



# Capital Improvements Plan

FISCAL YEARS 2021 -2025

Presented And Adopted during Public Meetings held November 2019 - January 2020



# City of Bozeman, Montana

Adopted

## Capital Improvements Program

For Fiscal Years 2021-2025

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November 2019 – January 2020

**2019**

**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

**2020**

**City Commission**

Chris Mehl, Mayor

Cynthia Andrus, Deputy Mayor

Terry Cunningham, Commissioner

I-Ho Pomeroy, Commissioner

Michael Wallner, Commissioner

**City Staff**

Denis Taylor, Interim 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, 2021 - 2025 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.

### *Plan Challenges*

The City's General Fund portion of the CIP contains, by far, the greatest number of capital items and pays for a broad range of departmental needs. The General Fund portion of the plan is made up of numerous departments and contains their projects and equipment purchases. These items are funded through the General fund revenue, which is made up of property taxes, entitlement share, charges for services, and fines and fees. Certain items in the General Fund are planned to be funded by a bonds approved on an election ballot, as well.

For two years now, the most significant issue in developing the General Fund's capital improvement plan has been the creation of a Parks and Trails Maintenance District. The City's Strategic Plan directs us: **4.3 a Develop a Comprehensive Parks Maintenance Facilities Funding Program** that would provide funding for Parks, including their capital needs. This is significant because it would remove millions of dollars of Parks capital improvement costs from the General Fund, and move them to a separate fund with a dedicated annual assessment for a funding source.

Last year, the Commission adopted a General Fund CIP that planned for creation of the Parks & Trails Maintenance District in FY21. Because of

district creation, we removed the Parks division projects from the General Fund CIP starting in FY21 – but left all of the General Fund money remaining in the plan to allow us to increase General Fund capital projects in future years. This year’s plan follows the concept adopted last year, where the City creates a District beginning in FY21 and the General Fund capital amount is not reduced. We removed the Parks capital items from the General Fund CIP, and created a separate Park & Trails District CIP.

### ***Strategic Plan***

The Strategic Plan helps inform the planning and decision process for the CIP. Below highlight some of the items included in the plan:

- The General fund allocates for Fiber Optic Conduit this aids in our efforts for ***2.2 a Identify Commercial/ Industrial Infrastructure Needs.***
- ***3.1 c Implement the Fire Station Location Plan*** with scheduled Fire Station 2 relocation for FY23.
- ***3.4 Active Recreation*** is included throughout the General fund plan and the Parks & Trails District Fund 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.
- 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.
- The Wastewater fund and Wastewater Impact fund have many projects that achieve ***4.3 b Increase Capacity of Sewer Pipes to Accommodate Development Projects.***
- 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 has been increased to \$50,000 for bike path improvements.

In closing, we respectfully submit the 2021 -2025 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 FY21. The City will continue to invest in capital infrastructure in order to keep Bozeman as a vibrant and active city.

Respectfully,

*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 **\$25,000** 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.

## 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, 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
- Parks & Trails District- Assessment
- 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

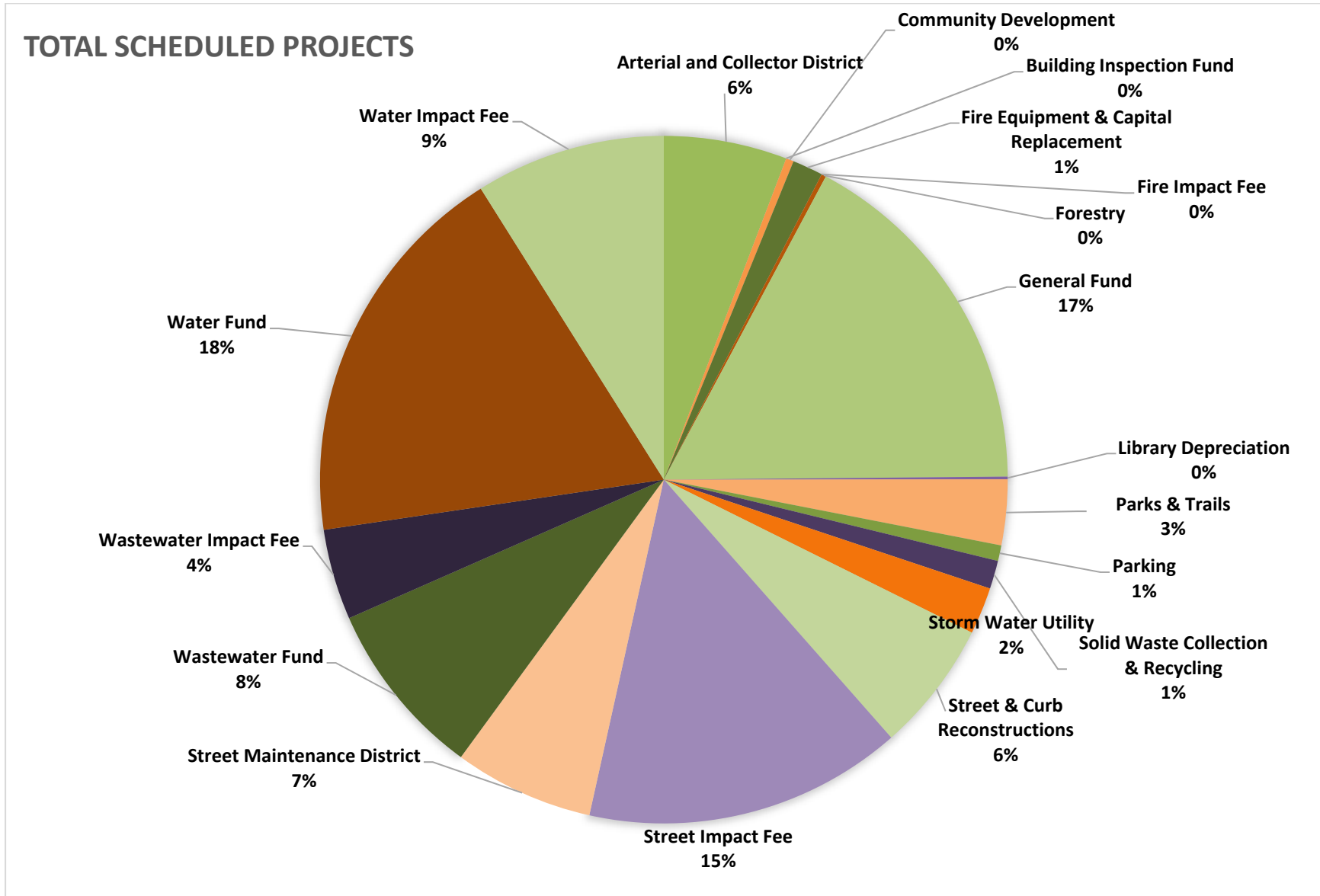
- Public Work Admin Fund – Internal Charges to other funds

## 2021-2025 CIP FINANCIAL SUMMARY

This five-year plan has \$174 million in scheduled projects and \$86 million unscheduled.

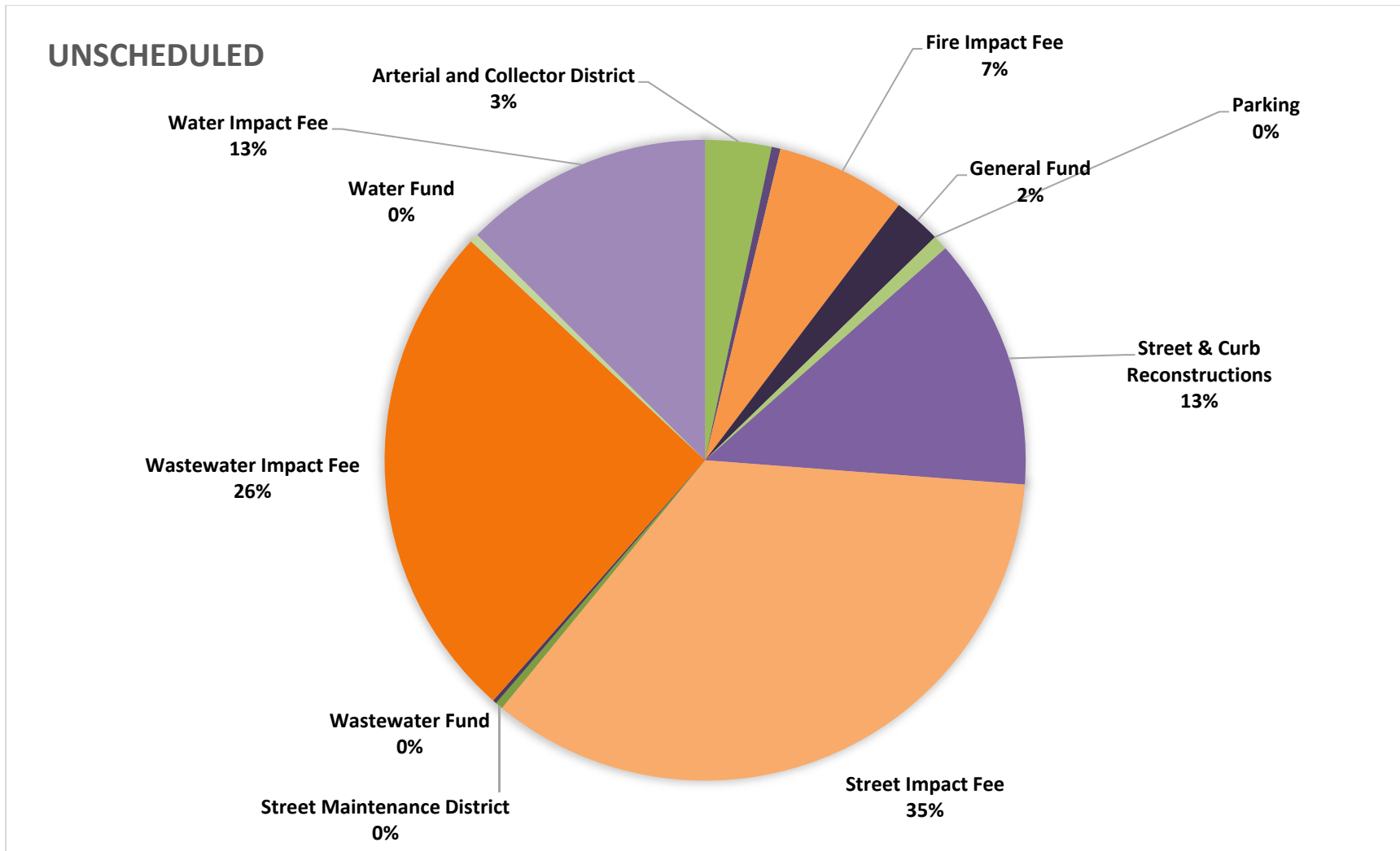
	Scheduled Projects					TOTAL SCHEDULED PROJECTS	Unscheduled
	FY21	FY22	FY23	FY24	FY25		
Arterial and Collector District	1,450,000	2,335,000	3,920,000	1,000,000	1,376,000	10,081,000	2,650,000
Building Inspection Fund	-	-	-	-	-	-	357,500
Community Development	335,000	300,000	-	-	-	635,000	180,000
Fire Equipment & Capital Replacement	166,973	608,718	1,047,680	169,339	509,687	2,502,397	1,421,300
Fire Impact Fee	-	-	-	-	-	-	5,200,000
Forestry	90,000	-	145,000	65,000	75,000	375,000	-
General Fund	1,083,580	1,054,530	909,345	5,510,100	21,137,400	29,694,955	1,913,000
Library Depreciation	72,000	72,000	72,000	-	-	216,000	-
Parks & Trails	570,000	756,000	858,000	938,000	2,249,600	5,371,600	5,325,000
Parking	315,000	250,000	300,000	410,000	300	1,275,300	-
Solid Waste Collection & Recycling	368,000	420,000	900,000	320,000	303,075	2,311,075	-
Storm Water Utility	900,000	705,000	730,000	750,000	770,000	3,855,000	605,000
Street & Curb Reconstructions	2,871,320	1,496,474	2,388,908	2,112,724	1,861,763	10,731,189	10,104,000
Street Impact Fee	6,030,000	3,400,000	9,420,000	3,700,000	3,526,000	26,076,000	27,600,000
Street Maintenance District	2,392,000	2,802,789	1,922,000	1,936,000	2,395,975	11,448,764	300,000
Wastewater Fund	2,335,000	5,430,000	2,107,818	1,495,903	3,175,594	14,544,315	155,000
Wastewater Impact Fee	525,000	300,000	4,100,000	2,500,000	-	7,425,000	20,245,000
Water Fund	2,542,500	2,178,000	3,283,000	15,635,257	8,400,316	32,039,073	355,000
Water Impact Fee	6,295,729	865,000	7,850,000	400,000	150,000	15,560,729	10,000,000
Internal Service Fund - Vehicle Maint	-	-	45,000	-	4,350	49,350	-
Internal Service Fund - Public Works	165,000	-	-	65,000	-	230,000	-
<b>Total</b>	<b>\$ 28,507,102</b>	<b>\$ 22,973,511</b>	<b>\$ 39,998,751</b>	<b>\$ 37,007,323</b>	<b>\$ 45,935,060</b>	<b>\$ 174,421,747</b>	<b>\$ 86,410,800</b>

# 2021 - 2025 CIP FINANCIAL SUMMARY



## 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.



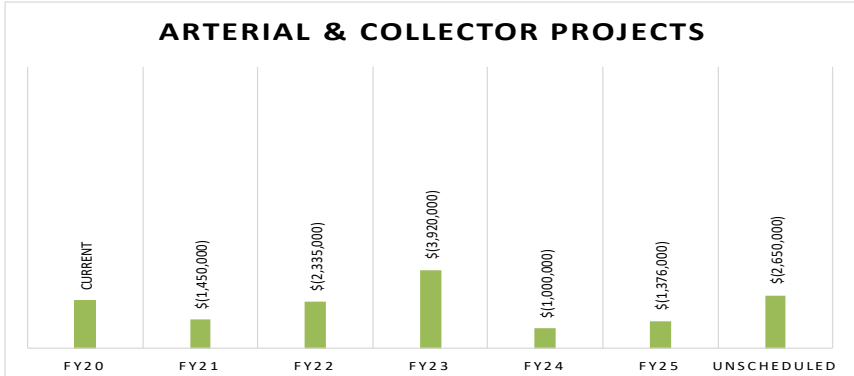


# Fund Summaries

# Arterial & Collector District

# ARTERIAL & COLLECTOR DISTRICT FUND FINANCIAL SUMMARY

Financial Summary	Current Year FY20	Projected					Unscheduled
		FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 158,798	\$ (118,377)	\$ 807,071	\$ 903,015	\$ (829,681)	\$ 416,224	
Plus: Assessment Revenues Dedicated to CIP	\$ 1,410,808	\$ 1,400,131	\$ 1,442,134	\$ 1,485,398	\$ 1,529,960	\$ 1,575,859	\$ -
Plus: Payback Revenue	\$ 522,557	\$ 300,667	\$ 300,667				
Plus: New Gas Tax dollars	\$ 655,000	\$ 674,650	\$ 688,143	\$ 701,906	\$ 715,944	\$ 730,263	
Plus: Contribution from High School SIF105, SIF13, SIF113	\$ 1,587,157						
Plus: Gas tax for FY19 projects	\$ 837,801						
Less: FY19 Carry Forward	\$ (2,894,498)						
Less: Scheduled CIP Project Costs	\$ (2,396,000)	\$ (1,450,000)	\$ (2,335,000)	\$ (3,920,000)	\$ (1,000,000)	\$ (1,376,000)	\$ (2,650,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ (118,377)</b>	<b>\$ 807,071</b>	<b>\$ 903,015</b>	<b>\$ (829,681)</b>	<b>\$ 416,224</b>	<b>\$ 1,346,346</b>	
Beginning Balance of Payback Improvements:	\$ (2,544,666)	\$ (2,544,666)	\$ (2,243,999)	\$ (1,943,332)	\$ (1,943,332)	\$ (1,943,332)	\$ (1,943,332)
SIF080 - Gallatin County SID	\$ 300,667	\$ 300,667	\$ 300,667				
SIF080- Flanders Payback	\$ 221,891						
SIF113 -Griffin (7th to Rouse) Payback District		\$ (666,667)					
SIF114- Fowler Connection (Huffine to Oak) Construction PaybackDistrict				\$ (1,250,000)			
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)	\$ (2,243,999)	\$ (1,943,332)	\$ (1,943,332)	\$ (1,943,332)	\$ (1,943,332)	\$ (1,943,332)
<i>Assumptions Made for Revenue Estimates</i>	<i>Current Year FY20</i>	<i>Projected</i>					
		<i>FY21</i>	<i>FY22</i>	<i>FY23</i>	<i>FY24</i>	<i>FY25</i>	
Estimated Annual Assessment Revenues*	\$ 1,333,458	\$ 1,333,458	\$ 1,400,131	\$ 1,442,134	\$ 1,485,398	\$ 1,529,960	
Estimated Growth Annual Increase	0%	3%	3%	3%	3%	3%	
Estimated Rate Annual Increase	0%	2%	0%	0%	0%	0%	
Total Estimated Revenues	\$ 1,333,458	\$ 1,400,131	\$ 1,442,134	\$ 1,485,398	\$ 1,529,960	\$ 1,575,859	
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	\$ 1,333,458	\$ 1,400,131	\$ 1,442,134	\$ 1,485,398	\$ 1,529,960	\$ 1,575,859	



## ARTERIAL & COLLECTOR DISTRICT FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
SIF086	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	-	-	500,000	-	-	-
SIF110	MANLEY & GRIFFIN	400,000					
SIF113	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	500,000	1,500,000	-	-	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	-	-	1,750,000	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	-	-	-	-
SIF138	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	-	-	1,670,000	-	-	-
SIF145	KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS	-	85,000	-	-	-	-
SIF 147	OAK & 19TH INTERSECTION IMPROVEMENTS	-	-	-	250,000	500,000	-
SIF149	BABCOCK - 11TH TO 15TH CONSTRUCTION	-	-	-	-	-	500,000
SIF152	N 27TH - BAXTER TO CATTAIL	-	-	-	-	-	1,000,000
SIF153	DURSTON & 27TH INTERSECTION IMPROVEMENTS	-	-	-	-	-	350,000
SIF154	CATTAIL & 27TH INTERSECTION IMPROVEMENTS	-	-	-	-	-	300,000
SIF156	HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	-	-	-	-	-	500,000
SIF158	College (8th to 19th)	-	-	-	-	876,000	-
	<b>Fiscal Year totals</b>	<b>1,450,000</b>	<b>2,335,000</b>	<b>3,920,000</b>	<b>1,000,000</b>	<b>1,376,000</b>	<b>2,650,000</b>

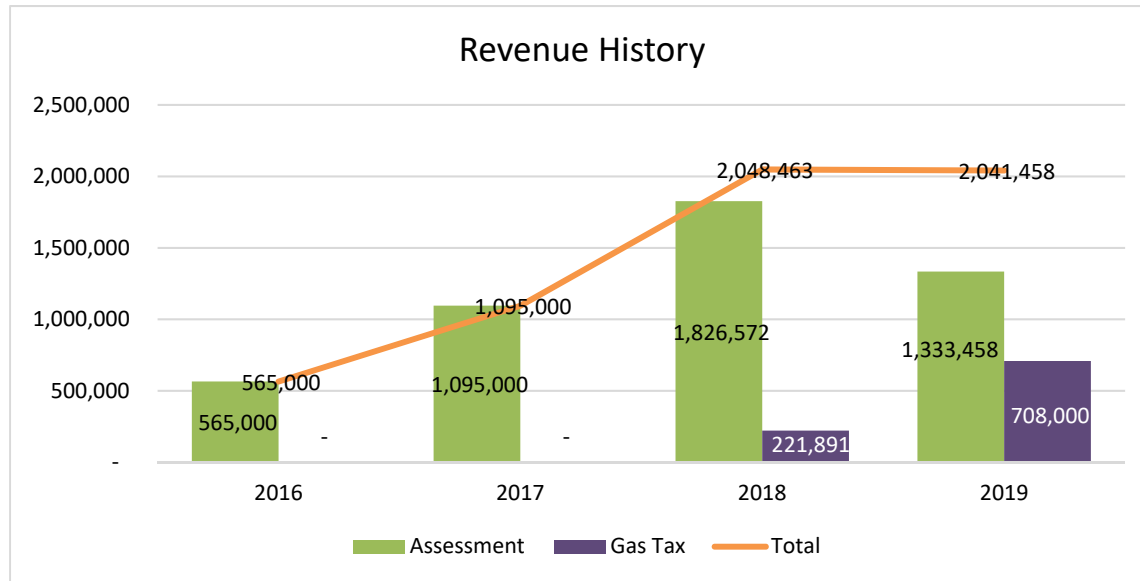
Project	Street Impact Fee Funding	Arterial & Collector Funding	Total Project Funding
*BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) CONSTRUCTION	2,000,000	500,000	2,500,000
*MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	1,600,000	400,000	2,000,000
*GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	3,500,000	2,000,000	5,500,000
*FOWLER CONNECTION (HUFFINE TO OAK)	5,000,000	2,500,000	7,500,000
*BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) CONSTRUCTION	1,200,000	300,000	1,500,000
*STORY MILL (GRIFFIN TO BRIDGER)	250,000	250,000	500,000
*BABCOCK (15TH TO 19TH)	750,000	750,000	1,500,000
*COTTONWOOD ROAD, OAK TO BAXTER	1,670,000	1,670,000	3,340,000
*OAK & 19TH INTERSECTION IMPROVEMENTS (FY23 for SIF and FY25 for A&C)	750,000	750,000	1,500,000
*BABCOCK - 11TH TO 15TH	1,800,000	500,000	2,300,000
*N 27TH - BAXTER TO CATTAIL	4,000,000	1,000,000	5,000,000
*DURSTON & 27TH INTERSECTION IMPROVEMENTS	1,400,000	350,000	1,750,000
*CATTAIL & 27TH INTERSECTION	1,200,000	300,000	1,500,000
*HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	2,000,000	500,000	2,500,000
*COLLEGE(8TH TO 19TH)-CONSTRUCTION	876,000	876,000	1,752,000

# 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.

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 in FY19 and no change in FY20. We are projecting a rate increase of 2% to keep up with inflation. Below are the revenue trends of the assessment and with the gas tax:



## CAPITAL PLAN SUMMARY

Larger projects that will expand capacity to our road network are SIF 113 Griffin (7th to Rouse), which has been coordinated with MDT's project in the area. SIF114 Fowler Connection (Huffine to Oak) scheduled for FY23 and FY24 that will increase capacity and extends an important north-south corridor. SIF157 and SIF158 is a project for College between 8th and 19th has been moved later in the plan due to funding and other projects.



A new project was added to FY 2025 to upgrade the intersection of Oak and 19<sup>th</sup> (SIF147), which would add an additional lane to the eastbound leg of the intersection. Significant delays are observed on the eastbound leg of this intersection, and this project would improve intersection operations at this location. Funding is scheduled in FY23 in the Street Impact Fee fund so currently the plan has been adopted out of balance.

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

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	\$ 500,000	<b>SIF086</b>



Project Name	Year	Description	Amount	Total	Project #
<b>MANLEY &amp; GRIFFIN INTERSECTION IMPROVEMENTS</b>	<b>2021</b>	<p>MANLEY &amp; GRIFFIN INTERSECTION IMPROVEMENTS</p> <p>DESCRIPTION:</p> <p>IMPROVE THE INTERSECTION CONTROL AT MANLEY &amp; 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. THIS PROJECT WAS MOVED TO COINCIDE WITH THE GRIFFIN CORRIDOR CONSTRUCTION &amp; MDT'S GRIFFIN &amp; 7TH PROJECT.</p> <p>ALTERNATIVES CONSIDERED:</p> <p>ACCEPT THE CURRENT LOS</p> <p>ADVANTAGES OF APPROVAL:</p> <p>INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION</p> <p>ADD OPERATING COSTS:</p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	400,000	\$ 400,000	<b>SIF110</b>



Project Name	Year	Description	Amount	Total	Project #
GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 2	2022	<p>GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 2</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>	1,500,000	\$ 1,500,000	<p><b>SIF113</b> <b>(FY22)</b></p>

Project Name	Year	Description	Amount	Total	Project #
<b>FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION</b>	<b>2023</b>	<p>FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>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.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND CONSTRUCT THE ROAD INCREMENTALLY.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON OTHER ADJACENT CORRIDORS.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	1,750,000	\$ 1,750,000	<b>SIF114 (FY23)</b>
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Project Name	Year	Description	Amount	Total	Project #
<b>FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION</b>	<b>2024</b>	<p>FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>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.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND CONSTRUCT THE ROAD INCREMENTALLY.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON OTHER ADJACENT CORRIDORS.</p> <p><b>ADD OPERATING COSTS:</b></p> <p>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS.</p>	750,000	\$ 750,000	<b>SIF114 (FY24)</b>
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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 #
BABCOCK (15TH TO 19TH)	2022	BABCOCK (15TH TO 19TH)	750,000	\$ 750,000	
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR AT A TIME MORE FAVORABLE TO THE CITY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	-		
					<b>SIF118</b>



Project Name	Year	Description	Amount	Total	Project #
COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	2023	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION*	1,000,000	\$ 1,670,000	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.	-		
		CHANGES FROM LAST CIP:	-		
		<b>UPDATED COSTS</b> BASED ON LATEST CONSTRUCTION COST DATA. COSTS ASSUME A MINIMUM 1/3 PARTICIPATION BY DEVELOPER WEST OF COTTONWOOD ROAD.	670,000		
			-		
		KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS	2022	KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS	
<b>DESCRIPTION:</b>	-				
CITY SHARE OF MDT PROJECT.	-				
<b>ALTERNATIVES CONSIDERED:</b>	-				
NONE	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS	-				
<b>CHANGES FROM LAST CIP:</b>	-				
MDT RECENTLY ADDED THIS INTERSECTION UPGRADE TO ITS CAPITAL PLAN AS A SAFETY UPGRADE. \$85,000 IS THE CITY'S SHARE OF THAT UPGRADE.	-				
	-				

Project Name	Year	Description	Amount	Total	Project #
<b>OAK &amp; 19TH INTERSECTION IMPROVEMENTS</b>	<b>2024</b>	OAK & 19TH INTERSECTION IMPROVEMENTS - DESIGN	250,000	\$ 250,000	<b>SIF147 (FY24)</b>
		<b>DESCRIPTION:</b>	-		
		EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOTHING.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES, GENERAL MAINTENANCE.	-		
		CHANGES FROM LAST CIP:	-		
NEW ITEM.	-				
<b>OAK &amp; 19TH INTERSECTION IMPROVEMENTS</b>	<b>2025</b>	OAK & 19TH INTERSECTION IMPROVEMENTS	500,000	\$ 500,000	<b>SIF147 (FY25)</b>
		<b>DESCRIPTION:</b>	-		
		EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES. GENERAL MAINTENANCE.	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
NEW ITEM	-				

Project Name	Year	Description	Amount	Total	Project #
<b>BABCOCK - 11TH TO 15TH CONSTRUCTION</b>	<b>UNSCHEDULED</b>	<b>BABCOCK - 11TH TO 15TH CONSTRUCTION</b>	500,000	\$ 500,000	
		<b>DESCRIPTION:</b>	-		
		IMPROVE BABCOCK FROM 11TH TO 15TH. 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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING, & GENERAL MAINTENANCE COSTS.	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
		NEW ITEMS.	-		
					<b>SIF149</b>

Project Name	Year	Description	Amount	Total	Project #
<b>N 27TH - BAXTER TO CATTAIL</b>	<b>UNSCHEDULED</b>	N 27TH - BAXTER TO CATTAIL <b>DESCRIPTION:</b> CONSTRUCT N 27TH TO A CITY COLLECTOR STREET STANDARD BETWEEN BAXTER AND CATTAIL.	1,000,000 - -	\$ 1,000,000	<b>SIF152</b>
<b>DURSTON &amp; 27TH INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	DURSTON & 27TH INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> CONSTRUCT THE INTERSECTION OF DURSTON & 27TH. ROUNDAABOUT OR SIGNAL.	350,000 - -	\$ 350,000	<b>SIF153</b>
<b>CATTAIL &amp; 27TH INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	CATTAIL & 27TH INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> CONSTRUCT THE INTERSECITON OF DURSTON & 27TH ROUNDAABOUT OR SIGNAL.	300,000 - -	\$ 300,000	<b>SIF154</b>
<b>HIGHLAND/KAGY INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	HIGHLAND/KAGY INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> UPGRADES TO THE INTERSECTION OF HIGHLAND AND KAGY, MOST LIKELY A SIGNALIZED INTERSECTION, TO ADDRESS LEVEL OF SERVICE. <b>ALTERNATIVES CONSIDERED:</b> DO NOTHING. <b>ADD OPERATING COSTS:</b> <b>CHANGES FROM LAST CIP:</b> NEW ITEM.	500,000 - - - - - - -	\$ 500,000	<b>SIF156</b>

Project Name	Year	Description	Amount	Total	Project #
COLLEGE(8TH TO 19TH)- CONSTRUCTION	2025	COLLEGE(8TH TO 19TH)-CONSTRUCTION <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. ADD OPERATING COSTS: NONE	876,000	\$ 876,000	SIF158

# Building Inspection

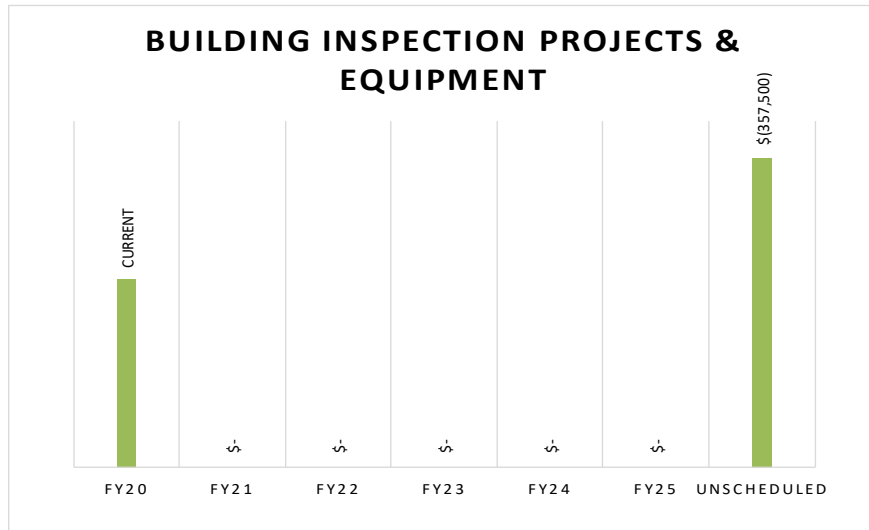
## BUILDING INSPECTION FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 235,302	\$ 30,472	\$ 42,679	\$ 55,252	\$ 68,202	\$ 81,541		
Plus: Building Inspection Revenues Dedicated to CIP	\$ 11,851	\$ 12,207	\$ 12,573	\$ 12,950	\$ 13,339	\$ 13,739	\$ -	
Less: FY 19 Carryforward CIP Project Costs	\$ (216,681)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (357,500)	
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 30,472</b>	<b>\$ 42,679</b>	<b>\$ 55,252</b>	<b>\$ 68,202</b>	<b>\$ 81,541</b>	<b>\$ 95,279</b>		

### Assumptions Made for Revenue Estimates:

	Current Year		Projected				
	FY20	FY21	FY22	FY23	FY24	FY25	
Estimated Annual Building Inspection Revenues	\$ 1,975,200	\$ 1,975,200	\$ 2,034,456	\$ 2,095,490	\$ 2,158,354	\$ 2,223,105	
Estimated Growth in Revenues	0%	3%	3%	3%	3%	3%	
<b>Total Estimated Revenues</b>	<b>\$ 1,975,200</b>	<b>\$ 2,034,456</b>	<b>\$ 2,095,490</b>	<b>\$ 2,158,354</b>	<b>\$ 2,223,105</b>	<b>\$ 2,289,798</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>	

Total Estimated Revenues Dedicated to CIP                      \$ 11,851    \$ 12,207    \$ 12,573    \$ 12,950    \$ 13,339    \$ 13,739



## BUILDING INSPECTION FUND PROJECT SUMMARY

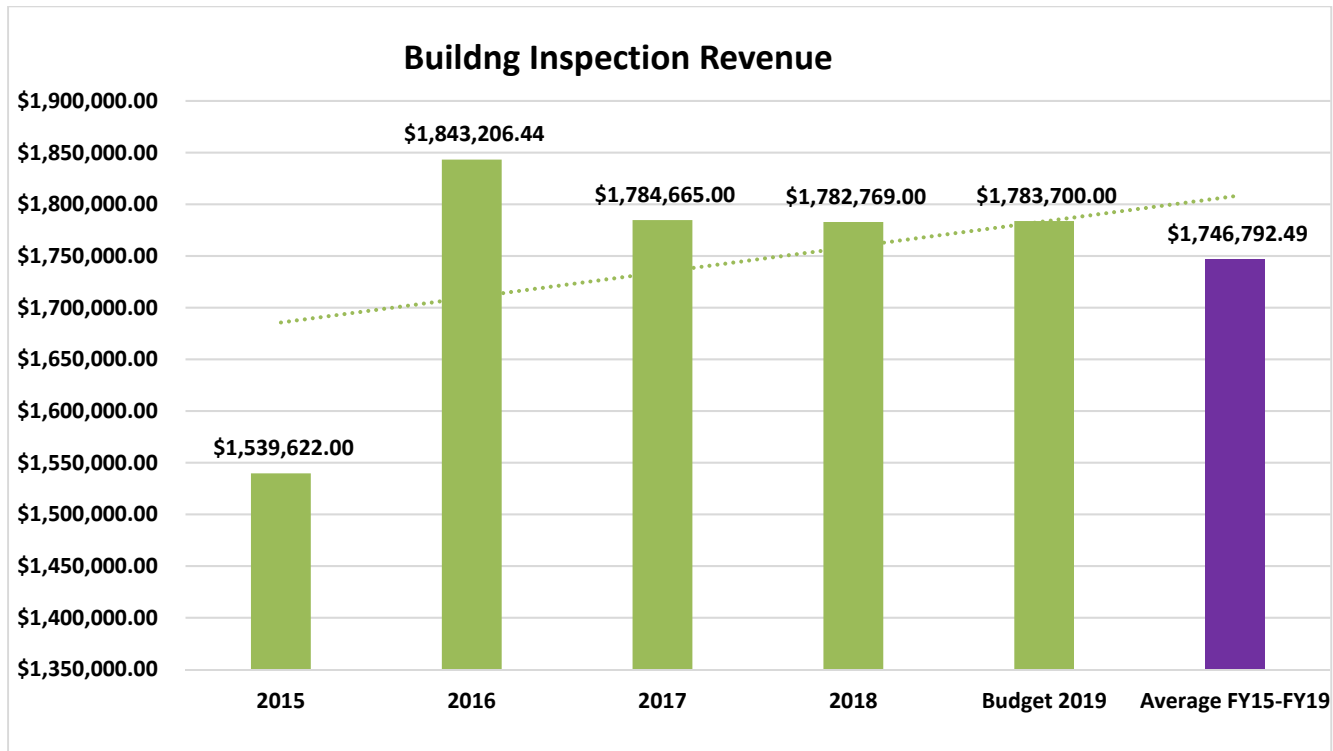
Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
BI03	BUILDING INSPECTION STAFF VEHICLES	-	-	-	-	-	357,500
	<b>Fiscal Year totals</b>	-	-	-	-	-	<b>357,500</b>



## 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.

Project Name:	Year	DESCRIPTION:	Amount	Total	Project #
<b>BUILDING INSPECTION STAFF VEHICLES</b>	<b>UNSCHEDULED</b>	<b>BUILDING INSPECTION STAFF VEHICLES</b>	357,500	<b>357,500</b>	
		<b>DESCRIPTION:</b>	-		
		THIS ITEM IS FOR THE SCHEDULED REPLACEMENT OF BUILDING INSPECTION VEHICLES BASED ON AGE AND USE	-		
		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.	-		<b>BI03</b>
		<b>ALTERNATIVES:</b>	-		
		USE VEHICLES LONGER	-		
		<b>ADD OPERATING:</b>	-		
		AGING VEHICLES GENERALLY REQUIRE MORE MAINTENANCE SO NEW VEHICLES SHOULD HAVE MAINTENANCE SAVINGS.	-		

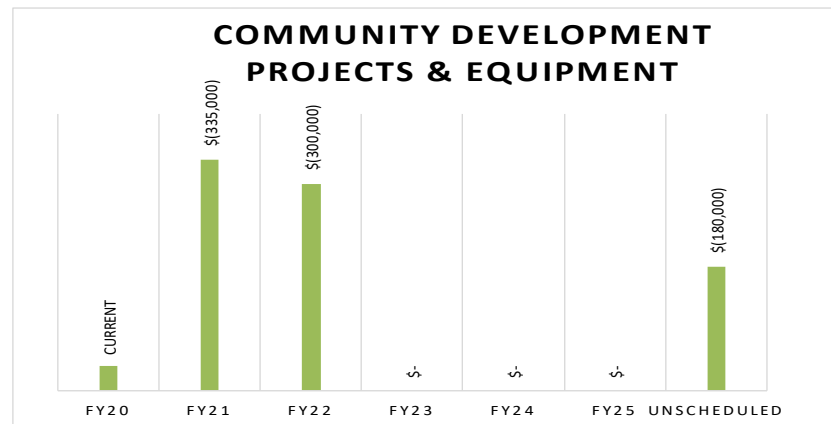
# Community Development

# COMMUNITY DEVELOPMENT FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 234,769	\$ 408,673	\$ 177,244	\$ 997	\$ 108,752	\$ 218,663	
Plus: Long Range Planning Restricted Cash	\$ 165,142						
Plus: Conservation Overlay Restricted Cash	\$ 154,565						
Plus: Entryway Corridor Restricted Cash	\$ 50,816						
Plus: Technology Restricted Cash	\$ 38,060						
Plus: Planning Revenues Dedicated to CIP	\$ 101,540	\$ 103,571	\$ 123,753	\$ 107,755	\$ 109,910	\$ 112,109	
Plus: General Fund/Other Contribution							
Less: FY19 Carry forward	\$ (301,218)						
Less: Scheduled CIP Project Costs	\$ (35,000)	\$ (335,000)	\$ (300,000)	\$ -	\$ -	\$ -	\$ (180,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 408,673</b>	<b>\$ 177,244</b>	<b>\$ 997</b>	<b>\$ 108,752</b>	<b>\$ 218,663</b>	<b>\$ 330,771</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Community Development Revenues (Excludes interfund transfers)	\$ 1,450,574	\$ 1,450,574	\$ 1,479,585	\$ 1,509,177	\$ 1,539,361	\$ 1,570,148
Estimated Growth in Revenues	-	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 1,450,574	\$ 1,479,585	\$ 1,509,177	\$ 1,539,361	\$ 1,570,148	\$ 1,601,551
Current Revenues Dedicated to CIP %	7.0%	7.0%	7.0%	8.2%	7.0%	7.0%
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	1.2%	-1.2%	0.0%	0.0%
Total % Dedicated to CIP	7.0%	7.0%	8.2%	7.0%	7.0%	7.0%
Total Estimated Revenues Dedicated to CIP	\$ 101,540	\$ 103,571	\$ 123,753	\$ 107,755	\$ 109,910	\$ 112,109



## COMMUNITY DEVELOPMENT FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
CC01	CODE COMPLIANCE VEHICLE	35,000	-	-	-	-	-
CD07	PROJECT TRACKING SOFTWARE UPDATE	300,000	300,000	-	-	-	-
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	-	180,000
	<b>Fiscal Year totals</b>	<b>335,000</b>	<b>300,000</b>	-	-	-	<b>180,000</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>FY19</b>	<b>FY18</b>	<b>FY17</b>	<b>FY16</b>	<b>FY15</b>
Plus: Long Range Planning Restricted Cash	165,142	103,945	245,729	245,729	179,309	51,000
Plus: Conservation Overlay Restricted Cash	154,565	106,646	228,096	228,096	198,286	11,700
Plus: Entryway Corridor Restricted Cash	50,816	61,712	61,712	61,712	61,712	7,231
Plus: Technology Restricted Cash	36,261	44,835	37,642	44,835	17,733	N/A
	406,784	317,138	573,178	580,371	457,040	69,931

### CAPITAL PLAN SUMMARY

Scheduled in FY21 and FY22 is CD007 Project Tracking Software Update that was originally scheduled in just in FY22, but has been split to fund it earlier to begin implementing sooner. This software would act as the planning module for and interact with the Enterprise Resource Planning (ERP) system. There is one addition this year and that is a vehicle for the new Code Compliance Manager for FY21.

Project Name:	Year	DESCRIPTION:	Amount	Total	Project #
CODE COMPLIANCE VEHICLE	2021	CODE COMPLIANCE VEHICLE <b>DESCRIPTION:</b> CURRENTLY USING POLICE VEHICLES AND ONE IS TO BE RETURNED. THE DIVISION NEEDS ITS OWN VEHICLES SINCE A MAJOR FUNCTION OF THE DIVISION IS OUT DOING ENFORCEMENT <b>ALTERNATIVES:</b> BORROW A VEHICLE FROM VARIOUS DIVISIONS EACH DAY OR FIND ANOTHER VEHICLE ON A MORE PERMANENT BASIS. <b>ADD OPERATING:</b> BASIC MAINTENANCE COSTS.	35,000	35,000	CC01
CENTRAL PROJECT TRACKING SOFTWARE UPDATE	2021	CENTRAL PROJECT TRACKING SOFTWARE UPDATE <b>DESCRIPTION:</b> 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	300,000	300,000	CD07 (FY21)
CENTRAL PROJECT TRACKING SOFTWARE UPDATE	2022	CENTRAL PROJECT TRACKING SOFTWARE UPDATE <b>DESCRIPTION:</b> 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	300,000	300,000	CD07 (FY22)

<b>ERP REPLACEMENT/UPGRADE</b>	<b>UNSCHEDULED</b>	<b>ERP REPLACEMENT/UPGRADE</b>	<b>180,000</b>	<b>\$ 180,000</b>
		DESCRIPTION:	-	
		POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR	-	
		CURRENT VENDOR UPGRADE OR NEW SYSTEM	-	
		ALTERNATIVE:	-	<b>GF277</b>
		KEEP SAME SYSTEM UNTIL UNSUPPORTED	-	
		ADD OPERATING:	-	
		USUALLY ANNUAL MAINTENANCE COSTS	-	
		FUNDING SPLIT: GF 35% PWADMIN 50% AND CD 15%	-	



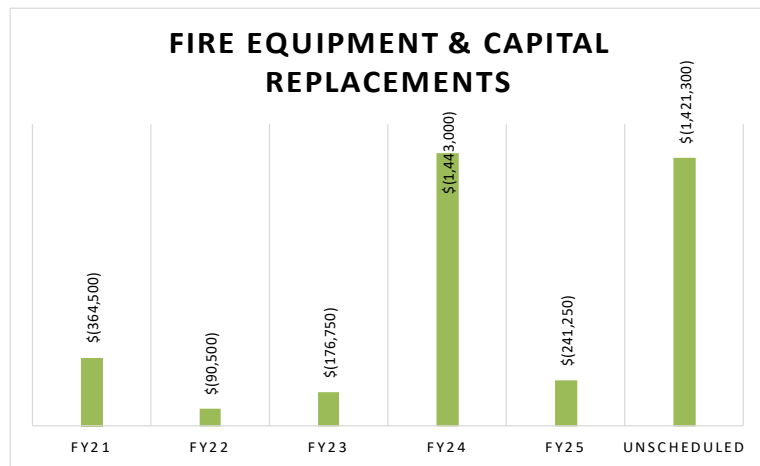
# Fire Equipment & Capital

## FIRE EQUIPMENT & CAPITAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 911,038	\$ 64,730	\$ 166,973	\$ 608,718	\$ 1,047,680	\$ 169,339	
Plus: Dedicated Tax Revenues 4 Mills	\$ 501,692	\$ 516,743	\$ 532,245	\$ 548,212	\$ 564,659	\$ 581,599	\$ -
Plus: Grant (Possible for FE17)				\$ 67,500			
Less: FY19 carry forward	\$ (320,000)						
Less: Amount dedicated to BPSC	\$ (600,000)	\$ (50,000)					
Less: Scheduled CIP Project Costs	\$ (428,000)	\$ (364,500)	\$ (90,500)	\$ (176,750)	\$ (1,443,000)	\$ (241,250)	\$ (1,421,300)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 64,730</b>	<b>\$ 166,973</b>	<b>\$ 608,718</b>	<b>\$ 1,047,680</b>	<b>\$ 169,339</b>	<b>\$ 509,687</b>	

### Assumptions Made for Revenue Estimates:

	Current Year		Projected			
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Tax Revenues	\$ 501,692	\$ 501,692	\$ 516,743	\$ 532,245	\$ 548,212	\$ 564,659
Estimated Annual Increase		3.0%	3.0%	3.0%	3.0%	3.0%
Total Estimated Revenues	\$ 501,692	\$ 516,743	\$ 532,245	\$ 548,212	\$ 564,659	\$ 581,599
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	\$ 501,692	\$ 516,743	\$ 532,245	\$ 548,212	\$ 564,659	\$ 581,599



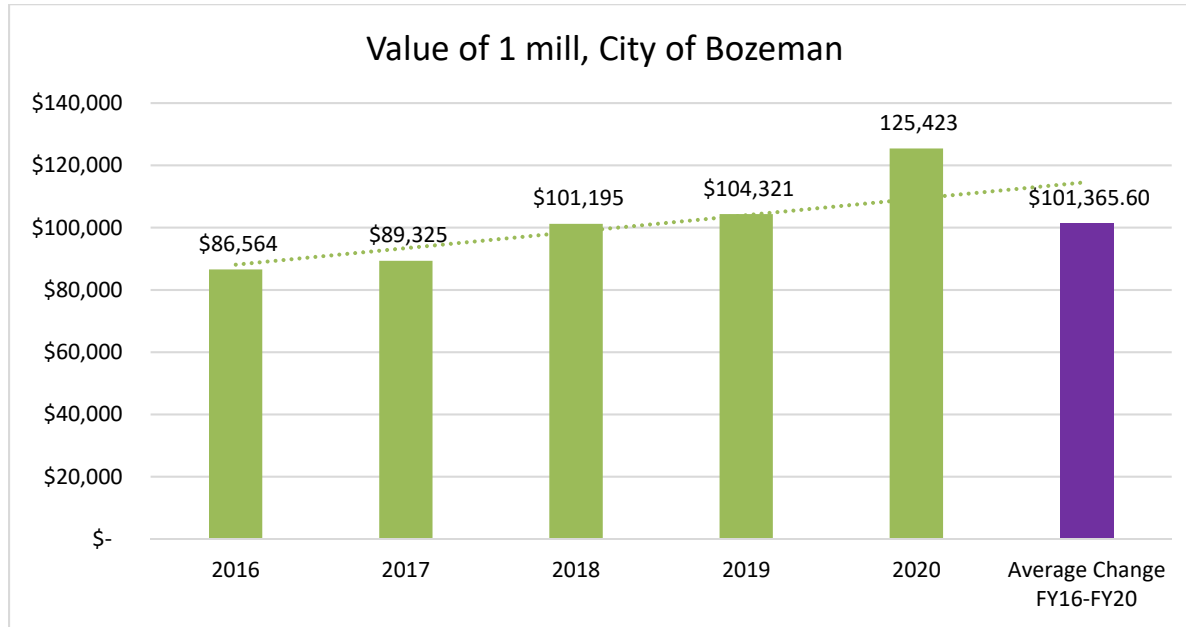
## FIRE EQUIPMENT & CAPITAL FUND PROJECT SUMMARY

Project	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
FE10	SELF-CONTAINED BREATHING	-	-	-	-	-	507,000
FE12	PERSONAL PROTECTIVE EQUIPMENT	39,500	40,500	41,750	43,000	44,250	242,300
FE15	CARDIAC MONITOR REPLACEMENT	175,000	-	-	-	-	-
FE16	EXTRACTION TOOLS	150,000	-	-	-	-	-
FE17	WETLANDS APPARATUS	-	-	135,000	-	-	-
FE18	LIGHT DUTY VEHICLES	-	50,000	-	-	197,000	-
FE20	FIRE ENGINE REPLACEMENT	-	-	-	1,400,000	-	-
FE23	MOBILE/PORTABLE RADIOS						672,000
	<b>Fiscal Year totals</b>	<b>364,500</b>	<b>90,500</b>	<b>176,750</b>	<b>1,443,000</b>	<b>241,250</b>	<b>1,421,300</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

The plan has the annual purchasing of personal protective equipment (FE12) that is purchased on a rotating cycle so that Firefighters primary gear is 0-5 years old and their back up gear is the 6-10 years old. FY21 includes FE15 Cardiac Monitor Replacement, which replaces the five the Department currently has and is in conjunction with the local hospital to ensure interoperability.

FY23 adds a Wetland Apparatus, FE17, which will be paid for partially 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 #
SELF-CONTAINED BREATHING	UNSCHEDULED	<b>SELF-CONTAINED BREATHING APPARATUS</b> <b>DESCRIPTION:</b> SCBA ARE WORN BY THE FIREFIGHTERS FOR RESPIRATORY PROTECTION WHEN IN IMMEDIATELY DANGEROUS TO LIFE AND HEALTH (IDLH) ENVIRONMENTS AS REQUIRED BY OSHA THE ANTICIPATED LIFE SPAN OF A SCBA IS 10-12 YEARS THE DEPARTMENT LAST PURCHASED SCBAS IN 2017. SCBAS REQUIRE ANNUAL MAINTENANCE BY A LICENSED THIRD PARTY. THIS PURCHASE WOULD BE FOR NEW SCBA INCLUDING FRAMES, BOTTLES, FACEPIECE, AND REGULATORS.	507,000	\$ 507,000	FE10
PERSONAL PROTECTIVE EQUIPMENT	2021	<b>PERSONAL PROTECTIVE EQUIPMENT</b> <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	39,500	\$ 39,500	FE12 (FY21)

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	PERSONAL PROTECTIVE EQUIPMENT	41,750	\$ 41,750	
		<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 (FY23)</b>



Project Name	Year	Description	Amount	Total	Project #
PERSONAL PROTECTIVE EQUIPMENT	2024	<b>DESCRIPTION:</b>	43,000	\$ 43,000	<b>FE12 (FY24)</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>	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		
			-		
			-		
			-		
			-		
PERSONAL PROTECTIVE EQUIPMENT	2025	<b>DESCRIPTION:</b>	43,000	\$ 43,000	<b>FE12 (FY25)</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>	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-		
		<b>ADD OPERATING COSTS:</b>	-		
			-		
			-		
			-		
			-		
			-		

Project Name	Year	Description	Amount	Total	Project #
<b>PERSONAL PROTECTIVE EQUIPMENT</b>	<b>Unscheduled</b>	<b>DESCRIPTION: FY26-FY30</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> USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND <b>ADVANTAGES OF APPROVAL:</b> EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE <b>ADD OPERATING COSTS:</b> NONE	242,300	\$ 242,300	<b>FE12 (Unscheduled)</b>
<b>CARDIAC MONITOR REPLACEMENT</b>	<b>2021</b>	REPLACEMENT OF THE 5 CARDIAC MONITORS CURRENTLY IN USE BY THE FIRE DEPARTMENT. REPLACEMENT NEEDS TO OCCUR IN CONJUNCTION WITH UPDATES AT LOCAL HOSPITAL TO ENSURE INTEROPERABILITY. DEPARTMENT WILL RECEIVE SOME TRADE IN CREDIT FOR OLDER MONITORS. NEW MONITORS SHOULD HAVE A 10 YEAR LIFE SPAN.	175,000	\$ 175,000	<b>FE15</b>

Project Name	Year	Description	Amount	Total	Project #
EXTRICATION TOOLS	2021	EXTRICATION TOOLS	130,000	\$ 150,000	
		<b>DESCRIPTION:</b>	-		
		THESE ARE THE TOOLS THAT ARE USED TO ACCESS AND	-		
		REMOVE PATIENTS FROM AUTOMOBILE ACCIDENTS	-		
		WHEN THEY HAVE BECOME PINNED OR TRAPPED IN A	-		
		VEHICLE. HAVING UP TO DATE EXTRICATION EQUIPMENT	-		
		IS IMPORTANT AS AUTO MANUFACTURERS CONTINUE TO	-		
		COME OUT WITH NEW METALS AND MATERIALS THAT	-		
		OLDER EQUIPMENT CANNOT CUT. BY REPLACING ALL 3	-		
		OF THE UNITS AT THE SAME TIME WE STANDARDIZED	-		
		OUR FLEET OF TOOLS, MAKING USE, TRAINING, AND	-		
		MAINTENANCE CONSISTENT ACROSS THE BOARD. THE	-		
		ANTICIPATED LIFE SPAN OF THIS EQUIPMENT IS 10YEARS	-		<b>FE16</b>
		<b>ALTERNTAIVES CONSIDERED:</b>	-		
		CONTINUE TO USE EXISTING EQUIPMENT AND PLAN	-		
		REPLACEMENT OUT OF GENERAL FUND BUDGET.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		MOVES PURCHASE FROM GENERAL FUND TO CAPITAL FUND.	-		
		ENSURES THAT EXTRICATION EQUIPMENT IS CONSISTENT	-		
		ACROSS THE DEPARTMENT AND UP TO CURRENT STANDARDS	-		
		RELATED TO AUTOMOBILE CONSTRUCTION.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE.	-		
		<b>INCREASE:</b>	20,000		
		REVISED ESTIMATE WITH QUOTE FROM VENDOR	-		

Project Name	Year	Description	Amount	Total	Project #
WILDLAND 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>ALTERNTAITVES 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		NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE	50,000	\$ 50,000	FE18 (FY22)
		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	-		
		TO SUPPORT OR IN CITY STAFFING PLAN.	-		

Project Name	Year	Description	Amount	Total	Project #
FIRE ENGINE REPLACEMENT	2024	REPLACEMENT OF ENGINE 1	700,000	\$ 700,000	
		<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>	-		FE20
		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 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>	-		FE21
		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.	-		

Project Name	Year	Description	Amount	Total	Project #
MOBILE / PORTABLE RADIOS	UNSCHEDULED	MOBILE / PORTABLE RADIOS	672,000	\$ 672,000	
		<b>DESCRIPTION:</b> THE DEPARTMENT LAST PURCHASED RADIOS IN 2017 WHEN IT TRANSITIONED OVER TO AN 800 MHZ RADIO SYSTEM. THE ANTICIPATED LIFE SPAN OF THESE RADIOS IS 10-12 YEARS AND IS DEPENDENT ON SOFTWARE UPGRADES AND THEIR TIMING. THIS WOULD UPDATE ALL OF THE DEPARTMENTS PORTABLE RADIOS AND MOBILES RADIOS. PORTABLES ARE RADIOS THAT ARE CARRIED ON YOUR PERSON, WHERE AS MOBILES ARE MOUNTED IN RESPONSE VEHICLES.	-		<b>FE23</b>

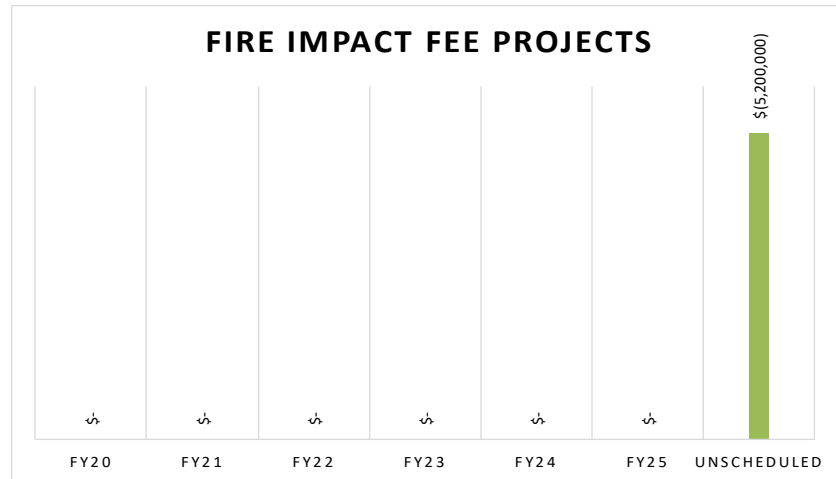
# Fire Impact Fee

## FIRE IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,708,198	\$ 3,124,332	\$ 3,552,950	\$ 3,994,427	\$ 4,449,147	\$ 4,917,510	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 416,134	\$ 428,618	\$ 441,477	\$ 454,721	\$ 468,362	\$ 482,413	\$ -
Less: Scheduled CIP Project Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,200,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 3,124,332</b>	<b>\$ 3,552,950</b>	<b>\$ 3,994,427</b>	<b>\$ 4,449,147</b>	<b>\$ 4,917,510</b>	<b>\$ 5,399,923</b>	

### Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Fire Impact Fee Revenues	\$ 416,134	\$ 416,134	\$ 428,618	\$ 441,477	\$ 454,721	\$ 468,362
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 416,134	\$ 428,618	\$ 441,477	\$ 454,721	\$ 468,362	\$ 482,413
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	\$ 416,134	\$ 428,618	\$ 441,477	\$ 454,721	\$ 468,362	\$ 482,413





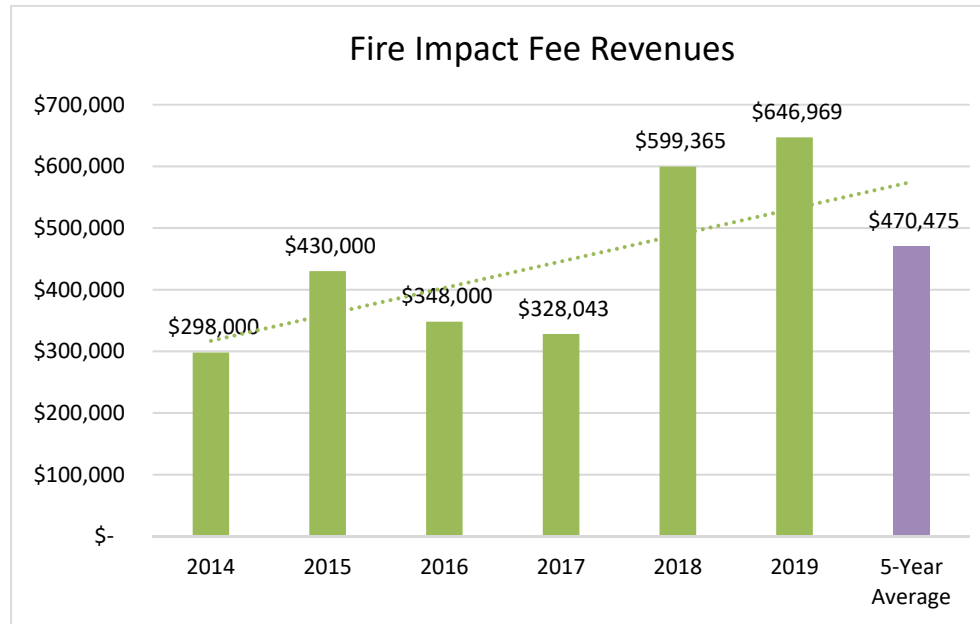
## FIRE IMPACT FEE FUND PROJECT SUMMARY

Current Year CIP Requests							
Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
FIF06	FIRE STATION 4	-	-	-	-	-	4,500,000
FIF07	RESPONSE APPARATUS	-	-	-	-	-	700,000
	<b>Fiscal Year totals</b>	-	-	-	-	-	<b>5,200,000</b>

## 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. The City completed the latest impact fee study in early 2019. Below is the last five years of impact fee revenue and the average:



### CAPITAL PLAN SUMMARY

Fire Station 4 and engines are unscheduled

Name	Year	Description	Amount	Total	Project #
Fire Station 4	Unscheduled	<b>FIRE STATION CONSTRUCTION / EXPANSION / RELOCATION</b>	4,500,000	\$ 4,500,000	<b>FIF06</b>
		<b>DESCRIPTION:</b>	-		
		THE FIRE MASTER PLAN IS COMPLETED AND ADOPTED 4/2017.	-		
		THE MASTER PLAN INCLUDES A COMPREHENSIVE REVIEW OF	-		
		THE CITY ALONG WITH RECOMMENDATIONS FOR NEW FIRE	-		
		FIRE STATIONS. FIRE STATION 1 IS BEING RELOCATED	-		
		WITH THE BPSC AND THE RELOCATION OF FIRE STATION 2	-		
		IS PLANNED IN THE GENERAL FUND FOR FY23. THESE TWO	-		
		RELOCATIONS CAN DELAY THE 4TH FIRE STATION UP TO	-		
		TO TEN YEARS.	-		
		<b>ALTERNATIVES:</b>	-		
		NONE	-		
		<b>ADD OPERATING</b>	-		
		THE ADDITIONAL FIRE STATION WOULD HAVE ANNUAL	-		
		OPERATING COSTS THAT INCLUDES PERSONNEL OF	-		
		\$1,200,000.	-		
Response Apparatus	Unscheduled	<b>FIRE DEPARTMENT RESPONSE APPARATUS</b>	700,000	\$ 700,000	<b>FIF07</b>
		<b>DESCRIPTION:</b>	-		
		FIRE STATION 4 WILL NEED RESPONSE APPARATUS	-		
		THIS COULD INCLUDE RANGING FROM SUVS TO FIRE	-		
		ENGINES TO LADDER TRUCKS TO HANDLE THE CITY'S	-		
		EMERGENCY RESPONSE LOAD	-		

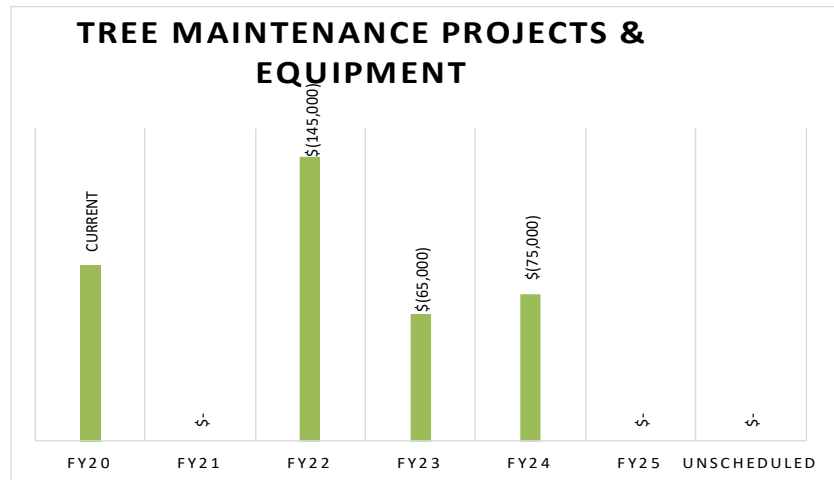
# Forestry

## FORESTRY FUND (TREE MAINTENANCE) FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 342,000	\$ 186,806	\$ 242,708	\$ 154,729	\$ 147,889	\$ 132,213	\$ -
Plus: Tree Mtc Revenues Dedicated to CIP	\$ 54,806	\$ 55,902	\$ 57,020	\$ 58,161	\$ 59,324	\$ 60,510	\$ -
Less: Carry Forward FY19	\$ (120,000)						
Less: Scheduled CIP Project Costs	\$ (90,000)	\$ -	\$ (145,000)	\$ (65,000)	\$ (75,000)	\$ -	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 186,806</b>	<b>\$ 242,708</b>	<b>\$ 154,729</b>	<b>\$ 147,889</b>	<b>\$ 132,213</b>	<b>\$ 192,724</b>	

### Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Tree Mtc Revenues	\$ 782,945	\$ 782,945	\$ 798,604	\$ 814,576	\$ 830,867	\$ 847,485
Estimated Annual Increase - Attributed to Annexations	0%	2%	2%	2%	2%	2%
<b>Total Estimated Revenues</b>	<b>\$ 782,945</b>	<b>\$ 798,604</b>	<b>\$ 814,576</b>	<b>\$ 830,867</b>	<b>\$ 847,485</b>	<b>\$ 864,435</b>
Current Revenues Dedicated to CIP %	6.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Plus: Increase Dedicated to CIP	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>7.0%</b>	<b>7.0%</b>	<b>7.0%</b>	<b>7.0%</b>	<b>7.0%</b>	<b>7.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 54,806</b>	<b>\$ 55,902</b>	<b>\$ 57,020</b>	<b>\$ 58,161</b>	<b>\$ 59,324</b>	<b>\$ 60,510</b>



## FORESTRY FUND (TREE MAINTENANCE) PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
<b>FOR13</b>	Aerial Lift/ Bucket Truck	-	145,000	-	-	-	-
<b>FOR16</b>	ToolCat Utility Machine	-	-	65,000	-	-	-
<b>FOR17</b>	Forestry Brush Chipper	-	-	-	75,000	-	-
	<b>Fiscal Year totals</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 2% 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 three items, FOR13- Aerial Lift Truck FY22 and 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 #
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
2024	FORESTRY BRUSH CHIPPER	<p>FORESTRY BRUSH CHIPPER</p> <p><b>DESCRIPTION:</b></p> <p>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</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>CONTINUE USING EXISTING EQUIPMENT; PURCHASE SMALLER NEW CHIPPER AT LOWER COST</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>INCREASED PRODUCTION DURING PRUNING/REMOVAL OPERATIONS. IMPROVED WORKER CONDITIONS THROUGH SAFETY FEATURES AND WINCH LINE.</p> <p><b>ADD OPERATING COST:</b></p> <p>FUEL AND ROUTINE MAINTENANCE; INITIAL WORKER ORIENTATION/TRAINING.</p>	75,000	75,000	FOR17

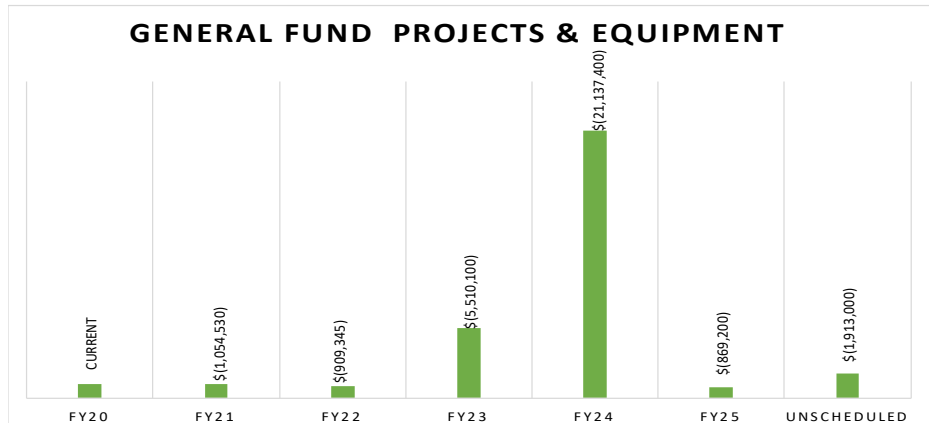
# General Fund

# GENERAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Balance Dedicated to CIP	\$ -	\$ -	\$ 58,539	\$ 227,944	\$ 307,382	\$ 343,415	
Plus: General Fund Revenues Dedicated to CIP	\$ 1,453,087	\$ 1,068,069	\$ 1,078,750	\$ 1,089,538	\$ 1,100,433	\$ 1,111,437	\$ -
Plus: GF286 - Veterans Cemetery Project - Reserve Used	\$ 40,000	\$ 45,000					
Plus: Bond Issue: FY23 GF306 Fire Station 2				\$ 4,500,000			
Plus: Aquatics Bond Issue FY24: GF056 Indoor/Outdoor Aquatics Facility					\$ 18,540,000		
Plus: Aquatics Bond Issue: GF137 Swim Center/ GF238 Bogert					\$ 1,533,000		
Less: Bogert Repair	\$ (409,507)						
Less: Scheduled CIP Project Costs	\$ (1,083,580)	\$ (1,054,530)	\$ (909,345)	\$ (5,510,100)	\$ (21,137,400)	\$ (869,200)	\$ (1,913,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ 58,539</b>	<b>\$ 227,944</b>	<b>\$ 307,382</b>	<b>\$ 343,415</b>	<b>\$ 585,652</b>	

Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
<b>Estimated Annual General Fund Revenues **</b>	\$ 33,271,206	\$ 33,046,699	\$ 33,377,166	\$ 33,710,938	\$ 34,048,047	\$ 34,388,527
Estimated Growth in General Fund Revenues	0%	1%	1%	1%	1%	1%
<b>Total Estimated General Fund Revenues</b>	<b>\$ 33,271,206</b>	<b>\$ 33,377,166</b>	<b>\$ 33,710,938</b>	<b>\$ 34,048,047</b>	<b>\$ 34,388,527</b>	<b>\$ 34,732,413</b>
<b>Current Revenues Dedicated to CIP %*</b>	<b>4.4%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>
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>4.4%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>
<b>Total Estimated Revenues Dedicated to CIP**</b>	<b>\$ 1,453,087</b>	<b>\$ 1,068,069</b>	<b>\$ 1,078,750</b>	<b>\$ 1,089,538</b>	<b>\$ 1,100,433</b>	<b>\$ 1,111,437</b>



\* Increasing percentage to reflect past adopted budgets

\*\*2020 had an additional mills for bogert that won't be there in in future ye

## GENERAL FUND PROJECT SUMMARY

Project #	Project Name	FY21	FY22	FY23	FY24	FY25	Unscheduled
<b>CEMETERY</b>							
<b>GF083</b>	CEMETERY BACKHOE	-	-	110,000	-	-	-
<b>GF116</b>	CEMETERY VEHICLE REPLACEMENT	-	-	-	52,000	-	-
<b>GF252</b>	CEMETERY COLUMBARIUMS	-	55,000	-	-	60,000.00	-
<b>GF268</b>	SW MT VETERAN'S CEMETERY	45,000	-	-	360,000	-	-
<b>Department Subtotal</b>		45,000	55,000	110,000	412,000	60,000	-
<b>CITY ATTORNEY</b>							
<b>GF337</b>	HIGH DENSITY FILE STORAGE SYSTEM	-	-	25,000	-	-	-
<b>Department Subtotal</b>		-	-	25,000	-	-	-
<b>ECONOMIC DEVELOPMENT</b>							
<b>GF275</b>	FIBER OPTIC CONDUIT AND VAULTS	20,000	40,000	40,000	40,000	40,000	-
<b>Department Subtotal</b>		20,000	40,000	40,000	40,000	40,000	-
<b>FACILITIES MANAGEMENT</b>							
<b>GF001</b>	ELEVATOR REPLACEMENT- STIFF	125,000	-	-	-	-	-
<b>GF157</b>	SENIOR CENTER ELEVATOR	-	-	-	-	125,000	-
<b>GF272</b>	SITE SECURITY LOCKS-UPGRD	30,000	-	-	-	-	-
<b>GF303</b>	CITY HALL EXPANSION	-	-	-	-	-	150,000
<b>GF323</b>	STIFF BUILDING MAIN PARKING LOT	-	37,145	-	-	-	-
<b>GF324</b>	NEW DEPARTMENT VEHICLE	25,000	-	-	-	-	-
<b>GF325</b>	NEW DEPARTMENT VEHICLE	33,000	-	-	-	-	-
<b>GF328</b>	VEHICLE REPLACEMENT	-	-	35,000	-	-	-
<b>GF329</b>	VEHICLE REPLACEMENT	-	-	-	35,000	-	-
<b>GF342</b>	NEW VEHICLE- TOOLKAT	-	65,000	-	-	-	-
<b>GF343</b>	NEW DEPARTMENT VEHICLE	-	-	35,000	-	-	-
<b>GF344</b>	NEW DEPARTMENT VEHICLE	-	-	-	35,000	-	-
<b>GF345</b>	VEHICLE REPLACEMENT	-	-	-	-	35,000	-
<b>GF346</b>	FACILTIY CONDITION INVENTORY	-	-	-	-	40,575	-
<b>Department Subtotal</b>		213,000	102,145	35,000	35,000	125,000	150,000

Project #	Project Name	FY21	FY22	FY23	FY24	FY25	Unscheduled
<b>FINANCE</b>							
<b>GF277</b>	ERP REPLACEMENT/UPGRADE	-	-	-	-	-	420,000
<b>GF308</b>	FINANCE OFFICE REMODEL	-	75,000	-	-	-	-
<b>GF347</b>	ANALYTICSNOW	28,030	-	-	-	-	-
	<b>Department Subtotal</b>	28,030	75,000	-	-	-	420,000
<b>FIRE</b>							
<b>GF305</b>	FIRE STATION 2 RELOCATION	-	-	4,500,000	-	-	-
	<b>Department Subtotal</b>	-	-	4,500,000	-	-	-
<b>INFORMATION TECHNOLOGY</b>							
<b>GF062</b>	PERSONAL COMPUTER (PC) RE	65,000	75,000	80,000	65,000	68,000	-
<b>GF080</b>	CITY-WIDE SWITCHES&ROUTRS	50,000	55,000	55,000	55,000	60,000	-
<b>GF233</b>	IT VEHICLE REPLACEMENT	-	26,000	26,000	-	-	-
<b>GF265</b>	SERVER REPLACEMENT GF	48,000	-	-	85,000	72,000	-
<b>GF289</b>	SERVER FARM SOFTWARE UPGRADES	35,000	-	-	-	-	-
<b>GF312</b>	ISCI FLASH UPGRADE CHALL	-	-	-	-	-	-
<b>GF313</b>	POLICE VIDEO EVIDENCE STORAGE	-	-	40,000	-	-	-
	<b>Department Subtotal</b>	198,000	156,000	201,000	205,000	200,000	-
<b>POLICE</b>							
<b>GF052</b>	UNMARKED VEHICLE REPLCMNT	-	-	-	-	-	400,000
<b>GF053</b>	PATROL CAR & EQUIP RPLCMT	183,000	183,000	126,000	126,000	192,000	640,000
<b>GF292</b>	MOBILE DATA EQUIP	30,000	30,000	30,000	35,000	35,000	175,000
<b>GF293</b>	NON-PATROL CAR NEW VEHICLES	-	30,000	-	-	-	-
<b>GF294</b>	PATROL CAR - ADDITIONAL	61,000	-	-	63,000	-	128,000
<b>GF316</b>	POLICE BODY CAMERA SYSTEM	-	-	-	70,000	-	-
	<b>Department Subtotal</b>	274,000	243,000	156,000	294,000	227,000	1,343,000

Project #	Project Name	FY21	FY22	FY23	FY24	FY25	Unscheduled
<b>RECREATION</b>							
GF056	AQUATICS/RECREATION CENTER			110,000	18,540,000	-	-
GF137	SWIM CENTER - FACILITY	-		-	1,000,000	-	-
GF140	LINDLEY PARKING LOT RESURFACING	-	-	-	78,400	-	-
GF205	PROST PLAN UPDATE	57,000	-	-	-	-	-
GF209	LINDLEY CENTER FULL UPGRADE	-	-	333,100	-	-	-
GF238	BOGERT POOL RENOVATION	-		-	533,000	-	-
GF300	SMCC GYM FLOOR REPLACEMENT	-	126,000	-	-	-	-
GF301	STORY MANSION EXTERIOR PAINT	62,500	-	-	-	-	-
GF302	PASSENGER VAN	37,000	-	-	-	-	-
GF333	SMCC GYM VENTILATION SYSTEM	120,000	-	-	-	-	-
GF334	SMCC MEETING ROOM RENOVATION	-	-	-	-	57,200	-
GF336	SMCC OFFICE HVAC SYSTEM	-	-	-	-	160,000	-
GF348	REC SOFTWARE		37,200	-	-	-	-
<b>Department Subtotal</b>		276,500	163,200	443,100	20,151,400	217,200	-
<b>Sustainability</b>							
GF245	ENERGY PROJECTS-CH	-	75,000	-	-	-	-
<b>Department Subtotal</b>		-	75,000	-	-	-	-
<b>General Fund Totals</b>		<b>1,054,530</b>	<b>909,345</b>	<b>5,510,100</b>	<b>21,137,400</b>	<b>869,200</b>	<b>1,913,000</b>

## General Fund Overall Summary

### Current Year CIP General Fund

DEPARTMENT	FY21	FY22	FY23	FY24	FY25	Unscheduled
CEMETERY	45,000	55,000	110,000	412,000	60,000	-
CITY ATTORNEY	-	-	25,000	-	-	-
ECONOMIC DEVELOPMENT	20,000	40,000	40,000	40,000	40,000	-
FACILITIES MANAGEMENT	213,000	102,145	35,000	35,000	125,000	150,000
FINANCE	28,030	75,000	-	-	-	420,000
FIRE	-	-	4,500,000	-	-	-
INFORMATION TECHNOLOGY	198,000	156,000	201,000	205,000	200,000	-
POLICE	274,000	243,000	156,000	294,000	227,000	1,343,000
RECREATION	276,500	163,200	443,100	20,151,400	217,200	-
SUSTAINABILITY	-	75,000	-	-	-	-
<b>TOTAL</b>	<b>1,054,530</b>	<b>909,345</b>	<b>5,510,100</b>	<b>21,137,400</b>	<b>869,200</b>	<b>1,913,000</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 plan requests \$20,000 in FY21 and then \$40,000 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 c implement the Fire Station Location Plan-** Fire Station 2 relocation is in this plan for FY23.



- **FY23.4 Active Recreation-** There are many projects in the plan that encourage and promote active recreation such as the proposed aquatics/recreation center, GF056.

The plan contains many items that aid in operations from vehicles and equipment, to information technology hardware. There are building maintenance items with a service elevator in the Stiff Professional Building and the expansion of areas in City Hall.

Department	Name	Year	Description	Amount	Total	Project #
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> INCREASED RELIABILITY AND STAFF SAFETY <b>OPERATING COSTS:</b> DECREASE WITH NEW MACHINERY	110,000 - - - - - - -	\$ 110,000	GF083
CEMETERY	CEMETERY VEHICLE REPLACEMENT	2024	CEMETERY VEHICLE REPLACEMENT <b>DESCRIPTION:</b> VEHICLE REPLACEMENT 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	52,000 - - - - - - -	\$ 52,000	GF116
CEMETERY	CEMETERY COLUMBARIUMS	2022	CEMETERY COLUMBARIUM <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	55,000 - - - - - - - - - -	\$ 55,000	GF252 (FY21)

Department	Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY COLUMBARIUMS	2025	CEMETERY COLUMBARIUM <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	60,000 - - - - - - - - - -	\$ 60,000	<b>GF252 (FY25)</b>
CEMETERY	SOUTHWEST MONTANA VETERAN'S CEMETERY	2021	SOUTHWEST MONTANA VETERAN'S CEMETERY <b>DESCRIPTION:</b> PHASE 3 COLUMBARIUM. 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 <b>ADD OPERATING COSTS:MINIMAL</b> FUTURE PHASING MIGHT BE REQUIRED, DEPENDING ON THE FUNDRAISING CAPABILITIES OF THE VARIOUS VETERAN GROUP IN SOUTHWEST MONTANA.	- 45,000 -	\$ 45,000	<b>GF268 (FY21)</b>

Department	Name	Year	Description	Amount	Total	Project #
CEMETERY	SOUTHWEST MONTANA VETERAN'S CEMETERY	2024	SOUTHWEST MONTANA VETERAN'S CEMETERY- CONT'D	-	\$ 360,000	
			<b>DESCRIPTION:</b>	-		
			CONTINUING ITEM/ASSETS ADDED TO VETERAN'S CEMETERY	-		
			COMMITTAL SHELTER	360,000		<b>GF268</b>
			<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(FY24)</b>
			NO SHELTER FROM THE WEATHER	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			CONTROLLED ENVIRONMENT FOR MEMORIAL SERVICES	-		
			<b>OPERATIONAL COSTS:</b> MINIMAL CUSTODIAL WORK	-		

Department	Name	Year	Description	Amount	Total	Project #
CITY ATTORNEY	HIGH DENSITY STORAGE	2023	<b>HIGH DENSITY FILE STORAGE SYSTEM</b>	22,085	\$ 25,000	
			<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.	-		
			<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 TIM	-		
			<b>INCREASE IN COST ESTIMATE</b>	2,915.00		

**GF337**

Department	Name	Year	Description	Amount	Total	Project #
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2022	FIBER OPTIC CONDUIT AND VAULTS <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	20,000 - - - - - - -	\$ 20,000	<b>GF275 (FY21)</b>
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2022	FIBER OPTIC CONDUIT AND VAULTS <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 <b>INCREASE</b>	20,000 - - - - - - - 20,000	\$ 40,000	<b>GF275 (FY22)</b>
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2023	FIBER OPTIC CONDUIT AND VAULTS <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 <b>DECREASE</b>	50,000 - - - - - - - -	\$ 40,000	<b>GF275 (FY23)</b>
				(10,000)		

Department	Name	Year	Description	Amount	Total	Project #
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2024	FIBER OPTIC CONDUIT AND VAULTS	25,000	\$ 40,000	<b>GF275 (FY24)</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>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.	-		
			<b>INCREASE</b>	15,000		
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2025	FIBER OPTIC CONDUIT AND VAULTS	40,000	\$ 40,000	<b>GF275 (FY25)</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>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	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	ELEVATOR REPLACEMENT - STIFF	2021	ELEVATOR REPLACEMENT - STIFF	125,000	\$ 125,000	
			<b>DESCRIPTION:</b> REPLACEMENT OF ORIGINAL (1972) ELEVATOR DUE TO FAILING MAIN HYDRAULIC VALVE. MOVING ALL PUBLIC TRAFFIC TO THE SECOND FLOOR WITH UPCOMING REMODEL WILL INCREASE USE AND DEMAND. THE ELEVATOR IS INSPECTED ANNUALLY AND IS STILL SAFE ALTHOUGH UNRELIABLE WITH MULTIPLE OUTAGES OVER THE PAST YEAR.	-		
			<b>ALTERNATIVES CONSIDERED:</b> NONE.	-		<b>GF001</b>
			<b>ADVANTAGES OF APPROVAL:</b> IMPROVED STABILITY FOR CRITICAL BUILDING INFRASTRUCTURE.	-		
			<b>ADD OPERATING COSTS:</b> ANNUAL OPERATING AND MAINTENANCE COSTS WILL NOT INCREASE OVER CURRENT OPERATING BUDGET.	-		
			REPLACEMENT COST ADJUSTED (FROM \$74,400) TO INCLUDE CAR MODERNIZATION AND CODE UPDATES FOR ELECTRICAL AND VENTILATION REQUIREMENTS.	-		



Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	SENIOR CENTER ELEVATOR	2025	SENIOR CENTER ELEVATOR	74,700	\$ 125,000	
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF ORIGINAL (1980) ELEVATOR DUE TO	-		
			END OF ACCEPTABLE LIFESPAN. MANY IMPROVEMENTS	-		
			HAVE BEEN MADE IN ELEVATOR TECHNOLOGY RESULTING	-		
			IN IMPROVED SERVICE AND ENERGY SAVINGS. WHILE THE	-		
			ELEVATOR IS INSPECTED ANNUALLY AND IS SAFE, IT IS	-		
			USED HEAVILY BY MEMBERS OF THE SENIOR CENTER WITH	-		
			COMPROMISED MOBILITY CHOICES.	-		
			<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 WILL NOT	-		
			<b>INCREASE OVER CURRENT OPERATING BUDGET.</b>	50,300		
			REPLACEMENT COST ADJUSTED (FROM \$74,700) TO	-		
			TO INCLUDE CAR MODERNIZATION AND CODE UPDATES	-		
			FOR ELECTRICAL AND VENTILATION REQUIREMENTS.	-		

**GF157**

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	SITE SECURITY LOCKS-UPGRD	2021	SITE SECURITY LOCKS-UPGRD <b>DESCRIPTION:</b> OVER THE LAST THREE FISCAL YEARS THIS PROJECT HAS HAS CHANGED OUT 33 OLD STYLE KEYLESS ENTRY LOCKS WITH THE NEW WIRELESS UNIT. IN ORDER COMPLETE THIS PROJECT AND UPDATE THE ENTIRE CITY TO WIRELESS IT WILL REQUIRE THE REPLACEMENT OF THE LAST 13 UNITS. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO OPERATE IN SAME MANNER <b>ADVANTAGES OF APPROVAL:</b> MOVING TO A WIRELESS SYSTEM MEANS ALL UPDATES CAN BE PERFORMED USING THE CITY WIDE NETWORK. THE ADVANTAGES TO THIS SYSTEM IS BETTER UTILIZATION OF STAFF HOURS BY REDUCING THE REQUIRED MAN HOURS WHEN PERFORMING MANUAL UPDATES ON-BOARDING AND OFF-BOARDING STAFF. BASED ON THE ACCESS LEVEL REQUESTED FOR A STAFF MEMBER, IT COULD MEAN ACCESSING 50 INDIVIDUAL LOCKS FOR A SINGLE ACCESS CHANGE REQUEST.	30,000	\$ 30,000	GF272
FACILITIES MANAGEMENT	CITY HALL EXPANSION REMODEL UNSCHEDULED OF STORAGE AREAS INTO OFFICES		CITY HALL EXPANSION REMODEL OF STORAGE AREAS INTO OFFICES. <b>DESCRIPTION:</b> WITH THE ADDITIONAL PLANNED FTE AS THE CITY GROWS CITY HALL'S CURRENT STORAGE AREAS CAN BE REMODELED INTO OFFICE SPACES. THE SPACE COULD POTENTIALLY PROVIDE 2-3 OFFICES SPACES DOWNSTAIRS. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> ANY ADDITIONAL FTE IN ANY OF THE DEPARTMENT IN CITY HALL DO NOT CURRENTLY HAVE SPACE. THIS WOULD PROVIDE SPACE THAT IS PERMENANT. <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE AND CLEANING.	150,000	\$ 150,000	GF303

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	STIFF PROFESSIONAL BUILDING MAIN PARKING LOT	2022	STIFF PROFESSIONAL BUILDING MAIN PARKING LOT <b>DESCRIPTION:</b> CURRENT FRONT PARKING LOT HAS EXCEEDED IT'S LIFE CYCLE AND REQUIRES RESURFACING. POT HOLES AND CRACKS ARE INCREASING YEARLY THAT REQUIRE REPAIR. MILL EXISTING ASPHALT AND DISPOSE OFF SITE, INSTALL 2 INCH ASPHALT. PAINT LINE STRIPS AND ACCESSIBLE SPACES WITH LATEX TRAFFIC PAINT.	37,145 - - - - -	\$ 37,145	GF323
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2021	<b>DESCRIPTION:</b> PER THE CURRENT STAFFING PLAN THE THE FACILITIES DEPARTMENT IS PROJECTED TO INCREASE BY ONE IN A PROJECT COORDINATOR. NEW VEHICLE WILL BE NEEDED TO SUPPORT OPERATIONAL SUPPORT OF CITY OPERATIONS. REQUIREMENTS WILL BE A FOUR WHEEL DRIVE OR ALL WHEEL DRIVE OR CAPABILITIES FOR DRIVING IN TYPE OF WEATHER CONDITIONS. CONSIDER ALTERNATIVES: NONE OPERATING COST: FUEL AND GENERAL MAINTENANCE COSTS \$1000 CHANGES: DECREASE AMOUNT BY \$10,000 FROM \$35,000 TO \$25,000 TO REFLECT THIS POSITIONS REQUIREMENTS.	25,000 - - - - - - - -	\$ 25,000	GF324
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2021	<b>DESCRIPTION:</b> PER THE CURRENT STAFFING PLAN THE FACILITIES DEPARTMENT IS PROJECTED TO INCREASE BY ONE SERVICE WORKER. NEW VEHICLE 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 DAY TO DAY OPERATIONS TO INCLUDE HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. TRUCK BED SHELL AND LINER WILL BE INCLUDED IN THIS PURCHASE. BASE VEHICLE PRICE IS \$31,000 SHELL & LINER \$4,000 ALTERNATIVES CONSIDERED; NONE ADDED OPERATING COSTS: FUELS AND GENERAL MAINTENANCE COST \$1000	33,000 - - - - - - - - - -	\$ 33,000	GF325

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2023	DEPARTMENT VEHICLE ASSET # 2756 IS 23YRS OLD	-	\$ 35,000	GF328
			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		
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					



Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2023	<b>DESCRIPTION:</b> PER THE CURRENT STAFFING PLAN THE FACILITIES DEPARTMENT IS PROJECTED TO INCREASE BY ONE SERVICE WORKER. NEW VEHICLE 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 DAY TO DAY OPERATIONS TO INCLUDE HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. TRUCK BED SHELL AND LINER WILL BE INCLUDED IN THIS PURCHASE. BASE VEHICLE PRICE IS \$31,000 SHELL & LINER \$4,000 <b>ALTERNATIVES CONSIDERED;</b> NONE <b>ADDED OPERATING COSTS:</b> FUELS AND GENERAL MAINTENANCE COST \$1000	35,000	\$ 35,000	GF343
				-		
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2024	<b>DESCRIPTION:</b> PER THE CURRENT STAFFING PLAN THE FACILITIES DEPARTMENT IS PROJECTED TO INCREASE BY ONE SERVICE WORKER. NEW VEHICLE 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 DAY TO DAY OPERATIONS TO INCLUDE HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. TRUCK BED SHELL AND LINER WILL BE INCLUDED IN THIS PURCHASE. BASE VEHICLE PRICE IS \$31,000 SHELL & LINER \$4,000 <b>ALTERNATIVES CONSIDERED;</b> NONE <b>ADDED OPERATING COSTS:</b> FUELS AND GENERAL MAINTENANCE COST \$1000	35,000	\$ 35,000	GF344
				-		

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2025	DEPARTMENT VEHICLE ASSET # 3079 IS 23YRS OLD 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 - - - - - - - -	\$ 35,000	GF345
FACILITIES MANAGEMENT	FACILITY CONDITION INVENTORY	2025	FACILITY CONDITION INVENTORY <b>DESCRIPTION:</b> CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3). FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION BASED ON BUILDING SQUARE FOOTAGE. <b>ALTERNATIVES:</b> CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS <b>ADVANTAGES:</b> A COMPREHENSIVE INVENTORY OF ALL BUILDING DEFERRED MAINTENANCE WILL ALLOW FOR A MORE PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS RESULTING IN BETTER RISK MANAGEMENT AND REDUCED LIFECYCLE COSTS. <b>ADD OPERATING COSTS:</b> NONE.	40,575 - - - - - - - - - - - - - -	\$ 40,575	GF346
FINANCE	ERP REPLACEMENT/UPGRADE	UNSCHEDULED	ERP REPLACEMENT/UPGRADE <b>DESCRIPTION:</b> POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR CURRENT VENDOR UPGRADE OR NEW SYSTEM <b>ALTERNATIVE:</b> KEEP SAME SYSTEM UNTIL UNSUPPORTED <b>ADD OPERATING:</b> USUALLY ANNUAL MAINTENANCE COSTS	600,000 - - - - -	\$ 600,000	GF277

Department	Name	Year	Description	Amount	Total	Project #
FINANCE	FINANCE OFFICE REMODEL- CASHIER WINDOW	2022	FINANCE OFFICE REMODEL- CASHIER WINDOW <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 <b>UPDATED COST ESTIMATE</b> ALSO INCLUDE EXTRA WORKSPACE	60,000 - - - - - - - - - - - 15,000	\$ 75,000	GF308
FINANCE	ANALYTICSNOW- ERP SYSTEM REPORTING SOFTWARE	2021	ANALYTICSNOW- ERP SYSTEM REPORTING SOFTWARE <b>DESCRIPTION:</b> WEB-BASED REPORTING AUTHORIZING TOOL USED TO BUILD SOPHISTICATED, MULTI-PAGE, MULTI-QUERY REPORTS USING DATA FROM OUR ERP SYSTEM. CURRENT REPORTING TOOL IS NO LONGER SUPPORTED AND CERTAIN ACCOUNTING AND PAYROLL PROCESSES RELY HEAVILY ON THE UNSUPPORTED TOOL. ALTERNATIVES CONSIDERED: USE A LESS EXPENSIVE TOOL NOT CONNECTED TO THE ERP SYSTEM BUT THIS WILL NEED MAJOR STAFF TIME TO SETUP. <b>ADDITIONAL OPERATING COSTS:</b> ANNUAL MAINTENANCE \$3,300 THIS IS SOMETHING WILL BE SPLIT FUNDING WISE AMONG ALL FUNDS THAT USE THE SYSTEM INCLUDING ENTERPRISE FUNDS	28,030 - - - - - - - - - - - - - - -	\$ 28,030	GF347



Department	Name	Year	Description	Amount	Total	Project #
FIRE	FIRE STATION 2 - RELOCATION	2023	FIRE STATION 2- RELOCATION	4,500,000	\$ 4,500,000	GF305
			<b>DESCRIPTION:</b>	-		
			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. IN SEPTEMBER 2017 THE FIRE MASTER PLAN	-		
			UPDATE WAS PRESENTED WITH THE RECOMMENDATION	-		
			TO RELOCATE FIRE STATION 2 SOMEWHERE ON MSU	-		
			CAMPUS TO IMPROVE RESPONSE CAPABILITIES. THIS	-		
			WOULD REQUIRE A PARTNERSHIP WITH MSU BUT COULD	-		
			HAVE MULTIPLE BENEFITS FROM AN EMERGENCY PLANNING	-		
			STANDPOINT. IF A PLAN WERE TO BE DEVELOPED FOR	-		
			RELOCATING THE FIRE DEPARTMENT TRAINING FACILITY	-		
			TO THE SAME SITE, AN ADDITIONAL RECOMMENDATION	-		
			FROM THE RECENT FIRE MASTER PLAN.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			AS RECOMMENDED BY THE COMMISSION.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			ADDRESSES HEALTH AND SAFETY, SPACE, AND LONG TERM	-		
			NEEDS OF FIRE STATION 2 FOR THE NEXT 25-30 YEARS.	-		
			<b>ADD OPERATING COSTS:</b>	-		
			GENERAL OPERATING COST	-		
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2021	PERSONAL COMPUTER (PC) REPLACEMENT	65,000	\$ 65,000	
			<b>DESCRIPTION:</b>	-		

Department	Name	Year	Description	Amount	Total	Project #	
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF PERSONAL COMPUTERS FOR GENERAL FUND RELATED JOBS 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>GF062 (FY21)</b>	
			<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>INFORMATION TECHNOLOGY</b>	<b>PERSONAL COMPUTER (PC) REPLACEMENT</b>	<b>2022</b>	<b>PERSONAL COMPUTER (PC) REPLACEMENT</b>	<b>75,000</b>	<b>\$ 75,000</b>		
			<b>DESCRIPTION:</b>	-			<b>GF062 (FY22)</b>
			THIS IS A GENERAL ITEM FOR REPLACEMENT OF PERSONAL COMPUTERS FOR GENERAL FUND RELATED JOBS 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	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2023	PERSONAL COMPUTER (PC) REPLACEMENT <b>DESCRIPTION:</b> THIS IS A GENERAL ITEM FOR REPLACEMENT OF PERSONAL COMPUTERS FOR GENERAL FUND RELATED JOBS 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>	60,000	\$ 80,000	GF062 (FY23)
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2024	PERSONAL COMPUTER (PC) REPLACEMENT <b>DESCRIPTION:</b> THIS IS A GENERAL ITEM FOR REPLACEMENT OF PERSONAL COMPUTERS FOR GENERAL FUND RELATED JOBS 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 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.	65,000	\$ 65,000	GF062 (FY24)

Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	PERSONAL COMPUTER (PC) REPLACEMENT	2025	PERSONAL COMPUTER (PC) REPLACEMENT <b>DESCRIPTION:</b> THIS IS A GENERAL ITEM FOR REPLACEMENT OF PERSONAL COMPUTERS FOR GENERAL FUND RELATED JOBS 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 AGING COMPUTERS CAN HAVE <b>ALTERNATIVES CONSIDERED:</b> NOT REPLACE COMPUTER 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. ADD OPERATING COSTS:	68,000	\$ 68,000	GF062 (FY25)
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2021	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP 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> UP THIS BY 5K	45,000	\$ 50,000	GF080 (FY21)
					5,000	

Department	Name	Year	Description	Amount	Total	Project #
<b>INFORMATION TECHNOLOGY</b>	<b>REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS</b>	<b>2022</b>	<b>REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT DESCRIPTION: WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTER THROUGHOUT CITY TO INCLUDE CITY HALL, PROFESSIONAL BUILDING, CITY SHOPS, LANDFILL, L&amp;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). ALTERNATIVES CONSIDERED: MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE. ADVANTAGES OF APPROVAL: MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA. ADD OPERATING COSTS:</b>	55,000 - - - - - - - - - - - - - - - - - - -	\$ 55,000	<b>GF080 (FY22)</b>

Department	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 <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> ADD 5K	50,000 -	\$ 55,000	<b>GF080 (FY23)</b>
					5,000	

Department	Name	Year	Description	Amount	Total	Project #
<b>INFORMATION TECHNOLOGY</b>	<b>REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS</b>	<b>2024</b>	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP 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>	55,000	\$ 55,000	<b>GF080 (FY24)</b>
<b>INFORMATION TECHNOLOGY</b>	<b>REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS</b>	<b>2025</b>	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT <b>DESCRIPTION:</b> WAN SITE END OF LIFE REPLACEMENTS FOR SWITCHES AND ROUTERS THROUGHOUT THE CITY. THIS EQUIPMENT IS CRITICAL TO THE CITY'S TECHNOLOGY NETWORK, SUPPORTING ALL OF THE DEPARTMENT'S PERFORMANCE MEASURES RELATED TO SYSTEM "UPTIME" AND WORKLOAD MEASURES RELATED TO NUMBER OF HOURS THE NETWORK AND VARIOUS SOFTWARE IS "IN SERVICE". <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.	55,000	\$ 55,000	<b>GF080 (FY25)</b>

Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2022	VEHICLE REPLACEMENTDESCRIPTION:REPLACEMENT OF IT V	26,000	\$ 26,000	GF233 (FY22)
			<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	-					
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2023	VEHICLE REPLACEMENT	23,000	\$ 26,000	GF233 (FY23)
			<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	-		
			<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	-					
	PER JOHN VANDELINDER NEED TO UP THIS TO 26K	3,000				
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2021	GENERAL FUND SERVER REPLACEMENT	48,000	\$ 48,000	GF265 (FY21)
			<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.	-		



Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2024	GENERAL FUND SERVER REPLACEMENT	85,000	\$ 85,000	<b>GF265 (FY24)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL SERVERS.	-		
			<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	2025	GENERAL FUND SERVER REPLACEMENT	72,000	\$ 72,000	<b>GF265 (FY25)</b>
			<b>DESCRIPTION:</b>	-		
			REPLACEMENT OF PHYSICAL SERVERS	-		
			<b>ALTERNATIVE CONSIDERED:</b>	-		
			VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL SERVERS	-		
			<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	2021	SERVER FARM SOFTWARE UPGRADES	10,000	\$ 35,000	<b>GF289</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		
				-		

Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	POLICE VIDEO EVIDENCE STORAGE AND BACKUP	2023	POLICE VIDEO EVIDENCE STORAGE AND BACKUP <b>DESCRIPTION:</b> WE ARE CURRENTLY GENERATING AROUND 1 TERABYTE OF DATA PER MONTH WITH THE IN CAR VIDEO SYSTEMS AND WILL BE OUT OF SPACE FOR STORAGE IN THE NEXT 12-18 MONTHS. IT IS CRITICAL INFORMATION THAT GROWS RAPIDLY. WE ARE TRYING TO GET AHEAD OF THE GROWTH BY PURCHASING A 5 YEAR SOLUTION OUT OF THE GATE THAT CAN BE EXPANDED AS NEEDED INTO THE FUTURE FOR GROWTH AND THE POSSIBILITY OF BODY CAMERAS. THE FY 22 AMOUNT RELATES TO THE INCREASED STORAGE NEEDED RELATED TO BODY CAMERA FILES. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> WILL ALLOW US TO CONTINUE TO SAFELY STORE, ACCESS AND BACKUP CRUCIAL EVIDENTIARY DATA WITHOUT CONCERN OF RUNNING OUT OF STORAGE SPACE. <b>ADD OPERATING COSTS:</b>	40,000 - - - - - - - - - - - - - - -	\$ 40,000	<b>GF313</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	UNMARKED VEHICLE REPLCMNT	UNSCHEDULED	UNMARKED VEHICLE REPLACEMENTS:	400,000	\$ 400,000	
			<b>DESCRIPTION:</b>	-		
			THE DEPARTMENT UTILIZES A VARIETY OF UNMARKED	-		
			VEHICLES FOR DETECTIVES, SUPPORT SERVICES,	-		
			ADMINISTRATION, SPECIALTY ASSIGNMENTS AND	-		
			SPECIALTY UNITS. INDIVIDUALLY, MOST VEHICLES ARE	-		
			BELOW THE CIP THRESHOLD, BUT THE VALUE OF EACH	-		
			VEHICLE VARIES SIGNIFICANTLY. AS OF FY21, THE	-		
			MAJORITY OF THESE VEHICLES WILL BE PURCHASED	-		
			OUT OF THE DEPARTMENT'S GENERAL FUND WHEN	-		
			NEEDED.	-		
			ALTERNATIVE CONSIDERED:	-		
			CONTINUE UTILIZING THE EXISTING VEHICLES, SOME OF	-		GF052
			WHICH BECOME UNSAFE AND UNUSABLE EVEN FOR ROUTINE	-		
			DRIVING, ESPECIALLY OUT OF THE CITY LIMITS.	-		
			OPERATING COSTS:	-		
			OPERATING COSTS ON THESE VEHICLES ARE RELATIVELY	-		
			LOW, ESPECIALLY CONSIDERING THEY ARE TYPICALLY	-		
			<b>ASSIGNED TO ONE STAFF MEMBER AND ARE NOT</b>	-		
			ROUTINELY DRIVEN AS EMERGENCY RESPONSE VEHICLES.	-		
			OUR STANDARDIZED FLEET OF SIMILAR VEHICLES (CHEV	-		
			IMPALAS AND MALIBUS) HAVE KEPT COSTS LOW, WITH	-		
			IN HOUSE STAFF CONDUCTING MANY OF THE ROUTINE	-		
			REPAIRS.	-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2021	THREE REPLACEMENT PATROL VEHICLES	171,000	\$ 183,000	
			<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,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERA SYSTEM, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			<b>INCREASED BUDGET REQUEST:</b>	-		
			INCREASE IS BASED ON FY19 VEHICLE COSTS OF \$61,000	-		
			PER VEHICLE, WITH COSTS LIKELY TO INCREASE.	12,000		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVS), EVEN THOUGH CALL	-		

**GF053  
(FY21)**

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2022	THREE REPLACEMENT PATROL VEHICLES	180,000	\$ 183,000	
			<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,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERAS SYSTEM, ET	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			<b>INCREASED BUDGET REQUEST:</b>	-		
			INCREASE IS BASED ON FY19 VEHICLE COSTS OF \$61,000	3,000		
			PER VEHICLE, WITH COSTS LIKELY TO INCREASE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVS), EVEN THOUGH CALL	-		
			FOR SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
						<b>GF053</b>
						<b>(FY22)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2023	TWO REPLACEMENT PATROL VEHICLES	122,000	\$ 126,000	
			<b>DESCRIPTION:</b>	-		
			THIS PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO BE	-		
			BE REPLACED EACH YEAR, INCLUDING ALL OF THE	-		
			NECESSARY VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERAS SYSTEM, ET	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			<b>INCREASED BUDGET REQUEST:</b>	4,000		
			INCREASE IS BASED ON FY19 VEHICLE COSTS OF \$61,000	-		
			PER VEHICLE, WITH COSTS LIKELY TO INCREASE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVS), EVEN THOUGH CALL	-		
			FOR SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
						<b>GF053</b>
						<b>(FY23)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2024	TWO REPLACEMENT PATROL VEHICLE:	124,000	\$ 126,000	
			<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,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERA, SYSTEM, ET	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			<b>INCREASED BUDGET REQUEST:</b>	-		
			INCREASE IS BASED ON FY19 VEHICLE COST OF \$61,000	2,000		
			PER VEHICLE, WITH COSTS LIKELY TO INCREASE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVS), EVEN THOUGH CALL	-		
			FOR SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
						<b>GF053</b>
						<b>(FY24)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	2025	THREE REPLACEMENT PATROL VEHICLES	192,000	\$ 192,000	
			<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,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERAS SYSTEM, ET	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVs), EVEN THOUGH CALL	-		
			FOR SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
						<b>GF053</b>
						<b>(FY25)</b>



Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR & EQUIP RPLCMT	UNSCHEDULED	TEN REPLACEMENT PATROL VEHICLES:	640,000	\$ 640,000	
			OUR PLAN ALLOWS FOR A NUMBER OF PATROL CARS TO	-		
			BE REPLACED EACH YEAR, INCLUDING ALL OF THE	-		
			NECESSARY VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERA, SYSTEM, ET	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			AT THIS POINT, THERE ARE 10 MARKED PATROL VEHICLES	-		
			UNSCHEDULED FOR REPLACEMENT.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			NONE	-		
			<b>ADD OPERATING COSTS:</b>	-		
			RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS	-		
			REPLACE OLDER ONES. MAINTENANCE COSTS HAVE	-		
			STABILIZED DUE TO REGULARLY SCHEDULED SERVICE AND	-		
			A STANDARDIZED FLEET (FORD SUVs), EVEN THOUGH CALL	-		
			FOR SERVICE HAVE INCREASED AND ADDITIONAL OFFICERS	-		
			HAVE BEEN HIRED.	-		
						<b>GF053</b>
						(UNSCHEDULED)

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2021	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES	30,000	\$ 30,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT	-		
			FORMS, INCLUDING CITATIONS.	-		
			THIS ITEM IS CULLED OUT FROM	-		
			PATROL VEHICLE REQUESTS BECAUSE WE HAVE	-		
			FOUND THAT A MOBILE DATA TERMINAL NEEDS	-		
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR	-		
			VEHICLES ARE BEING USED FOR 6,7, OR 8 YEARS.	-		
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
						<b>GF292</b>
						<b>(FY21)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2022	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES	30,000	\$ 30,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT			
			FORMS, INCLUDING CITATIONS.			
			THIS ITEM IS CULLED OUT FROM			
			PATROL VEHICLE REQUESTS BECAUSE WE HAVE			
			FOUND THAT A MOBILE DATA TERMINAL NEEDS			
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR			
			VEHICLES ARE BEING USED FOR 6,7, OR 8 YEARS.			
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE			
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL			
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO			
			REMOVE THEM FROM THE PATROL VEHICLE AND			
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY			
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
						<b>GF292</b>
						<b>(FY22)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2023	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES	30,000	\$ 30,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT	-		
			FORMS, INCLUDING CITATIONS.	-		
			THIS ITEM IS CULLED OUT FROM	-		
			PATROL VEHICLE REQUESTS BECAUSE WE	-		
			ARE FINDING THAT A MOBILE DATA TERMINAL NEEDS	-		
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR	-		
			VEHICLES ARE BEING USED FOR 6, 7, OR 8 YEARS.	-		
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE EXISTING,	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
						<b>GF292</b>
						<b>(FY23)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2024	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES:	30,000	\$ 35,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT	-		
			FORMS, INCLUDING CITATIONS.	-		
			THIS ITEM IS CULLED OUT FROM	-		
			PATROL VEHICLE REQUESTS BECAUSE WE HAVE	-		
			FOUND THAT A MOBILE DATA TERMINAL NEEDS	-		
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR	-		
			VEHICLES ARE BEING USED FOR 6,7, OR 8 YEARS.	-		
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
			<b>INCREASED BUDGET REQUEST:</b>	5,000		
			REQUEST IS DUE TO ANTICIPATED HIGHER PRICES	-		

**GF292  
(FY24)**

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2025	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES	35,000	\$ 35,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT	-		
			FORMS, INCLUDING CITATIONS.	-		
			THESE ITEMS ARE CULLED OUT FROM THE	-		
			PATROL VEHICLE REQUESTS BECAUSE WE HAVE	-		
			FOUND THAT A MOBILE DATA TERMINAL NEEDS	-		
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR	-		
			VEHICLES ARE BEING USED FOR 6,7, OR 8 YEARS.	-		
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND:	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
						<b>GF292</b>
						<b>(FY25)</b>

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	UNSCHEDULED	25 MOBILE DATA TERMINALS FOR PATROL VEHICLES:	175,000	\$ 175,000	
			<b>DESCRIPTION:</b>	-		
			THE MOBILE DATA TERMINAL ("MDT") IS A CRITICAL	-		
			COMPONENT IN ALL PATROL VEHICLES. THE MDT	-		
			IS THE MOBILE COMPUTER MOUNTED IN THE VEHICLE	-		
			THAT OFFICERS UTILIZE TO SEE INFORMATION ABOUT	-		
			CURRENT CALLS FOR SERVICE, LOOK UP AND RETRIEVE	-		
			CRITICAL DATA, ENTER CALL RELATED DATA, AND PRINT	-		
			FORMS, INCLUDING CITATIONS.	-		
			THIS ITEM IS CULLED OUT FROM	-		
			PATROL VEHICLE REQUESTS BECAUSE WE HAVE	-		
			FOUND THAT A MOBILE DATA TERMINAL NEEDS	-		
			REPLACEMENT ABOUT EVERY 5 YEARS, AND MANY OF OUR	-		
			VEHICLES ARE BEING USED FOR 6,7, OR 8 YEARS.	-		
			IN ADDITION, WE ANTICIPATE MIGRATING TO A MORE	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING	-		
			MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY	-		
			UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH	-		
			SLOWER SPEEDS.	-		
			<b>OPERATING COSTS:</b>	-		
			OPERATING COSTS ARE GENERALLY LOW DURING THE FIVE	-		
			YEAR ANTICIPATED LIFE SPAN OF THE MDT. OPERATING	-		
			COSTS ARE BUILT INTO THE BUDGET, WITH MAINTENANCE	-		
			PERFORMED BY STAFF OR FREQUENTLY UNDER WARRANTY.	-		
						<b>GF292</b>
						(UNSCCHEDULED)

Department	Name	Year	Description	Amount	Total	Project #
POLICE	NON-PATROL CAR NEW VEHICLES	2022	NON-PATROL CAR NEW VEHICLE: TRANSPORT VEHICLE	30,000	\$ 30,000	
			<b>DESCRIPTION:</b>	-		
			THIS REQUEST WAS INITIALLY FOR 2 NEW VEHICLES FOR 2 NEW SCHOOL RESOURCE OFFICERS.			
			HOWEVER, WE ANTICIPATE MIGRATING TOWARD A PROGRAM WHEREBY SCHOOL RESOURCE OFFICERS UTILIZE OLDER, MARKED PATROL VEHICLES FOR INCREASED VISIBILITY AND, THEREBY, SAFETY FOR THE SCHOOLS.			
			INSTEAD, WITH THE COMPLETION OF THE BOZEMAN PUBLIC SAFETY CENTER AROUND THIS TIME, WE ANTICIPATE THE NEED FOR A DEDICATED VEHICLE TO TRANSPORT SUBJECTS IN CUSTODY FROM THE BOZEMAN MUNICIPAL COURT TO THE GALLATIN COUNTY DETENTION CENTER. IN ADDITION, THIS VEHICLE COULD BE USED FOR OTHER TRANSPORTING PURPOSES.			<b>GF293 (FY22)</b>
			<b>ALTERNATIVES CONSIDERED:</b>			
			THE ALTERNATIVE WOULD BE TO UTILIZE A FULLY EQUIPPED PATROL VEHICLE, INCREASING THE MILEAGE	-		
			AND USE OF A MUCH HIGHER PRICED, EMERGENCY RESPONSE CAPABLE VEHICLE.	-		
			<b>OPERATING COSTS:</b> COSTS ON A DEDICATED VEHICLE	-		
			WOULD LIKELY BE LESS THAN USING A PATROL VEHICLE.	-		



Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR - ADDITIONAL	2021	ONE ADDITIONAL PATROL VEHICLE	59,000	\$ 61,000	GF294
			<b>DESCRIPTION:</b>	-		
			A REVIEW OF MILEAGE AND ESTIMATED STAFFING	-		
			INCREASES IN PATROL BY 2-3 OFFICERS OVER THE NEXT	-		
			FEW YEARS HAS LED TO THE IDENTIFIED NEED FOR	-		
			AN ADDITIONAL PATROL VEHICLE IN FY21. THIS WOULD	-		
			BRING THE TOTAL PATROL RESPONSE VEHICLES TO 23	-		
			(1 UNMARKED / 2 K9 VEHICLE, 20 FULLY MARKED).	-		
			PRICE INCLUDES ALL OF THE	-		
			NECESSARY VEHICLE EQUIPMENT (TOP LIGHTS, SIRENS,	-		
			MOBILE (INSTALLED) RADIO, VIDEO CAMERA, SYSTEM, ET	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY.	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			<b>INCREASED BUDGET REQUEST:</b>	2,000		
			INCREASE IS BASED ON FY19 VEHICLE COST OF \$61,000	-		
			PER VEHICLE, WITH COSTS LIKELY TO INCREASE.	-		
			<b>ALTERNATIVES CONSIDERED:</b>	-		
			CONTINUE PATROL RESPONSE WITH EXISTING PATROL CARS	-		
POLICE	PATROL CAR - ADDITIONAL	2024	ADDITIONAL PATROL VEHICLE:	62,000	\$ 62,000	GF294
			WE ANTICIPATE THE NEED FOR AN	-		
			ADDITIONAL PATROL VEHICLE DUE TO INCREASED	-		
			STAFFING AND DEMANDS FOR SERVICE. THIS VEHICLE	-		
			WOULD BE A PRIMARY REPOSE VEHICLE UTILIZED BY THE	-		
			THE PATROL DIVISION. THESE VEHICLES ARE SHARED	-		
			BY TWO OR THREE PATROL OFFICERS AND GENERALLY	-		
			USED ON MULTIPLE SHIFTS 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.	-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	POLICE BODY CAMERA SYSTEM	2024	<p><b>BODY CAMERA SYSTEM:</b>  WITH THE SCRUTINY OF POLICE OFFICERS AND THEIR ACTIONS INCREASING EVERY YEAR, WE ANTICIPATE THE NEED TO IMPLEMENT A DEPARTMENT-WIDE BODY CAMERA SYSTEM AT SOME POINT. THIS SYSTEM WOULD INCLUDE ENOUGH CAMERAS TO OUTFIT EACH PATROL OFFICER, ALONG WITH THE NECESSARY HARDWARE AND SOFTWARE TO MAKE THE SYSTEM FUNCTIONAL.</p> <p>ALTERNATIVES CONSIDERED:  THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF A SYSTEM.</p>	70,000	\$ 70,000	<b>GF316</b>
RECREATION	DESIGN & CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS	2023	<p>DESIGN &amp; CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS DESCRIPTION:  DESIGN PORTION FOR CONSTRUCTION IN FY22. 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.</p> <p>ALTERNATIVES CONSIDERED:  DO NOT BUILD A COMMUNITY AQUATICS CENTER.</p> <p>ADVANTAGES OF APPROVAL:  COMMUNITY BENEFITS OF AN AQUATICS CENTER: SAFE AND HEALTHY PLACE FOR FAMILIES TO PLAY, CONNECTED FAMILIES, STRONG VITAL INVOLVED COMMUNITY, AND INCREASED COMMUNITY PROGRAMS.</p> <p>ADD OPERATING COSTS:  ANNUAL OPERATING AND MAINTENANCE COSTS TO INCLUDE ADDITIONAL AQUATIC STAFF.  COST UNDETERMINED AT THIS TIME.</p>	110,000	\$ 110,000	<b>GF056 (FY23)</b>

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS	2024	DESIGN & CONSTRUCT INDOOR/OUTDOOR FAMILY AQUATICS	16,500,000	\$ 18,540,000	
			<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.			
			ALTERNTAIVES CONSIDERED:	-		
			DO NOT BUILD A COMMUNITY AQUATICS CENTER.	-		
			<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.	-		
			<b>FUNDING SOURCES:</b>	-		
			BOND AND GENERAL FUND	-		
			<b>INCREASE DUE TO INFLATION</b>	2,040,000		

**GF056  
(FY24)**

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	SWIM CENTER - FACILITY	2024	SWIM CENTER - FACILITY REPAIRS AND REPLACEMENTS	949,300	\$ 1,000,000	<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	-		
			INCREASE DUE TO INFLATION	38,000		
			<b>INCREASE DUE TO INFLATION</b>	12,700		
RECREATION	LINDLEY CENTER PARKING LOT RESURFACING	2024	LINDLEY CENTER PARKING LOT RESURFACING	75,388	\$ 78,400	<b>GF140</b>
			<b>DESCRIPTION:</b>	-		
			CURB AND OVERLAY, INCLUDE ADA PARKING STALLS, AND LIGHTS. ALTERNATIVES CONSIDERED: KEEP LOT GRAVEL	-		
			ADVANTAGES OF APPROVAL: COMPLY WITH CITY CODE, MORE ORGANIZED PARKING, SAFER, ACCESSIBILITY	-		
			ADD OPERATING COSTS: STRIPPING & PERIODIC OVERLAYS	-		
			CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION	3,012		

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	PROST PLAN UPDATES	2021	PROST PLAN UPDATE \$114,000	57,000	\$ 57,000	
			<b>DESCRIPTION</b>	-		
			HALF THE EXPENSE IS PAID FOR BY RECREATION.	-		
			UPDATE THE 2007 PARKS RECREATION OPEN SPACE	-		
			TRAIL (PROST) PLAN. THE CURRENT PLAN IS NOW 13	-		
			YEARS OLD. SINCE ADOPTION, THE CITY HAS GROWN IN	-		
			SIZE, NEW PARK PROPERTIES HAVE COME INTO THE	-		
			SYSTEM, AND LOCAL DEMOGRAPHICS HAVE CHANGED.	-		
			THIS PROJECT ANTICIPATES HIRING AN OUTSIDE PARTY	-		GF205
			TO UPDATE THE PLAN THAT WILL TAKE INTO	-		
			CONSIDERATION THE UPDATED COMMUNITY PLAN.	-		
			<b>ALTERNATIVES:</b>	-		
			DO NOT UPDATE THE PLAN	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			THE UPDATE WOULD RECORD AND REFERENCE NEW	-		
			AND ACCURATE INFORMATION THAT HAS BEEN	-		
			DEVELOPING OVER THE LAST 13 YEARS.	-		
			ANALYSIS AND 2012 FACILITY CONDITION INVENTORY.	-		
RECREATION	LINDLEY CENTER FULL UPGRADE	2023	<b>DESCRIPTION:</b>	320,300	\$ 333,100	
			THIS PROJECT IS THE COMBINATION OF REQUESTS FOR	-		
			UPGRADE OF THE RESTROOMS, WINDOW	-		
			REPLACEMENT, SIDING REPLACEMENT	-		
			REPLACEMENT, KITCHEN UPGRADE,	-		
			EAST ROOF INSULATION, FLOOR SUPPORT,	-		
			ROOF SUPPORT. THIS IS A HEAVILY USED COMMUNITY	-		
			BUILDING. ALTERNATIVES CONSIDERED: COMPLETE THE	-		
			PROJECT IN PHASES. ADVANTAGES OF APPROVAL:	-		
			1. BRINGS RESTROOMS UP TO CURRENT ADA REQUIREMENTS	-		
			2. BRINGS RESTROOMS UP TO CURRENT CITY OF BOZEMAN	-		GF209
			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 ROUTINE MAINTENANCE	-		
			<b>CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION</b>	12,800		

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	BOGERT POOL RENOVATION	2024	BOGERT POOL RENOVATION	483,000	\$ 533,000	
			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.	-		
			THE BOGERT POOL RENOVATION OR REPLACEMENT WITH AN	-		
			ALTERNATE WATER FEATURE WOULD BE ADDED TO THE BOND	-		
			INITIATIVE FOR THE INDOOR/OUTDOOR AQUATIC CENTER.	-		
			<b>ADVANTAGES OF APPROVAL:</b>	-		
			CURRENT GUTTERS ARE DISINTEGRATING BETWEEN THE	-		
			GUTTER AND THE LEDGE OF THE POOL WHERE THERE	-		
			GUTTER SITS. SEVERAL GUTTER TILES NEED TO BE	-		
			RE-ADHERED TO THE POOL LEDGE EVERY SPRING AND	-		
			OFTEN DURING THE POOL SEASON. IF A TILE IS STILL	-		
			ATTACHED BUT LOOSE, IT CAN EASILY BE PULLED FROM	-		
			THE WALL. SEVERAL OF THE GUTTER TILES HAVE BEEN	-		
			REPLACED THROUGH THE YEARS. IN MANY PLACES,	-		
			A SPACE WAS NOT LEFT BETWEEN THE TILES. THIS	-		
			DOESNT ALLOW THE WATER TO FLOW INTO THE GUTTER	-		
			SYSTEM FOR OPTIMAL WATER CIRCULATION. THE SURFACE	-		
			OF THE POOL IS CURRENTLY BEING PATCHED WITH	-		
			HYDRAULIC CEMENT IN AREAS WHERE THE PLASTER IS	-		
			COMING UP. A NEW SURFACE WOULD WORK TO PROTECT THE	-		
			STRUCTURE OF THE POOL.	-		
			INCREASE DUE TO INFLATION	50,000		

GF238

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	STORY MILL COMMUNITY CENTER GYM FLOOR REPLACEMENT	2022	STORY MILL COMMUNITY CENTER GYM FLOOR REPLACEMENT <b>DESCRIPTION:</b> REPLACEMENT OF THE EXISTING GYM FLOOR WITH A WOOD FLOOR THAT IS MORE DURABLE, LOWER MAINTENANCE, AND CONDUCIVE TO MULTIPLE USES <b>ALTERNATIVES CONSIDERED:</b> NONE. WOOD FLOOR IS THE BEST OPTION FOR FUNCTIONALITY. <b>ADVANTAGES OF APPROVAL:</b> DURABILITY, INCREASED PROGRAM OPTIONS, INCREASED PROGRAM REVENUE <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE <b>CHANGE FROM LAST CIP:</b> UPDATED BID INCREASED	110,000 - - - - - - - 16,000	\$ 126,000	GF300
RECREATION	STORY MANSION EXTERIOR PAINT.	2021	STORY MANSION EXTERIOR PAINT. <b>DESCRIPTION:</b> THE EXTERIOR PAINT AT THE STORY MANSION HAS STARTED TO FADE AND PEEL. IT WAS LAST PAINTED IN 2007 AND HAS AN EXPECTED SERVICE LIFE OF 10 YEARS <b>ALTERNATIVES CONSIDERED:</b> NONE. <b>ADVANTAGES OF APPROVAL:</b> DUE TO THE CURRENT PEELING AND FADING OF THE PAINT, WE RISK COMPROMISING THE SIDING WHICH COULD NEED REPLACEMENT DUE TO DAMAGE AND WOULD BE A SIGNIFICANTLY MORE EXPENSIVE PROJECT. <b>ADDITIONAL OPERATING COSTS:</b> REPAINTING EVERY 8-10 YEARS. <b>CHANGES FROM LAST CIP:</b> 4% INCREASE FOR INFLATION	60,000 - - - - - - 2,500	\$ 62,500	GF301
RECREATION	PASSENGER VAN	2021	PASSENGER VAN <b>DESCRIPTION:</b> THE PURCHASE OF A 15 PASSENGER VAN FOR PARKS AND RECREATION DEPARTMENT PROGRAMS AS WELL AS OTHER CITY DEPARTMENTS USE AS NEEDED. <b>ALTERNATIVES CONSIDERED: NONE</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. <b>CHANGES FROM LAST CIP:</b> UPDATED BID INCREASED	35,000 - - - - - - - - - 2,000	\$ 37,000	GF302

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	STORY MILL COMMUNITY CENTER GYM VENTILATION SYSTEM	2021	STORY MILL COMMUNITY CENTER GYM VENTILATION SYSTEM DESCRIPTION: INSTALLING AN HVAC SYSTEM IN THE SMCC GYM TO PROVIDE THE CLIMATE CONTROL NECESSARY FOR PROTECTING THE WOOD FLOOR AND OCCUPANT COMFORT AND SAFETY. ALTERNATIVES CONSIDERED: NONE, PROJECT IS REQUIRED IF A NEW FLOOR IS INSTALLED IN THE GYM ADVANTAGES OF APPROVAL: LONGEVITY OF THE WOOD FLOOR, OCCUPANT COMFORT AND SAFETY. ADDITIONAL OPERATING COSTS: ROUTINE MAINTENANCE <b>CHANGES FROM LAST CIP:</b> SYSTEM INCLUDES COOLING AND DESIGN FEES.	50,000 - - - - - - 70,000 -	\$ 120,000	GF333
RECREATION	STORY MILL COMMUNITY CENTER MEETING ROOM RENOVATION	2025	STORY MILL COMMUNITY CENTER MEETING ROOM <b>DESCRIPTION:</b> RENOVATION OF ONE OF THE TWO MULTIPURPOSE ROOMS AT SMCC. INCLUDES WALL FINISHES, ACOUSTICAL CEILING FINISHES, DOORS, ELECTRICAL AND LIGHTING UPGRADES <b>ALTERNATIVES CONSIDERED:</b> COMPLETE IN PHASES ADVANTAGES OF APPROVAL: IMPROVED FUNCTION, INCREASED RENTAL REVENUE, EFFICIENT LIGHTING AND SAVINGS, INCREASED RENTAL REVENUE, ADDITIONAL CITY MEETING ROOM <b>ADD OPERATING COSTS:</b> ROUTINE MAINTENANCE CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION	55,000 - - - - - - - - - - 2,200	\$ 57,200	GF334
RECREATION	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE	2025	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE <b>DESCRIPTION:</b> INSTALLING AN HVAC SYSTEM IN THE OFFICE WING AND MULTIPURPOSE ROOMS AT SMCC ALTERNATIVES CONSIDERED: NOT INSTALLING THE SYSTEM ADVANTAGES OF APPROVAL: CLIMATE CONTROL IN ROOMS THAT WE RUN PROGRAMS IN AND IN CITY OFFICES FOR OCCUPANT COMFORT AND EFFICIENCY. <b>ADDITIONAL OPERATING COSTS:</b> ROUTINE MAINTENANCE <b>CHANGES FROM LAST CIP:</b> INCLUDED THE TWO MULTIPURPOSE ROOMS AND COOLING	40,100 - - - - - - - - 119,900	\$ 160,000	GF336



Department	Name	Year	Description	Amount	Total	Project #
RECREATION	RECREATION SOFTWARE	2022	RECREATION SOFTWARE <b>DESCRIPTION:</b> NEW RECREATION SOFTWARE SYSTEM THAT WILL BETTER MANAGE OUR PROGRAM REGISTRATIONS, FACILITY AND PARK RESERVATIONS DAILY POOL ADMISSIONS AND PASSES, AND PROVIDE DATA THIS SYSTEM WILL REPLACE SPORTSMANS <b>ALTERNATIVES CONSIDERED:</b> NOT REPLACING SPORTSMANS <b>ADVANTAGES OF APPROVAL:</b> MORE INTUITIVE SYSTEM, IMPROVED DATA COLLECTION AND REPORTING, IMPROVED EFFICIENCY, IMPROVED CUSTOMER SERVICE. <b>ADD OPERATING COSTS:</b> ANNUAL MAINTENANCE AGREEMENT	37,200	\$ 37,200	GF348
SUSTAINABILITY	ENERGY PROJECTS CITY HALL	2022	ENERGY PROJECTS FOR CITY HALL <b>DESCRIPTION:</b> CITY HALL IS A LEED-SILVER CERTIFIED BUILDING AND IS CURRENTLY UNDER PERFORMING. A RECENT ENERGY STAR REVIEW FOUND THAT CITY HALL SCORED A 30 ON A SCALE OF 1-100, INDICATING THAT THE ENERGY PERFORMANCE OF THE BUILDING HAS DECLINED AS EQUIPMENT HAS AGED OR BEEN REPLACED, AND SPACE MODIFIED. MANY ISSUES WERE ADDRESSED IN 2008 WITH A REMODEL, BUT CERTAIN PROBLEMS RELATED TO THE HEATING HOT WATER SYSTEM BALANCE WERE NOT ADDRESSED DUE TO BUDGET CONSTRAINTS. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> IMPROVED HVAC SYSTEM OPERATIONS AND REDUCED UTILITY COSTS (ESTIMATED TO BE AT LEAST \$2,4000 ANNUALLY). <b>ADD OPERATING COSTS:</b> NONE, RATHER A REDUCTION	75,000	\$ 75,000	GF245

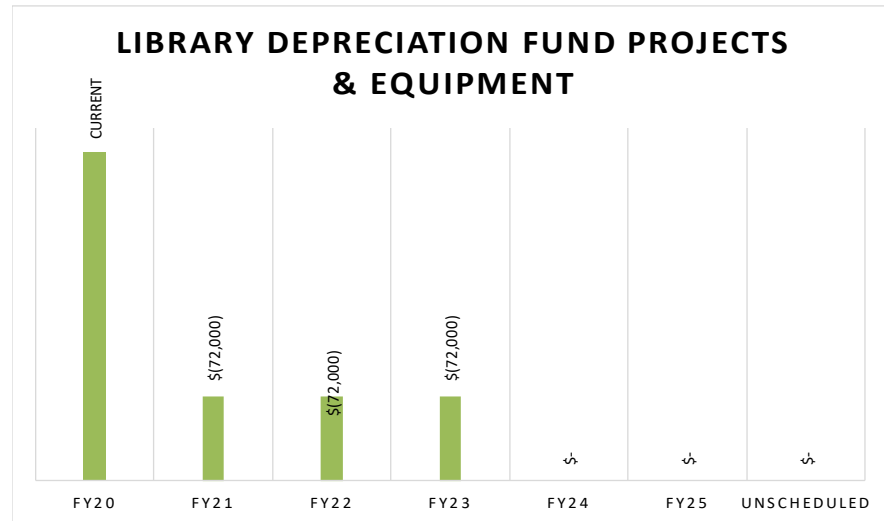
# Library Depreciation

# LIBRARY DEPRECIATION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 405,810	\$ 105,866	\$ 74,506	\$ 43,959	\$ 14,241	\$ 57,369	
Plus: Estimated Annual Unspent Appropriations	\$ 42,057	\$ 40,640	\$ 41,453	\$ 42,282	\$ 43,128	\$ 43,990	\$ -
Less: Carryover FY19 Capital Projects	\$ (62,000)						
Less: Scheduled CIP Project Costs**	\$ (280,000)	\$ (72,000)	\$ (72,000)	\$ (72,000)	\$ -	\$ -	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 105,866</b>	<b>\$ 74,506</b>	<b>\$ 43,959</b>	<b>\$ 14,241</b>	<b>\$ 57,369</b>	<b>\$ 101,359</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Library Budget	\$ 2,213,510	\$ 2,257,780	\$ 2,302,936	\$ 2,348,995	\$ 2,395,974	\$ 2,443,894
Estimated Amount of Budget left Unused	1.9%	1.8%	1.8%	1.8%	1.8%	1.8%
Estimated Annual Unspent Appropriations	\$ 42,057	\$ 40,640	\$ 41,453	\$ 42,282	\$ 43,128	\$ 43,990
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>\$ 40,640</b>	<b>\$ 41,453</b>	<b>\$ 42,282</b>	<b>\$ 43,128</b>	<b>\$ 43,990</b>



\*\* Originally LIB22 for carpet \$230,000 and Lib27 for \$50,000. Proposed change \$150,000 for LIB26 (was in FY21 for \$75,000 and pricing came back 150k and is needed this year), LIB 27 for \$50,000 and remaining of 280k appropriations going towards the parking lot

Appropriation FY2	280,000
LIB26 Conveyor	(150,000)
Lib27 Re configure	(50,000)
LIB12 Parking lot	(65,000)
LIB22 Carpet	(15,000)
	-

## LIBRARY DEPRECIATION FUND PROJECT SUMMARY

Project #	Project Name	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
LIB22	NEW CARPET PUBLIC AREA	15,000	72,000	72,000	72,000	-	-	-
LIB27	RECONFIGURE CUSTOMER COUNTER	50,000	-	-	-	-	-	-
LIB26	MATERIALS CONVEYOR SYSTEM	150,000	-	-	-	-	-	-
LIB12	PARKING LOT REPAIRS NOT ROLLED FY17	65,000	-	-	-	-	-	-
	<b>Fiscal Year totals</b>	<b>215,000</b>	<b>72,000</b>	<b>72,000</b>	<b>72,000</b>	<b>-</b>	<b>-</b>	<b>-</b>

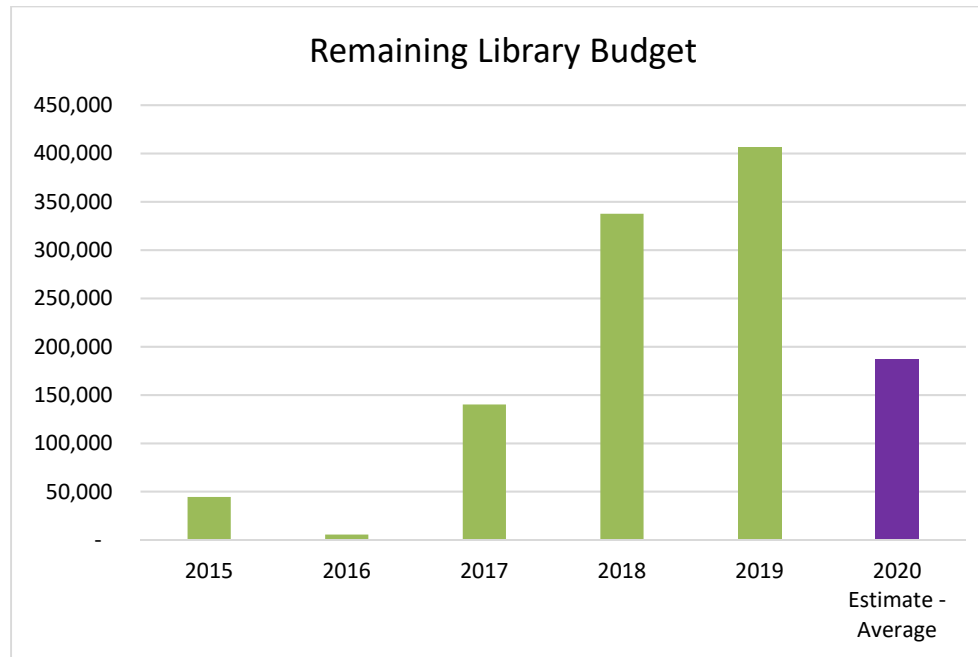
\*\* Originally LIB22 for carpet \$230,000 and Lib27 for \$50,000. Proposed change \$150,000 for LIB26 (was in FY21 for \$75,000 and pricing came back 150k and is needed this year), LIB 27 for \$50,000 and remaining of 280k appropriations going towards the parking lot repairs.

<b>FY20 Appropriation</b>	<b>280,000</b>
NEW CARPET PUBLIC AREA	(15,000)
RECONFIGURE CUSTOMER COUNTER	(50,000)
MATERIALS CONVEYOR SYSTEM	(150,000)
PARKING LOT REPAIRS NOT ROLLED FY17	<u>(65,000)</u>
	-

## 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 plan has made some changes that impact the projects planned in FY20. Moving up LIB26 Materials Conveyor from FY21 to FY20 would aid greatly in the efforts of creating staff efficiency. In addition, the carpet budgeted for in FY20 would make more sense to spread out over time and replace as needed rather than all at once and having to shut down the Library for a period of time.

The project for repairing the parking lot has been delayed the last couple of years and money was added but prior year amounts were not rolled and in order to complete the work in FY20 there needs to be \$65,000 added.

These changes to FY20 would keep the fund within is approved appropriation for FY20 and the Carpet repairs are put back into the plan spread out over three years.



Project Name	Year	Description	Amount	Total	Project #
NEW CARPET PUBLIC AREA	2021	NEW CARPET IN PUBLIC AREAS <b>DESCRIPTION:</b> DUE TO THE LIBRARY SCHEDULE THIS PROJECT WILL BE DONE OVER TIME TO AVOID A MAJOR SHUT DOWN OF THE LIBRARY. THIS WILL REPLACE THE WORN CARPET ON BOTH FLOORS AND PUBLIC AREAS. <b>ALTERNATIVES:</b> CONTINUE WITH WORN CARPET OR SHUT DOWN FOR A PERIOD OF TIME AND REPLACE ALL AT ONCE. <b>ADD OPERATING:</b> NONE	72,000 - - - - - -	72,000	<b>LIB22 (FY21)</b>
NEW CARPET PUBLIC AREA	2022	NEW CARPET IN PUBLIC AREAS <b>DESCRIPTION:</b> DUE TO THE LIBRARY SCHEDULE THIS PROJECT WILL BE DONE OVER TIME TO AVOID A MAJOR SHUT DOWN OF THE LIBRARY. THIS WILL REPLACE THE WORN CARPET ON BOTH FLOORS AND PUBLIC AREAS. <b>ALTERNATIVES:</b> CONTINUE WITH WORN CARPET OR SHUT DOWN FOR A PERIOD OF TIME AND REPLACE ALL AT ONCE. <b>ADD OPERATING:</b> NONE	72,000 - - - - - -	72,000	<b>LIB22 (FY22)</b>
NEW CARPET PUBLIC AREA	2023	NEW CARPET IN PUBLIC AREAS <b>DESCRIPTION:</b> DUE TO THE LIBRARY SCHEDULE THIS PROJECT WILL BE DONE OVER TIME TO AVOID A MAJOR SHUT DOWN OF THE LIBRARY. THIS WILL REPLACE THE WORN CARPET ON BOTH FLOORS AND PUBLIC AREAS. <b>ALTERNATIVES:</b> CONTINUE WITH WORN CARPET OR SHUT DOWN FOR A PERIOD OF TIME AND REPLACE ALL AT ONCE. <b>ADD OPERATING:</b> NONE	72,000 - - - - - -	72,000	<b>LIB22 (FY23)</b>

# Parking

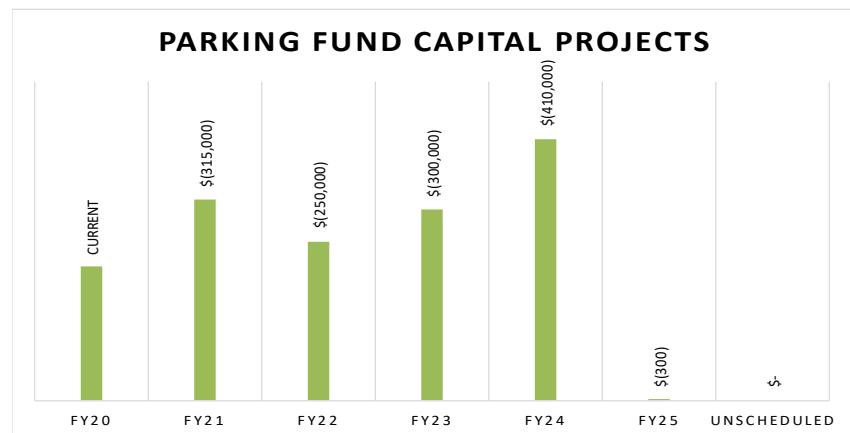


# PARKING FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Balance Dedicated to CIP	\$ 573,373	\$ 743,113	\$ 749,591	\$ 633,535	\$ 470,996	\$ 202,149	
Plus: Parking Revenues Dedicated to CIP	\$ 63,800	\$ 66,990	\$ 70,340	\$ 73,857	\$ 77,550	\$ 81,427	
Cash In Lieu of Parking							
Plus: Parking Revenues Dedicated to Capital	\$ 70,940	\$ 74,487	\$ 53,604	\$ 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.	\$ 280,000	\$ 170,000		\$ -	\$ -	\$ -	
Less: Carryforward FY19	\$ (45,000)						
Less: Scheduled CIP Costs (adjusted)	\$ (210,000)	\$ (315,000)	\$ (250,000)	\$ (300,000)	\$ (410,000)	\$ (300)	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 743,113</b>	<b>\$ 749,591</b>	<b>\$ 633,535</b>	<b>\$ 470,996</b>	<b>\$ 202,149</b>	<b>\$ 346,881</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Parking Fund Revenues	\$ 1,063,340	\$ 1,063,340	\$ 1,116,507	\$ 1,172,332	\$ 1,230,949	\$ 1,292,496
Estimated Growth in Revenues	0%	5%	5%	5%	5%	5%
Total Estimated Revenues	\$ 1,063,340	\$ 1,116,507	\$ 1,172,332	\$ 1,230,949	\$ 1,292,496	\$ 1,357,121
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	\$ 63,800	\$ 66,990	\$ 70,340	\$ 73,857	\$ 77,550	\$ 81,427



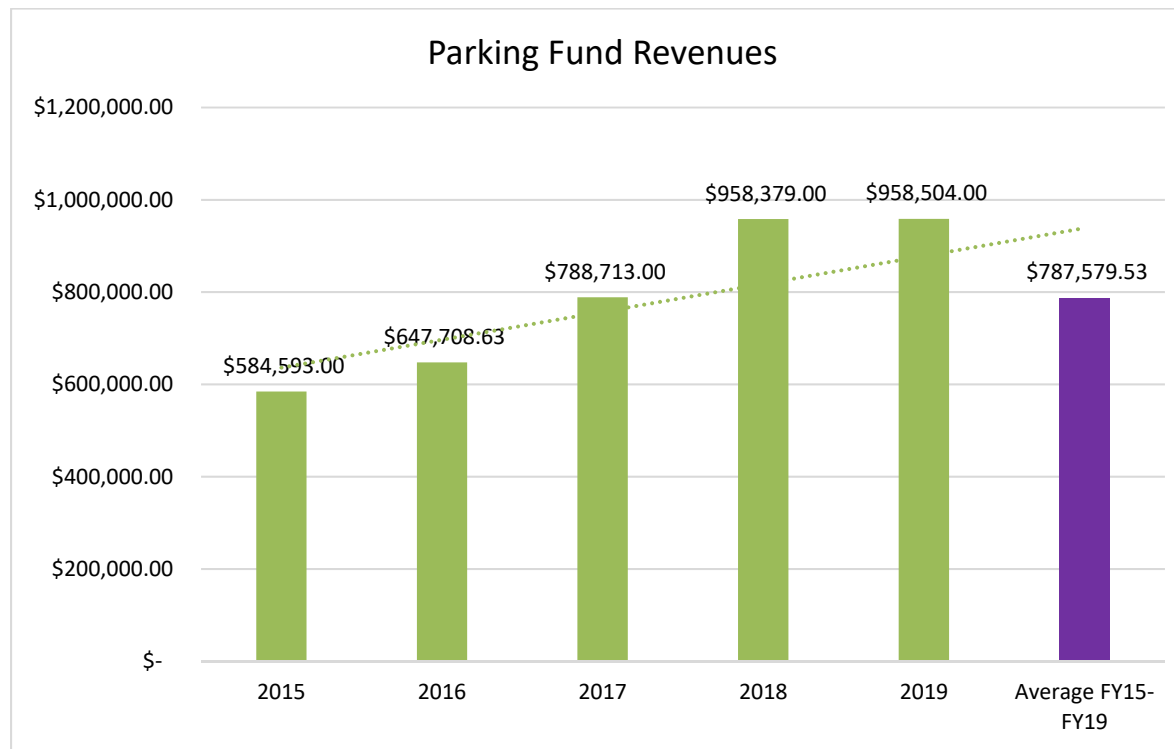
## PARKING FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
P001	WILLSON LOT REDESIGN	-	-	300,000	-	-	-
P012	ARMORY LOT REDESIGN AND IMPROVEMENTS	-	250,000	-	-	-	-
P017	ROUSE PARKING LOT RE-DESIGN AND IMPROVEMENTS	280,000	-	-	-	-	-
P024	BLACK LOT IMPROVEMENTS	-	-	-	410,000	-	-
P025	REPLACEMENT VEHICLE	35,000					
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	300	-
	<b>FISCAL YEAR TOTALS</b>	<b>315,000</b>	<b>250,000</b>	<b>300,000</b>	<b>410,000</b>	<b>300</b>	<b>-</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 the rotation of parking lot re-design and resurfacing.

Project Name	Year	Description	Amount	Total	Project #
<b>WILLSON LOT REDESIGN</b>	<b>2023</b>	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 - - - - - - - -	<b>300,000</b>	<b>P001</b>
<b>ARMORY LOT REDESIGN AND IMPROVEMENTS</b>	<b>2022</b>	ARMORY LOT REDESIGN AND IMPROVEMENTS <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. <b>ALTERNATIVES CONSIDERED:</b> KEEP THE LOT AS IS. <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. <b>ADD OPERTING COSTS:</b> NEW ASPHALT WILL REQUIRE LESS MAINTENANCE, BUT PLANTINGS AND LANDSCAPING WILL REQUIRE ADDITIONAL MAINTENANCE.	250,000 - - - - - - - - - - - - - -	<b>250,000</b>	<b>P012</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>
<b>BLACK LOT IMPROVEMENTS</b>	<b>2024</b>	BLACK LOT IMPROVEMENTS <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	410,000 - - - - - - - - -	<b>410,000</b>	<b>P024</b>

Project Name	Year	Description	Amount	Total	Project #
REPLACEMENT VEHICLE	2021	REPLACEMENT VEHICLE <b>DESCRIPTION:</b> REPLACE VEHICLE WITH AN ALL WHEEL DRIVE HYBRID TO AID IN EFFICIENCY FOR PARKING OFFICERS TO GET AROUND TOWN. <b>ALTERNATIVES CONSIDERED:</b> LEASE THE VEHICLE OR BUY THE TWO-WHEEL DRIVE FOR MINIMAL SAVINGS. <b>ADD OPERATING COSTS:</b> MAINTENANCE	35,000 - - - - - -	35,000	P025
FACILITY CONDITION INVENTORY	2025	FACILITY CONDITION INVENTORY <b>DESCRIPTION:</b> CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3). FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION BASED ON BUILDING SQUARE FOOTAGE. <b>ALTERNATIVES:</b> CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS <b>ADVANTAGES:</b> A COMPREHENSIVE INVENTORY OF ALL BUILDING DEFERRED MAINTENANCE WILL ALLOW FOR A MORE PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS RESULTING IN BETTER RISK MANAGEMENT AND REDUCED LIFECYCLE COSTS. ADD OPERATING COSTS: NONE.	300 - - - - - - - - - - - - - -	300	GF346

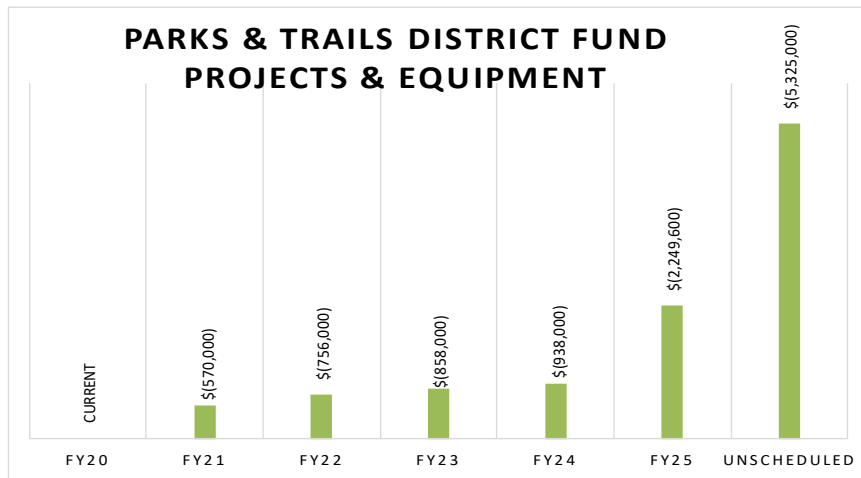
# Parks & Trails Maintenance District

# PARKS & TRAILS DISTRICT FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Balance Dedicated to CIP	\$ -	\$ -	\$ 19,834	\$ 114,964	\$ 339,049	\$ 641,583	
Plus: P&T District Fund Revenues Dedicated to CIP	\$ -	\$ 589,834	\$ 851,130	\$ 1,082,085	\$ 1,240,534	\$ 1,736,747	\$ -
Less: Scheduled CIP Project Costs	\$ -	\$ (570,000)	\$ (756,000)	\$ (858,000)	\$ (938,000)	\$ (2,249,600)	\$ (5,325,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ 19,834</b>	<b>\$ 114,964</b>	<b>\$ 339,049</b>	<b>\$ 641,583</b>	<b>\$ 128,730</b>	

## Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
<b>Estimated Annual Assessment Fund Revenues</b>	\$ -	\$ 3,932,225	\$ 3,932,225	\$ 4,600,703	\$ 5,152,788	\$ 5,513,483
Estimated Growth			2%	2%	2%	2%
Estimated rate increase			15%	10%	5%	3%
<b>Total Estimated P&amp;T District Fund Revenues</b>	<b>\$ -</b>	<b>\$ 3,932,225</b>	<b>\$ 4,600,703</b>	<b>\$ 5,152,788</b>	<b>\$ 5,513,483</b>	<b>\$ 5,789,157</b>
<b>Current Revenues Dedicated to CIP %</b>	<b>0.0%</b>	<b>15.0%</b>	<b>15.0%</b>	<b>18.5%</b>	<b>21.0%</b>	<b>22.5%</b>
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.0%	3.5%	2.5%	1.5%	7.5%
<b>Total % Dedicated to CIP</b>	<b>0.0%</b>	<b>15.0%</b>	<b>18.5%</b>	<b>21.0%</b>	<b>22.5%</b>	<b>30.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ 589,834</b>	<b>\$ 851,130</b>	<b>\$ 1,082,085</b>	<b>\$ 1,240,534</b>	<b>\$ 1,736,747</b>





## PARKS & TRAILS DISTRICT PROJECT SUMMARY

Project #	Project Name	FY21	FY22	FY23	FY24	FY25	Unscheduled
GF031	PARK IMPROVEMENT GRANT	-	-	150,000	-	-	-
GF034	LARGE DECK MOWER	-	60,000	-	60,000	-	-
GF084	PARKS RESTROOMS UPGRADES	-	36,000	-	-	-	-
GF092	PLAYGROUND EQUIPMENT	-	110,000	100,000	130,000	-	-
GF108	PARK SIDEWALK REPLACEMENTS	-	-	88,000	120,000	-	-
GF115	PARK VEHICLE REPLACEMENTS	60,000	85,000	32,000	58,000	32,000	-
GF191	SOFTBALL LIGHTING	-	-	-	-	-	1,200,000
GF205	PROST PLAN UPDATE	57,000	-	-	-	-	-
GF250	SPLASH PADS	-	360,000	-	-	-	-
GF260	SPORTS PARK INFRASTRUCTURE	-	-	-	370,000	-	-
GF270	SNOW PLOW VEHICLE	-	-	-	-	-	75,000
GF290	IRRIGATION SYSTEM	-	-	-	-	-	1,000,000
GF291	PICKLEBALL COURTS	95,000	-	-	-	-	-
GF339	ADDITIONAL PARKING SMC	300,000	-	-	-	-	-
GF340	ADDITIONAL BRIDGE SMA	-	105,000	-	-	-	-
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	18,600	-
PTD01	LARGE DECK MOWER	-	-	60,000	-	70,000	-
PTD02	PARKS RESTROOMS UPGRADES	-	-	80,000	-	275,000	-
PTD03	PLAYGROUND EQUIPMENT	-	-	250,000	-	340,000	500,000
PTD04	PARK VEHICLES	58,000	-	98,000	68,000	64,000	150,000
PTD05	TOOLCAT MULTI PURPOSE VEHICLE	-	-	-	80,000	-	80,000
PTD06	PARK SHELTER REPLACEMENTS	-	-	-	52,000	150,000	320,000
PTD07	MAINTENANCE BUILDING	-	-	-	-	-	1,000,000
PTD08	BRIDGE REPLACEMENTS	-	-	-	-	300,000	500,000
PTD09	DEFERRED MAINTENANCE	-	-	-	-	1,000,000	500,000
<b>Department Subtotal</b>		570,000	756,000	858,000	938,000	2,249,600	5,325,000

## PARKS & TRAILS DISTRICT DETAIL

### BACKGROUND

The special revenue fund accounts for special assessment revenues levied, received, and expended for Parks & Trails. If the District is approved by the voters the assessments will begin in FY21 and will ramp up to the silver level of service over five years and will address over \$6.9 million of deferred maintenance. The plan follows the schedule that was approved by the commission.

### CAPITAL PLAN SUMMARY

The capital plan includes items that are originally part of the Parks plan when included with the General fund, their numbered using GF. If the District is not created the projects numbered starting with GF will need to be funded in the General Fund plan again and going forward. The projects numbered starting with PTD are in direct relation to the District being created, taking on HOA parks, addressing deferred maintenance and working towards the silver level of service. Many of the deferred maintenance items are bridges and playgrounds that are addressed in FY23- FY25 of the plan.

There are many items that aid in strategic plan efforts for **3.4 Active Recreation**, with the addition of splashpads and pickleball courts.



Project Name	Year	Description	Amount	Total	Project #
PARK IMPROVEMENT GRANT	2023	PARK IMPROVEMENT GRANTS	150,000	150,000	
		<b>DESCRIPTION:</b>	-		
		THE GENERAL FUND CONTRIBUTES FUNDS 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.	-		

Project Name	Year	Description	Amount	Total	Project #
LARGE DECK MOWER	2022	LARGE DECK MOWER	60,000	60,000	
		<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	-		<b>GF034</b>
		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.	-		

Project Name	Year	Description	Amount	Total	Project #
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.	-		
					<b>GF034</b>
					<b>(FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
PARKS RESTROOMS UPGRADES	2022	PARKS RESTROOM UPGRADES	36,000	36,000	
		<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	-		

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	2022	PLAYGROUND EQUIPMENT	100,000	110,000	
		<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	-		GF092
		REPAIRS REQUIRE SAME-DAY RESPONSE GIVEN THEIR	-		(FY22)
		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>ALTERNTAIVES 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>	10,000		

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	2023	PLAYGROUND EQUIPMENT JARRETT PARK	100,000	100,000	<b>GF092 (FY23)</b>
		<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.	-				
PLAYGROUND EQUIPMENT	2024	PLAYGROUND EQUIPMENT LINDLEY PARK	130,000	130,000	<b>GF092 (FY24)</b>
		<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.	-				



Project Name	Year	Description	Amount	Total	Project #
<b>PARK SIDEWALK REPLACEMENTS</b>	<b>2023</b>	PARK SIDEWALK REPLACEMENTS	88,000	<b>88,000</b>	
		<b>DESCRIPTION:</b>	-		
		SIDEWALKS IDENTIFIED FOR REPLACEMENT DUE TO	-		
		DETERIORATING CEMENT, MISSING SECTIONS AND	-		
		HEAVING FROM WEATHER AND TREE ROOTS. NEW	-		
		SIDEWALKS MUST MEET OR EXCEED CITY CODE.	-		
		REPLACING THE OLD SIDEWALK WILL RESULT IN A SAFER	-		
		SIDEWALK YEAR ROUND AND ENABLE THE SIDEWALK	-		
		PLOWS TO BETTER MEET THE SNOW REMOVAL	-		
		MUNICIPAL CODE. COSTS OF APPROXIMATELY \$11.75	-		
		SQUARE FOOT FOR RIP AND REPLACE.	-		
		PROJECT 1: \$120,000 - SOUTHSIDE PARK - REPLACE 730	-		<b>GF108</b>
		OF SIDEWALK ALONG SOUTH 5TH AVENUE AND ALONG WEST	-		<b>(FY23)</b>
		ALDERSON STREET WITH NEW 6' (SIX FOOT) WIDE	-		
		CONCRETE SIDEWALK, AND THE RELATED RETAINING WALL.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		MAINTAIN EXISTING SIDEWALKS AND PATCH AND REPAIR	-		
		AS NEEDED.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASED SAFETY FOR COMMUNITY MEMBERS AND	-		
		EFFICIENCY OF OPERATION (PLOWING)	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NO ESTIMATE AT THIS TIME	-		

Project Name	Year	Description	Amount	Total	Project #
<b>PARK SIDEWALK REPLACEMENTS</b>	<b>2024</b>	<b>PARK SIDEWALK REPLACEMENTS</b>	<b>120,000</b>	<b>120,000</b>	
		<b>DESCRIPTION:</b>	-		
		SIDEWALKS IDENTIFIED FOR REPLACEMENT DUE TO	-		
		DETERIORATING CEMENT, MISSING SECTIONS AND	-		
		HEAVING FROM WEATHER AND TREE ROOTS. NEW	-		
		SIDEWALKS MUST MEET OR EXCEED CITY CODE.	-		
		REPLACING THE OLD SIDEWALK WILL RESULT IN A SAFER	-		
		SIDEWALK YEAR ROUND AND ENABLE THE SIDEWALK	-		
		PLOWS TO BETTER MEET THE SNOW REMOVAL	-		
		MUNICIPAL CODE. COSTS OF APPROXIMATELY \$11.75	-		
		SQUARE FOOT FOR RIP AND REPLACE.	-		
		PROJECT 2: \$88,000 - COOPER PARK - REPLACE THE	-		<b>GF108</b>
		SIDEWALK AROUND THE ENTIRE BLOCK APPROXIMATELY	-		<b>(FY24)</b>
		1875' TOTAL. THIS SIDEWALK SERVES AS A MAIN ROUTE	-		
		TO AND FROM THE UNIVERSITY.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		MAINTAIN EXISTING SIDEWALKS AND PATCH AND REPAIR	-		
		AS NEEDED.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASED SAFETY FOR COMMUNITY MEMBERS AND	-		
		EFFICIENCY OF OPERATION (PLOWING)	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NO ESTIMATE AT THIS TIME	-		

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLE REPLACEMENTS	2021	PARK VEHICLE REPLACEMENTS	60,000	60,000	<b>GF115 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		ADDITION OF TWO (2) HALF TON PICKUP TRUCKS TO THE	-		
		PARKS DIVISION. CURRENTLY, THE PARKS DIVISION HAS	-		
		NUMEROUS VEHICLES EXCEEDING 150,000 MILES	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO OPERATE AND REPAIR EXISTING FLEET	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		MINIMAL AS NEW VEHICLE	-		
		ARE LESS COSTLY TO REPAIR	-		
PARK VEHICLE REPLACEMENTS	2022	PARK VEHICLE REPLACEMENTS	85,000	85,000	<b>GF115 (FY22)</b>
		<b>DESCRIPTION:</b>	-		
		THE PARKS DIVISION UTILIZES VEHICLES FOR MOWER	-		
		TRANSPORTING, FERTILIZATION, IRRIGATION REPAIR,	-		
		INSPECTIONS, SNOW PLOWING AND GENERAL	-		
		REPAIRS OF THE CITY PARKS. CITY	-		
		PARKLAND NOW HAS GROWN TO OVER 600+ ACRES	-		
		ALL VEHICLES ARE UTILIZED UNTIL SERVICE RELATED	-		
		DOWN-TIME FOR EQUIPMENT AND STAFF BECOME	-		
		PROBLEMATIC OR SAFETY IS COMPROMISED. FY22 IS	-		
		EARMARKED FOR A 3/4 TON (MOWER HAULING AND WINTER	-		
		PLOWING)AND A 1/2 TON FOR THE NEW FACILITIES	-		
		FTE WORKING IN PARKS FUNDED BY THE DISTRICT	-		
		<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	-				

Project Name	Year	Description	Amount	Total	Project #
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 600+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> CONTINUE UTILIZING CURRENT VEHICLES <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK STAFF. <b>ADD OPERATING COSTS:</b> THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY DECLINE AS NEWER CARS REPLACE OLDER ONES.	32,000 - - - - - - - - - - - - - - -	32,000	<b>GF115 (FY23)</b>
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. PER VEHICLE	58,000 - - - - - - - - - - - - - - -	58,000	<b>GF115 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLE REPLACEMENTS	2025	VEHICLE REPLACEMENT- 1/2 TON PICK-UP TRUCK	32,000	32,000	<b>GF115 (FY25)</b>
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF A 1/2 PICK-UP TRUCK USED FOR	-		
		VARIOUS PARK OPERATIONS. A NUMBER OF PARK	-		
		TRUCKS HAVE EXCEEDED 160,000 MILES.	-		
		<b>ALTERNATIVES:</b>	-		
		CONTINUE TO OPERATE AND REPAIR AS NEEDED ON	-		
		OUR EXISTING VEHICLES	-		
		<b>OPERATING COSTS:</b>	-		
		DECREASED COST DUE TO REPAIR AND OVERALL IMPROVED FUNCTION, LESS DOWN TIME	-		
SOFTBALL LIGHTING	UNSCHEDULED	SOFTBALL COMPLEX LIGHTING	1,200,000	1,200,000	<b>GF191</b>
		<b>DESCRIPTION:</b>	-		
		REPLACE THE CURRENT FIELD LIGHTS AT THE	-		
		SOFTBALL COMPLEX WITH APPROPRIATE FIELD	-		
		LIGHTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO USE THE OLD LIGHTS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		EFFICIENT LED LIGHTING THAT IS DARK SKY COMPLIANT	-		
		AND DOES NOT PRODUCE LIGHT POLLUTION.	-		
<b>OPERATING COSTS:</b>	-				
LESS THAN WITH THE CURRENT SYSTEM	-				

Project Name	Year	Description	Amount	Total	Project #
<b>PROST PLAN UPDATES</b>	<b>2021</b>	PROST PLAN UPDATE \$114,000 <b>DESCRIPTION</b> HALF THE EXPENSE IS PAID FOR BY RECREATION. UPDATE THE 2007 PARKS RECREATION OPEN SPACE TRAIL (PROST) PLAN. THE CURRENT PLAN IS NOW 13 YEARS OLD. SINCE ADOPTION, THE CITY HAS GROWN IN SIZE, NEW PARK PROPERTIES HAVE COME INTO THE SYSTEM, AND LOCAL DEMOGRAPHICS HAVE CHANGED. THIS PROJECT ANTICIPATES HIRING AN OUTSIDE PARTY TO UPDATE THE PLAN THAT WILL TAKE INTO CONSIDERATION THE UPDATED COMMUNITY PLAN. <b>ALTERNATIVES:</b> DO NOT UPDATE THE PLAN <b>ADVANTAGES OF APPROVAL:</b> THE UPDATE WOULD RECORD AND REFERENCE NEW AND ACCURATE INFORMATION THAT HAS BEEN DEVELOPING OVER THE LAST 13 YEARS. ANALYSIS AND 2012 FACILITY CONDITION INVENTORY.	57,000 - - - - - - - - - - - - - - -	<b>57,000</b>	<b>GF205</b>
<b>SPLASH PAD- STORYMILL</b>	<b>2022</b>	SPLASH PADS <b>DESCRIPTION:</b> THE INSTALLATION OF A SPLASH PAD AT SMCP <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. <b>ADD OPERATING COSTS:</b> SOME ADDITIONAL WATER COSTS AND MAINTENANCE WILL BE REQUIRED. ADDITIONAL MAINTENANCE IS ESTIMATED AT 0.2 FTE <b>UPDATED COST ESTIMATE</b>	330,000 - - - - - - - - - - - - - - - 30,000	<b>360,000</b>	<b>GF250</b>

Project Name	Year	Description	Amount	Total	Project #
SPORTS COMPLEX	2024	SPORTS COMPLEX - CONSTRUCTION OF 'PROJECT RELATED' COTTONWOOD ROAD AREA WATER & WASTEWATER IMPRMTS	370,000	370,000	
		<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. 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.	-		
			-		<b>GF260</b>

Project Name	Year	Description	Amount	Total	Project #
SNOWPLOW	UNSCHEDULED	TOOLCAT	75,000	75,000	GF270
		<b>DESCRIPTION:</b>	-		
		MULTI-PURPOSE MACHINE USED FOR TRAIL WORK, SNOW	-		
		REMOVAL FROM SIDEWALKS AND VARIOUS PARK-	-		
		RELATED TASKS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUED USE OF THE OLDER TOOLCATS AND REPAIR AS	-		
		NEEDED.	-		
		<b>OPERATING COSTS:</b>	-		
		MINIMAL COMPARED WITH UTILIZING AND REPAIRING	-		
OLDER EQUIPMENT.	-				
IRRIGATION SYSTEM	UNSCHEDULED	IRRIGATION SYSTEM UPGRADES	1,000,000	1,000,000	GF290
		<b>DESCRIPTION:</b>	-		
		REPLACE OLD AND OUTDATED IRRIGATION SYSTEMS	-		
		THROUGHOUT THE CITY.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO IRRIGATE WITH THE OLD SYSTEMS AND	-		
		REPAIR THEM AS NEEDED.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		EFFICIENT AND UPDATED SYSTEMS THAT MONITOR ET	-		
		RATES, SHUT DOWN WHEN RAINING AND ARE IN LINE	-		
WITH THE CITY'S WATER CONSERVATION EFFORTS.	-				
<b>OPERATING COSTS:</b>	-				
REDUCED DRAMATICALLY WITH NEW SYSTEMS THAT	-				
TAKE ADVANTAGE OF TODAY'S TECHNOLOGY TO	-				
REDUCE WATER USAGE AND LABOR	-				
PICKLEBALL COURTS	2021	PICKLEBALL COURTS	95,000	95,000	GF291
		<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.	-				



Project Name	Year	Description	Amount	Total	Project #
<b>ADDITIONAL PARKING SMC</b>	<b>2021</b>	ADDITIONAL PARKING LOT AT STORYMILL PARK <b>DESCRIPTION:</b> DESIGN AND CONSTRUCTION OF AN ADDITIONAL PARKING LOT AHEAD OF THE SPLASH PAD INSTALLATION CURRENTLY, THE EXISTING PARKING LOT IS FULL DURING MOST SUMMER DAYS, THIS IS WITHOUT BOZEMAN'S FIRST SPLASH PAD OR PARK RESERVATIONS. <b>ALTERNATIVES:</b> UTILIZE THE EXISTING PARKING LOT AND RECOGNIZE THAT PARKING WILL BE ON A FIRST COME -FIRST SERVE <b>OPERATING COSTS:</b> MINIMAL LOT CLEAN UP AND POTENTIALLY PLOWING. <b>ADD OPERATING COSTS:</b> RESURFACING OR RE-PAINTING IN FUTURE YEARS.	300,000 - - - - - - - - - -	<b>300,000</b>	<b>GF339</b>
<b>ADDITIONAL BRIDGE SMC</b>	<b>2022</b>	ADDITIONAL BRIDGE @ STORYMILL <b>DESCRIPTION:</b> INSTALLATION OF AN ENGINEERED BRIDGE AT SMCP THIS BRIDGE WILL CONNECT THE TRIANGLE PARCEL (DOG PARK AREA) WITH THE NORTHERN PARCEL <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO OPERATE WITHOUT THE ADDITIONAL BRIDGE. <b>ADVANTAGES OF APPROVAL:</b> EFFICIENCY IN TRANSPORTATION, INCREASED SAFETY IN TRAVEL. <b>COST OF OPERATION:</b> MINIMAL BRIDGE MAINTENANCE.	105,000 - - - - - - - - -	<b>105,000</b>	<b>GF340</b>

Project Name	Year	Description	Amount	Total	Project #
FACILITY CONDITION INVENTORY	2025	FACILITY CONDITION INVENTORY <b>DESCRIPTION:</b> CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3). FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION BASED ON BUILDING SQUARE FOOTAGE. <b>ALTERNATIVES:</b> CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS <b>ADVANTAGES:</b> A COMPREHENSIVE INVENTORY OF ALL BUILDING DEFERRED MAINTENANCE WILL ALLOW FOR A MORE PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS RESULTING IN BETTER RISK MANAGEMENT AND REDUCED LIFECYCLE COSTS. <b>ADD OPERATING COSTS:</b> NONE.	18,600 - - - - - - - - - - -	18,600	GF346
LARGE DECK MOWER	2023	LARGE DECK MOWER <b>DESCRIPTION:</b> LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO ADJUST TO TAKING OVER HOA PARKS <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO CONTRACT SERVICES <b>ADD OPERATING COSTS:</b> MAINTENANCE AND REPAIRS	60,000 - - - - -	60,000	PTD01 (FY23)
LARGE DECK MOWER	2025	LARGE DECK MOWER <b>DESCRIPTION:</b> LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO ADJUST TO TAKING OVER HOA PARKS <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO CONTRACT SERVICES <b>ADD OPERATING COSTS:</b> MAINTENANCE AND REPAIRS	70,000 - - - - -	70,000	PTD01 (FY25)

Project Name	Year	Description	Amount	Total	Project #
PARKS RESTROOMS UPGRADES	2023	PARKS RESTROOM UPGRADES	80,000	80,000	<b>PTD02 (FY23)</b>
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT IS THE GENERAL REPLACEMENT AND	-		
		UPGRADING OF THE CITY PARKS PUBLIC RESTROOM	-		
		FACILITIES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		PORT-POTTIES	-		
		<b>ADD OPERATING COSTS:</b>	-		
		OPERATING AND REPAIR COSTS ARE EXPECTED	-		
		PARKS RESTROOMS UPGRADES	2025	PARKS RESTROOM UPGRADES	
<b>DESCRIPTION:</b>	-				
THIS PROJECT IS THE GENERAL REPLACEMENT AND	-				
UPGRADING OF THE CITY PARKS PUBLIC RESTROOM	-				
FACILITIES.	-				
<b>ALTERNATIVES CONSIDERED:</b>	-				
PORT-POTTIES	-				
<b>ADD OPERATING COSTS:</b>	-				
OPERATING AND REPAIR COSTS ARE EXPECTED	-				
PLAYGROUND EQUIPMENT	2023			PLAYGROUND EQUIPMENT	250,000
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<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.	-				

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	2025	PLAYGROUND EQUIPMENT	340,000	340,000	<b>PTD03 (FY25)</b>
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<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.	-				
PLAYGROUND EQUIPMENT	UNSCHEDULED	PLAYGROUND EQUIPMENT	500,000	500,000	<b>PTD03 (UNSCHEDULED)</b>
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<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.	-				

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLES	2021	PARK VEHICLES <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 <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	58,000	58,000	<b>PTD04 (FY21)</b>
			-		
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			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
PARK VEHICLES	2023	PARK VEHICLES <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. NEW STAFF WILL BE COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICES <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	98,000	98,000	<b>PTD04 (FY23)</b>
			-		
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			-		

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLES	2024	PARK VEHICLES	68,000	68,000	<b>PTD04 (FY24)</b>
		<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. NEW STAFF WILL BE	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICES	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		<b>ADD OPERATING COSTS:</b>	-		
REPAIR AND MAINTENANCE	-				
PARK VEHICLES	2025	PARK VEHICLES	64,000	64,000	<b>PTD04 (FY25)</b>
		<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. NEW STAFF WILL BE	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICES	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		<b>ADD OPERATING COSTS:</b>	-		
REPAIR AND MAINTENANCE	-				

Project Name	Year	Description	Amount	Total	Project #
<b>PARK VEHICLES</b>	<b>UNSCHEDULED</b>	<b>PARK VEHICLES</b>	150,000	<b>150,000</b>	
		<b>DESCRIPTION:</b>	-		
		THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING,	-		
		FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW	-		
		PLOWING AND REPAIRS OF THE CITY PARKS. CITY	-		
		PARKLAND WILL CONTINUE TO GROW THAT THE	-		
		PARKS DIVISION IS RESPONSIBLE FOR. NEW STAFF WILL BE	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICE.	-		<b>PTD04</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(UNSCHEDULED)</b>
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		<b>ADD OPERATING COSTS:</b>	-		
		REPAIR AND MAINTENANCE	-		
<b>TOOLCAT MULTI PURPOSE</b>	<b>2024</b>	<b>TOOLCAT MULTI PURPOSE VEHICLE</b>	80,000	<b>80,000</b>	
		<b>DESCRIPTION:</b>	-		
		THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING,	-		
		FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW	-		
		PLOWING AND REPAIRS OF THE CITY PARKS. CITY	-		
		PARKLAND WILL CONTINUE TO GROW THAT THE	-		
		PARKS DIVISION IS RESPONSIBLE FOR. NEW STAFF WILL BE	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICE.	-		<b>PTD05</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		<b>(FY24)</b>
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		<b>ADD OPERATING COSTS:</b>	-		
		REPAIR AND MAINTENANCE	-		

Project Name	Year	Description	Amount	Total	Project #
TOOLCAT MULTI PURPOSE	UNSCHEDULED	TOOLCAT MULTI PURPOSE VEHICLE <b>DESCRIPTION:</b> THE PARKS DIVISION UTILIZES VEHICLES FOR MOWING, FERTILIZATION, IRRIGATION, INSPECTIONS, SNOW PLOWING AND REPAIRS OF THE CITY PARKS. CITY PARKLAND WILL CONTINUE TO GROW THAT THE PARKS DIVISION IS RESPONSIBLE FOR. NEW STAFF WILL BE COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICE. <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> THIS INSURES SAFE AND RELIABLE VEHICLES <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	80,000 - - - - - - - - -	80,000	<b>PTD05</b> (UNSCHEDULED)
PARK SHELTER REPLACEMENT	2024	PARK SHELTER REPLACEMENT <b>DESCRIPTION:</b> REPLACING AGING STRUCTURES. <b>ALTERNATIVES CONSIDERED:</b> REMOVE STRUCTURE <b>ADVANTAGES OF APPROVAL:</b> PARK AMENITY <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	52,000 - - - - - -	52,000	<b>PTD06</b> (FY24)
PARK SHELTER REPLACEMENT	2025	PARK SHELTER REPLACEMENT <b>DESCRIPTION:</b> REPLACING AGING STRUCTURES. <b>ALTERNATIVES CONSIDERED:</b> REMOVE STRUCTURE <b>ADVANTAGES OF APPROVAL:</b> PARK AMENITY <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	150,000 - - - - - -	150,000	<b>PTD06</b> (FY25)



Project Name	Year	Description	Amount	Total	Project #
<b>PARK SHELTER REPLACEMENT</b>	<b>UNSCHEDULED</b>	PARK SHELTER REPLACEMENT <b>DESCRIPTION:</b> REPLACING AGING STRUCTURES. <b>ALTERNATIVES CONSIDERED:</b> REMOVE STRUCTURE <b>ADVANTAGES OF APPROVAL:</b> PARK AMENITY <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	320,000 - - - - - -	<b>320,000</b>	<b>PTD06</b> (UNSCHEDULED)
<b>MAINTENANCE BUILDING</b>	<b>UNSCHEDULED</b>	PARK MAINTENANCE BUILDING <b>DESCRIPTION:</b> BUILDING OT HOUSE GROWING EQUIPMENT FOR ADDITIONAL PARKS, STAFF AND LEVEL OF SERVICES <b>ALTERNATIVES CONSIDERED:</b> LEASE A SPACE <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	1,000,000 - - - - - -	<b>1,000,000</b>	<b>PTD07</b> (UNSCHEDULED)
<b>BRIDGE REPLACEMENTS</b>	<b>2025</b>	BRIDGE REPLACEMENTS <b>DESCRIPTION:</b> REPLACING AGING STRUCTURES. <b>ALTERNATIVES CONSIDERED:</b> REMOVE STRUCTURE <b>ADVANTAGES OF APPROVAL:</b> PARK OR TRAIL AMENITY <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	300,000 - - - - - -	<b>300,000</b>	<b>PTD08</b> <b>(FY25)</b>
<b>BRIDGE REPLACEMENTS</b>	<b>UNSCHEDULED</b>	BRIDGE REPLACEMENTS <b>DESCRIPTION:</b> REPLACING AGING STRUCTURES. <b>ALTERNATIVES CONSIDERED:</b> REMOVE STRUCTURE <b>ADVANTAGES OF APPROVAL:</b> PARK OR TRAIL AMENITY <b>ADD OPERATING COSTS:</b> REPAIR AND MAINTENANCE	500,000 - - - - - -	<b>500,000</b>	<b>PTD08</b> (UNSCHEDULED)

Project Name	Year	Description	Amount	Total	Project #
DEFERRED MAINTENANCE	2025	DEFERRED MAINTENANCE	1,000,000	1,000,000	PTD09
		DESCRIPTION:	-		(FY25)
		PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	-		
DEFERRED MAINTENANCE	UNSCHEDULED	DEFERRED MAINTENANCE	500,000	500,000	PTD09
		DESCRIPTION:	-		(UNSCHEDULED)
		PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	-		

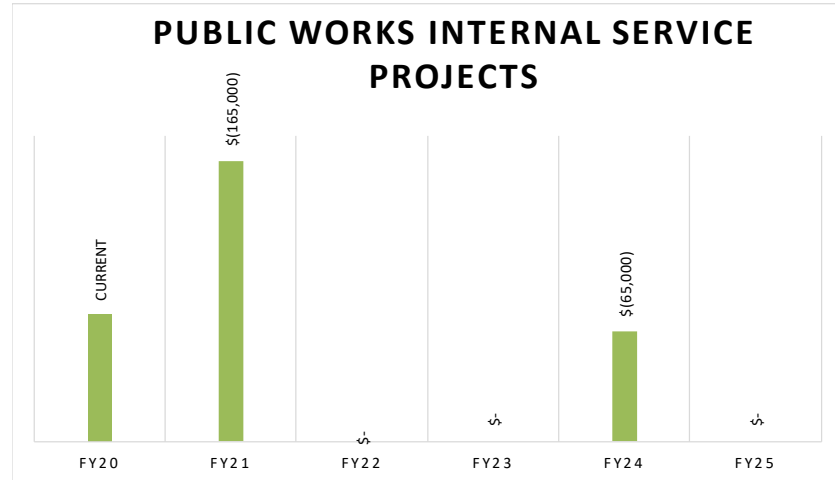
# Public Works Admin

# PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ -	\$ 16,516	\$ 869	\$ 869	\$ 869	\$ 1,908	\$ -
Plus:	\$ 91,516	\$ 149,353	\$ -	\$ -	\$ 66,040	\$ -	\$ -
Less: Scheduled CIP Project Costs	\$ (75,000)	\$ (165,000)	\$ -	\$ -	\$ (65,000)	\$ -	\$ (850,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 16,516</b>	<b>\$ 869</b>	<b>\$ 869</b>	<b>\$ 869</b>	<b>\$ 1,908</b>	<b>\$ 1,908</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Public Works allocation	\$ 3,050,518	\$ 3,050,518	\$ 3,111,528	\$ 3,173,759	\$ 3,237,234	\$ 3,301,979
Estimated Annual Increase	0.0%	2%	2%	2%	2%	2%
<b>Total Estimated Revenues</b>	<b>\$ 3,050,518</b>	<b>\$ 3,111,528</b>	<b>\$ 3,173,759</b>	<b>\$ 3,237,234</b>	<b>\$ 3,301,979</b>	<b>\$ 3,368,018</b>
Current Revenues Dedicated to CIP %	3.0%	3.0%	0.0%	0.0%	2.0%	0.0%
Plus: Increase Dedicated to Water Capacity Expansion CIP	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>3.0%</b>	<b>4.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.0%</b>	<b>0.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 91,516</b>	<b>\$ 149,353</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 66,040</b>	<b>\$ -</b>



**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	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
<b>GIS04</b>	AERIAL PHOTOGRAPHY	65,000	-	-	65,000		
<b>GIS16</b>	PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT SYSTEM INVESTMENTS	125,000	-	-	-	-	-
<b>GF277</b>	ERP REPLACEMENT/UPGRADE	-	-	-	-	-	600,000
<b>PWAD01</b>	PW Cost Acct & Fleet SW	-	-	-	-	-	250,000
	<b>Fiscal Year totals</b>	<b>190,000</b>	<b>-</b>	<b>-</b>	<b>65,000</b>	<b>-</b>	<b>850,000</b>

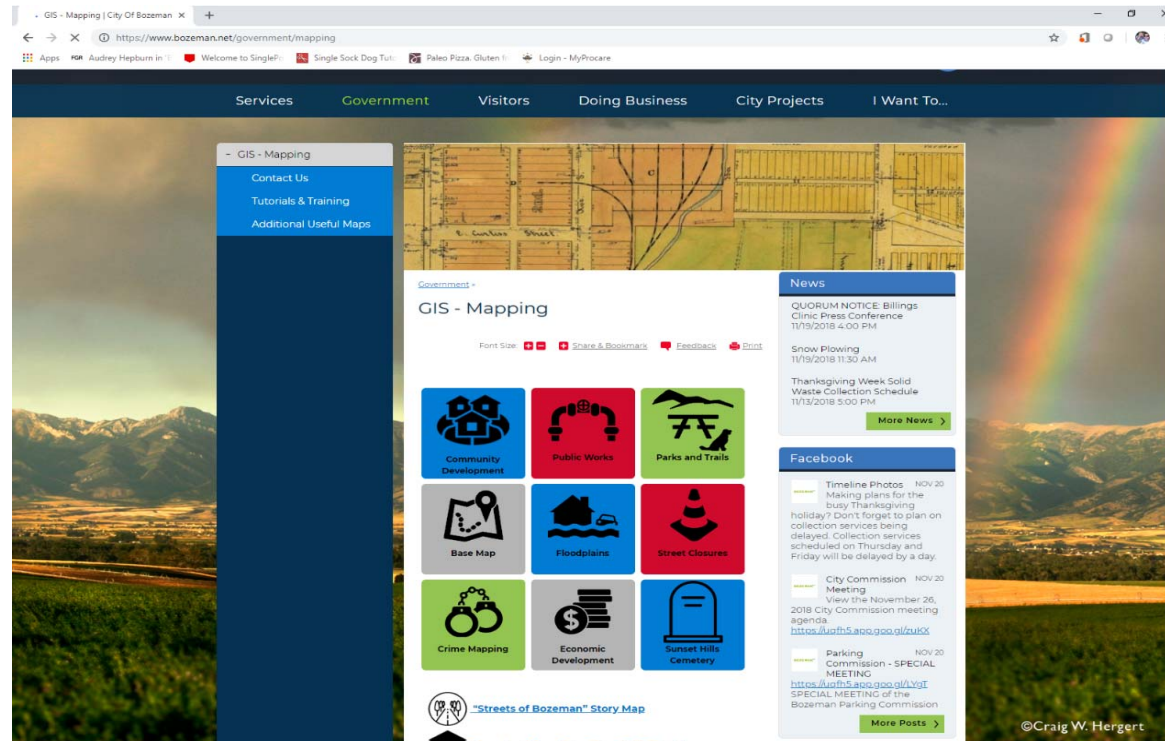
# PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND DETAIL

## 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 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**, **7.4 a Develop Data Analysis Tools**, and **7.4c Analyze and Collect Data from Performance Measures**.



Project Name	Year	Description	Amount	Total	Project #
AERIAL PHOTOGRAPHY	2021	<p><b>PROJECT DESCRIPTION:</b>  AERIAL PHOTOGRAPHY IS USED ON A DAILY BASIS TO SUPPORT A WIDE VARIETY OF CITY OPERATIONS, INCLUDING PUBLIC ACCESS TO HISTORICAL ARCHIVES. CURRENT AERIAL PHOTOGRAPHY ENABLES TIMELY DECISIONS BASED ON ACCURATE INFORMATION AND CONTINUES TO EXPERIENCE UNPRECEDENTED DEMAND.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  LOWER RESOLUTION SATELLITE IMAGERY ALONG WITH EXTERNAL PARTNERSHIPS MAY RESULT IN A LESS DESIRABLE OUTCOME.</p> <p><b>ADVANTAGES OF APPROVAL:</b>  THIS PROJECT BENEFITS BOTH THE ORGANIZATION AND THE COMMUNITY BY PROVIDING A CLEAR AND ACCURATE REPRESENTATION OF CURRENT CONDITIONS IN ADDITION TO SERVING AS AN IMPORTANT HISTORICAL RECORD DURING TIMES OF HIGH GROWTH. MEASUREMENTS AND LAND USE DETERMINATIONS CAN BE MADE WITHOUT REQUIRING EXTENSIVE TIME IN THE FIELD.</p> <p><b>ADDITIONAL OPERATING COSTS:</b>  THERE ARE NO RECURRING COSTS OR ANNUAL OPERATING EXPENSES ASSOCIATED WITH THIS PROJECT.</p>	65,000	65,000	<b>GIS04 (FY21)</b>
			-		
			-		
			-		
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			-		

Project Name	Year	Description	Amount	Total	Project #	
AERIAL PHOTOGRAPHY	2024	<p><b>PROJECT DESCRIPTION:</b>  AERIAL PHOTOGRAPHY IS USED ON A DAILY BASIS TO SUPPORT A WIDE VARIETY OF CITY OPERATIONS, INCLUDING PUBLIC ACCESS TO HISTORICAL ARCHIVES. CURRENT AERIAL PHOTOGRAPHY ENABLES TIMELY DECISIONS BASED ON ACCURATE INFORMATION AND CONTINUES TO EXPERIENCE UNPRECEDENTED DEMAND.</p> <p><b>ALTERNATIVES CONSIDERED:</b>  LOWER RESOLUTION SATELLITE IMAGERY ALONG WITH EXTERNAL PARTNERSHIPS MAY RESULT IN A LESS DESIRABLE OUTCOME.</p> <p><b>ADVANTAGES OF APPROVAL:</b>  THIS PROJECT BENEFITS BOTH THE ORGANIZATION AND THE COMMUNITY BY PROVIDING A CLEAR AND ACCURATE REPRESENTATION OF CURRENT CONDITIONS IN ADDITION TO SERVING AS AN IMPORTANT HISTORICAL RECORD DURING TIMES OF HIGH GROWTH. MEASUREMENTS AND LAND USE DETERMINATIONS CAN BE MADE WITHOUT REQUIRING EXTENSIVE TIME IN THE FIELD.</p> <p><b>ADDITIONAL OPERATING COSTS:</b>  THERE ARE NO RECURRING COSTS OR ANNUAL OPERATING EXPENSES ASSOCIATED WITH THIS PROJECT.</p>	65,000	65,000	<b>GIS04 (FY24)</b>	
			-			
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Project Name	Year	Description	Amount	Total	Project #
<b>PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT SYSTEM INVESTMENTS</b>	<b>2021</b>	<b>PROJECT DESCRIPTION:</b> PERFORMANCE MANAGEMENT AND CIVIC ENGAGEMENT ARE LISTED AS HIGH PRIORITIES WITHIN THE STRATEGIC PLAN (7.4 & 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.	100,000	125,000	<b>GIS16</b>
		<b>ALTERNATIVES CONSIDERED:</b> CUSTOM SOLUTIONS DEVELOPED USING BASIC TECHNOLOGY WILL LIMIT THE CITY'S ABILITY TO MEET STAFF AND CITIZEN EXPECTATIONS.	-	-	
		<b>ADVANTAGES OF APPROVAL:</b> THE USE OF KEY PERFORMANCE INDICATORS WILL HELP IDENTIFY OPPORTUNITIES FOR INCREASED EFFICENCY THROUGHOUT THE ORGANZIATION WHILE PROVIDING A INCREASE: \$25,000 WAS ADDED FOR IMPLEMENTATION SERVICES.	-	-	
			-	-	
			-	-	
			-	-	
			-	-	
			-	-	
			-	-	
			25,000		
<b>ERP REPLACEMENT/UPGRADE</b>	<b>UNSCHEDULED</b>	<b>ERP REPLACEMENT/UPGRADE DESCRIPTION:</b> POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR CURRENT VENDOR UPGRADE OR NEW SYSTEM	600,000	\$ 600,000	<b>GF277</b>
		<b>ALTERNATIVE:</b> KEEP SAME SYSTEM UNTIL UNSUPPORTED	-	-	
		<b>ADD OPERATING:</b> USUALLY ANNUAL MAINTENANCE COSTS	-	-	
		<b>FUNDING SPLIT:</b> GF 35% PWADMIN 50% AND CD 15%	-	-	
			-	-	
			-	-	

Project Name	Year	Description	Amount	Total	Project #
<b>PUBLIC WORKS INTEGRATED COST-ACCOUNTING &amp; FLEET</b>	<b>UNSCHEDULED</b>	<b>PUBLIC WORKS INTEGRATED COST-ACCOUNTING &amp; FLEET</b>	250,000	<b>\$ 250,000</b>	
		MANAGEMENT SOFTWARE	-		
		DESCRIPTION:	-		
		THIS SOFTWARE WOULD INTEGRATE WITH OUR CURRENT	-		
		WITH THE CITY'S ERP SYSTEM TO PROVIDE PUBLIC WORKS	-		
		MORE TOOLS TO BECOME MORE EFFICIENT AND	-		<b>PWAD01</b>
		EFFECTIVE IN SERVING THE COMMUNITY.	-		
		ALTERNATIVES:	-		
		NONE KEEP STATUS QUO	-		
		ADD OPERATING:	-		
		ANNUAL SOFTWARE MAINTENANCE CHARGES	-		

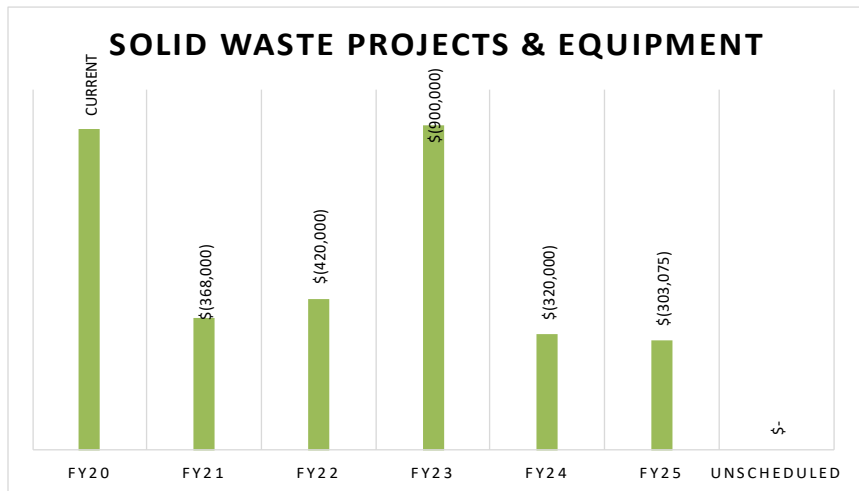
# Solid Waste

## SOLID WASTE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 740,456	\$ 145,308	\$ 427,154	\$ 682,994	\$ 485,868	\$ 896,857	\$ -
Plus: Revenues Dedicated to CIP	\$ 624,852	\$ 649,846	\$ 675,840	\$ 702,874	\$ 730,989	\$ 760,228	\$ -
Less: FY19 Carryover Capital	\$ (330,000)						
Less: Scheduled CIP Project Costs	\$ (890,000)	\$ (368,000)	\$ (420,000)	\$ (900,000)	\$ (320,000)	\$ (303,075)	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 145,308</b>	<b>\$ 427,154</b>	<b>\$ 682,994</b>	<b>\$ 485,868</b>	<b>\$ 896,857</b>	<b>\$ 1,354,010</b>	<b>\$ -</b>

Assumptions are made for Revenue Estimates

	Current Year		Projected			
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Revenues	\$ 4,165,681	\$ 4,165,681	\$ 4,332,308	\$ 4,505,601	\$ 4,685,825	\$ 4,873,258
Estimated Annual Increase in Revenues	0.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Total Estimated Revenues	\$ 4,165,681	\$ 4,332,308	\$ 4,505,601	\$ 4,685,825	\$ 4,873,258	\$ 5,068,188
Current Revenues Dedicated to CIP %	13.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Plus: Increase Dedicated to CIP	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Total Estimated Revenues Dedicated to CIP	\$ 624,852	\$ 649,846	\$ 675,840	\$ 702,874	\$ 730,989	\$ 760,228



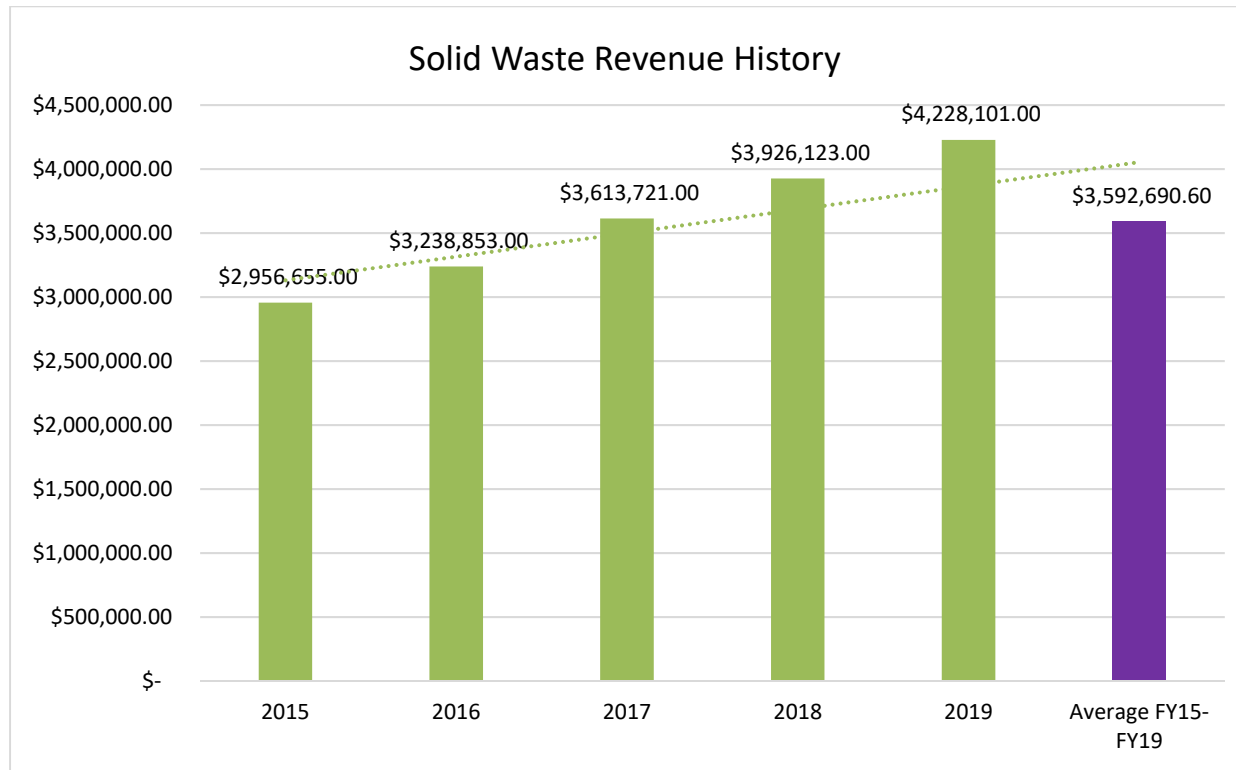
## SOLID WASTE FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
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	-	-	-	-	-
SW54	PICKUP TRUCK	30,000	-	-	-	-	-
SW56	FRONT LOAD TRUCK	-	-	300,000	-	-	-
SW57	ROLL-OFF TRUCK	-	220,000	-	-	-	-
SW58	ROLL-OFF TRUCK	-	-	-	250,000	-	-
SW59	RATE STUDY	-	-	-	70,000	-	-
SW60	SIDE LOAD TRUCK- GARBAGE	-	-	-	-	300,000	-
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	3,075	-
	<b>Fiscal Year totals</b>	<b>368,000</b>	<b>420,000</b>	<b>900,000</b>	<b>320,000</b>	<b>303,075</b>	<b>-</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 9.2% per year over the past 5 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 very few changes from last year, one adjust was made based on our most recent rate study SW56 Front Load Truck two years to FY23 from FY21. This vehicle is a commercial vehicle and the rate study pointed out the need for commercial services to fund itself. As we implement the two years of recommended commercial rate increase we should be able to better fund this equipment with commercial revenue rather than residential. In addition, the fifth year is adding a side load garbage truck which is a replacement truck following the 6-year rotation.



Project Name	Year	Description	Amount	Total	Project #
TOTE DELIVERY TRUCK	2021	TOTE DELIVERY TRUCK	38,000	38,000	SW45
		<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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		LEASING A TRUCK	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE SOLID WASTE DIVISON CAN CONTINUE TO DELIVER, EXCHANGE AND REMOVE CUSTOMER TOTE REQUESTS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		MAINTENANCE COSTS \$1,000/YEAR	-		
		TROMMEL SCREEN	2022	TROMMEL SCREEN	
<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 AVAIBLE	-				
<b>ADVANTAGES OF APPROVAL:</b>	-				
THE SOLID WASTE DIVISON CAN MARKET THE FINISHED COMPOST PRODUCT	-				
<b>ADD OPERATING COSTS: N/A</b>	-				



Project Name	Year	Description	Amount	Total	Project #
SIDE LOAD TRUCK	2023	SIDE LOAD TRUCK <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 # 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	300,000 - - - - - - - - - -	300,000	SW50
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

Project Name	Year	Description	Amount	Total	Project #
<b>SIDE LOAD TRUCK-REPLACEMENT</b>	<b>2021</b>	<p>SIDE LOAD TRUCK REPLACEMENT</p> <p><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.</p> <p><b>ALTERNATIVES CONSIDERED:</b> LEASE A SIDE LOAD TRUCK</p> <p><b>ADVANTAGES TO APPROVAL:</b> RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN N EFFICIENT MANNER. MAINTENANCE COSTS OF NEWER EQUIPMENT WILL BE LOWER.</p> <p><b>ADD OPERATING COSTS:</b> ANNUAL OPERATING AND MAINTENANCE COSTS \$30,000</p>	<p>300,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>300,000</b>	<b>SW52</b>
<b>PICKUP TRUCK</b>	<b>2021</b>	<p>PROJECT: PICKUP TRUCK.</p> <p><b>DESCRIPTION:</b> PICKUP TRUCK TO PERFORM VARIOUS SOLID WASTE FUNCTIONS.</p> <p><b>ALTERNATIVES CONSIDERED:</b> LEASING PICKUP.</p> <p><b>ADVANTAGES OF APPROVAL:</b> ALLOW STAFF TO PERFORM JOB FUNCTIONS.</p> <p><b>OPERATING COST:</b>\$2,000.00 ANNUALLY.</p>	<p>30,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>30,000</b>	<b>SW54</b>
<b>FRONT LOAD TRUCK</b>	<b>2021</b>	<p>PROJECT:ADD FRONT LOAD TRUCK (ADDITIONAL ROUTE)</p> <p><b>DESCRIPTION:</b> FRONT LOAD GARBAGE TRUCK USED IN THE COLLECTION OF COMMERCIAL TRASH</p> <p><b>ALTERNATIVE CONSIDERED:</b> LEASING OF FRONT LOAD TRUCK</p> <p><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.</p> <p><b>OPERATING COST:</b>\$10,000 ANNUALLY</p>	<p>300,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>300,000</b>	<b>SW56</b>

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

Project Name	Year	Description	Amount	Total	Project #
SIDE LOAD TRUCK- GARBAGE	2025	<p>SIDE LOAD TRUCK</p> <p><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 #4250 WILL BE PLACED AS BACKUP TRUCK FOR THE DIVISION.</p> <p><b>ALTERNATIVES CONSIDERED:</b> LEASING A SIDE LOAD TRUCK</p> <p><b>ADVANTAGES OF APPROVAL:</b> RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER, MAINTENANCE COST OF NEW EQUIPMENT WILL BE LOWER.</p> <p><b>ADDITIONAL OPERATING COST \$30,000</b></p>	<p>300,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>300,000</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>SW60</p>
FACILITY CONDITION INVENTORY	2025	<p>FACILITY CONDITION INVENTORY</p> <p><b>DESCRIPTION:</b> CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE <b>ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON</b> INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3). <b>FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION</b> BASED ON BUILDING SQUARE FOOTAGE.</p> <p><b>ALTERNATIVES:</b> CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS</p> <p><b>ADVANTAGES:</b> <b>A COMPREHENSIVE INVENTORY OF ALL BUILDING</b> DEFERRED MAINTENANCE WILL ALLOW FOR A MORE PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS <b>RESULTING IN BETTER RISK MANAGEMENT AND REDUCED</b> LIFECYCLE COSTS.</p> <p><b>ADD OPERATING COSTS: NONE.</b></p>	<p>3,075</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>3,075</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>GF346</p>

# Stormwater

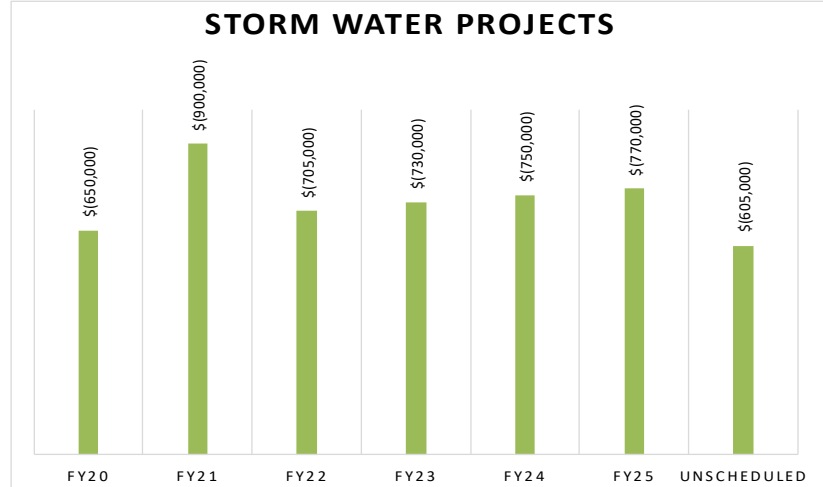
# STORM WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 435,538	\$ 133,526	\$ 1,928	\$ 30,403	\$ 70,551	\$ 129,207	
Plus: Storm Water Utility Fees Dedicated to Capital	\$ 665,283	\$ 768,402	\$ 733,475	\$ 770,148	\$ 808,656	\$ 849,089	
Less: FY19 Carryover Capital	\$ (317,295)						
Less: Scheduled CIP Project Costs	\$ (650,000)	\$ (900,000)	\$ (705,000)	\$ (730,000)	\$ (750,000)	\$ (770,000)	\$ (605,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 133,526</b>	<b>\$ 1,928</b>	<b>\$ 30,403</b>	<b>\$ 70,551</b>	<b>\$ 129,207</b>	<b>\$ 208,296</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Storm Water Utility Revenue	\$ 1,478,407	\$ 1,478,407	\$ 1,552,327	\$ 1,629,944	\$ 1,711,441	\$ 1,797,013
Estimated Annual Increase - Attributed to Growth		3%	3%	3%	3%	3%
Estimated Annual Increase - Rate Increase		2%	2%	2%	2%	2%
<b>Total Estimated Revenues</b>	<b>\$ 1,478,407</b>	<b>\$ 1,552,327</b>	<b>\$ 1,629,944</b>	<b>\$ 1,711,441</b>	<b>\$ 1,797,013</b>	<b>\$ 1,886,864</b>
Current Revenues Dedicated to CIP %	45.0%	45.0%	49.5%	45.0%	45.0%	45.0%
Plus: Increase Dedicated to Capital	0.0%	4.5%	-4.5%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>45.0%</b>	<b>49.5%</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>	<b>45.0%</b>

Total Estimated Revenues Dedicated to CIP \$ 665,283 \$ 768,402 \$ 733,475 \$ 770,148 \$ 808,656 \$ 849,089



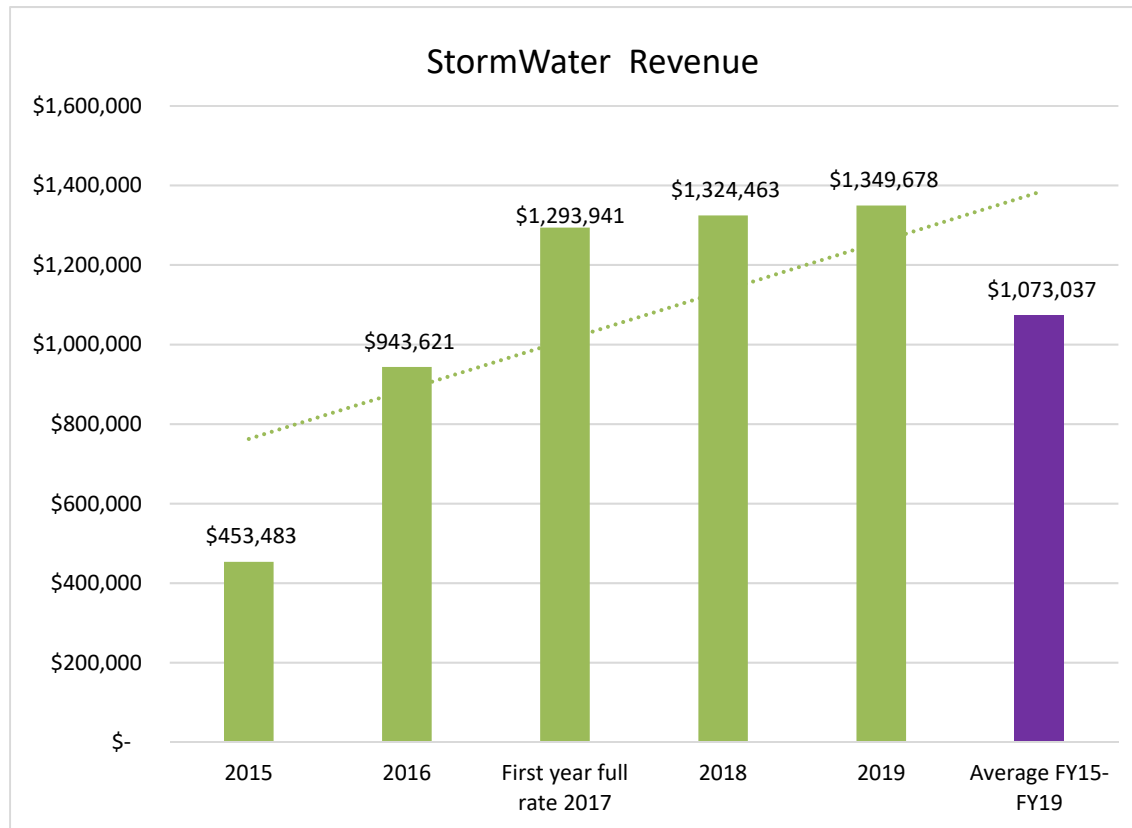
## STORM WATER FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
<b>STDM03</b>	DOWNTOWN TRUNK LINE PH2	350,000	-	-	-	-	-
<b>STDM04</b>	HISTORIC PIPE REPLACE PRG	-	325,000	-	-	-	-
<b>STDM05</b>	ANNUAL UNPLANNED PIPE REH	-	45,000	-	-	-	-
<b>STDM06</b>	N 9TH DITCH REHAB	-	-	125,000	-	-	-
<b>STDM07</b>	HISTORIC PIPE REPLACE PRG	-	-	560,000	-	-	-
<b>STDM08</b>	UNPLANNED PIPE REHAB/DRAI	-	-	45,000	-	-	-
<b>STDM09</b>	MIDDLE CREEK DITCH REHAB	-	-	-	175,000	-	-
<b>STDM10</b>	HISTORIC PIPE REPLACE PRG	-	-	-	530,000	475,000	-
<b>STDM11</b>	UNPLANNED PIPE REHAB/DRAI	-	-	-	45,000	45,000	-
<b>STOP02</b>	STORMWATER RATE STUDY	50,000	-	-	-	-	-
<b>STOP03</b>	STORMWATER VEHICLE	-	35,000	-	-	-	-
<b>STOP04</b>	PIPE INSPECTION VAN	-	-	-	-	250,000	-
<b>STOP05</b>	STREET SWEEPER	200,000	-	-	-	-	-
<b>STOP06</b>	STORMWATER VEHICLE	-	-	-	-	-	35,000
<b>STOP07</b>	STORMWATER SVC VEHICLE	-	-	-	-	-	50,000
<b>STOP08</b>	VACUUM & JETTING TRUCK	-	-	-	-	-	520,000
<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>Fiscal Year totals</b>	<b>900,000</b>	<b>705,000</b>	<b>730,000</b>	<b>750,000</b>	<b>770,000</b>	<b>605,000</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 FY21-25 revenue estimates on annual customer growth of 3% per year and estimating a 2% rate increase to keep up with inflation. Actual revenues should grow depending on the mix of impervious areas/existing infrastructure use as property is annexed and developed and the slight increase of rates if approved.

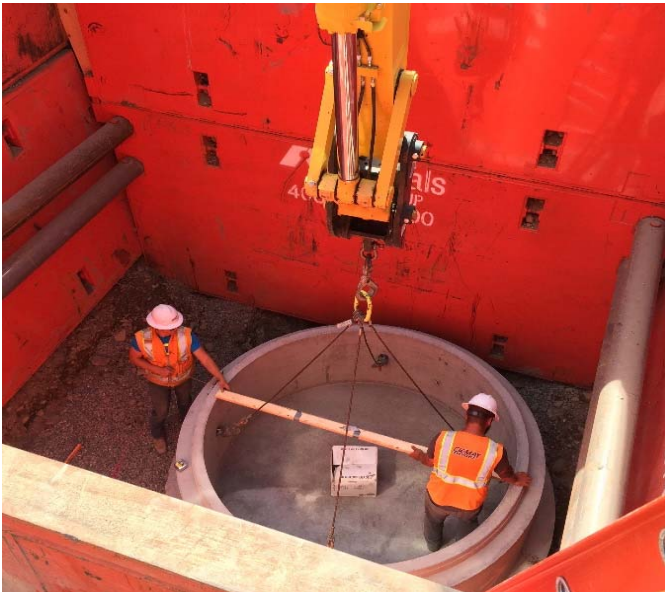




## CAPITAL PLAN SUMMARY

This year the Stormwater Division has added equipment replacements and has adjusted amounts to projects. The plan has mainly had a \$650,000 annual capital expense and the program is finding there needs to be more. The rate increase in FY20 aids in funding this adjustment along with an inflation rate increase.

There are some large projects on the horizon with STDM03 Downtown Trunk Line Rehabilitation (Phase 2) is the rehabilitation of approximately 1,500 feet of 100-year-old brick storm sewer pipe and STRH02 Downtown Mechanical Stormwater Treatment (Phase 4) that is the installation of two stormwater treatment units designed to collect over 27-tons of pollutants annually. We have a Stormwater rate study planned in FY21 (STOP03), which is a completion of a cost of service and utility rate study to help align operational, regulatory, and capital needs with future rate adjustments. A large equipment is scheduled in FY21 as well STOP05 Street Sweeper (#01) that is a replacement of a mechanical street sweeper leased in 2015, which has reached the end of its operational life.



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>	-		
		REHABILITATION OF APPROXIMATELY 1,500 FEET OF 100- YEAR OLD BRICK STORM SEWER PIPE BENEATH THE ALLEY LOCATED BETWEEN E MAIN ST AND E MENDENHALL STREET.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE CHANGES OF COLLAPSE, ROAD FAILURE, FLOODING, AND TOTAL REPLACEMENT.	-		<b>STDM03</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT IS PREVENTATIVE AND TARGETS VULNERABLE INFRASTRUCTURE PRONE TO FAILURE.	-		
		COMPLETION WILL MITIGATE THE RISKS AND EXTEND THE ASSET'S LIFE CYCLE 50-75 YEARS.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON A REOCCURRING SCHEDULE, INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	-		
			-		
			-		
			-		
			-		

Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2022	DEFERRED MAINTENANCE PROJECT	325,000	325,000	
		HISTORIC PIPE REPLACEMENT PROGRAM	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 2,000 FEET OF 100-YEAR OLD	-		
		VITRIFIED CLAY STORM SEWER, WHICH HAS EXCEEDED ITS	-		
		LIFE CYCLE, DOES NOT MEET CAPACITY STANDARDS, AND	-		
		INCLUDES MANY STRUCTURAL FAILURES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE	-		
		CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING.	-		STDM04
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES	-		
		PRONE TO FAILURE AND SURCHARING. REHABILITATION	-		
		WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND	-		
		CAPACITY DEFICIENCIES.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-		
		A REOCCURRING SCHEDULE, INCLUDING FLUSHING,	-		
		VACUUMING, AND INSPECTION.	-		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL UNPLANNED PIPE REH	2022	DEFERRED MAINTENANCE	45,000	45,000	
		ANNUAL UNPLANNED PIPE REHABILITATION & DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF UNPLANNED PIPE, DRAINAGE, AND TREATMENT PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD REDUCE CAPACITY APPLIED TOWARD CRITICAL SERVICES.	-		<b>STDM05</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	-		

Project Name	Year	Description	Amount	Total	Project #
N 9TH DITCH REHAB	2023	DEFERRED MAINTENANCE PROJECT	125,000	125,000	STDM06
		NORTH 9TH AVENUE DITCH REHABILITATION	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 900 FEET OF CONVEYANCE DITCH	-		
		LOCATED NEAR N 9TH AVE FROM W VILLARD ST TO W	-		
		PEACH ST, WHICH HAS SEDIMENT BUILDUP, OVERGROWN	-		
		VEGETATION, AND BANK EROSION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S STORM SEWER NETWORK. DELAY WILL RESULT IN	-		
		AN INCREASED CHANCE OF ADJACENT PROPERTY FLOODING.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE TARGETED DITCH IS INCREASINGLY PRONE TO	-		
		BACKUPS AND FLOODING. REHABILITATION WILL REDUCE	-		
		RISKS BY ADDRESSING STRUCTURAL AND CAPACITY	-		
DEFICIENCIES.	-				
<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-				
STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-				
A REOCCURRING SCHEDULE, INCLUDING INSPECTION AND	-				
<b>CLEARING.</b>	-				

Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2023	DEFERRED MAINTENANCE PROJECT	560,000	560,000	
		HISTORIC PIPE REPLACEMENT PROGRAM (FY23)	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 3,000 FEET OF 100-YEAR OLD	-		
		VITRIFIED CLAY STORM SEWER, WHICH HAS EXCEEDED ITS	-		
		LIFE CYCLE, DOES NOT MEET CAPACITY STANDARDS, AND	-		
		INCLUDES MANY STRUCTURAL FAILURES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE	-		
		CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING.	-		STDM07
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES	-		
		PRONE TO FAILURE AND SURCHARGING. REHABILITATION	-		
		WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND	-		
		CAPACITY DEFICIENCIES.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-		
		A REOCCURRING SCHEDULE, INCLUDING FLUSHING,	-		
		VACUUMING, AND INSPECTION.	-		

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2023	DEFERRED MAINTENANCE	45,000	45,000	
		ANNUAL UNPLANNED PIPE REHABILITATION & DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, DRAINAGE, AND TREATMENT PROJECTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES.	-		STDM08
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	-		

Project Name	Year	Description	Amount	Total	Project #
MIDDLE CREEK DITCH REHAB	2024	DEFERRED MAINTENANCE PROJECT	175,000	175,000	
		MIDDLE CREEK DITCH REHABILITATION	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 1,500 FEET OF CONVEYANCE DITCH	-		
		LOCATED NEAR N 15TH AVE FROM W MAIN ST TO W BEALL	-		
		ST, WHICH HAS SEDIMENT BUILDUP, OVERGROWN	-		
		VEGETATION, AND BANK EROSION.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		
		CITY'S STORM SEWER NETWORK. DELAY WILL RESULT IN	-		
		AN INCREASED CHANCE OF ADJACENT PROPERTY FLOODING.	-		STDM09
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE TARGETED DITCH IS INCREASINGLY PRONE TO	-		
		BACKUPS AND FLOODING. REHABILITATION WILL REDUCE	-		
		RISKS BY ADDRESSING STRUCTURAL AND CAPACITY	-		
		DEFICIENCIES.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-		
		A REOCCURRING SCHEDULE, INCLUDING INSPECTION AND	-		
		CLEARING.	-		



Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2024	DEFERRED MAINTENANCE PROJECT	530,000	530,000	
		HISTORIC PIPE REPLACEMENT PROGRAM (FY24)	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 3,000 FEET OF 100-YEAR OLD	-		
		VITRIFIED CLAY STORM SEWER, WHICH HAS EXCEEDED ITS	-		
		LIFE CYCLE, DOES NOT MEET CAPACITY STANDARDS, AND	-		
		INCLUDES MANY STRUCTURAL FAILURES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		<b>STDM10</b>
		CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE	-		
		CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING.	-		<b>(FY24)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES	-		
		PRONE TO FAILURE AND SURCHARGING. REHABILITATION	-		
		WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND	-		
		CAPACITY DEFICIENCIES.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-		
		A REOCCURRING SCHEDULE, INCLUDING FLUSHING,	-		
		VACUUMING, AND INSPECTION.	-		

Project Name	Year	Description	Amount	Total	Project #
HISTORIC PIPE REPLACE PRG	2025	DEFERRED MAINTENANCE PROJECT	475,000	475,000	
		HISTORIC PIPE REPLACEMENT PROGRAM (FY25)	-		
		<b>DESCRIPTION:</b>	-		
		REHABILITATION OF 2,400 FEET OF 100-YEAR OLD	-		
		VITRIFIED CLAY STORM SEWER, WHICH HAS EXCEEDED ITS	-		
		LIFE CYCLE, DOES NOT MEET CAPACITY STANDARDS, AND	-		
		INCLUDES MANY STRUCTURAL FAILURES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE	-		STDM10
		CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE	-		
		CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING.	-		(FY25)
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES	-		
		PRONE TO FAILURE AND SURCHARGING. REHABILITATION	-		
		WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND	-		
		CAPACITY DEFICIENCIES.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON	-		
		A REOCCURRING SCHEDULE, INCLUDING FLUSHING,	-		
		VACUUMING, AND INSPECTION.	-		

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2024	DEFERRED MAINTENANCE	45,000	45,000	
		ANNUAL UNPLANNED PIPE REHABILITATION AND DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, DRAINAGE, AND TREATMENT PROJECTS	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES.	-		<b>STDM11 (FY24)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	-		

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2025	DEFERRED MAINTENANCE	45,000	45,000	
		ANNUAL UNPLANNED PIPE REHABILITATION AND DRAINAGE PROJECTS	-		
		<b>DESCRIPTION:</b>	-		
		AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, DRAINAGE, AND TREATMENT PROJECTS	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES.	-		<b>STDM11 (FY25)</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY LIABILITY.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	-		

Project Name	Year	Description	Amount	Total	Project #
STORMWATER RATE STUDY	2021	UTILITY OPERATION PROJECT	50,000	50,000	
		STORMWATER UTILITY COST OF SERVICE AND RATE STUDY	-		
		<b>DESCRIPTION:</b>	-		
		HIRING A QUALIFIED CONSULTANT TO COMPLETE A COST	-		
		OF SERVICE AND RATE STUDY. STUDIES ARE A BEST	-		
		PRACTICE FOR UTILITY MANAGEMENT AND WILL GUIDE	-		
		FUTURE RATE ADJUSTMENTS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		MAINTAIN EXISTING RATE STRUCTURE AND DETERMINE	-		<b>STOP02</b>
		ADJUSTMENTS ANNUALLY.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE PROJECT WILL RESULT IN RECOMMENDATIONS TO	-		
		ENSURE THE CITY'S SERVICE CHARGES MATCH THE ACTUAL	-		
		COST OF UTILITY OPERATION.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
STORMWATER VEHICLE	2022	OPERATION SUPPORT PROJECT ADMINISTRATIVE VEHICLE (#01)	35,000	35,000	<b>STOP03</b>
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF STAFF'S 2000 DODGE DAKOTA. THE TRUCK HAS BEEN IN OPERATION FOR 22 YEARS AND SERVED NUMEROUS DIVISIONS. SIGNIFICANT MAINTENANCE AND SAFETY ISSUES EXIST.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE STORMWATER DIVISION HAS FOUR ADMINISTRATIVE EMPLOYEES THAT SHARE TWO DEDICATED VEHICLES. NOT REPLACING WOULD RESULT IN IMPACTS TO DAILY OPERATIONS OF THE DIVISION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF TO COMPLETE DAILY ACTIVITIES, SUCH AS POLLUTION MITIGATION, EQUIPMENT TRANSPORT, FLOOD RESPONSE, AND FIELD INSPECTIONS.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		THE STORMWATER DIVISION WILL FUND OPERATION AND MAINTENANCE COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
PIPE INSPECTION VAN	2025	OPERATION SUPPORT PROJECT	250,000	250,000	
		PIPE INSPECTION VAN (#01)	-		
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF THE PIPE INSPECTION VAN PURCHASED	-		
		IN 2001 AND REFURBISHED IN 2015. THE VEHICLE'S	-		
		CHASSIS IS HEAVILY WORN AND THE ONBOARD COMPUTER	-		
		SYSTEM IS AGED.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE TO USE THE EXISTING VEHICLE, WHICH COULD	-		
		RESULT IN DOWNTIME AND INCREASINGLY COSTLY	-		<b>STOP04</b>
		MAINTENANCE.	-		
		ADVANTAGES OF APPROVAL:	-		
		<b>THE VEHICLE FACILITATES THE CITY'S PIPE INSPECTION</b>	-		
		PROGRAM, WHICH IDENTIFIES MAINTENANCE NEEDS,	-		
		LOCATES STRUCTURAL DEFICIENCIES, AND DETECTS	-		
		ILLEGAL CONNECTIONS.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		THE STORMWATER DIVISION WILL FUND OPERATION AND	-		
		MAINTENANCE COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
STREET SWEEPER	2021	UTILITY OPERATION PROJECT	200,000	200,000	
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF A MECHANICAL STREET SWEEPER LEASED	-		
		IN 2015. THE SWEEPER HAS BEEN IN OPERATION FOR	-		
		SIX YEARS, HAS 3,320 HOURS, AND 24,000 MILES.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		USE THE EXISTING STREET SWEEPER, RESULTING IN	-		
		INCREASED DOWNTIME AND MAINTENANCE. INDUSTRY	-		
		GUIDANCE RECOMMENDS REPLACING MUNICIPAL SWEEPERS	-		
		EVERY FIVE YEARS.	-		<b>STOP05</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		STREET SWEEPING PROTECTS AIR QUALITY, IMPROVES	-		
		WATERWAYS AND DEQ PERMIT STANDING, AND REDUCES	-		
		SLIP HAZARDS.	-		
		STREET SWEEPER (#01)	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		THE STORMWATER DIVISION WILL FUND OPERATION AND	-		
		MAINTENANCE COSTS. THE SWEEPER SUPPLEMENTS THE	-		
		CLEANING PROGRAM LED BY THE STREETS DIVISION.	-		



Project Name	Year	Description	Amount	Total	Project #
STORMWATER VEHICLE	UNSCHEDULED	OPERATION SUPPORT PROJECT	35,000	35,000	STOP06
		ADMINISTRATIVE VEHICLE (#02)	-		
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF STAFF'S 2019 DODGE RAM.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE STORMWATER DIVISION HAS FOUR ADMINISTRATIVE	-		
		EMPLOYEES THAT SHARE TWO DEDICATED VEHICLES. NOT	-		
		REPLACING WOULD RESULT IN IMPACTS TO DAILY	-		
		OPERATIONS OF THE DIVISION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF	-		
		TO COMPLETE DAILY ACTIVITIES, SUCH AS POLLUTION	-		
		MITIGATION, EQUIPMENT TRANSPORT, FLOOD RESPONSE,	-		
AND FIELD INSPECTIONS.	-				
<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-				
THE STORMWATER DIVISION WILL FUND OPERATION AND	-				
MAINTENANCE COSTS.	-				
STORMWATER SVC VEHICLE	UNSCHEDULED	OPERATION SUPPORT PROJECT	50,000	50,000	STOP07
		SERVICE VEHICLE (#01)	-		
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF STAFF'S 2017 FORD F350 SERVICE	-		
		VEHICLE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		THE STORMWATER DIVISION HAS THREE OPERATIONS	-		
		EMPLOYEES THAT SHARE ONE DEDICATED SERVICE	-		
		VEHICLE. NOT REPLACING WOULD RESULT IN NEGATIVE	-		
		IMPACTS TO DAILY OPERATIONS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF	-		
		TO COMPLETE DAILY ACTIVITIES, SUCH AS	-		
INFRASTRUCTURE INSPECTION, REPAIR, AND	-				
REPLACEMENT.	-				
<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-				
THE STORMWATER DIVISION WILL FUND OPERATION AND	-				
MAINTENANCE COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
VACUUM & JETTING TRUCK	UNSCHEDULED	OPERATION SUPPORT PROJECT VACUUM AND JETTING TRUCK (#01) <b>DESCRIPTION:</b> REPLACEMENT OF THE VACUUM AND JETTING TRUCK LEASED IN 2015. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE TO USE THE EXISTING VEHICLE, WHICH COULD RESULT IN DOWNTIME AND INCREASINGLY COSTLY MAINTENANCE. <b>ADVANTAGES OF APPROVAL:</b> THE VEHICLE FACILITATES INFRASTRUCTURE MAINTENANCE, POLLUTION EVENT CLEANUP, AND VACUUM EXCAVATION FOR PIPE REPAIRS. <b>ADDITIONAL OPERATING COST IN THE FUTURE:</b> THE STORMWATER DIVISION WILL FUND OPERATION AND MAINTENANCE COSTS.	520,000 - - - - - - - - - -	520,000	STOP08
SEDIMENT DISP FAC RD RPR	2022	OPERATION SUPPORT PROJECT SEDIMENT DISPOSAL FACILITY ASPHALT REPAIR <b>DESCRIPTION:</b> PREVENTATIVE MAINTENANCE OF THE ASPHALT SURFACE LOCATED AT THE SEDIMENT DISPOSAL FACILITY USED FOR STORMWATER WASTE DISPOSAL GENERATED FROM INFRASTRUCTURE OPERATION. <b>ALTERNATIVES CONSIDERED:</b> PROLONG ASPHALT MAINTENANCE RISKING DEGRADATION OF DRIVING SURFACES AND INCREASED DEFERRED EXPENSE. <b>ADVANTAGES OF APPROVAL:</b> THE PROJECT WILL ENSURE THE FACILITY REMAINS <b>OPERATIONAL AND SAFE.</b> ADDITIONAL OPERATING COST IN THE FUTURE: NONE	50,000 - - - - - - - - - -	50,000	STOS01

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>	-		
		INSTALLATION OF TWO STORMWATER TREATMENT UNITS	-		
		NEAR THE INTERSECTIONS OF N ROUSE AVE AND E PEACH	-		
		ST AND N ROUSE AVE AND E TAMARACK ST.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF HAS NOT IDENTIFIED AN ALTERNATIVE TREATMENT	-		
		APPROACH WITH COMPARABLE MAINTENANCE EASE,	-		
		CONSTRUCTION FOOTPRINT, OR POLLUTANT REMOVAL	-		
		EFFICIENCY.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		STRH01
		THE UNITS WILL COLLECT OVER 20-TONS OF POLLUTANTS	-		
		ANNUALLY FROM 138-ACRES. THEY WILL IMPROVE PUBLIC	-		
		SAFETY, BOZEMAN CREEK'S HABITAT, AND DEQ PERMIT	-		
		STANDING.	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STAFF WILL COMPLETE MAINTENANCE SEMI-ANNUALLY	-		
		USING EXISTING VACUUMING EQUIPMENT AND DRYING	-		
		BEDS. DEBRIS WILL EVENTUALLY BE DISPOSED AT THE	-		
		LANDFILL.	-		
		THE UNITS WILL TREAT STORMWATER GENERAGED FROM	-		

Project Name	Year	Description	Amount	Total	Project #
DOWNTOWN MECH STORM PH4	2022	RIVER HEALTH PROJECT	250,000	250,000	
		DOWNTOWN MECHANICAL STORMWATER TREATMENT (PHASE 4)	-		
		<b>DESCRIPTION:</b>	-		
		INSTALLATION OF TWO STORMWATER TREATMENT UNITS	-		
		NEAR THE INTERSECTIONS OF S BLACK AVE AND	-		
		E CLEVELAND ST AND S BOZEMAN AVE AND E CLEVELAND	-		
		ST.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STAFF HAS NOT IDENTIFIED AN ALTERNATIVE TREATMENT	-		
		APPROACH WITH COMPARABLE MAINTENANCE EASE,	-		
		CONSTRUCTION FOOTPRINT, OR POLLUTANT REMOVAL	-		
		EFFICIENCY.	-		STRH02
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		THE UNITS WILL COLLECT OVER 27-TONS OF POLLUTANTS	-		
		ANNUALLY FROM 193-ACRES. THEY WILL IMPROVE PUBLIC	-		
		SAFETY, BOZEMAN CREEK'S HABITAT, AND DEQ PERMIT	-		
		<b>ADDITIONAL OPERATING COST IN THE FUTURE:</b>	-		
		STAFF WILL COMPLETE MAINTENANCE SEMI-ANNUALLY	-		
		USING EXISTING VACUUMING EQUIPMENT AND DRYING	-		
		BEDS. DEBRIS WILL EVENTUALLY BE DISPOSED AT THE	-		
		BEFORE HAULING TO THE LANDFILL FOR FINAL DISPOSAL.	-		
		STANDING.	-		

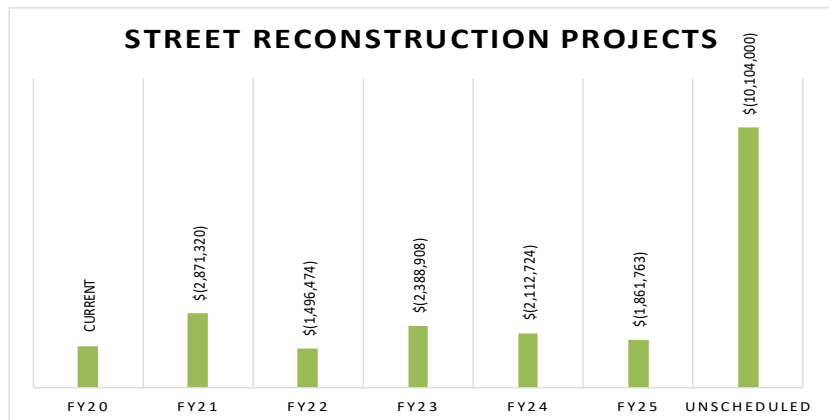
# Street & Curb Reconstruction

# STREET & CURB RECONSTRUCTION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,146,605	\$ 1,762,338	\$ 1,723,436	\$ 2,042,724	\$ 2,153,671	\$ 2,348,728	
Plus: Street Maintenance Assessments Dedicated	\$ 709,733	\$ 723,928	\$ 738,406	\$ 753,174	\$ 768,238	\$ 783,603	
Plus: SID for N Tracy - SCR16 - 50%	\$ 506,000						
Plus: SID for S 5th (Olive to Hayes) -75%		\$ 2,108,490					
Plus: SID for W Harrison (Tracy to 6th) - 75%			\$ 1,077,356				
Plus: SID for S 6th (Babcock to Cleveland) - 75%				\$ 1,746,681			
Plus: SID for S 3rd (Olive to Cleveland) -75%					1,539,543		
Plus: SID for S 4th (College to Babcock) -75%						1,351,322	
Less: Scheduled CIP Project Costs	\$ (1,600,000)	\$ (2,871,320)	\$ (1,496,474)	\$ (2,388,908)	\$ (2,112,724)	\$ (1,861,763)	\$ (10,104,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,762,338</b>	<b>\$ 1,723,436</b>	<b>\$ 2,042,724</b>	<b>\$ 2,153,671</b>	<b>\$ 2,348,728</b>	<b>\$ 2,621,890</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Total Estimated Annual Street Assessment Revenue	\$ 709,733	\$ 709,733	\$ 723,928	\$ 738,406	\$ 753,174	\$ 768,238
Estimated Annual Increase - Attributed to Annexations	0.0%	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 709,733	\$ 723,928	\$ 738,406	\$ 753,174	\$ 768,238	\$ 783,603
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	\$ 709,733	\$ 723,928	\$ 738,406	\$ 753,174	\$ 768,238	\$ 783,603



## STREET & CURB RECONSTRUCTION FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
SCR01	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	60,000	60,000	60,000	60,000	-
SCR13	S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION	-	-	2,328,908	-	-	-
SCR14	S 5TH (OLIVE TO HAYES) - DESIGN AND CONSTRUCTION	2,811,320	-	-	-	-	-
SCR15	W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION	-	1,436,474	-	-	-	-
SCR23	UNSCHEDULED STREET RECONSTRUCTION PROJECTS	-	-	-	-	-	10,104,000
SCR24	S 3RD (OLIVE TO CLEVELAND) - DESIGN & CONSTRUCTION	-	-	-	2,052,724	-	-
SCR25	S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION	-	-	-	-	1,801,763	-
	<b>Fiscal Year totals</b>	<b>2,871,320</b>	<b>1,496,474</b>	<b>2,388,908</b>	<b>2,112,724</b>	<b>1,861,763</b>	<b>10,104,000</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 #
ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	2021	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM <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 IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP 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	60,000 - - - - - - - - - - - - - - -	60,000	SCR01 (FY21)

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>SCR01 (FY22)</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	-		
		IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP	-		
		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 <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 IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP 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	60,000 -	<b>60,000</b>	<b>SCR01 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2024</b>	<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</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 IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP 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	60,000	<b>60,000</b>	<b>SCR01 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>ANNUAL CURB REPLACEMENT &amp; CONCRETE REPAIR PROGRAM</b>	<b>2025</b>	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM <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 IMPROVEMENTS CAN BE COMBINED WITH ADA RAMP 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	60,000 -	<b>60,000</b>	<b>SCR01 (FY25)</b>

Project Name	Year	Description	Amount	Total	Project #
<b>S 6TH (BABCOCK TO CLEVELAND)-DESIGN &amp; CONSTRUCTION</b>	<b>2023</b>	S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION	2,328,908	<b>2,328,908</b>	<b>SCR13</b>
		<b>DESCRIPTION:</b>	-		
		RECONSTRUCTION OF SOUTH 6TH AVENUE FROM BABCOCK TO CLEVELAND, INCLUDING REPAIRS TO FAILED CURBS & GUTTERS. 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 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 SOUTH 6TH TO FUNCTION AS A LOCAL STREET, WHICH WOULD REQUIRE A 75% CONTRIBUTION FROM PROPERTY OWNERS VIA A SPECIAL IMPROVEMENT DISTRICT ASSESSMENT.	-		
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Project Name	Year	Description	Amount	Total	Project #
<b>S 5TH (OLIVE TO HAYES) - DESIGN AND CONSTRUCTION</b>	<b>2021</b>	S 5TH (OLIVE TO HAYES) - DESIGN AND CONSTRUCTION	2,811,320	<b>2,811,320</b>	<b>SCR14</b>
		<b>DESCRIPTION:</b>	-		
		RECONSTRUCTION OF SOUTH 5TH AVE FROM OLIVE TO HAYES, 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 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 SOUTH 5TH TO FUNCTION AS A MINOR COLLECTOR, WHICH WOULD REQUIRE A 50% CONTRIBUTION FROM PROPERTY OWNERS VIA A SPECIAL DISTRICT ASSESSMENT.	-		
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Project Name	Year	Description	Amount	Total	Project #
<b>W HARRISON (TRACY TO 6TH)- DESIGN AND CONSTRUCTION</b>	<b>2022</b>	<p>W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>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.</p>	<p>1,436,474</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>1,436,474</b>	<b>SCR15</b>
<b>UNSCHEDULED STREET RECONSTRUCTION PROJECTS</b>	<b>UNSCHEDULED</b>	<p>UNSCHEDULED STREET RECONSTRUCTION PROJECTS -</p> <p><b>DESIGN &amp; CONSTRUCTION:</b></p> <p>DAVIS (CHURCH TO PLUM) - \$702,000</p> <p>N GRAND (MENDENHALL TO PEACH) - \$1,311,000</p> <p>W OLIVE (8TH TO TRACY) - \$1,911,000</p> <p>S GRAND (OLIVE TO HAYES) - \$2,331,000</p> <p>W LINCOLN (GRAND TO WILLSON) - \$247,000</p> <p>S BLACK (COLLEGE TO CUL-DE-SAC) - \$753,000</p> <p>N 17TH (DURSTON TO END) - \$1,114,000</p> <p>W KOCH (8TH TO TRACY) - 1,735,000</p>	<p>10,104,000</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>10,104,000</b>	<b>SCR23</b>



Project Name	Year	Description	Amount	Total	Project #
<b>S 3RD (OLIVE TO CLEVELAND) - DESIGN &amp; CONSTRUCTION</b>	<b>2024</b>	S 3RD (OLIVE TO CLEVELAND) - DESIGN & CONSTRUCTION <b>DESCRIPTION:</b> RECONSTRUCTION OF S 3RD AVE FROM OLIVE TO CLEVELAND, 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 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.	2,052,724 - - - - - - - - - - - - - - - -	<b>2,052,724</b>	<b>SCR24</b>

Project Name	Year	Description	Amount	Total	Project #
S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION	2025	S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION <b>DESCRIPTION:</b> RECONSTRUCTION OF S 4TH FROM COLLEGE TO BABCOCK, 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 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 SOUTH 5TH TO FUNCTION AS A LOCAL STREET WHICH REQUIRES A 75% CONTRIBUTION FROM PROPERTY OWNERS VIA A SPECIAL DISTRICT ASSESSMENT.	1,801,763 -	1,801,763	SCR25

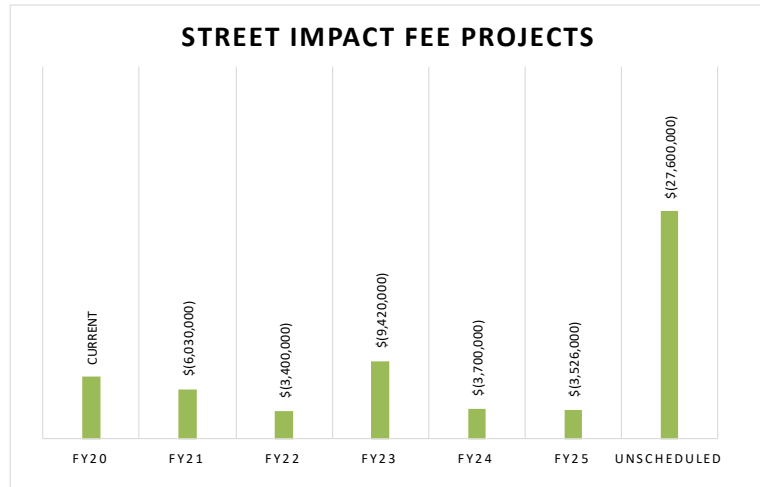
# Street Impact Fee

# STREET IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 8,860,180	\$ 79,976	\$ (968,325)	\$ 812,642	\$ (3,219,153)	\$ (1,315,419)	
Plus: Impact Fee Revenues Dedicated to CIP	\$ 4,790,095	\$ 4,981,699	\$ 5,180,967	\$ 5,388,205	\$ 5,603,734	\$ 5,827,883	\$ -
Plus: Urban Funds:							
Less: Carryover FY19 Capital Projects	\$ (6,005,104)						
Less: Scheduled CIP Project Costs	\$ (7,565,195)	\$ (6,030,000)	\$ (3,400,000)	\$ (9,420,000)	\$ (3,700,000)	\$ (3,526,000)	\$ (27,600,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 79,976</b>	<b>\$ (968,325)</b>	<b>\$ 812,642</b>	<b>\$ (3,219,153)</b>	<b>\$ (1,315,419)</b>	<b>\$ 986,464</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Street Impact Fee Revenues	\$ 4,790,095	\$ 4,790,095	\$ 4,981,699	\$ 5,180,967	\$ 5,388,205	\$ 5,603,734
Estimated Annual Increase **	0.0%	4%	4%	4%	4%	4%
<b>Total Estimated Revenues</b>	<b>\$ 4,790,095</b>	<b>\$ 4,981,699</b>	<b>\$ 5,180,967</b>	<b>\$ 5,388,205</b>	<b>\$ 5,603,734</b>	<b>\$ 5,827,883</b>
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%
<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>\$ 4,790,095</b>	<b>\$ 4,981,699</b>	<b>\$ 5,180,967</b>	<b>\$ 5,388,205</b>	<b>\$ 5,603,734</b>	<b>\$ 5,827,883</b>



## STREET IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
SIF001	RIGHT OF WAY ACQUISITION	300,000	350,000	400,000	450,000	500,000	-
SIF009	KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	1,000,000	-	-	2,000,000	1,000,000	-
SIF086	*BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS)	-	-	2,000,000	-	-	-
SIF110	*MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	1,600,000	-	-	-	-	-
SIF112	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	130,000	-	-	-	850,000	-
SIF113	*GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	1,000,000	2,500,000	-	-	-	-
SIF114	*FOWLER CONNECTION (HUFFINE TO OAK)	-	-	3,750,000	1,250,000	-	-
SIF116	*BRIDGER DR & STORY MILL RD (INTERSECTION	1,200,000	-	-	-	-	-
SIF117	*STORY MILL (GRIFFIN TO BRIDGER)	250,000	-	-	-	-	-
SIF118	*BABCOCK (15TH TO 19TH)	200,000	550,000	-	-	-	-
SIF138	*COTTONWOOD ROAD, OAK TO BAXTER	-	-	1,670,000	-	-	-
SIF143	BAXTER & COTTONWOOD INTERSECTION - RIGHT OF WAY	-	-	550,000	-	-	-
SIF144	HAGGERTY/MAIN INTERSECTION IMPROVEMENTS	-	-	-	-	-	2,000,000
SIF146	KAGY/11TH INTERIM IMPROVEMENTS	100,000	-	-	-	-	-
SIF147	*OAK & 19TH INTERSECTION IMPROVEMENTS	-	-	750,000	-	-	-
SIF149	*BABCOCK - 11TH TO 15TH	-	-	-	-	300,000	1,500,000
SIF150	15TH - PATRICK TO BAXTER IMPROVEMENTS	250,000	-	-	-	-	250,000
SIF151	HIGHLAND - MAIN TO KAGY	-	-	-	-	-	7,000,000
SIF152	*N 27TH - BAXTER TO CATTAIL	-	-	-	-	-	4,000,000
SIF153	*DURSTON & 27TH INTERSECTION IMPROVEMENTS	-	-	-	-	-	1,400,000
SIF154	*CATTAIL & 27TH INTERSECTION	-	-	-	-	-	1,200,000
SIF155	KAGY:WILLSON TO HIGHLAND	-	-	-	-	-	8,000,000
SIF156	*HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	-	-	-	-	-	2,000,000
SIF157	COLLEGE(8TH TO 19TH)-DESIGN	-	-	300,000	-	-	-
SIF158	*COLLEGE(8TH TO 19TH)-CONSTRUCTION	-	-	-	-	876,000	-
	<b>Fiscal Year totals</b>	<b>6,030,000</b>	<b>3,400,000</b>	<b>9,420,000</b>	<b>3,700,000</b>	<b>3,526,000</b>	<b>27,350,000</b>

\*Share funding with Arterial & Collector District Fund

Project	Street Impact Fee Funding	Arterial & Collector Funding	Total Project Funding
*BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) CONSTRUCTION	2,000,000	500,000	2,500,000
*MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	1,600,000	400,000	2,000,000
*GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	3,500,000	2,000,000	5,500,000
*FOWLER CONNECTION (HUFFINE TO OAK)	5,000,000	2,500,000	7,500,000
*BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) CONSTRUCTION	1,200,000	300,000	1,500,000
*STORY MILL (GRIFFIN TO BRIDGER)	250,000	250,000	500,000
*BABCOCK (15TH TO 19TH)	750,000	750,000	1,500,000
*COTTONWOOD ROAD, OAK TO BAXTER	1,670,000	1,670,000	3,340,000
*OAK & 19TH INTERSECTION IMPROVEMENTS (FY23 for SIF and FY25 for A&C)	750,000	750,000	1,500,000
*BABCOCK - 11TH TO 15TH	1,800,000	500,000	2,300,000
*N 27TH - BAXTER TO CATTAIL	4,000,000	1,000,000	5,000,000
*DURSTON & 27TH INTERSECTION IMPROVEMENTS	1,400,000	350,000	1,750,000
*CATTAIL & 27TH INTERSECTION	1,200,000	300,000	1,500,000
*HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	2,000,000	500,000	2,500,000
*COLLEGE(8TH TO 19TH)-CONSTRUCTION	876,000	876,000	1,752,000

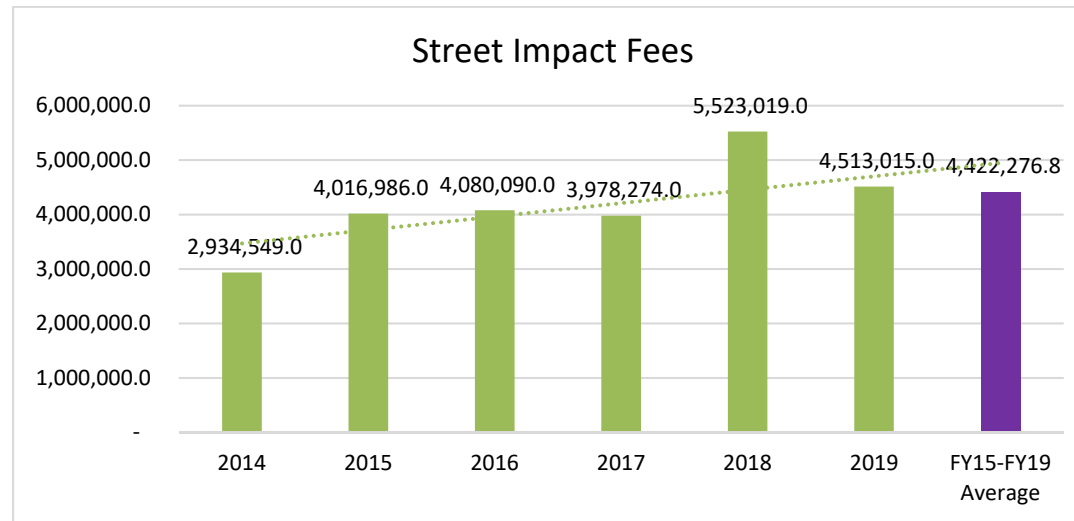
# STREET IMPACT FEE FUND DETAIL

## 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, with the exception of SIF147, its funding from Arterial and & Collector District fund is in FY25, so no waivers concerning this project will be granted. Sometimes the budgeting of these project fully in one year leads 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 the completion of the impact fee study we made our revenue forecast more positive than last year before the adoption of the new fess. With the average revenue being \$4.4 million and we have used a growth rate of 4%.



## CAPITAL PLAN SUMMARY

We have made some changes from last year's plan, SIF001 Right of Way Acquisition amounts have been increased from \$250,000 a year to a range of \$300,000 to \$500,000 due to upcoming projects that need a large amounts of right-of-way to be completed. SIF009 Kagy (Wilson to 19<sup>th</sup>) was slated last year for FY24 but Montana Department of Transportation (MDT) is requiring \$1 million in FY21 for continued design costs, with the remaining amounts of \$2 million and \$1 million scheduled for FY24 and FY25 for construction.



Per the Commission's request we added SIF112 Highland to Main Intersection Reimbursement, we are able to fund \$130,000 in FY21 and remaining amount of \$850,000 in FY25. SIF157 and SIF158 Is a project for College between 8<sup>th</sup> and 19<sup>th</sup> has been moved later in the plan due to funding and other projects.



Other larger projects that will expand capacity to our road network are SIF 113 Griffin (7<sup>th</sup> to Rouse), which has been coordinated with MDT's project in the area. SIF114 Fowler Connection (Huffine to Oak) scheduled for FY23 and FY24 that will increase capacity and extends an important north-south corridor. Multiple projects were added to the unscheduled portion of the CIP to identify streets priorities in the 5-10 year timeframe.

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.**



Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2021	ANNUAL RIGHT OF WAY ACQUISITION	250,000	\$ 300,000	
		<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	-		<b>SIF001 (FY21)</b>
		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.	-		
		INCREASED DUE TO PROJECTS EXPECTED	50,000		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2022	ANNUAL RIGHT OF WAY ACQUISITION	250,000	\$ 350,000	
		<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 INCREASED DUE TO PROJECTS EXPECTED	-		
			100,000		

**SIF001  
(FY22)**

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2023	ANNUAL RIGHT OF WAY ACQUISITION	250,000	\$ 400,000	
		<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	-		
		INCREASED DUE TO PROJECTS EXPECTED	150,000		

**SIF001  
(FY23)**

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2024	ANNUAL RIGHT OF WAY ACQUISITION	250,000	\$ 450,000	
		<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>SIF001</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		<b>(FY24)</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 INCREASED DUE TO PROJECTS EXPECTED	-		
			200,000		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2025	ANNUAL RIGHT OF WAY ACQUISITION	500,000	\$ 500,000	
		<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	-		<b>SIF001 (FY25)</b>
		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	-		

Project Name	Year	Description	Amount	Total	Project #
KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	2021	KAGY (WILLSON TO 19TH) DESIGN	1,000,000	\$ 1,000,000	SIF009 (FY21)
		<b>DESCRIPTION:</b>	-		
		THIS PROJECT CONSISTS OF RECONSTRUCTING KAGY BLVD FROM THE INTERSECTION OF 19TH TO WILLSON AVE TO A 4 LANE URBAN ARTERIAL STANDARD. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES & SIDEWALKS & MAKING IMPROVEMENTS TO THE INTERSECTIONS. 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. KAGY SERVES AS AN IMPORTANT ELEMENT OF BOZEMAN'S PERIMETER STREET SYSTEM CONNECTION HIGHLAND BLVD, WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE PRIMARY ACCESS TO MONTANA STATE UNIVERSITY & THE UNIVERSITY'S MAJOR ATHLETIC FACILITIES. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) & CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED WITH THIS PROJECT. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT KAGY & 19TH, KAGY & 11TH, AND KAGY & WILLSON.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY ADJACENT DEVELOPMENT.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		ANNUAL OPERATING & MAINTENANCE COSTS:INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
		\$1 MILLION IS MOVED FROM THE CONSTRUCTION PHASE IN FY24 TO FY21 TO ADVANCE DESIGN BY MDT IN ADVANCE OF THE PROJECT. MDT HAS ALREADY INVESTED.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>KAGY (WILLSON TO 19TH) DESIGN &amp; CONSTRUCTION</b>	<b>2024</b>	<p>KAGY(WILLSON TO 19TH)DESIGN &amp; CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>THIS PROJECT CONSISTS OF RECONSTRUCTING KAGY BLVD FROM THE INTERSECTION OF S 19TH AVE TO WILLSON AVE TO A 4 LANE URBAN ARTERIAL STANDARD. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND SIDEWALKS &amp; MAKING IMPROVEMENTS TO THE INTERSECTIONS. 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. KAGY SERVES AS AN IMPORTANT ELEMENT OF BOZEMAN'S PERIMETER STREET SYSTEM CONNECTING HIGHLAND BLVD, WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE UNIVERSITY'S MAJOR ATHLETIC FACILITIES. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED WITH THIS PROJECT. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT KAGY &amp; 19TH, KAGY &amp; 7TH, KAGY &amp; 11TH, AND KAGY &amp; WILLSON.</p> <p><b>WILLSON.</b></p> <p>ALTERNATIVES CONSIDERED:</p> <p>SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY <b>ADJACENT DEVELOPMENT.</b></p> <p>ADDITIONAL OPERATING COSTS:</p> <p>ANNUAL OPERATING &amp; MAINTENANCE COSTS:INCREMENTAL INCREASES IN SWEEPING, PLOWING &amp; GENERAL <b>MAINTENANCE COSTS.</b></p> <p>CHANGES FROM LST CIP:</p> <p>NONE</p>	2,000,000	\$ 2,000,000	<b>SIF009 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	2025	<p>KAGY(WILLSON TO 19TH)DESIGN &amp; CONSTRUCTION</p> <p><b>DESCRIPTION:</b></p> <p>THIS PROJECT CONSISTS OF RECONSTRUCTING KAGY BLVD FROM THE INTERSECTION OF S 19TH AVE TO WILLSON AVE TO A 4 LANE URBAN ARTERIAL STANDARD. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL TRAVEL LANES, DEDICATED BIKE LANES AND SIDEWALKS &amp; MAKING IMPROVEMENTS TO THE INTERSECTIONS. 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. KAGY SERVES AS AN IMPORTANT ELEMENT OF BOZEMAN'S PERIMETER STREET SYSTEM CONNECTING HIGHLAND BLVD, WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE UNIVERSITY'S MAJOR ATHLETIC FACILITIES. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED WITH THIS PROJECT. OTHER AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT KAGY &amp; 19TH, KAGY &amp; 7TH, KAGY &amp; 11TH, AND KAGY &amp; WILLSON.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY ADJACENT DEVELOPMENT.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p><b>ANNUAL OPERATING &amp; MAINTENANCE COSTS:INCREMENTAL</b></p> <p>INCREASES IN SWEEPING, PLOWING &amp; GENERAL MAINTENANCE COSTS.</p> <p><b>CHANGES FROM LST CIP:</b></p> <p>NONE</p>	1,000,000	\$ 1,000,000	<b>SIF009 (FY25)</b>
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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 #
MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	2021	MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS)	1,600,000	\$ 1,600,000	
		<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 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. THIS PROJECT HAS BEEN MOVED TO COINCIDE WITH THE GRIFFIN CORRIDOR CONSTRUCTION & MDT'S GRIFFIN & 7TH INTERSECTION IMPROVEMENTS.	-		
		ALTERNATIVES CONSIDERED:	-		
		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 & GENERAL MAINTENANCE COSTS.	-		
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Project Name	Year	Description	Amount	Total	Project #
HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	2021	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	130,000	\$ 130,000	<b>SIF112 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		PER CITY COMMISSION DIRECTION, DEVELOPER TO BE REIMBURSED IN 2 FISCAL YEARS. \$130K IN FY21 &	-		
		\$850K IN FY25.	-		
HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	2025	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	850,000	\$ 850,000	<b>SIF112 (FY25)</b>
		<b>DESCRIPTION:</b>	-		
		CITY COMMISSION DIRECTION, DEVELOPER TO BE REIMBURSED IN 2 FISCAL YEARS. \$130K IN FY21 &			
		<b>ALTERNATIVES CONSIDERED:</b>			
		NONE - INCLUDED PER COMMISSION DIRECTION.			
		<b>ADDITIONAL OPERATING COSTS:</b>			
NONE					
<b>CHANGES FROM LAST CIP:</b>					
ADDED PER COMMISSION DIRECTION.					

Project Name	Year	Description	Amount	Total	Project #
<b>GRIFFIN (7TH TO ROUSE) - CONSTRUCTION</b>	<b>2021</b>	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 1	1,000,000	\$ 1,000,000	
		<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  
(FY21)**

Project Name	Year	Description	Amount	Total	Project #
GRIFFIN (7TH TO ROUSE) - CONSTRUCTION	2022	GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 2	2,500,000	\$ 2,500,000	SIF113 (FY22)
		<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	-		

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	SIF114 (FY23)
		<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.	-		

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	2024	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	1,250,000	\$ 1,250,000	SIF114 (FY24)
		<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.	-		

Project Name	Year	Description	Amount	Total	Project #
BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	2021	BRIDGER DR & STORY MILL RD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION	1,200,000	\$ 1,200,000	SIF116
		<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 #
BABCOCK (15TH TO 19TH)	2021	BABCOCK (15TH TO 19TH) DESIGN	200,000	\$ 200,000	
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR AT A TIME MORE FAVORABLE TO THE CITY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	-		
					<b>SIF118 (FY21)</b>

Project Name	Year	Description	Amount	Total	Project #
BABCOCK (15TH TO 19TH)	2022	BABCOCK (15TH TO 19TH) CONSTRUCTION	550,000	\$ 550,000	
		<b>DESCRIPTION:</b>	-		
		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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR AT A TIME MORE FAVORABLE TO THE CITY.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	-		

**SIF118  
(FY22)**

Project Name	Year	Description	Amount	Total	Project #
COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	2023	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	1,670,000	\$ 1,670,000	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>550,000</b>	<b>\$ 550,000</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	-		

Project Name	Year	Description	Amount	Total	Project #
HAGGERTY/MAIN INTERSECTION IMPROVEMENTS	UNSCHEDULED	HAGGERTY/MAIN INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> MDT HAS NOT ALLOWED AN UPGRADE TO THIS INTERSECTION IN THE PAST DUE TO THE PROXIMITY TO THE FREEWAY OFF RAMP. HOWEVER, THIS IS A CRITICAL IMPROVEMENT CITY STAFF WILL REQUEST MDT RECONSIDER ALLOWING A SIGNALIZED INTERSECTION UPGRADE AT THIS LOCATION. <b>ALTERNATIVES CONSIDERED:</b> DO NOTHING <b>ADDITIONAL OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS. <b>CHANGES FROM LAST CIP:</b> NEW ITEM	2,000,000 - - - - - - - - -	\$ 2,000,000	<b>SIF144</b>
KAGY/11TH INTERIM IMPROVEMENTS	2021	KAGY/11TH INTERIM IMPROVEMENTS <b>DESCRIPTION:</b> MSU CLOSED GRANT STREET, REROUTING TRAFFIC TO KAGY <b>RESULTING IN SIGNIFICANT DELAYS AT 11TH AND KAGY.</b> THIS WOULD BE AN INTERIM UPGRADE UNTIL THE KAGY <b>ROAD PROJECT IS COMPLETED IN FY24.</b> <b>ALTERNATIVES CONSIDERED:</b> WAIT UNTIL KAGY IMPROVEMENTS ARE COMPLETED IN FY24 <b>ADDITIONAL OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP:</b> IMPROVEMENTS ADDED TO THE CIP DUE TO THE CLOSURE OF GRANT STREET. GRANT CLOSURE IS REQUIRED FOR THE RECONSTRUCTION OF THE ROMNEY GYM AFTER IT'S UNEXPECTED COLLAPSE THIS PAST WINTER.	100,000 - - - - - - - - - -	\$ 100,000	<b>SIF146</b>

Project Name	Year	Description	Amount	Total	Project #
<b>OAK &amp; 19TH INTERSECTION IMPROVEMENTS</b>	<b>2023</b>	OAK & 19TH INTERSECTION IMPROVEMENTS	750,000	\$ 750,000	<b>SIF147</b>
		<b>DESCRIPTION:</b>	-		
		EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		DO NOTHING.	-		
		<b>ADDITIONAL OPERATING COSTS:</b>	-		
		INCREMENTAL INCREASES. GENERAL MAINTENANCE.	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
		NEW ITEM	-		
		<b>BABCOCK - 11TH TO 15TH</b>	<b>2025</b>	<b>BABCOCK - 11TH TO 15TH DESIGN</b>	
<b>DESCRIPTION:</b>	-				
IMPROVE BABCOCK FROM 11TH TO 15TH. 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.	-				
<b>ALTERNATIVES CONSIDERED:</b>	-				
WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	-				

Project Name	Year	Description	Amount	Total	Project #
<b>BABCOCK - 11TH TO 15TH</b>	<b>UNSCHEDULED</b>	<b>BABCOCK - 11TH TO 15TH CONSTRUCTION</b> <b>DESCRIPTION:</b> IMPROVE BABCOCK FROM 11TH TO 15TH. 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. <b>ALTERNATIVES CONSIDERED:</b> WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION. <b>ADDITIONAL OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	1,500,000 - - - - - - - - - - - - - - - -	\$ 1,500,000	<b>SIF149</b> (UNSCHEDULED)
<b>15TH - PATRICK TO BAXTER IMPROVEMENTS</b>	<b>FY21</b>	<b>15TH - PATRICK TO BAXTER IMPROVEMENTS (DESIGN &amp; CONSTRUCTION)</b> <b>DESCRIPTION:</b> SUPPLEMENT NEW DEVELOPMENT FUNDING FOR CONSTRUCTION	250,000 - - -	\$ 250,000	<b>SIF150</b>
<b>15TH - PATRICK TO BAXTER IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	<b>15TH - PATRICK TO BAXTER IMPROVEMENTS (DESIGN &amp; CONSTRUCTION)</b> <b>DESCRIPTION:</b> SUPPLEMENT NEW DEVELOPMENT FUNDING FOR CONSTRUCTION	500,000 - - -	\$ 500,000	<b>SIF150</b>

Project Name	Year	Description	Amount	Total	Project #
<b>HIGHLAND - MAIN TO KAGY</b>	<b>UNSCHEDULED</b>	HIGHLAND - MAIN TO KAGY <b>DESCRIPTION:</b> UPGRADE HIGHLAND FROM MAINT TO KAGY. FUTURE DEVELOPMENTS IN THIS AREA MAY NOT BE ALLOWED TO PROCEED UNTIL THESE IMPROVEMENTS ARE IN PLACE. THIS PROJECT DIRECTLY INCREASES CAPACITY BY ADDING ADDITIONAL LANES, DEDICATED BIKE LANES & 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.	7,000,000 - - - - - - - - - - - - - -	\$ 7,000,000	<b>SIF151</b>
<b>N 27TH - BAXTER TO CATTAIL</b>	<b>UNSCHEDULED</b>	N 27TH - BAXTER TO CATTAIL <b>DESCRIPTION:</b> CONSTRUCT N 27TH TO A CITY COLLECTOR STREET STANDARD BETWEEN BAXTER AND CATTAIL.	4,000,000 - -	\$ 4,000,000	<b>SIF152</b>
<b>DURSTON &amp; 27TH INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	DURSTON & 27TH INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> CONSTRUCT THE INTERSECTION OF DURSTON & 27TH. ROUNDABOUT OR SIGNAL.	1,400,000 - -	\$ 1,400,000	<b>SIF153</b>
<b>CATTAIL &amp; 27TH INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	CATTAIL & 27TH INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> CONSTRUCT THE INTERSECITON OF DURSTON & 27TH ROUNDABOUT OR SIGNAL.	1,200,000 - -	\$ 1,200,000	<b>SIF154</b>



Project Name	Year	Description	Amount	Total	Project #
<b>KAGY:WILLSON TO HIGHLAND</b>	<b>UNSCHEDULED</b>	KAGY:WILLSON TO HIGHLAND <b>DESCRIPTION:</b> COMPLETE KAGY FROM WILLSON TO HIGHLAND, INCLUDING THE INTERSECTION AT HIGHLAND & KAGY. THIS PROJECT INCREASES CAPACITY DIRECTLY BY ADDING ADDITIONAL LANES, DEDICATED BIKE LANES & SIDEWALKS AND BY IMPROVING INTERSECTION LOS. 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. THE LEVEL OF <b>SERVICE STANDARD (BMC) AND CONFORMANCE WITH THE</b> TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. A PAYBACK DISTRICT OR SID MAY BE <b>CREATED TO LEVERAGE OTHER STAKEHOLDERS.</b> <b>ALTERNATIVES CONSIDERED:</b> WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE IMPROVEMENTS SECTION BY SECTION. <b>ADDITIONAL OPERATING COSTS:</b> INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL MAINTENANCE COSTS.	8,000,000 -	\$ 8,000,000	<b>SIF155</b>
<b>HIGHLAND/KAGY INTERSECTION IMPROVEMENTS</b>	<b>UNSCHEDULED</b>	HIGHLAND/KAGY INTERSECTION IMPROVEMENTS <b>DESCRIPTION:</b> UPGRADES TO THE INTERSECTION OF HIGHLAND AND KAGY, MOST LIKELY A SIGNALIZED INTERSECTION, TO ADDRESS LEVEL OF SERVICE. <b>ALTERNATIVES CONSIDERED:</b> DO NOTHING. <b>ADD OPERATING COSTS:</b> <b>CHANGES FROM LAST CIP:</b> NEW ITEM.	2,000,000 - - - - - - - -	\$ 2,000,000	<b>SIF156</b>

Project Name	Year	Description	Amount	Total	Project #
COLLEGE(8TH TO 19TH)-DESIGN	2023	COLLEGE(8TH TO 19TH)-DESIGN	300,000	\$ 300,000	
		<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.	-		
		ADD OPERATING COSTS:	-		
		NONE	-		

**SIF157**

Project Name	Year	Description	Amount	Total	Project #
COLLEGE(8TH TO 19TH)- CONSTRUCTION	2025	COLLEGE(8TH TO 19TH)-CONSTRUCTION <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. ADD OPERATING COSTS: NONE	876,000	\$ 876,000	<b>SIF158</b>

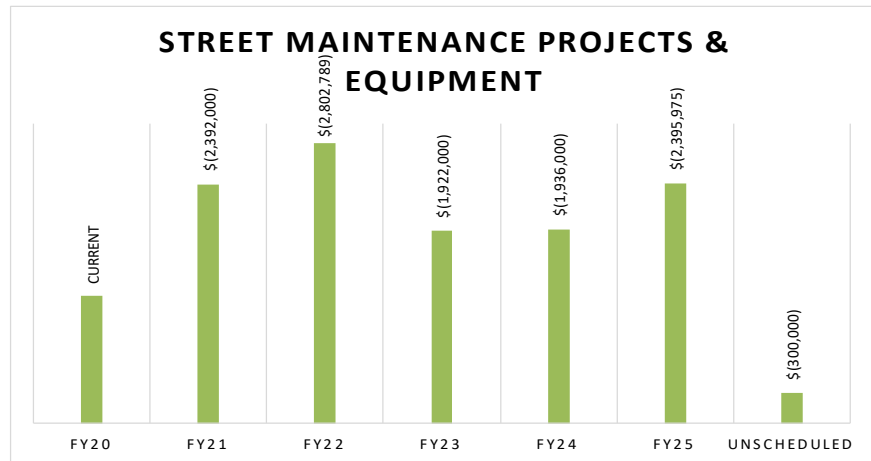
# Street Maintenance

# STREET MAINTENANCE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 416,698	\$ 1,233,490	\$ 1,502,885	\$ 1,286,397	\$ 1,988,425	\$ 2,714,933	
Plus: Street Mtc Revenues Dedicated to CIP	\$ 1,922,936	\$ 1,961,395	\$ 1,886,301	\$ 1,924,027	\$ 1,962,508	\$ 2,001,758	\$ -
Plus: Gas Tax	\$ 693,936	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	
Less: Carryover FY19 Capital Projects	\$ (530,000)						
Less: Scheduled CIP Project Costs	\$ (1,270,080)	\$ (2,392,000)	\$ (2,802,789)	\$ (1,922,000)	\$ (1,936,000)	\$ (2,395,975)	\$ (300,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,233,490</b>	<b>\$ 1,502,885</b>	<b>\$ 1,286,397</b>	<b>\$ 1,988,425</b>	<b>\$ 2,714,933</b>	<b>\$ 3,020,716</b>	

Assumptions are made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Undesignated Annual Street Mtc Revenues	\$ 5,494,103	\$ 5,494,103	\$ 5,603,985	\$ 5,716,065	\$ 5,830,386	\$ 5,946,994
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>\$ 5,494,103</b>	<b>\$ 5,603,985</b>	<b>\$ 5,716,065</b>	<b>\$ 5,830,386</b>	<b>\$ 5,946,994</b>	<b>\$ 6,065,934</b>
Current Revenues Dedicated to CIP %	35.0%	35.0%	35.0%	33.0%	33.0%	33.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	-2.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>35.0%</b>	<b>35.0%</b>	<b>33.0%</b>	<b>33.0%</b>	<b>33.0%</b>	<b>33.0%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 1,922,936</b>	<b>\$ 1,961,395</b>	<b>\$ 1,886,301</b>	<b>\$ 1,924,027</b>	<b>\$ 1,962,508</b>	<b>\$ 2,001,758</b>



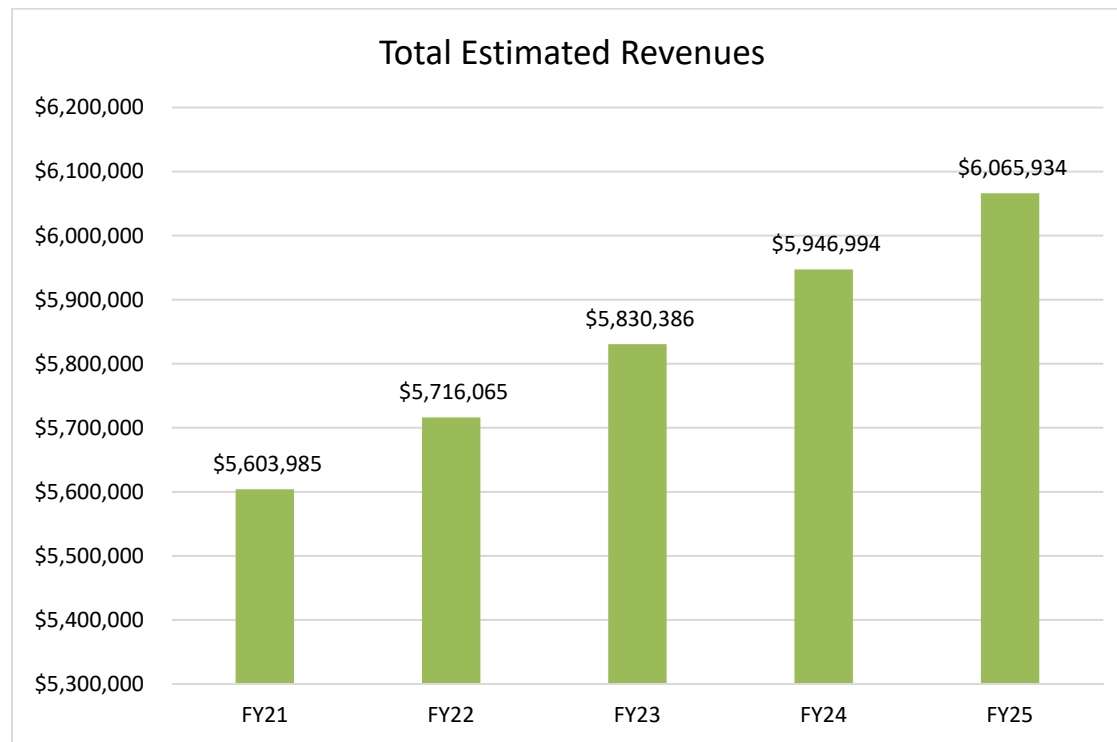
## STREET MAINTENANCE FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
STR20	Annual Bike Path Improvement	50,000	50,000	50,000	50,000	50,000	-
STR22	Grader Lease	60,000	60,000	60,000	60,000	60,000	-
STR30	Annual Median & Boulevard	65,000	70,000	75,000	80,000	85,000	-
STR34	Sweepers	100,000	100,000	100,000	100,000	100,000	-
STR40	Dump Truck Plow Sander	200,000	-	210,000	-	-	-
STR49	Sanders	27,000	27,000	27,000	27,000	-	-
STR58	Tandem Axle Dump Truck	-	250,000	-	-	-	-
STR71	Maintenance & Rehabilitation (Mill & Overlay)	550,000	913,329	1,035,000	495,000	980,000	-
STR75	Annual Pedestrian Ramp Repair	100,000	100,000	100,000	100,000	100,000	-
STR83	N 27TH Median Landscaping & Irrigation (Oak to Baxter)	50,000	-	-	-	-	-
STR84	Plug In Electric Work Truck	-	60,000	-	-	-	-
STR90	Streets Chip Seal	850,000	767,460	205,000	784,000	420,000	-
STR92	Oak St Median Landscaping & irrigation (Davis to Ferguson)	60,000	60,000	60,000	60,000	-	-
STR93	Snow Blower	-	-	-	110,000	-	-
STR94	Mastic Patch Machine	-	-	-	70,000	-	-
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	-	-	-	-
STR103	Hawk Signal at New BHS	-	-	-	-	110,000	-
STR104	Bridger Creek Stabilization	-	-	-	-	-	50,000
STR105	Pavement Condition Assessment	200,000	-	-	-	-	-
STR106	Asphalt Roller	-	-	-	-	100,000	-
STR107	Pavement Marking Striper	-	-	-	-	37,000	-
STR109	Toolcat Utility Vehicle	-	-	-	-	65,000	-
STR110	Portable Emulsion Tank	-	-	-	-	38,000	-
STR111	Paint Truck	-	-	-	-	-	250,000
STR112	Spray Patch Truck	-	-	-	-	250,000	-
GF346	Facility Condition Inventory	-	-	-	-	975	-
<b>Fiscal Year totals</b>		<b>2,392,000</b>	<b>2,802,789</b>	<b>1,922,000</b>	<b>1,936,000</b>	<b>2,395,975</b>	<b>300,000</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 2 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. Several replacement vehicles and equipment were added to the fifth year of the plan. Added to FY21 is the Pavement Condition Assessment, which was last done in 2013. This update of the assessment will allow us to prioritize reconstruction projects so our maintenance funds can be used on streets that can still benefit from maintenance.

In addition, every year the Street Maintenance fund has allocation of \$25,000 annually has been increased to \$50,000 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	2021	ANNUAL BIKE PATH IMPROVEMENTS <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	50,000 - - - - - - - - -	50,000	STR20 (FY21)
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	50,000 - - - - - - - - - -	50,000	STR20 (FY22)

Project Name	Year	Description	Amount	Total	Project #
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.	50,000 - - - - - - - - - -	50,000	<b>STR20 (FY23)</b>
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>	50,000 - - - - - - - - - - - - -	50,000	<b>STR20 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2025	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>	50,000 - - - - - - - - - -	50,000	STR20 (FY25)
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	STR22 (FY21)

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 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
Grader Lease	2024	<p>GRADER LEASE</p> <p><b>DESCRIPTION:</b></p> <p>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 &amp; FUELING DURING A SHIFT. THE OLD GRADER WOULD BE TRADED IN OR AUCTIONED.</p>	60,000	60,000	<b>STR22 (FY24)</b>
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
Grader Lease	2025	<p>GRADER LEASE</p> <p><b>DESCRIPTION:</b></p> <p>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.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>BUDGET 300K 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.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p> <p>DECREASE IN COSTS DUE TO NEWER EQUIPMENT.</p>	60,000	60,000	<b>STR22 (FY25)</b>
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		
			-		

Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2021	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 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.	65,000 - - - - - - - - - - - - - - -	65,000	<b>STR30 (FY21)</b>
Annual Median & Boulevard	2022	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 & 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.	70,000 - - - - - - - - - - - - - - -	70,000	<b>STR30 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2023	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	75,000	75,000	STR30 (FY23)
		<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.	-		
Annual Median & Boulevard	2024	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	80,000	80,000	STR30 (FY24)
		<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>	-		



Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2025	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	85,000	85,000	
		<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>STR30</b>
		<b>ADVANTAGES OF APPROVAL:</b>	-		<b>(FY25)</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>	-		
		NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	-		

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 #
Sweepers	2025	<p>SWEEPERS</p> <p><b>DESCRIPTION:</b></p> <p>LEASE TWO STREET SWEEPERS. NORMAL LIFE SPAN IS 5 YEARS AND LEASES ARE 6 PAYMENTS OVER 6 YRS. ALTERNATIVES ARE \$250,000 PURCHASE. OPERATING COSTS VARY BY USE BUT ARE HIGH DUE TO THE HARSH ENVIRONMENT OF STREET SWEEPING. ONGOING CIP EXPENSE.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>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.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. IMPROVED STORM WATER DISCHARGE.</p> <p><b>ADDITIONAL OPERATING COSTS:</b></p>	100,000	100,000	STR34 (FY25)
Dump Truck Plow Sander	2021	<p>DUMP TRUCK WITH PLOW &amp; SANDER - 2</p> <p><b>DESCRIPTION:</b></p> <p>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.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>CONTINUE WITH THE OLD MODEL.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS AND MORE RELIABLE EQUIPMENT.</p>	200,000	200,000	STR40 (FY21)

Project Name	Year	Description	Amount	Total	Project #
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 - - - - - - - - - - -	STR40 (FY23)
Sanders	2021	SANDERS <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 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.	27,000 - - - - - - - - - - - - - -	27,000 - - - - - - - - - - - - - -	STR49 (FY21)

Project Name	Year	Description	Amount	Total	Project #
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)
Sanders	2023	<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. 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 (FY23)



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 (FY24)</b>

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.	-		
		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>STR58</b>

Project Name	Year	Description	Amount	Total	Project #
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	<b>STR71 (FY21)</b>
Maintenance & Rehabilitation (Mill & Overlay)	2022	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (MILL & OVERLAY) - FY22 <b>DESCRIPTION:</b> MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL AND OVERLAY 2.5 MILES IN FY22. THIS INCLUDES N CHURCH FROM LAMME TO PEACH, S 3RD FROM KAGY TO GRAF, W GRAF FROM S 3RD TO S 3RD, AND S 3RD FROM GRAF TO GOLDENSTEIN. 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.	913,329 - - - - - - - - - - - - -	913,329	<b>STR71 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2023	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (MILL & OVERLAY) - FY23 <b>DESCRIPTION:</b> MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL AND OVERLAY 5.5 MILES IN FY23. THIS INCLUDES: WESTGLEN SUBDIVISION, MICHAELS GROVE FROM BABCOCK TO DURSTON, HUNTERS WAY FROM BABCOCK TO DURSTON, GREENWAY SUBDIVISION, N 25TH FROM BABCOCK TO DURSTON, N 24TH FROM BABCOCK TO BEALL, N 11TH FROM DICKERSON TO KOCH, S 13TH FROM DICKERSON TO KOCH, AND S 12TH FROM DICKERSON TO KOCH. THERE IS <b>ALTERNATIVES CONSIDERED:</b> NONE <b>ADVANTAGES OF APPROVAL:</b> INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN.	1,035,000 - - - - - - - - - - - - - -	1,035,000	<b>STR71 (FY23)</b>
Maintenance & Rehabilitation (Mill & Overlay)	2024	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION 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.	495,000 - - - - - - - - - - -	495,000	<b>STR71 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2025	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	980,000	980,000	STR71 (FY25)
		MILL & OVERLAY	-		
		<b>DESCRIPTION:</b>	-		
		MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR	-		
		PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL &	-		
		OVERLAY 2.05 MILES IN FY25. THIS INCLUDES DURSTON	-		
		FROM 19TH TO MERIWETHER, N CHURCH FROM PEACH TO	-		
		LAMME, AND S 3RD FROM GRAF TO WAGONWHEEL. THERE	-		
		IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS	-		
		WITH SOME PROJECTS AND THEY WILL BE COORDINATED	-		
		WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
Annual Pedestrian Ramp Repair	2021	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	100,000	STR75 (FY21)
		<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	-				

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.	-		
					<b>STR75 (FY22)</b>

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 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.	-		
					<b>STR75 (FY23)</b>

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2024	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 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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE & 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>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
					<b>STR75 (FY24)</b>



Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2025	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 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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE & 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>ADDITIONAL OPERATING COSTS:</b>	-		
		NONE	-		
					<b>STR75 (FY25)</b>

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	STR83
		<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	PLUG IN ELECTRIC WORK TRUCK.	60,000	60,000	
		<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.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		CONTINUE WITH GAS POWERED TRUCKS.	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		LOWER OPERATING COSTS. LESS EMISSIONS.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		LESS THAN GASOLINE. 240 VOLT CHARGING STATION	-		
		WOULD BE NEEDED AT THE SHOPS.	-		
					<b>STR84</b>

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	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION CHIP SEAL - FY24	784,000	784,000	
		<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.	- - - - - - - - - - - -		
		<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 (FY24)</b>

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2025	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION CHIP SEAL - FY25	420,000	420,000	
		<b>DESCRIPTION:</b>	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 6.75 MILES IN FY25. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE FOLLOWING SUBDIVISIONS: WESTRIDGE, THOMPSON ADDITION TO BOZEMAN NO 3, WESTFIELD, WESTFIELD SOUTH, WOODRIDGE, AND ALDER CREEK. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	- - - - - - - - - - -		<b>STR90 (FY25)</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		INCREASES THE LIFESPAN OF STREET 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.	- - -		



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	<b>STR92 (FY21)</b>
		<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)	2024	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY24)
		<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>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.	-		

**STR94**

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	45,000	45,000	
		<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 &	-		
		BICYCLE ADVISORY BOARD (BABAB) WILL PROVIDE THE	-		
		CITY WITH THEIR PRIORITY LIST. THE MONEY CAN BE	-		
		COMBINED WITH STREET RESURFACING PROJECTS.	-		<b>STR99</b>
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		SAFETY WILL LIKELY BE IMPROVED.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		NONE	-		
		ANNUAL BIKE PATH IMPROVEMENTS	50,000		
		<b>DESCRIPTION:</b>	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED	-		
		INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO,	-		



Project Name	Year	Description	Amount	Total	Project #
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
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

Project Name	Year	Description	Amount	Total	Project #
Tandem Axle Dump Truck with Plows & Sanders	2022	TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER	260,000	260,000	STR102
		<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 &	-				
ROUNDBABOUTS WOULD GET THE SAND THEY NEED TO KEEP	-				
THE VEHICLES MOVING. MORE EFFICIENT ASPHALT	-				
Hawk Signal at New BHS	2025	HAWK SIGNAL AT NEW BOZEMAN HIGH SCHOOL	110,000	110,000	STR103
<b>DESCRIPTION:</b>	-				
INSTALLATION OF A HAWK PEDESTRIAN SIGNAL AT THE	-				
NEW HIGH SCHOOL TO INCREASE SAFETY AND IMPROVE	-				
TRAFFIC CAPACITY OF THE STREET. WHEN THE SPORTS	-				
<b>ALTERNATIVES CONSIDERED:</b>	-				
DO NOTHING.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
MINIMAL MAINTENANCE COSTS & POWER FOR SIGNAL.	-				
<b>CHANGES FROM LAST CIP:</b>	-				
NEW ITEM.	-				
PARK AND NEW HIGH SCHOOL ARE COMPLETE, THIS HAWK	-				
SIGNAL WILL BE REQUIRED.	-				

Project Name	Year	Description	Amount	Total	Project #
<b>Bridger Creek Stabilization</b>	<b>UNSCHEDULED</b>	BRIDGER CREEK STABILIZATION AT BOYLAN ROAD IN LEGENDS II AT BRIDGER CREEK SUBDIVISION <b>DESCRIPTION:</b> STABILIZE BRIDGER CREEK AT BOYLAN ROAD IN LEGENDS II SUBDIVISION. THIS IS IN RESPONSE TO AN AVULSION <b>ALTERNATIVES CONSIDERED:</b> DO NOTHING AND RISK DAMAGE TO THE ROAD. <b>ADDITIONAL OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP:</b> NEW ITEM. AT BRIDGER CREEK, WHICH REROUTED STREAM FLOWS NEAR BOYLAN ROAD.	50,000 - - - - - - - - -	<b>50,000</b>	<b>STR104</b>
<b>Pavement Condition Assessment</b>	<b>2021</b>	PAVEMENT CONDITION ASSESSMENT <b>DESCRIPTION:</b> UPDATE PAVEMENT CONDITION ASSESSMENT FROM 2013. WE DON'T HAVE STAFF CAPACITY TO PERFORM THIS ASSESSMENT. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE USING PREVIOUS PAVEMENT CONDITION ASSESSMENT <b>ADDITIONAL OPERATING COSTS:</b> AN UPDATED ASSESSMENT WILL ALLOW US TO PRIORITIZE RECONSTRUCTION PROJECTS SO OUR MAINTENANCE FUNDS CAN BE USED ON STREETS THAT CAN STILL BENEFIT FROM MAINTENANCE. <b>CHANGES FROM LAST CIP:</b> NEW ITEM.	200,000 - - - - - - - - - - -	<b>200,000</b>	<b>STR105</b>

Project Name	Year	Description	Amount	Total	Project #
Asphalt Roller	2025	ASPHALT ROLLER <b>DESCRIPTION:</b> THIS WOULD BE AN ADDITION TO OUR ASPHALT FLEET. CURRENTLY WE HAVE A 4 TON ROLLER THAT TAKES MANY PASSES TO GET COMPACTION. WITH A LARGER ROLLER WE WOULD GET A BETTER FINISHED PRODUCT IN LESS TIME. <b>ALTERNATIVES CONSIDERED:</b> CONTINUE WITH MANY PASSES BEFORE THE ASPHALT COOLS DOWN. <b>ADVANTAGES OF APPROVAL:</b> A BETTER FINISHED PRODUCT IN LESS TIME WHICH WILL LEAD TO A LONGER STREET LIFE. <b>ADDITIONAL OPERATING COSTS:</b> NORMAL REPAIRS AND MAINTENANCE.	100,000 - - - - - - - - -	100,000	STR106
Pavement Marking Striper	2025	PAVEMENT MARKING STRIPER <b>DESCRIPTION:</b> THIS ITEM IS USED TO PAINT CURBS, CROSSWALKS AND ANY PAVEMENT MARKINGS. THIS MACHINE CAN CARRY TWO COLORS AND REFLECTIVE BEADS. WE CURRENTLY HAVE A MACHINE SET UP FOR YELLOW AND ONE FOR WHITE. BEADS ARE SPREAD ONTO THE WET PAINT MANUALLY. WITH THIS MACHINE WE CAN SWITCH COLORS IN THE FIELD AND NOT NEED AN ADDITIONAL WORKER TO SPRINKLE BEADS. IF NEEDED THIS COULD PAINT LANE LINES. <b>ALTERNATIVES CONSIDERED:</b> KEEP USING THE SINGLE COLOR MACHINES AND AN ADDITIONAL WORKER TO SPRINKLE BEADS. <b>ADVANTAGES OF APPROVAL:</b> CARRY TWO COLORS AND PUT THE BEADS DOWN WITH THE PAINT. ABILITY TO PAINT LONG LINES IF NEEDED. <b>ADDITIONAL OPERATING COSTS:</b> NORMAL MAINTENANCE AND REPAIRS.	37,000 - - - - - - - - - - - - - -	37,000	STR107

Project Name	Year	Description	Amount	Total	Project #
Toolcat Utility Vehicle	2025	<p>TOOLCAT UTILITY VEHICLE</p> <p><b>DESCRIPTION:</b></p> <p>THIS WILL BE AN ADDITION TO OUR FLEET FOR SIDEWALK PLOWING AND STREET MAINTENANCE. ROUND ABOUTS TAKE ABOUT 4 HOURS TO CLEAR AND WITH ADDITIONAL SIDEWALKS ON ARTERIALS AND COLLECTORS WE NEED ANOTHER PIECE OF EQUIPMENT. CURRENTLY WE WAIT UNTIL OTHER EQUIPMENT IS AVAILABLE OFTEN IT IS THE NEXT DAY UNTIL SIDEWALKS ARE CLEARED.</p> <p>ALTERNATIVES CONSIDERED;</p> <p>LOWER OUR LEVEL OF SERVICE ON SIDEWALKS AND CROSSINGS. CONTRACT OUT EVEN THOUGH WE HAVE NO STAFF TO FOLLOW UP ON THE CONTRACTORS PERFORMANCE.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>FOLLOWING OUR ORDINANCE OF SIDEWALKS BEING CLEARED WITHIN THE FIRST 24 HOURS IS IMPORTANT TO THE PUBLIC THAT USE OUR SIDEWALKS FOR TRANSPORTATION.</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>GETTING THE SIDEWALKS CLEARED IN A TIMELY MANNER AND USING SMALLER MORE FUEL EFFICIENT VEHICLES FOR SHORT TRIPS FOR OPERATIONS.</p>	65,000	65,000	STR109
Portable Emulsion Tanl	2025	<p>PORTABLE EMULSION TANK</p> <p><b>DESCRIPTION:</b></p> <p>CURRENTLY WE ORDER 260 GALLON TOTES OF EMULSION OIL WITH THE HOPE IT IS FRESH AND HAS BEEN STIRRED BEFORE IT WAS SHIPPED. THE TOTES THEN SIT WAITING THE TANK UPON DELIVERY, HEAT IT AND CIRCULATE IT TO KEEP IT IN SUSPENSION. WE WILL ALWAYS HAVE OIL WITH THIS TANK WE WILL BE ABLE TO TRANSFER IT TO READY TO USE.</p> <p>FOR USE. THEY THEN NEED TO BE STIRRED AND HEATED BEFORE THEY ARE PUT IN THE PATCH TRUCK.</p>	38,000	38,000	STR110

Project Name	Year	Description	Amount	Total	Project #
Paint Truck	UNSCHEDULED	PAINT TRUCK <b>DESCRIPTION:</b> PAINT TRUCK FOR PAVEMENT MARKINGS CURRENTLY WE DEPEND ON THE MONTANA DEPARTMENT OF TRANSPORTATION TO PAINT OUR STREETS. WE HAVE TO BE FIT INTO THEIR SCHEDULE AND IF IT OCCURS LATER IN THE SUMMER WHEN NIGHT TEMPS DON'T SUPPORT QUICK DRYING OF THE PAINT, IT HAS TO BE DONE IN THE DAYTIME AND WE HAVE TO PROVIDE TRAFFIC CONTROL. <b>ALTERNATIVES CONSIDERED;</b> CONTINUE TO DEPEND ON MDT OR CONTRACT OUT. <b>ADVANTAGES OF APPROVAL:</b> WE CAN PAINT ON OUR SCHEDULE AND PAINT MORE THAN ONCE A YEAR IF NEEDED. <b>ADDITIONAL OPERATING COSTS:</b> THE TRUCK WILL HAVE TO BE IN HEATED STORAGE AND NORMAL MAINTENANCE COSTS.	250,000 - - - - - - - - - - -	250,000	STR111
Spray Patch Truck	2025	SPRAY PATCH TRUCK REPLACING SPRAY PATCH TRAILER <b>DESCRIPTION:</b> THIS IS A REQUEST TO REPLACE OUR 10 YEAR OLD TRAILER MOUNTED SPRAY PATCH UNIT WITH A TRUCK MOUNTED UNIT. ONLY ONE OPERATOR IS NEEDED FOR A TRUCK MOUNTED PATCHER VS. TWO FOR A TRAILER MOUNTED PATCHER. THE TRAILER MOUNTED UNIT WILL HAVE OVER 3000 HOURS ON IT AT TIME OF REPLACEMENT. ALTERNATIVES CONSIDERED: <b>USE THE TRAILER MOUNTER UNIT UNTIL IT DIES.</b> ADVANTAGES OF APPROVAL: <b>ONLY NEED ONE OPERATOR. SAFER IN TRAFFIC. LESS</b> NEED FOR TRAFFIC CONTROL. KEEP OUR STREETS IN BETTER CONDITION AND NOT LET THEM FALL IN <b>DISREPAIR.</b> ADDITIONAL OPERATING COSTS: NORMAL MAINTENANCE AND REPAIRS. LESS THAN OLD UNIT	250,000 - - - - - - - - - - - - - - -	250,000	STR112

Project Name	Year	Description	Amount	Total	Project #
FACILITY CONDITION INVENTORY	2025	FACILITY CONDITION INVENTORY	975	975	
		<b>DESCRIPTION:</b>	-		
		CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES	-		
		THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE	-		
		ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON	-		
		INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3).	-		
		FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION	-		
		BASED ON BUILDING SQUARE FOOTAGE.	-		
		<b>ALTERNATIVES:</b>	-		<b>GF346</b>
		CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS	-		
		<b>ADVANTAGES:</b>	-		
		A COMPREHENSIVE INVENTORY OF ALL BUILDING	-		
		DEFERRED MAINTENANCE WILL ALLOW FOR A MORE	-		
		PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS	-		
		RESULTING IN BETTER RISK MANAGEMENT AND REDUCED	-		
		LIFECYCLE COSTS.	-		
		<b>ADD OPERATING COSTS: NONE.</b>	-		

# Vehicle Maintenance

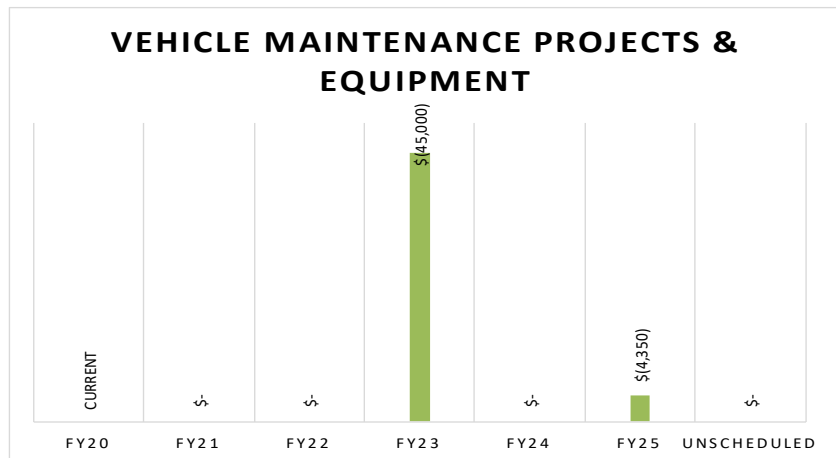


# VEHICLE MAINTENANCE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ -	\$ -	\$ -	\$ -	\$ 87	\$ 87	
Plus: Internal Allocation/Billing Dedicated to CIP		\$ -	\$ -	\$ 45,087	\$ -	\$ 4,312	\$ -
Less: Scheduled CIP Costs	\$ -	\$ -	\$ -	\$ (45,000)	\$ -	\$ (4,350)	\$ -
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 87</b>	<b>\$ 87</b>	<b>\$ 49</b>	

Assumptions are made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Vehicle Mtc Billings	\$ 1,354,000	\$ 1,367,540	\$ 1,381,215	\$ 1,395,028	\$ 1,408,978	\$ 1,423,068
Estimated Annual increase	0%	1%	1%	1%	1%	1%
<b>Total Estimated Revenues</b>	<b>\$ 1,354,000</b>	<b>\$ 1,381,215</b>	<b>\$ 1,395,028</b>	<b>\$ 1,408,978</b>	<b>\$ 1,423,068</b>	<b>\$ 1,437,298</b>
Current Revenues Dedicated to CIP %	0.0%	0.0%	0.0%	3.2%	0.0%	0.3%
Plus: Increase (Decrease) Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total % Dedicated to CIP</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>3.2%</b>	<b>0.0%</b>	<b>0.3%</b>
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 45,087</b>	<b>\$ -</b>	<b>\$ 4,312</b>



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

## VEHICLE MAINTENANCE FUND PROJECT SUMMARY

Project #	Project Name	FY21	FY22	FY23	FY24	FY25	Unscheduled
VM04	FORKLIFT REPLACE	-	-	45,000	-	-	-
GF346	FACILTIY CONDITION INVENTORY	-	-	-	-	4,350	-
	<b>Department Subtotal</b>	-	-	45,000	-	4,350	-

## VEHICLE MAINTENANCE FUND DETAIL

### BACKGROUND

The Vehicle Maintenance Fund supports the capital purchases and operations of our Vehicle Maintenance Shop. The division operates in our new facility on North Rouse and has a small number of building and equipment needs. Because it is an Internal Service Fund, paid for through cost-recovery from other divisions, capital reserve balances aren't being accumulated. When capital is needed, the annual cost-recovery allocations increase to cover the costs.

### CAPITAL PLAN SUMMARY

A replacement of a forklift is scheduled for FY23.

Project Name	Year	Description	Amount	Total	Project #
<b>FORKLIFT REPLACE</b>	<b>2023</b>	REPLACE FORKLIFT <b>DESCRIPTION:</b> THIS IS A REQUEST TO REPLACE OUR 1997 FORKLIFT AT VEHICLE MAINTENANCE. IT IS USED DAILY TO UNLOAD PARTS, MOVE WASTE OIL CONTAINERS AND REMOVE CYLINDERS FROM THE TOP OF GARBAGE TRUCKS. IT IS 25 YEARS OLD. <b>ALTERNATIVES CONSIDERED:</b> KEEP USING IT IF IT STARTS AND RUNS. <b>ADVANTAGES OF APPROVAL:</b> A SAFER AND MORE RELIABLE PIECE OF EQUIPMENT. <b>ADDITIONAL OPERATING COSTS:</b> NORMAL MAINTENANCE AND REPAIRS. LESS THAN THE CURRENT FORKLIFT.	45,000 - - - - - - - - -	<b>45,000</b>	<b>VM04</b>
<b>FACILITY CONDITION INVENTORY</b>	<b>2025</b>	FACILITY CONDITION INVENTORY <b>DESCRIPTION:</b> CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3). FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION BASED ON BUILDING SQUARE FOOTAGE. <b>ALTERNATIVES:</b> CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS <b>ADVANTAGES:</b> A COMPREHENSIVE INVENTORY OF ALL BUILDING DEFERRED MAINTENANCE WILL ALLOW FOR A MORE PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS RESULTING IN BETTER RISK MANAGEMENT AND REDUCED LIFECYCLE COSTS. <b>ADD OPERATING COSTS: NONE.</b>	4,350 - - - - - - - - - - - - - -	<b>4,350</b>	<b>GF346</b>

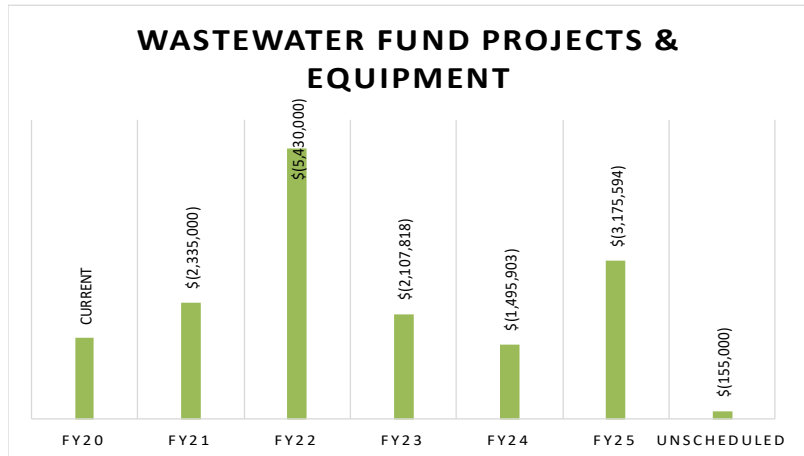
# Wastewater

# WASTEWATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 4,191,113	\$ 1,963,599	\$ 2,183,357	\$ 3,384,759	\$ 3,987,285	\$ 5,283,036	\$ -
Plus: Wastewater Revenues Dedicated to CIP	\$ 2,480,349	\$ 2,554,759	\$ 2,631,402	\$ 2,710,344	\$ 2,791,654	\$ 2,875,404	\$ -
Plus: SID Riverside Annexation (Estimated)			\$ 4,000,000				
Less: FY19 Carryover Capital	\$ (3,080,363)						
Less: Scheduled CIP Project Costs	\$ (1,627,500)	\$ (2,335,000)	\$ (5,430,000)	\$ (2,107,818)	\$ (1,495,903)	\$ (3,175,594)	\$ (155,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 1,963,599</b>	<b>\$ 2,183,357</b>	<b>\$ 3,384,759</b>	<b>\$ 3,987,285</b>	<b>\$ 5,283,036</b>	<b>\$ 4,982,846</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Wastewater Revenues	\$ 9,921,394	\$ 9,921,394	\$ 10,219,036	\$ 10,525,607	\$ 10,841,375	\$ 11,166,616
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 9,921,394	\$ 10,219,036	\$ 10,525,607	\$ 10,841,375	\$ 11,166,616	\$ 11,501,615
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	\$ 2,480,349	\$ 2,554,759	\$ 2,631,402	\$ 2,710,344	\$ 2,791,654	\$ 2,875,404



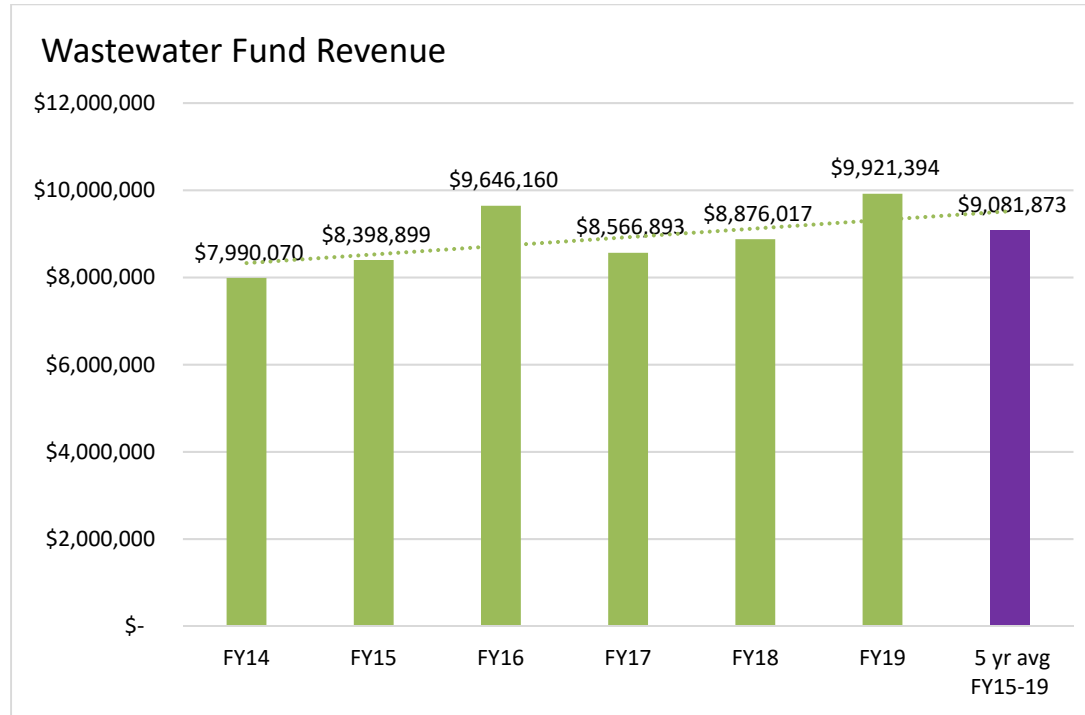
## WASTEWATER FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
WW07	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	25,000	25,000	25,000	25,000	-
WW08	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	-
WW69	SMALL WORKS PROJECTS	120,000	120,000	120,000	120,000	120,000	-
WW70	WRF FACILITY ENGINEERING & OPTIMIZATION	60,000	60,000	60,000	60,000	60,000	-
WW71	WRF FACILITY PLAN UPDATE	300,000	-	-	-	-	-
WW76	THIRD PRETREATMENT SCREEN	500,000	-	-	-	-	-
WW83	UFAT GRAVITY THICKENER DR	-	-	400,000	-	-	-
WW92	DEWATER PUMPS REPLACEMENT	-	150,000	-	-	-	-
WW96	E GALLATIN RIVER AVULSION	70,000	-	-	-	-	-
WW97	DIGESTER #4	-	-	-	-	1,300,000	-
WW100	REPLACE BACKHOE 2683	-	-	125,000	-	-	-
WW101	REPLACE SEWER JETTER	-	-	327,818	-	-	-
WW102	SEWER BYPASS PUMP	-	-	50,000	-	-	-
WW103	REPLACE DUMP TRUCK 3415	-	-	-	-	140,254	-
WW104	REPLACE SEWER TV VAN	-	-	-	290,903	-	-
WW105	REPLACE VACTOR	-	-	-	-	527,115	-
WW106	FIBER CONDUIT: DAVIS>WRF	69,000	-	-	-	-	-
WW107	FIBER CONDUIT: I-90 XING	36,000	-	-	-	-	-
WWIF47	WW COLLECTION PLAN UPDATE	125,000	-	-	-	-	-
WWIF49	WRF CAPACITY & NUTRIENT	-	-	-	-	-	UNKNOWN
WWIF50	JOINT MSU/DEQ PILOT	30,000	-	-	-	-	-
WWW1	WHEELED EXCAVATOR	-	-	-	-	-	155,000
W106	SCADA PLAN UPDATE	-	75,000	-	-	-	-
RSSID	RIVERSIDE ANNEXATION INFRASTRUCTURE	-	4,000,000	-	-	-	-
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	3,225	-
<b>Fiscal Year totals</b>		<b>2,335,000</b>	<b>5,430,000</b>	<b>2,107,818</b>	<b>1,495,903</b>	<b>3,175,594</b>	<b>155,000</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. Wastewater Operations has replacement vehicles and equipment throughout the plan to the plan. Some larger equipment added this year are scheduled in FY23-FY25 including replacing a back hoe (WW100), a Sewer Jetter (WW101), Replacing a sewer van (WW104) and replacing Vector (WW105).

At the Water Reclamation Facility in FY21 WW71 WRF Facility Plan Update will compare past predictions of the



loadings on the City's WRF with current loadings to aid in new projections for future planning. WW83 UFAT Gravity Thickener DR is a replacement of a deteriorated gravity thickener, which is crucial part of the solids treatment process that operate continuously. New to the plan in the fifth year (FY25) is WW97 Digester #4 which would construct a new digester would add redundancy to the facility.



Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2021	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	\$ 25,000	WW07 (FY21)
		<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.	-				
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2022	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	\$ 25,000	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	-				

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2023	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	\$ 25,000	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	-				
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2024	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	\$ 25,000	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	-				

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2025	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	\$ 25,000	WW07 (FY25)
		<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	2021	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	1,000,000	\$ 1,000,000	WW08 (FY21)
		IN 2021	-		
		<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	\$ 1,000,000	
		<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	\$ 1,000,000	
		<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	1,000,000	\$ 1,000,000	
		<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 ANALYZED NIGHTLY	-		<b>WW08</b>
		TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER	-		<b>(FY24)</b>
		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.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b>	<b>2025</b>	<b>WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION</b> <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 ANALYZED 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	\$ 1,000,000	<b>WW08 (FY25)</b>



Project Name	Year	Description	Amount	Total	Project #
<b>SMALL WORKS PROJECTS</b>	<b>2021</b>	WRF FACILITY R & R	120,000	\$ 120,000	
		<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	120,000	\$ 120,000	
		<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	120,000	\$ 120,000	
		<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	\$ 120,000	
		<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>SMALL WORKS PROJECTS</b>	<b>2025</b>	WRF FACILITY R & R	120,000	\$ 120,000	
		<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>(FY25)</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 #
WRF FACILITY ENGINEERING & OPTIMIZATION	2021	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	\$ 60,000	WW70 (FY21)
		<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>	10,000				
INCREASE SERVICE COSTS	-				

Project Name	Year	Description	Amount	Total	Project #
WRF FACILITY ENGINEERING & OPTIMIZATION	2022	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	\$ 60,000	WW70 (FY22)
		<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>	10,000				
INCREASE SERVICE COSTS	-				

Project Name	Year	Description	Amount	Total	Project #
WRF FACILITY ENGINEERING & OPTIMIZATION	2023	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	\$ 60,000	WW70 (FY23)
		<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>	10,000				
INCREASE SERVICE COSTS	-				



Project Name	Year	Description	Amount	Total	Project #
WRF FACILITY ENGINEERING & OPTIMIZATION	2024	WRF FACILITY ENGINEERING & OPTIMIZATION	50,000	\$ 60,000	WW70 (FY24)
		<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>	10,000				
INCREASE SERVICE COSTS	-				

Project Name	Year	Description	Amount	Total	Project #
WRF FACILITY ENGINEERING & OPTIMIZATION	2025	WRF FACILITY ENGINEERING & OPTIMIZATION	60,000	\$ 60,000	WW70 (FY24)
		<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	-				
WRF FACILITY PLAN UPDATE	2021	WRF FACILITY MASTER PLAN UPDATE	300,000	\$ 300,000	WW71
		<b>DESCRIPTION:</b>	-		
		THE MASTER PLAN UPDATE WILL COMPARE PAST	-		
		PREDICTIONS OF THE LOADINGS ON THE CITY'S WRF	-		
		WITH CURRENT LOADINGS. NEW PROJECTIONS WILL BE	-		
		MADE USING THESE DATA TRENDS TO DETERMINE THE BEST	-		
		COURSE OF ACTION & SEQUENCING OF PROJECTS TO MEET	-		
		THE NEEDS OF THE FACILITY TO ACCOMMODATE FUTURE	-		
		GROWTH.	-		

Project Name	Year	Description	Amount	Total	Project #
<b>THIRD PRETREATMENT SCREEN</b>	<b>2021</b>	THIRD PRETREATMENT SCREEN	500,000	\$ 500,000	
		<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	-		<b>WW76</b>
		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.	-		
<b>UFAT GRAVITY THICKENER DR</b>	<b>2023</b>	UFAT GRAVITY THICKENER DR	400,000	\$ 400,000	
		<b>DESCRIPTION:</b>	-		
		REPLACEMENT OF DETERIORATED GRAVITY THICKENER	-		
		MECHANISM. THIS THICKENING EQUIPMENT IS A CRUCIAL	-		
		PART OF THE SOLIDS TREATMENT PROCESS AN MUST	-		<b>WW83</b>
		OPERATE CONTINUOUSLY.	-		
		<b>ALTERNATIVES:</b>	-		
		NONE, THIS IS A NECESSARY SPECIALIZED PROCESS.	-		
		<b>ADDITIONAL COST:</b>	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
DEWATER PUMPS REPLACEMENT	2022	<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
EAST GALLATIN RIVER AVULSION RESTORATION	2021	<p>E GALLATIN RIVER AVULSION RESTORATION LOMR</p> <p><b>DESCRIPTION:</b> PROFESSIONAL ENGINEERING SERVICES TO COMPLETE A LETTER OF MAP REVISION APPLICATION TO FEMA FOR THE EAST GALLATIN RIVER AVULSION.</p>	70,000	\$ 70,000	WW96
DIGERSTER #4	2025	<p>DIGESTER #4</p> <p><b>DESCRIPTION:</b> CONSTRUCTION OF 4TH ANAEROBIC DIGESTER</p> <p><b>ALTERNATIVES CONSIDERED:</b> DO NOTHING. THIS HAS BEEN OUR CURRENT STRATEGY. HOWEVER, WITHOUT THIS ADDITIONAL REDUNDANCY WE RUN THE RISK OF HAVING A SOLIDS HANDLING DILEMA IF DIGESTOR #3 IS EVER OUT OF SERVICE. THERE IS NO BYPASS OR WORK AROUND ON THIS CRITICAL PROCESS.</p> <p><b>CHANGES FROM LAST:</b> THIS IS A NEW PROJECT CREATED IN FY20</p> <p><b>ADDITIONAL OPERATING COST:</b> UNKNOWN</p>	1,300,000	\$ 1,300,000	WW97

Project Name	Year	Description	Amount	Total	Project #
REPLACE BACKHOE 2683	2023	REPLACE BACKHOE 2683	125,000	\$ 125,000	WW100
		<b>DESCRIPTION</b>	-		
		REPLACE 2000 JOHN DEERE BACKHOE WITH 3071 HOURS	-		
		<b>ALTERNATIVES CONSIDERED</b>	-		
		LEASE OR RENT	-		
		<b>ADDITIONAL OPERATING COSTS</b>	-		
		NONE	-		
		<b>CHANGES FROM LAST CIP</b>	-		
REPLACE SEWER JETTER	2023	REPLACE SEWER JETTER 3031	327,818	\$ 327,818	WW101
<b>DESCRIPTION</b>	-				
REPLACE 2003 SEWER JETTER WITH 52679 MILES	-				
<b>ALTERNATIVES CONSIDERED</b>	-				
LEASE	-				
<b>ADDITIONAL OPERATING COSTS</b>	-				
NONE	-				
<b>CHANGES FROM LAST CIP</b>	-				
SEWER BYPASS PUMP	2023	SEWER BYPASS PUMP	50,000	\$ 50,000	WW102
<b>DESCRIPTION</b>	-				
6" BYPASS PUMP TO BACKUP EXISTING PUMP AND TO ALLOW INCREASED PUMPING OF DAVIS LN LIFT STATION	-				
<b>ALTERNATIVES CONSIDERED</b>	-				
RENT OR LEASE	-				
<b>ADDITIONAL OPERATING COSTS</b>	-				
NONE	-				
<b>CHANGES FROM LAST CIP</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
REPLACE DUMP TRUCK 3415	2025	REPLACE DUMP TRUCK 3415	140,254	\$ 140,254	WW103
		<b>DESCRIPTION</b>	-		
		REPLACE 2008 DUMP TRUCK WITH 30311 MILES	-		
		<b>ALTERNATIVES CONSIDERED</b>	-		
		RENT OR LEASE	-		
		<b>ADDITIONAL OPERATING COSTS</b>	-		
		NONE	-		
		<b>CHANGES FROM LAST CIP</b>	-		
REPLACE SEWER TV VAN	2024	REPLACE SEWER TV VAN 3406	290,903	\$ 290,903	WW104
		<b>DESCRIPTION</b>	-		
		REPLACE 2008 TV VAN WITH 31244 MILES	-		
		THIS UNIT HAS BEEN REFURBISHED ONCE ALREADY	-		
		<b>ALTERNATIVES CONSIDERED</b>	-		
		NONE	-		
		<b>ADDITIONAL OPERATING COSTS</b>	-		
		<b>CHANGES FROM LAST CIP</b>	-		
REPLACE VACTOR	2025	REPLACE VACTOR	527,115	\$ 527,115	WW105
		<b>DESCRIPTION</b>	-		
		REPLACE 2015 VACTOR	-		
		<b>ALTERNATIVES CONSIDERED</b>	-		
		RENT OR LEASE	-		
		<b>ADDITIONAL OPERATING COSTS</b>	-		
		NONE	-		
		<b>CHANGES FROM LAST CIP</b>	-		
FIBER CONDUIT: DAVIS > WRF	2021	DAVIS LIFT STATION TO WRF FIBER CONDUIT	69,000	\$ 69,000	WW106
		<b>DESCRIPTION:</b>	-		
		EXTEND FIBER CONDUIT FROM THE DAVIS LIFT STATION TO THE WRF.	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
		NEW ITEM	-		

Project Name	Year	Description	Amount	Total	Project #
<b>FIBER CONDUIT: I-90 XING</b>	<b>2021</b>	FIBER CONDUIT I-90 CROSSING <b>DESCRIPTION:</b> EXTEND FIBER CONDUIT ACROSS I-90 <b>CHANGES FROM LAST CIP:</b> NEW ITEM	36,000 - - -	\$ 36,000	<b>WW107</b>
<b>WASTEWATER COLLECTION PLAN UPDATE</b>	<b>2021</b>	WASTEWATER COLLECTION PLAN UPDATE <b>DESCRIPTION:</b> GIVEN RAPID GROWTH AND THE DESIRE FOR INCREASED INFILL DENSITIES UPDATE THE WASTEWATER COLLECTION FACILITIES PLAN. THE HYDRAULIC MODEL UPDATE IN FY20 WILL BE A PREREQUISITE EFFORT FOR THIS UPDATE <b>ALTERNATIVES CONSIDERED:</b> CONTINUE IMPLEMENTING THE RECOMMENDATIONS PROVIDED IN THE PREVIOUS PLAN. <b>ADD OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP:</b> NEW ITEM	125,000 - - - - - - - - -	\$ 125,000	<b>WWIF47</b>
<b>WRF CAPACITY &amp; NUTRIENT UPGRADES</b>	<b>VSCHEDULE</b>	WRF CAPACITY & NUTRIENT UPGRADES <b>DESCRIPTION:</b> DUE TO GROWTH ON OUR SYSTEM, WE WILL NEED TO EXPAND THE CAPACITY OF THE WRF. THE MONTANA DEQ DISCHARGE PERMIT REQUIREMENTS ARE BECOMING SIGNIFICANTLY MORE STRINGENT. THIS UPGRADE WILL INCLUDE TECHNOLOGY UPGRADES FOR MORE STRINGENT PERMIT REQUIREMENTS. FUNDING: \$10M WWIF 630 AND \$50M WW620	UNKNOWN - - - - - -	<b>UNKNOWN</b>	<b>WWIF49</b>
<b>JOINT MSU/DEQ WETLAND PILOT STUDY AT WRF</b>	<b>2021</b>	JOINT MSU/DEQ WETLAND PILOT STUDY AT WRF <b>DESCRIPTION:</b> GRANT MATCH TO PERFORM DESIGN WORK FOR A PILOT OF A MODERN TREATMENT WETLAND TECHNOLOGY TO BE IMPLEMENTED AT THE WRF BY MSU. THIS MAY RESULT IN FUTURE CAPITAL SAVINGS WHEN WE UPGRADE THE WRF.	30,000 - - - -	\$ 30,000	<b>WWIF50</b>

Project Name	Year	Description	Amount	Total	Project #
<b>WHEELED EXCAVATOR</b>	<b>2022</b>	WHEELED EXCAVATOR <b>DESCRIPTION:</b> EXCAVATOR WILL ALLOW US TO DIG DOWN TO 20FT CURRENTLY WE ARE LIMITED TO 12FT /SPLIT WITH WWOPS <b>ALTERNATIVES CONSIDERED</b> RENT OR LEASE <b>ADDITIONAL OPERATING COSTS</b> NONE <b>CHANGES FROM LAST CIP</b> NONE	155,000 - - - - - -	\$ 155,000	<b>WWW1</b>
<b>SCADA MASTER PLAN</b>	<b>2022</b>	SCADA MASTER PLAN EVALUATE OPTIONS AND DEVELOP RECOMMENDATIONS FOR AREA-WIDE NETWORK IMPLEMENTATION FOR PLANNED REMOTE WATER INFRASTRUCTURE. DEVELOP SCADA DESIGN, EQUIPMENT, AND SCADA TAGGING AND PROGRAMMING STANDARDS. FORMULATE DATA ACCESSIBILITY AND SCADA INTEGRATION WITH OTHER CITY APPLICATIONS. <b>ALTERNATIVES CONSIDERED:</b> STATUS QUO OPERATION OF LIMITED SCADA WITHIN DISTRIBUTION SYSTEM AND PLANT. <b>ADD OPERATING COSTS:</b> UNKNOWN <b>CHANGES FROM LAST CIP:</b> MOVED FROM FY18.	75,000 - - - - - - - - - -	\$ 75,000	<b>W106</b>
<b>RIVERSIDE ANNEXATION INFRASTRUCTURE</b>	<b>2022</b>	RIVERSIDE ANNEXATION INFRASTRUCTURE <b>DESCRIPTION:</b> RIVERSIDE IS LOOKING TO ANNEX AND CONNET TO CITY WASTEWATER. THE NEEDED INFRASTRUCTURE TO CONNECT WILL BE FUNDED THROUGH AN SID	4,000,000 - - -	\$ 4,000,000	<b>RSSID</b>



Project Name	Year	Description	Amount	Total	Project #
<b>FACILITY CONDITION INVENTORY</b>	<b>2025</b>	FACILITY CONDITION INVENTORY	3,225	\$ 3,225	
		<b>DESCRIPTION:</b>	-		
		CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES	-		
		THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE	-		
		<b>ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON</b>	-		
		INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3).	-		
		<b>FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION</b>	-		
		BASED ON BUILDING SQUARE FOOTAGE.	-		
		<b>ALTERNATIVES:</b>	-		<b>GF346</b>
		CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS	-		
		ADVANTAGES:	-		
		<b>A COMPREHENSIVE INVENTORY OF ALL BUILDING</b>	-		
		DEFERRED MAINTENANCE WILL ALLOW FOR A MORE	-		
		PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS	-		
		<b>RESULTING IN BETTER RISK MANAGEMENT AND REDUCED</b>	-		
		LIFECYCLE COSTS.	-		
		<b>ADD OPERATING COSTS: NONE.</b>	-		

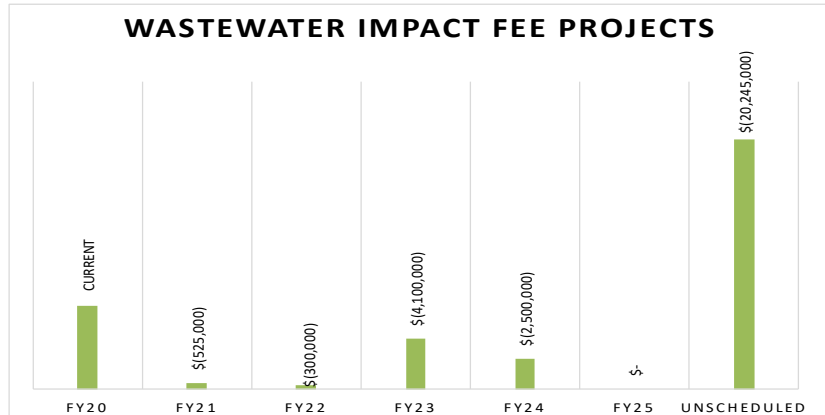
# Wastewater Impact Fee

# WASTEWATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected				Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 3,590,778	\$ 2,389,548	\$ 2,812,077	\$ 2,809,273	\$ 3,091,771	\$ 688,406	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 1,109,180	\$ 1,142,455	\$ 1,176,729	\$ 1,212,031	\$ 1,248,392	\$ 1,285,844	\$ -
Plus: Financing WWIF38	\$ 5,200,000						
Plus: Financing WWIF20				\$ 2,800,000			
Plus: Financing WWIF21				\$ 1,250,000			
Plus: Funding from FY19 Carry forward financing	\$ 7,985,000						
Less: Carryover FY19 Capital Projects	\$ (8,623,947)						
Less: Debt payments (WWIF11, 24,38,20,22)	\$ (97,463)	\$ (194,926)	\$ (879,533)	\$ (879,533)	\$ (1,151,757)	\$ (1,151,757)	
Less: Scheduled CIP Project Costs	\$ (6,774,000)	\$ (525,000)	\$ (300,000)	\$ (4,100,000)	\$ (2,500,000)	\$ -	\$ (20,245,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 2,389,548</b>	<b>\$ 2,812,077</b>	<b>\$ 2,809,273</b>	<b>\$ 3,091,771</b>	<b>\$ 688,406</b>	<b>\$ 822,493</b>	

## Assumptions Made for Revenue Estimates

	Current Year		Projected			
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Wastewater Impact Fee Revenues	\$ 1,109,180	\$ 1,109,180	\$ 1,142,455	\$ 1,176,729	\$ 1,212,031	\$ 1,248,392
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 1,109,180	\$ 1,142,455	\$ 1,176,729	\$ 1,212,031	\$ 1,248,392	\$ 1,285,844
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%
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 1,109,180</b>	<b>\$ 1,142,455</b>	<b>\$ 1,176,729</b>	<b>\$ 1,212,031</b>	<b>\$ 1,248,392</b>	<b>\$ 1,285,844</b>



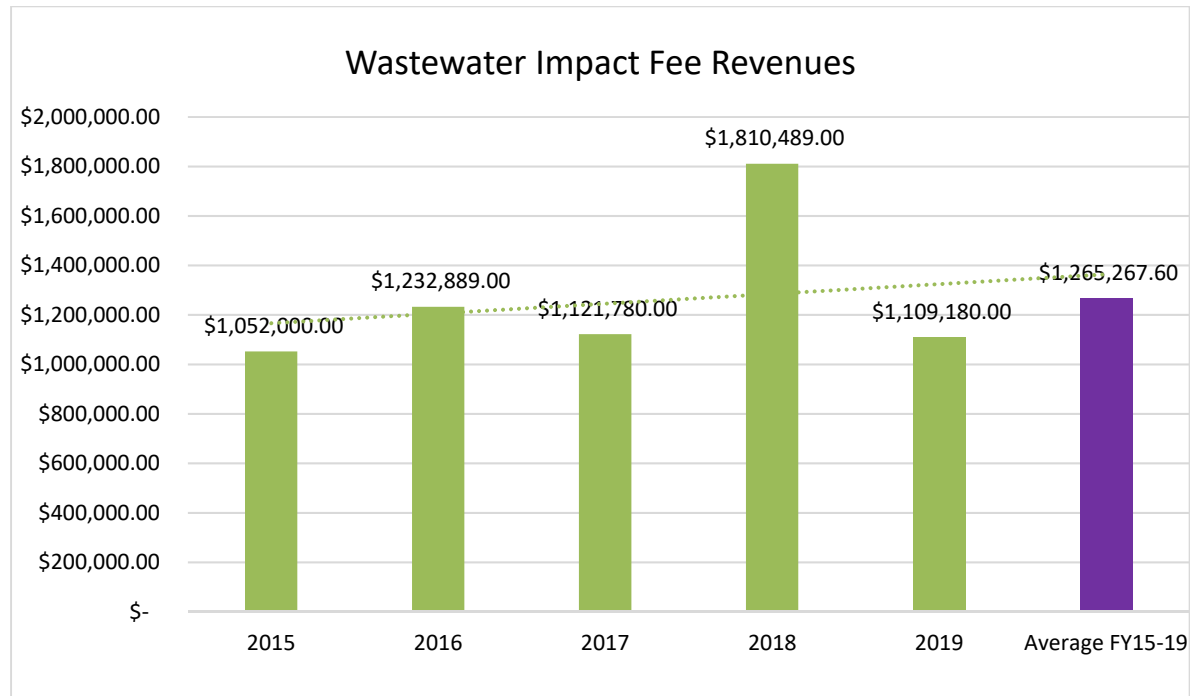
## WASTEWATER IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
WWIF20	NORTH FRONTAGE ROAD INTERCEPTOR	-	-	2,800,000	-	-	-
WWIF22	DAVIS-FOWLER INTERCEPTOR	-	-	1,250,000	-	-	-
WWIF35	BABCOCK SANITARY SEWER UPGRADE	-	-	-	-	-	245,000
WWIF44	WRF INTERCEPTOR	-	-	50,000	500,000	-	-
WWIF45	BIOTRAIN #1 RETRO FIT	-	300,000	-	2,000,000	-	-
WWIF46	DOWNTOWN SEWER MAIN UPGRADES	-	-	-	-	-	3,000,000
WWIF47	WASTEWATER COLLECTION PLAN UPDATE	125,000	-	-	-	-	-
WWIF48	HIDDEN VALLEY LIFT STATION	-	-	-	-	-	7,000,000
WWIF49	WRF CAPACITY & NUTRIENT UPGRADES	-	-	-	-	-	10,000,000
WWIF51	COTTONWOOD SUB SEWER OVERSIZING	400,000	-	-	-	-	-
	<b>Fiscal Year totals</b>	<b>525,000</b>	<b>300,000</b>	<b>4,100,000</b>	<b>2,500,000</b>	<b>-</b>	<b>20,245,000</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. Revenues have grown on average by 4.62% per year, over the past 5 years. For the CIP, we have used the 5-year Average collection, plus 3% growth each year from FY21 to FY25.



## CAPITAL PLAN SUMMARY

The next major project for the plan is WWIF 20 the North Frontage Road interceptor scheduled in FY23, which will replace the road’s interceptor between Springhill RD and Bridger Dr. Portions of the current interceptor are at or very near capacity. This project will directly increase collection capacity in the southeast and east part of town. The same year we start work on WWIF44 the Water Reclamation Facility (WRF) Interceptor with construction done in FY24 and will expand capacity upgrading from a thirty-inch outfall to a 48-inch main.



Scheduled in FY24 is WWIF45 Biotrain #1 Retro Fit that will increase nutrient (total nitrogen and total phosphorous) removal treatment capacity of the WRF. The retrofit will modify the reactor basin into a 5-stage bardenpho reactor similar to existing Biotrains 2 & 3. The retrofit helps the WRF maintain its current nutrient effluent performance as the city continues to grow. In other words, as our wastewater load increases with growth, we need additional bioreactor capacity to maintain current nutrient effluent performance.

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 Water Impact Fee Fund. There may be rate-requirements to support this borrowing, which were included in the most recent Wastewater Rate Study. The estimated borrowing it outlined in the table below:

Estimated Debt Schedule					
Debt- Description	FY2021	FY2022	FY2023	FY2024	FY2025
Davis Lane Lift Station Debt Service (WWIF24)	194,926	389,851	389,851	389,851	389,851
Front Street Interceptor Debt Service (WWIF11)	-	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	-	-	-	188,204	188,204
Davis-Fowler Interceptor (WWIF22)	-	-	-	84,020	84,020
<b>Total Estimated Debt Service Payment</b>	<b>\$ 194,926</b>	<b>\$ 879,533</b>	<b>\$ 879,533</b>	<b>\$ 1,151,757</b>	<b>\$ 1,151,757</b>

The projects highlighted above aid in our efforts towards the Strategic **Plan 4.3 b Increase Capacity of Sewer Pipes to Accommodate Development Projects.**

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 - 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>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> 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	UNSCHEDULED	BABCOCK SANITARY SEWER UPGRADE	245,000	245,000	WWIF35
		<b>DESCRIPTION: ORIGINALLY SCHEDULED FY20</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.	-		
			-		
			-		
			-		
			-		

Project Name	Year	Description	Amount	Total	Project #
WRF INTERCEPTOR	2023	WRF INTERCEPTOR <b>DESCRIPTION:</b> REPLACE OR PARALLEL 1200 FEET OF SEWER FROM I-90 TO THE WRF. UPGRADE 30" OUTFALL TO 48" MAIN.	50,000 - -	50,000	WWIF44  (FY23)
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.	500,000 - -	500,000	WWIF44  (FY24)
BIOTRAIN #1 RETROFIT	2022	<b>DESCRIPTION:</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	300,000 - - - - -	300,000	WWIF45  (FY22)
BIOTRAIN #1 RETROFIT	2024	<b>DESCRIPTION:</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	2,000,000 - - - - -	2,000,000	WWIF45  (FY24)
DOWNTOWN SEWER MAIN UPGRADES	UNSCHEDULED	DOWNTOWN SEWER MAIN UPGRADES <b>DESCRIPTION:</b> DOWNTOWN DEVELOPMENT AND USE INTENSIFICATION IS PLACING DEMANDS ON SEWERS THAT ARE UNDERSIZED AND GREATER THAN 100 YEARS OLD. UPGRADES ARE NEEDED TO ACCOMMODATE INCREASED DENSITY DOWNTOWN. <b>ALTERNATIVES CONSIDERED:</b> <b>ADD OPERATING COSTS:</b> <b>CHANGES FROM LAST CIP:</b> NEW ITEM	3,000,000 - - - - - - -	3,000,000	WWIF46

Project Name	Year	Description	Amount	Total	Project #
<b>WASTEWATER COLLECTION PLAN UPDATE</b>	<b>2021</b>	<b>WASTEWATER COLLECTION PLAN UPDATE</b> <b>DESCRIPTION:</b> GIVEN RAPID GROWTH AND THE DESIRE FOR INCREASED INFILL DENSITIES UPDATE THE WASTEWATER COLLECTION FACILITIES PLAN. THE HYDRAULIC MODEL UPDATE IN FY20 WILL BE A PREREQUISITE EFFORT FOR THIS UPDATE <b>ALTERNATIVES CONSIDERED:</b> CONTINUE IMPLEMENTING THE RECOMMENDATIONS PROVIDED IN THE PREVIOUS PLAN. <b>ADD OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP:</b> NEW ITEM	125,000 - - - - - - - - -	<b>125,000</b>	<b>WWIF47</b>
<b>HIDDEN VALLEY LIFT STATION</b>	<b>UNSCHEDULED</b>	<b>HIDDEN VALLEY LIFT STATION</b> <b>DESCRIPTION:</b> DESIGN & CONSTRUCT HIDDEN VALLEY LIFT STATION & FORCE MAIN. THIS PROJECT WILL CONFORM TO THE CITY'S WASTEWATER COLLECTION FACILITIES PLAN. THE DAVIS LIFT STATION MUST BE UPGRADED TO ACCOMMODATE FLOWS FROM THE HIDDEN VALLEY LIFT STATION WHEN THE HIDDEN VALLEY LIFT STATION IS CONSTRUCTED. <b>ALTERNATIVES CONSIDERED:</b> LIMIT DEVELOPMENT ON THE NORTHWESTERN EDGE OF THE CITY DUE TO NO SANITARY SEWER AVAILABILITY. <b>ADDITIONAL OPERATING COSTS:</b> OPERATING COSTS WILL BE PAID FROM THE CITY'S SEWER ENTERPRISE FUND.	7,000,000 - - - - - - - - - -	<b>7,000,000</b>	<b>WWIF48</b>

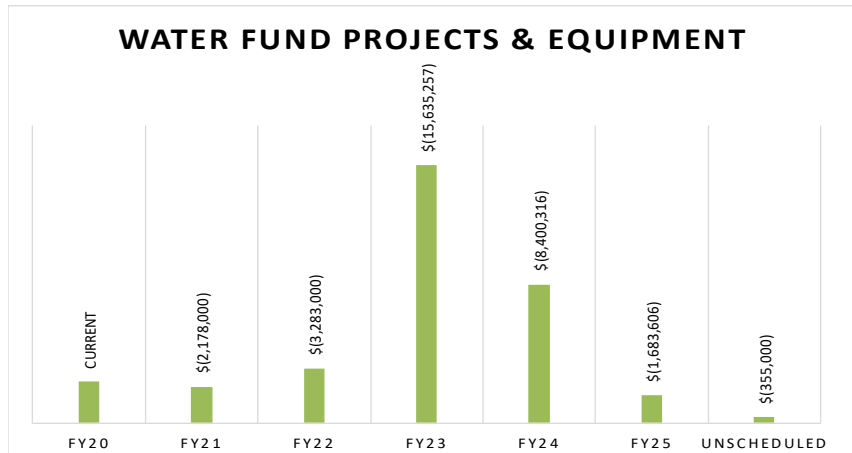
Project Name	Year	Description	Amount	Total	Project #
<b>WRF CAPACITY &amp; NUTRIENT UPGRADES</b>	<b>UNSCHEDULED</b>	WRF CAPACITY & NUTRIENT UPGRADES <b>DESCRIPTION:</b> DUE TO GROWTH ON OUR SYSTEM, WE WILL NEED TO EXPAND THE CAPACITY OF THE WRF. THE MONTANA DEQ DISCHARGE PERMIT REQUIREMENTS ARE BECOMING SIGNIFICANTLY MORE STRINGENT. THIS UPGRADE WILL INCLUDE TECHNOLOGY UPGRADES FOR MORE STRINGENT PERMIT REQUIREMENTS. FUNDING: \$10M WWIF 630 AND \$50M WW620	10,000,000 - - - - -	<b>10,000,000</b>	<b>WWIF49</b>
<b>COTTONWOOD SUBDIVISION SEWER OVERSIZING</b>	<b>2021</b>	COTTONWOOD SUBDIVISION SEWER OVERSIZING <b>DESCRIPTION:</b> SEWER LINE NEEDS GREATER CAPACITY AND THIS PROJECT IS THE SUBDIVISION SEWER OVERSIZING FOR CAPACITY	400,000 - - -	<b>400,000</b>	<b>WWIF51</b>

# Water

# WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 1,008,079	\$ 152,198	\$ 1,035,375	\$ 905,388	\$ 2,517,734	\$ 4,172,448	\$ -
Plus: Water Revenues Dedicated to CIP	\$ 2,972,017	\$ 3,061,177	\$ 3,153,012	\$ 3,247,603	\$ 3,345,031	\$ 3,445,382	\$ -
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 or Financing for Lyman Tank Construction				\$ 10,000,000			
Less: FY19 Carryover Capital	\$ (1,285,397)						
Less: Scheduled CIP Project Costs	\$ (2,542,500)	\$ (2,178,000)	\$ (3,283,000)	\$ (15,635,257)	\$ (8,400,316)	\$ (1,683,606)	\$ (355,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 152,198</b>	<b>\$ 1,035,375</b>	<b>\$ 905,388</b>	<b>\$ 2,517,734</b>	<b>\$ 4,172,448</b>	<b>\$ 5,934,224</b>	<b>\$ (355,000)</b>

Assumptions Made for Revenue Estimates	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Water Revenues	\$ 9,906,722	\$ 9,906,722	\$ 10,203,924	\$ 10,510,041	\$ 10,825,343	\$ 11,150,103
Estimated Annual Increase		3.0%	3.0%	3.0%	3.0%	3.0%
Total Estimated Revenues	\$ 9,906,722	\$ 10,203,924	\$ 10,510,041	\$ 10,825,343	\$ 11,150,103	\$ 11,484,606
Current Revenues Dedicated to CIP %	26.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Plus: Increase Dedicated to CIP	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
<b>Total Estimated Revenues Dedicated to CIP</b>	<b>\$ 2,972,017</b>	<b>\$ 3,061,177</b>	<b>\$ 3,153,012</b>	<b>\$ 3,247,603</b>	<b>\$ 3,345,031</b>	<b>\$ 3,445,382</b>



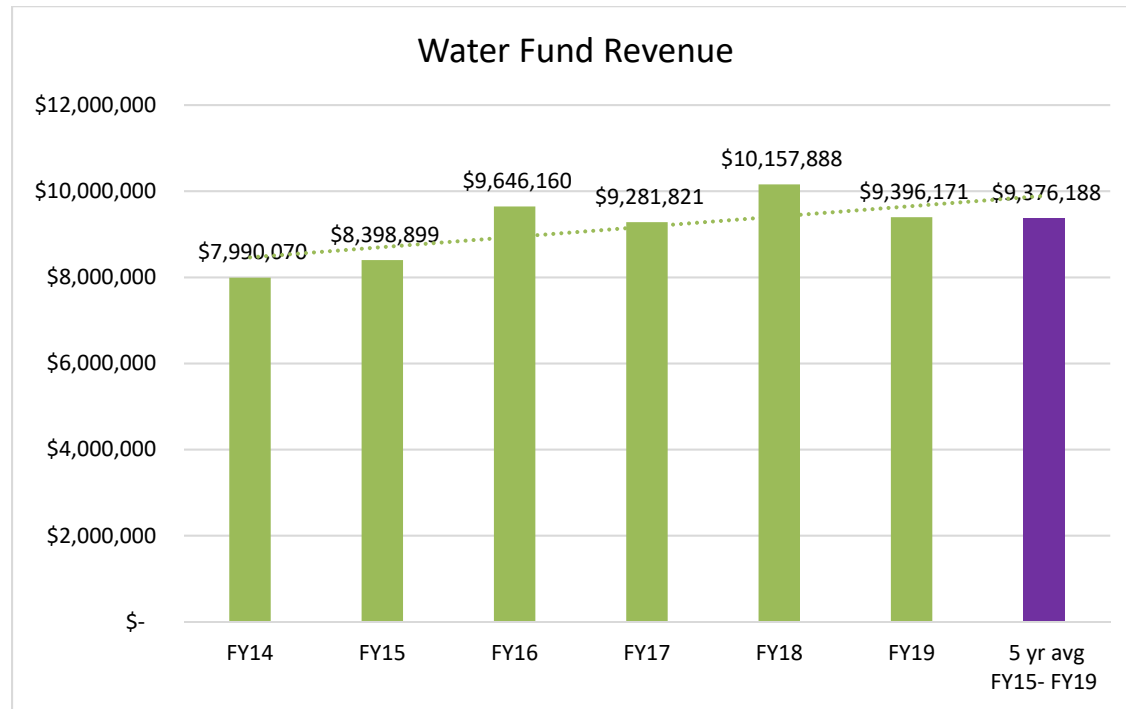
## WATER FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
W03	ANNUAL WATER PIPE REPLACEMENT	25,000	25,000	25,000	25,000	25,000	-
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	-	-
W04-25	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	-
W69	WATER SYSTEM CONDITION ASSESSMENT	-	100,000	-	100,000	-	200,000
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	-	-	-
W87	LYMAN TANK & TRANSMISSION MAIN DESIGN	750,000	-	-	-	-	-
W88	LYMAN TANK & TRANSMISSION MAIN CONSTRUCTION	-	-	10,000,000	-	-	-
W90	TOTAL ORGANIC CARBON ANALYZER	-	-	30,000	-	-	-
W93	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT	-	-	-	60,000	-	-
W97	REPLACE 1 TON TRUCK	-	-	-	53,000	-	-
W98	REPLACE 1 TON TRUCK	-	-	-	-	53,000	-
W99	HYALITE GUARDRAIL EXTENSION	70,000	-	-	-	-	-
W100	REPLACE #3605 GMC CANYON	-	-	-	-	45,000	-
W101	WTP TANK OUTLET MONITOR	-	-	-	-	100,000	-
W102	REPLACE BACKHOE 1772	-	-	142,054	-	-	-
W103	REPLACE DUMP TRUCK 3157	-	-	132,203	-	-	-
W104	REPLACE BACKHOE 3293	-	-	-	146,316	-	-
W105	REPLACE BACKHOE 3419	-	-	-	-	150,706	-
W106	SCADA MASTER PLAN	-	75,000	-	-	-	-
WC02	METER SOFTWARE SUBSCRIPTION	36,000	36,000	36,000	36,000	36,000	-
WWW1	WHEELED EXCAVATOR	-	-	-	-	-	155,000
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	3,900	-
<b>Fiscal Year totals</b>		<b>2,178,000</b>	<b>3,283,000</b>	<b>15,635,257</b>	<b>8,400,316</b>	<b>1,683,606</b>	<b>355,000</b>

# WATER FUND DETAIL

## BACKGROUND

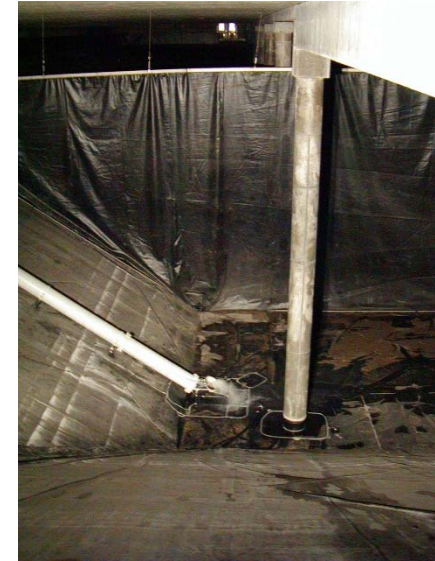
This enterprise fund revenue source are rate fees charged to water users. We estimate water rates dedicated to capital will need to increase by at least 3% bringing the portion of Water Utility revenues that support capital to 31% in order to fund this capital plan. A full rate-study and analysis is 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 \$20 million (W71, W79, and W88.). The largest project planned is Lyman Tank and Transmission Main scheduled for design in FY21 (W87) and construction in FY23 (W88). This project is to construct a new 5MG storage tank at Lyman. 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 and Water Operations has replacement vehicles and equipment throughout the plan to the plan. Some larger equipment added this year are scheduled in FY23-FY25 including replacing three back hoes (W102, W104 & W105) and a dump truck (W103).

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WATER PIPE REPLACEMENT	2021	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	25,000 - - - - - - -	25,000	W03 (FY21)
ANNUAL WATER PIPE REPLACEMENT	2022	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	25,000 - - - - - - -	25,000	W03 (FY22)
ANNUAL WATER PIPE REPLACEMENT	2023	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	25,000 - - - - - - -	25,000	W03 (FY23)

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WATER PIPE REPLACEMENT	2024	ANNUAL WATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	25,000	<b>W03</b> <b>(FY24)</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>	-		
		NONE	-		
		<b>ADVANTAGES OF APPROVAL:</b>	-		
		PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM	-		
		MAINTENANCE WORK.	-		
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				
ANNUAL WATER PIPE REPLACEMENT	2025	ANNUAL WATER PIPE REPLACEMENT PROGRAM-DESIGN	25,000	25,000	<b>W03</b> <b>(FY25)</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>	-		
		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	2021	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION IN 2021	1,200,000	1,200,000	W04-21 (FY21)	
		<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 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 CONSTRUCTION OF NECESSARY WATER 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.	-	-		
		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	-	-				

Project Name	Year	Description	Amount	Total	Project #
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	-	-	
		WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	1,200,000	1,200,000	
		<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>2025</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> <p>-</p> <p>-</p> <p>-</p> <p>-</p> <p>-</p>	<b>1,200,000</b>	<b>W04-25 (FY25)</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	2021	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 PROJECTS. <b>ADDITIONAL OPERATING COSTS:</b>	40,000 - - - - - - - - - - - - - -	40,000	W56 (FY21)

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY REPAIR & REPLACEMENT	2022	WTP FACILITY R & R	40,000	40,000	
		<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	-		W56
		MAINTENANCE.	-		(FY22)
		<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 #
WTP FACILITY REPAIR & REPLACEMENT	2023	WTP FACILITY R & R	40,000	40,000	W56 (FY23)
		<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	-		
		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	-				
PROJECTS.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY REPAIR & REPLACEMENT	2024	WTP FACILITY R & R	40,000	40,000	W56 (FY24)
		<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	-		
		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 PROJECTS.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY REPAIR & REPLACEMENT	2025	WTP FACILITY R & R	40,000	40,000	W56 (FY25)
		<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	-		
		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 PROJECTS.	-				
<b>ADDITIONAL OPERATING COSTS:</b>	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY ENGINEERING & OPTIMIZATION	2021	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	30,000	W57 (FY21)
		<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	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY ENGINEERING & OPTIMIZATION	2022	WTP FACILITY ENGINEERING & OPTIMIZATION	20,000	30,000	W57 (FY22)
		<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 #
WTP FACILITY ENGINEERING & OPTIMIZATION	2024	WTP FACILITY ENGINEERING & OPTIMIZATION	30,000	30,000	W57 (FY24)
		<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	-				

Project Name	Year	Description	Amount	Total	Project #
WTP FACILITY ENGINEERING & OPTIMIZATION	2025	WTP FACILITY ENGINEERING & OPTIMIZATION	30,000	30,000	W57 (FY25)
		<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	-				





Project Name	Year	Description	Amount	Total	Project #
WATER SYSTEM CONDITION ASSESSMENT	2024	<p>WATER SYSTEM CONDITION ASSESSMENT</p> <p><b>DESCRIPTION:</b></p> <p>PREPARE &amp; EVALUATE CONDITION ASSESSMENT PLAN &amp; 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 &amp; 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 &amp; R.</p> <p><b>ALTERNATIVES CONSIDERED:</b></p> <p>NO INSPECTION</p> <p><b>ADVANTAGES OF APPROVAL:</b></p> <p>DOING PLANNED CONDITION ASSESSMENT CAN PROVIDE A COST EFFECTIVE MECHANISM OF IDENTIFYING LIKELY ASSET FAILURES &amp; 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.</p> <p><b>ADDITIONAL OPERATING COST:</b></p> <p>NONE.</p>	100,000	100,000	<p><b>W69</b> <b>(FY24)</b></p>
			-	-	

Project Name	Year	Description	Amount	Total	Project #
<b>WATER SYSTEM CONDITION ASSESSMENT</b>	<b>UNSCHEDULED</b>	<b>WATER SYSTEM CONDITION ASSESSMENT</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.	200,000	<b>200,000</b>	<b>W69</b> (UNSCHEDULED)

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	W72
		<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 WFPJ 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.	-		



Project Name	Year	Description	Amount	Total	Project #
<b>LYMAN TANK &amp; TRANMISSION MAIN DESIGN</b>	<b>2021</b>	LYMAN TANK & TRANMISSION MAIN <b>DESCRIPTION:</b> DESIGN WITH CONSTRUCTION IN FY23 CONSTRUCT A NEW 5MG STORAGE TANK AT LYMAN, DECOMMISSIONING EXISTING LYMAN STORAGE TANK, CONDITION ASSESSMENT-BASED REPAIRS OF THE EXISTING LYMAN TANK & TRANMISSION MAIN DESIGN LYMAN TRANMISSION MAIN, NEW SUPPLY MAIN TIE IN TO NEW STORAGE TANK, NEW TRANMISSION MAIN TIE IN FROM NEW STORAGE TANK TO EXISTING TRANMISSION MAIN, NEW CHLORINATION/FLUORIDATION FEED FACILITY. DESIGN ONLY NO ADDITIONAL OPERATING COSTS.	750,000 - - - - - - - - -	<b>750,000</b>	<b>W87</b>

Project Name	Year	Description	Amount	Total	Project #
<b>LYMAN TANK &amp; TRANMISSION MAIN CONSTRUCTION</b>	<b>2023</b>	LYMAN TANK & TRANMISSION MAIN CONSTRUCTION <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.	10,000,000	<b>10,000,000</b>	<b>W88</b>



Project Name	Year	Description	Amount	Total	Project #
<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 SUBSTANTIALY. <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>3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT</b>	<b>2024</b>	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT <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	60,000 - - - - - - - - - - -	<b>60,000</b>	<b>W93</b>

Project Name	Year	Description	Amount	Total	Project #
REPLACEMENT 1 TON TRUCK	2024	REPLACE 1 TON TRUCK 3361 <b>DESCRIPTION:</b> REPLACEMENT OF 2006 1 TON SERVICE TRUCK WITH 55328 MILES <b>ALTERNATIVES CONSIDERED:</b> RENT OR LEASE <b>ADDITIONAL OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP:</b> NONE	53,000 - - - - - -	53,000	W97
REPLACEMENT 1 TON TRUCK	2025	REPLACE 1 TON TRUCK 3402 <b>DESCRIPTION</b> REPLACE 2008 1 TON TRUCK WITH 57593 MILES <b>ALTERNATIVES CONSIDERED</b> LEASE OR RENT <b>ADDITIONAL OPERATING COSTS</b> NONE <b>CHANGES FROM LAST CIP</b> NONE	53,000 - - - - - -	53,000	W98
HYALITE GUARDRAIL EXTENSION	2021	HYALITE GUARDRAIL <b>DESCRIPTION:</b> THESE ARE MATCHING FUNDS TO THE FOREST SERVICE TO INSTALL GUARDRAIL ON HYALITE ROAD NEAR THE CITY'S WATER INTAKE. THERE WERE MULTIPLE CAR ACCIDENTS IN THIS VICINITY IN 2019 POTENTIALLY CONTAMINATING CITY WATER SUPPLY AT THE RAW WATER INTAKE. NEW GUARDRAIL WILL HELP PREVENT VEHICLE ACCIDENTS INTO THE CREEK. <b>ALTERNATIVES CONSIDERED:</b> <b>ADD OPERATING COSTS:</b> <b>CHANGES FROM LAST CIP:</b> NEW ITEM.	70,000 - - - - - - - - - -	70,000	W99



Project Name	Year	Description	Amount	Total	Project #
REPLACE BACKHOE 1772	2023	REPLACE BACKHOE 1772 <b>DESCRIPTION:</b> REPLACE 1996 BACKHOE WITH 5007 HOURS <b>ALTERNATIVES CONSIDERED</b> NONE <b>ADDITIONAL OPERATING COSTS</b> NONE <b>CHANGES FROM LAST CIP</b> NONE	142,054 - -	142,054	W102
REPLACE DUMP TRUCK 3157	2023	REPLACE DUMP TRUCK 3157 <b>DESCRIPTION:</b> REPLACE SINGLE AXLE DUMP TRUCK WITH DOUBLE AXLE EXISTING 2004 DUMP TRUCK WITH 34821 MILES <b>ALTERNATIVES CONSIDERED</b> NONE <b>ADDITIONAL OPERATING COSTS:</b> NONE <b>CHANGES FROM LAST CIP</b> NONE	132,203 - -	132,203	W103
REPLACE BACKHOE 3293	2024	REPLACE BACKHOE <b>DESCRIPTION</b> REPLACE 2006 CATERPILLAR BACKHOE WITH 2856 HR <b>ALTERNATIVES CONSIDERED</b> RENT OR LEASE <b>ADDITIONAL OPERATION COSTS</b> NONE <b>CHANGES FROM LAST CIP</b> NONE	146,316 - -	146,316	W104

Project Name	Year	Description	Amount	Total	Project #
REPLACE BACKHOE 3419	2025	REPLACE BACKHOE 3419	150,706	150,706	W105
		<b>DESCRIPTION</b>	-		
		REPLACE 2008 BACKHOE WITH 3077 HOURS	-		
		<b>ALTERNATIVES CONSIDERED</b>			
		NONE			
		<b>ADDITIONAL OPERATING COSTS</b>			
		NONE			
SCADA MASTER PLAN	2022	SCADA MASTER PLAN	75,000	75,000	W106
		EVALUATE OPTIONS AND DEVELOP RECOMMENDATIONS FOR AREA-WIDE NETWORK IMPLEMENTATION FOR PLANNED REMOTE WATER INFRASTRUCTURE. DEVELOP SCADA DESIGN, EQUIPMENT, AND SCADA TAGGING AND PROGRAMMING STANDARDS. FORMULATE DATA ACCESSIBILITY AND SCADA INTEGRATION WITH OTHER CITY APPLICATIONS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		STATUS QUO OPERATION OF LIMITED SCADA WITHIN DISTRIBUTION SYSTEM AND PLANT.	-		
		<b>ADD OPERATING COSTS:</b>	-		
		UNKNOWN	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
MOVED FROM FY18.	-				

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	-		
		STANDARDS FOR EMPOWERING CUSTOMERS WITH REAL TIME	-		
		INFORAMTION 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	-		
					<b>WC02 (FY22)</b>

Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2023	METER SOFTWARE SUBSCRIPTION <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 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 & EDUCATES CUSTOMERS ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER CONSUMPTION. <b>ADDITIONAL OPERATING COST:</b> NONE	36,000 -	36,000	WC02 (FY23)
METER SOFTWARE SUBSCRIPTION	2024	METER SOFTWARE SUBSCRIPTION <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.	36,000 -	36,000	WC02 (FY24)



Project Name	Year	Description	Amount	Total	Project #
METER SOFTWARE SUBSCRIPTION	2025	METER SOFTWARE SUBSCRIPTION <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 NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED	36,000 - - - - - - - - - - -	36,000	WC02 (FY25)
WHEELED EXCAVATOR	UNSCHEDULED	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 FAILURE CAN BE PREDICTED AND BUDGETED AS CAPITAL IMPROVEMENT PROJECTS. <b>ADDITIONAL OPERATING COSTS:</b> NONE	- - - - - - - -	155,000	WWW1

Project Name	Year	Description	Amount	Total	Project #
<b>FACILITY CONDITION INVENTORY</b>	<b>2025</b>	FACILITY CONDITION INVENTORY	3,900	<b>3,900</b>	
		<b>DESCRIPTION:</b>	-		
		CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES	-		
		THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE	-		
		<b>ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON</b>	-		
		INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3).	-		
		<b>FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION</b>	-		
		BASED ON BUILDING SQUARE FOOTAGE.	-		
		<b>ALTERNATIVES:</b>	-		<b>GF346</b>
		CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS	-		
		ADVANTAGES:	-		
		<b>A COMPREHENSIVE INVENTORY OF ALL BUILDING</b>	-		
		DEFERRED MAINTENANCE WILL ALLOW FOR A MORE	-		
		PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS	-		
		<b>RESULTING IN BETTER RISK MANAGEMENT AND REDUCED</b>	-		
		LIFECYCLE COSTS.	-		
		<b>ADD OPERATING COSTS: NONE.</b>	-		

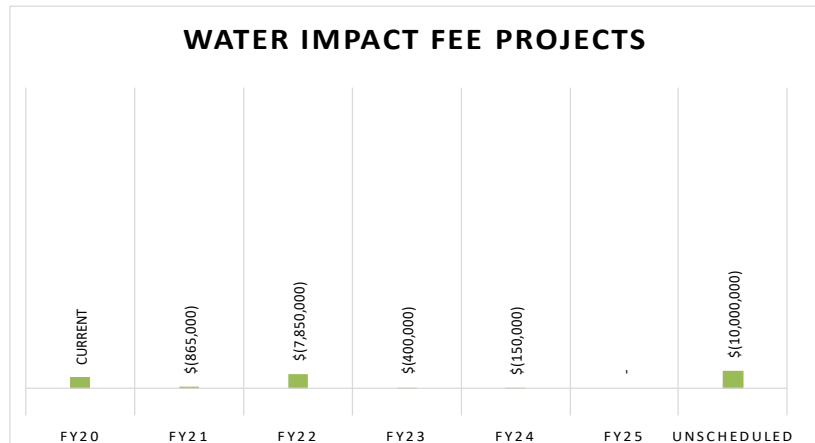
# Water Impact Fee

# WATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY20	FY21	FY22	FY23	FY24	FY25	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 5,121,337	\$ 2,388,425	\$ 2,868,137	\$ 2,644,074	\$ 2,916,926	\$ 3,501,273	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 1,888,070	\$ 1,944,712	\$ 2,003,053	\$ 2,063,145	\$ 2,125,039	\$ 2,188,791	\$ -
Plus: Loan for Well Field WIF32			\$ 6,500,000				
Plus: Loan for Sourdough Transmission Main, PH 2 WIF40	\$ 4,320,000						
Less: Carryover FY19 Capital Projects	\$ (2,645,254)						
Less: Debt payments (WIF03 WIF 32, and WIF40)		\$ (600,000)	\$ (877,116)	\$ (1,390,293)	\$ (1,390,693)	\$ (1,390,693)	
Less: Scheduled CIP Project Costs	\$ (6,295,729)	\$ (865,000)	\$ (7,850,000)	\$ (400,000)	\$ (150,000)	-	\$ (10,000,000)
<b>Projected Year-End Cash Dedicated to CIP</b>	<b>\$ 2,388,425</b>	<b>\$ 2,868,137</b>	<b>\$ 2,644,074</b>	<b>\$ 2,916,926</b>	<b>\$ 3,501,273</b>	<b>\$ 4,299,370</b>	

## Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY20	FY21	FY22	FY23	FY24	FY25
Estimated Annual Water Impact Fee Revenues	\$ 1,888,070	\$ 1,888,070	\$ 1,944,712	\$ 2,003,053	\$ 2,063,145	\$ 2,125,039
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
<b>Total Estimated Revenues</b>	<b>\$ 1,888,070</b>	<b>\$ 1,944,712</b>	<b>\$ 2,003,053</b>	<b>\$ 2,063,145</b>	<b>\$ 2,125,039</b>	<b>\$ 2,188,791</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>\$ 1,944,712</b>	<b>\$ 2,003,053</b>	<b>\$ 2,063,145</b>	<b>\$ 2,125,039</b>	<b>\$ 2,188,791</b>



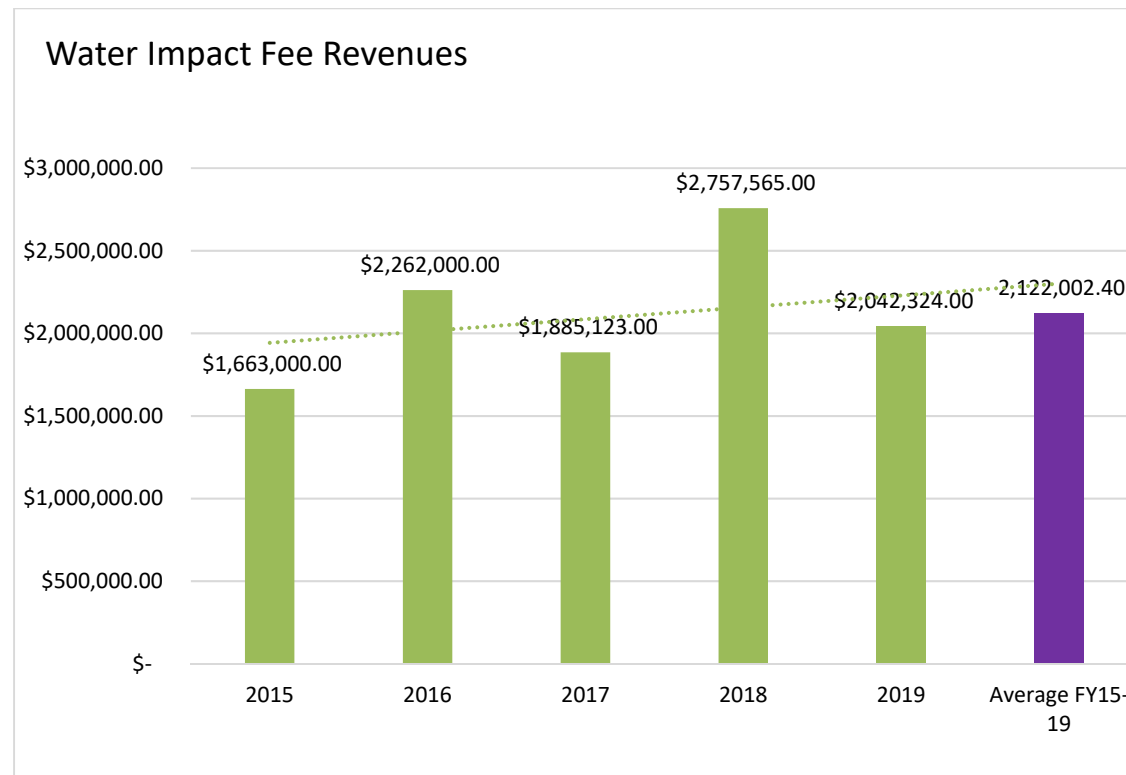
## WATER IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2021	FY2022	FY2023	FY2024	FY2025	Unscheduled
WIF28	5126 WEST SOURDOUGH RESERVOIR 1 - SITING		350,000	-	-	-	-
WIF32	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	500,000	7,500,000	-	-	-	-
WIF37	SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	25,000	-	-	150,000	-	-
WIF51	SOURDOUGH CANYON NATURAL STORAGE	-	-	-	-	-	10,000,000
WIF52	WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER	-	-	400,000	-	-	-
WIF53	NELSON MEADOWS WATER MAIN OVERSIZING	340,000	-	-	-	-	-
	<b>Fiscal Year totals</b>	<b>865,000</b>	<b>7,850,000</b>	<b>400,000</b>	<b>150,000</b>	<b>-</b>	<b>10,000,000</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. Revenues have grown on average by 6 % per year, over the past 5 years. For the CIP, we have used the 5-year Average collection, plus 3% growth each year from FY21 to FY25.



## CAPITAL PLAN SUMMARY

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 ground water supply into the existing system. Beginning in FY21 with design and construction in the following year (FY22) 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 WIF03, and WIF 40 and more will be incurred with WIF32. Over \$10 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 which were included as part of our more recent Water rate study. The estimated borrowing is outlined in the table below:

Estimated Debt Schedule						
Debt- Description	Project #	FY2021	FY2022	FY2023	FY2024	FY2025
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 - Transmission Main (WIF40)	WIF45		277,116	277,116	277,116	277,116
Debt Service for Borrowing - Well Field (WIF 32)	WIF43			513,177	513,577	513,577
		600,000	877,116	1,390,293	1,390,693	1,390,693

The project highlighted above aids in our efforts towards the Strategic Plan **6.1 a Watershed Management**.





Project Name	Year	Description	Amount	Total	Project #
GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	2021	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTI	500,000	500,000	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 #
GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	2022	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTI	7,500,000	7,500,000	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	2021	SOURDOUGH STORAGE PLAN	25,000	25,000	<b>WIF37 (FY21)</b>
		<b>DESCRIPTION:</b>	-		
		MAYOR ANDRUS PROVIDED A LETTER OF SUPPORT TO MSU TO STUDY NATURAL WATER STORAGE IN THE SOURDOUGH DRAINAGE. THIS WOULD BE A GRANT MATCH TO SUPPORT MSU RESEARCH AND SUBSEQUENT WATER SUPPLY NEEDS.	-		
		<b>ALTERNATIVES CONSIDERED:</b>	-		
		<b>ADD OPERATING COSTS:</b>	-		
		<b>CHANGES FROM LAST CIP:</b>	-		
		ADDITIONAL COMPONENT OF THE PLAN & ADDITIONAL FUNDING	-		
			-		
			-		
			-		
SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	2024	SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	150,000	150,000	<b>WIF37 (FY24)</b>
		<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>SOURDOUGH CANYON NATURAL STORAGE</b>	<b>UNSCHEDULED</b>	SOURDOUGH CANYON NATURAL STORAGE <b>DESCRIPTION:</b> ALTERNATIVES PLANNING & DESIGN FOR SOURDOUGH STORAGE ENHANCEMENT PROJECT. THIS PROJECT WILL INCREASE RESILIENCY OF SOURDOUGH WATERSHED TO DROUGHT IMPACTS & 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 & HELPS CLOSE THE APPROACHING WATER SUPPLY GAP. THIS PROJECT COULD HAVE POTENTIAL FEMA INVOLVEMENT FOR FLOOD CONTROL. <b>ALTERNATIVES CONSIDERED:</b> POSTPONE <b>ADDITIONAL OPERATING COSTS:</b> UNKNOWN	10,000,000 - - - - - - - - - -	<b>10,000,000</b>	<b>WIF51</b>
<b>WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER</b>	<b>2023</b>	WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER <b>DESCRIPTION:</b> 16-INCH WATER MAIN TO BE CONSTRUCTED IN COTTONWOOD ROAD BETWEEN OAK AND BAXTER TO MATCH OUR STREET PROJECT IN FY 23. THAT WATER MAIN IS SHOWN IN THE WATER MASTER PLAN, AND WE NEED TO MAKE SURE IT IS CONSTRUCTED WHEN THE ROAD PROJECT IS CONSTRUCTED.	400,000 - - - - -	<b>400,000</b>	<b>WIF52</b>
<b>NELSON MEADOWS WATER MAIN OVERSIZING</b>	<b>2021</b>	NELSON MEADOWS WATER MAIN OVERSIZING <b>DESCRIPTION:</b> DEVELOPER REQUIRED TO INSTALL 16" WATER MAIN PER THE CITY'S WATER FACILITY PLAN. THIS IS AN OVERSIZING COST FROM THE MINIMUM REQUIRED SIZE. EXACT COST TO BE VERIFIED.	340,000 - - - -	<b>340,000</b>	<b>WIF53</b>