenue source is impact fees. Revenue estimates for Water Impact Fees have been updated with the 5-year average collection amount, detailed on the following page. We have included a slight adjustment for potential financial effects of the fee study underway and reduced our growth rate slightly. Revenues have grown on average by 13% per year, over the past 5 years. For the CIP, we have used the 5-year Average collection, plus 2% growth each year from FY20 to FY24.



## CAPITAL PLAN SUMMARY

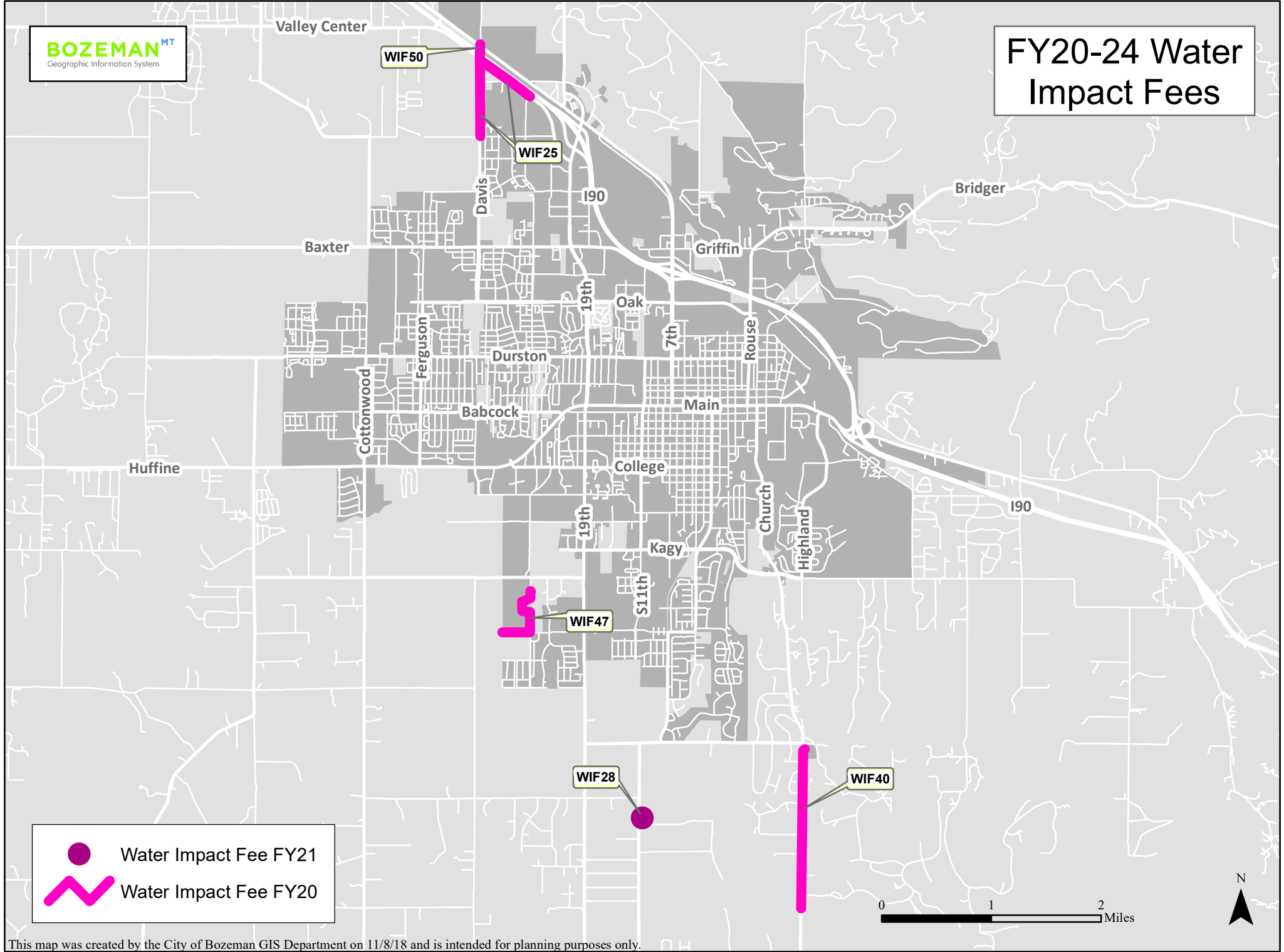
The scheduled projects include projects identified in the Integrated Water Resources Plan (IWRP). WIF40 SOURDOUGH TRANSMISSION MAIN – PHASE 2 – This project provides significant additional water supply capacity. This construction, beginning in phase 1 already underway, will assist in overcoming vulnerabilities presented by the aging and unknown condition of the existing transmission main between the City’s Water Treatment Plant and Sourdough Tank. The phase 1 was and phase 2 is also being proposed as 90% Impact Fees and 10% Water Utility.


WIF32 Groundwater Well Field and Transmission Construction - Water right permitting and mitigation plan; purchase of mitigation water rights; construction of aquifer recharge or other mitigation infrastructure; acquisition of land for well field site; construction of wells, power, power backup, instrumentation and controls, SCADA, control building and site improvements; and transmission main construction to tie GW supply into the existing system. Beginning in FY21 for an estimated total of \$8 million. This is critical for meeting long-range water supply needs and enhancing overall water supply resiliency and redundancy. It enhances connectivity by providing a redundant water supply source in the event of Sourdough WTP outage.


A significant amount of borrowing has been incurred for Projects WIF32, and WIF 40. Over \$12 million will need to be borrowed to complete these three projects. Because of the uncertainty of the revenue stream, the Water Utility will need to borrow via revenue bonds and be reimbursed by the Water Impact Fee Fund. There may be rate-requirements to support this borrowing. We will know more after the upcoming Water Rate Study. The estimated borrowing it outlined in the table below:

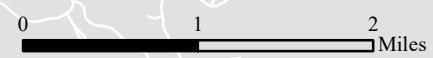
Estimated Debt Schedule						
Debt- Description	Project #	FY2020	FY2021	FY2022	FY2023	FY2024
Loan Debt Service - WTP 5.3MG Water Storage Reservoir (WIF03)	WIF14	600,000	600,000	600,000	600,000	600,000
Debt Service for Borrowing - Well Field (WIF 32)	WIF43			513,177	513,177	513,577
Debt Service for Borrowing - Transmission Main (WIF40)	WIF45		277,116	277,116	277,116	277,116
Total Estimated Debt Service Payment		600,000	877,116	1,390,293	1,390,293	1,390,693

# FY20-24 Water Impact Fees



 Water Impact Fee FY21

 Water Impact Fee FY20



This map was created by the City of Bozeman GIS Department on 11/8/18 and is intended for planning purposes only.

Project Name	Year	Description	Amount	Total	Project #
DAVIS 12" WATER MAIN & VALLEY CENTER 16"WATER MAIN	2020	DAVIS 12" WATER MAIN & VALLEY CENTER 16"WATER MAIN <b>DESCRIPTION:</b> EXTENSION OF 12" WATER MAIN IN DAVIS LN FROM CATAMOUNT TO VALLEY CENTER & EXTENSION OF 16" DIAMETER WATER MAIN IN VALLEY CENTER FROM DAVIS TO 27TH. 16" MAIN IS PER AE2S WFP. 12" MAIN EXTENDS EXISTING 12" MAIN IN DAVIS. THESE MAINS NEEDED TO SUPPORT DEVELOPMENT SOUTH OF EAST VALLEY CENTER BETWEEN DAVIS AND 27TH. THIS PROVIDES FOR FUTURE LOOPED WATER SYSTEM PER AE2S WFP, AND REDUCES SEVERITY AND CONSEQUENCES OF WATER SYSTEM OUTAGES DUE TO FUTURE LOOPING AND PROVIDES FOR MINIMUM FIRE FLOWS. THIS WILL BE COMPLETED IN DAVIS ALONG THE PROPOSED ALIGNMENT OF PHASE 5 OF WEST TRANSMISSION MAIN IN THE AE2S WFP. WTM DIAMETER CONTEMPLATED AT 36" IN DAVIS FROM CATAMOUNT TO VALLEY CENTER. <b>ALTERNATIVES CONSIDERED:</b> BILLINGS CLINIC MAY OCCUPY THIS LAND. FIRE FLOW DEMANDS MAY REQUIRE LARGE DIAMETER MAINS ABOVE THE MINIMUM 8" DIAMETER TYPICAL LOCAL SHARE IN ORDER TO MEET THE CLINIC'S FIRE FLOW REQUIREMENT, THUS REDUCING THE OVERALL IMPACT FEE CONTRIBUTION. <b>ADVANTAGES OF APPROVAL:</b> IMPLEMENTS WFP UPDATE FOR G&D INFRASTRUCTURE <b>ADD OPERATING COSTS:</b> N/A	725,729 -	725,729	WIF25





Project Name	Year	Description	Amount	Total	Project #
GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	2021	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTI	8,000,000	8,000,000	WIF32
		<b>DESCRIPTION:</b>	-		
		WATER RIGHT PERMITTING AND MITIGATION PLAN;	-		
		PURCHASE OF MITIGATION WATER RIGHTS; CONSTRUCTION	-		
		OF AQUIFER RECHARGE OR OTHER MITIGATION	-		
		INFRASTRUCTURE; ACQUISITION OF LAND FOR WELL FIELD	-		
		SITE; CONSTRUCTION OF WELLS, POWER, POWER BACKUP,	-		
		INSTRUMENTATION AND CONTROLS, SCADA, CONTROL	-		
		BUILDING AND SITE IMPROVEMENTS; AND TRANSMISSION	-		
		MAIN CONSTRUCTION TO TIE GW SUPPLY INTO THE	-		
		EXISTING SYSTEM. THIS IS ABSOLUTELY CRITICAL FOR	-		
		MEETING LONG-RANGE WATER SUPPLY NEEDS AND	-		
		ENHANCING OVERALL WATER SUPPLY RESILIENCY AND	-		
		REDUNDANCY. IT ENHANCES CONNECTIVITY BY PROVIDING	-		
		A REDUNDANT WATER SUPPLY SOURCE IN THE EVENT OF	-		
		SOURDOUGH WTP OUTAGE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STATUS QUO OPERATION	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IMPROVE WATER DISTRIBUTION OPERATIONS THROUGH	-		
		INCREASED UNDERSTANDING OF SYSTEM OPERATING	-		
CHARACTERISTICS. IMPROVE RESPONSIVENESS TO	-				
DYNAMIC OPERATING CONDITIONS. FACILITATE	-				
IMPROVED ACCESS TO EXISTING SITES NOW REQUIRING	-				
CONFINED SPACE ENTRY PROCEDURES. STANDARDIZE	-				
AND IMPROVE SURGE CONTROL FEATURES THROUGHOUT	-				
SYSTEM.	-				
<b>ADD OPERATING COSTS:</b>	-				
DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS,	-				
SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT	-				
MAINTENANCE, PROGRAMMING LIBRARIES	-				

Project Name	Year	Description	Amount	Total	Project #
SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	2024	SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	150,000	150,000	WIF37
		<b>DESCRIPTION:</b>	-		
		ALTERNATIVES PLANNING AND DESIGN FOR SOURDOUGH NATURAL STORAGE ENHANCEMENT PROJECT. THIS PROJECT WILL INCREASE RESILIENCY OF SOURDOUGH WATERSHED TO DROUGHT IMPACTS AND PROVIDES AUGMENTED WATER SUPPLY, PROTECTS EXISTING MUNICIPAL WATER RIGHTS, AND IT AUGMENTS WATER SUPPLY CAPACITY OF SOURDOUGH WATERSHED. THIS IMPACTS THE CITY'S LONG-TERM WATER RIGHTS AND HELPS CLOSE THE APPROACHING WATER SUPPLY GAP. THIS PROJECT COULD HAVE POTENTIAL FEMA INVOLVEMENT FOR FLOOD CONTROL.	-		
		OTHER AFFECTED PROJECTS INCLUDE FINAL SIZING OF WEST TRANSMISSION MAIN. IT WILL ALSO INFORM LONG-TERM GROUNDWATER NEEDS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		POSTPONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		IMPLEMENTS IWRP, AUGMENTS SOURDOUGH WATER SUPPLY CAPACITY, AND INCREASES RESILIENCY OF SOURDOUGH WATER SUPPLY BY PROVIDING 'STORAGE' TO REDUCE THE SUSCEPTIBILITY OF DROUGHT IMPACTS	-		
		<b>ADD OPERATING COSTS:</b>	-		
		UNKNOWN	-		



Project Name	Year	Description	Amount	Total	Project #
<b>GRAF AND S. 27TH WATER TRANSMISSION MAIN OVERSIZE</b>	<b>2020</b>	GRAF AND S. 27TH WATER TRANSMISSION MAIN OVERSIZE	150,000	<b>150,000</b>	
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT CONSISTS OF UPSIZING WATER MAINS FROM 8-INCHES TO 12-INCHES PER THE WATER MASTER PLAN IF THE PROPOSED CANVASBACK SUBDIVISION PROCEEDS TO APPROVAL. THE CANVASBACK SUBDIVISION WILL BE REQUIRED TO INSTALL THE MAINS, AND THE CITY WOULD PAY THE DIFFERENCE IN COST BETWEEN AN 8-INCH AND A 12-INCH PIPE REQUIRED BY THE 2017 WATER MASTER PLAN.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WIF47</b>
		DO NOTHING AND REQUIRE THE DEVELOPER TO BEAR THE FULL COST OF THE 12-INCH TRANSMISSION MAIN	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		SUPPORTS IMPLEMENTATION OF THE WATER TRANSMISSION PIPE NETWORK DESCRIBED IN THE 2017 WATER MASTER PLAN.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		INCREMENTAL COST OF WATER MAIN OPERATIONS, WHICH WILL BE ACCOUNTED FOR IN THE WATER FUND.	-		

Project Name	Year	Description	Amount	Total	Project #
I-90 WATER MAIN EXTENSION	2020	I-90 WATER MAIN EXTENSION	1,100,000	1,100,000	
		<b>DESCRIPTION:</b>	-		
		CONSTRUCT WATER MAIN CROSSING OF THE FREEWAY AND	-		
		RAILROAD RIGHT-OF-WAY AT DAVIS AND EAST VALLEY	-		
		CENTER. DO THIS PROJECT IN CONJUNCTION WITH THE	-		
		DAVIS LANE LIFT STATION TO SEE COST SAVINGS WHILE	-		
		THE BORING CONTRACTOR IS MOBILIZED TO THIS	-		
		LOCATION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>WIF50</b>
		DO NOTHING.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		BUILD THE WATER SYSTEM PER THE WATER MASTER PLAN.	-		
		PROVIDES A LOOPED WATER SYSTEM FOR THE BILLINGS	-		
		CLINIC PROJECT AND THE PARK PLACE SUBDIVISION	-		
		PROJECT.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		MINIMAL MAINTENANCE COST.	-		

**UNSCHEDULED**

Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<p><b>West Transmission Main - Phase 1 Construction</b></p>	<p>The project consists of a constructing a new transmission main from the Sourdough water treatment plant to the southwestern edge of the existing distribution network (S.19th and Graf St.) to serve future anticipated growth and provide water delivery redundancy. This second transmission line from the WTP to the City's distribution system is critical to provide a second path to get potable water from the WTP into the City, as well as to adequately serve the rapidly growing western portions of the City with potable water and fire flows. Potable water delivery and fire flows will be improved in the southwest, west and northwest portions of the City. This transmission line connects to the existing distribution system at a location that enables the existing Sourdough and Hill top tanks to be filled even if the Sourdough pipeline is out of service. This project mitigates the risk of not having enough potable water to serve the City's residents or provide fire suppression.</p>	<p align="right"><b>28,006,293</b></p>	<p align="center"><b>WIF05</b></p>
<p><b>5126 West Sourdough Reservoir 1</b></p>	<p>The project consists of a constructing a new gravity fed ground storage reservoir to the south/southwest of the City, which would tie into the West Water Transmission Main – Phase 1 and serve the existing City water distribution system. This reservoir supplies water to the City's existing distribution network, to provide necessary storage capacity for the entire system, as well as contributes to adequate water supply capacity for future development along the City's western half. In the near term the storage provided by this reservoir will augment storage provided by the City's existing Sourdough and Hilltop Tanks. In the long-term it provides storage for the west and northwest areas of the City. This project mitigates the risk of not having enough potable water and fire flow in the southwest area of the City. This project is directly tied to construction of the West Water Transmission Main - Phase 1.</p>	<p align="right"><b>9,757,500</b></p>	<p align="center"><b>WIF27</b></p>

Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<b>East Transmission Main</b>	<p>The project consists of a constructing a new transmission main that would ensure adequate water supply capacity for future developments located both east and northeast of the existing distribution system (extending approximately from East Kagy Blvd to Kelly Canyon Rd and Story Hill Rd). Without this transmission main, potable water and fire flows will eventually become insufficient in the east and northeast portions of the City. This main also supplies the future East Mountain Zone, which has a substantial demand. This project better connects the east and northeast portions of the City with the supply from the City's WTP. In conjunction with the west transmission mains, it will provide a more looped supply for the majority of the City. What safety or risk measures are mitigated with this project: This project mitigates the risk of having inadequate potable water and fire flows to the City's east and northeast areas. This project leverages improvements in delivery of water due to the Sourdough Main replacement or paralleling. It will also enable siting of storage in the City's east and northeast areas.</p>	<b>7,167,372</b>	<b>WIF30</b>
<b>West Transmission Main Planning Study</b>	<p>Planning study to identify key design parameters for WTM, right of way, route alignment, and timing for bringing WTM online. Eventual construction of the West Transmission Main is necessary to provide redundancy for the Sourdough Transmission Main as well as adequate potable water and fire flow for the City's west, northwest and north areas, and it provides capacity sufficient for UBO and delivery of 34 MGD from future WTP expansion. Conveyance of water to the City's western, northwestern and northern areas will be more efficient than moving water through downtown and existing PRVs.</p>	<b>400,000</b>	<b>WIF36</b>
<b>Sourdough Canyon Natural Storage Construction</b>	<p>Construction of natural water storage infrastructure alternatives planned and designed in project WFP_53 that augment water supply availability, reduce susceptibility to drought impacts, and maximize existing water rights. This project provides enhanced water supply availability to support future growth and development, and reduces drought susceptibility and peak runoff impacts. Leveraging potential exists with federal/state grants, federal/state cooperative agreements (consistent with fed initiatives to increase drought resiliency in western states and consistent with recommendations in state water plan to increase storage in closed basins). Project implements recommendations of the IWRP to develop storage in Sourdough.</p>	<b>8,000,000</b>	<b>WIF38</b>

Unscheduled Project Name	Unscheduled Project Description	Amount	Project #
<b>West Transmission Main - Phase 1 Design</b>	Design of the first phase of the West Transmission Main, the criteria for which would be developed in the West Transmission Main Planning Study (WIF36). This project will reduce the consequence of a failure on the Sourdough Transmission Main, by providing a second pipeline to convey water to the City from the WTP, and water delivery to the City's western side will become more efficient. The Sourdough Transmission Main is currently a single point of failure for conveyance of water from the Sourdough WTP. Other affected projects include subsequent phases of West Transmission Main design and construction, and construction of storage reservoirs on the City's west side.	<b>2,907,235</b>	<b>WIF41</b>
<b>West Transmission Main - Phases 2-5 Design &amp; Construction</b>	The project consists of remaining phases (2 thru 5) of the west Transmission Main, completing the transmission loop around the city's western flank. Extending the West Transmission Line further north into the City's future western and northwestern developments to ensure adequate potable water and fire flow for west and northwest Bozeman residents. The northwest portion of the City remains the least well connected area to the distribution system. Flow to the northwest must come through the existing PRVs from the Sourdough and Hilltop Tanks, or from the northeast Lyman source. This main will bring water from the WTP well into the northwest portion of the City. Therefore, this project mitigates the risk of not having enough potable water or fire flow to serve the City's west residents. This project will also provide the ability for the City to connect additional storage reservoirs on the City's southwest and west to satisfy maximum day demand and fire flows.	<b>61,669,396</b>	<b>WIF42</b>
<b>4975 Southwest Reservoir 1</b>	The project consists of a constructing a new ground storage reservoir southwest of town, which would tie into the West Transmission Main – Phase 2 and serve the City's future western and northern water distribution system.	<b>9,757,500</b>	<b>WIF48</b>
<b>Total Water Impact Fee Unscheduled</b>		<b>127,665,296</b>	