



# Capital Improvements Plan

## FISCAL YEARS 2022 -2026

**Presented during Public Meetings held**
**November 2020 – December 2020**

BOZEMAN MT

# City of Bozeman, Montana

## Adopted

## Capital Improvements Program

## For Fiscal Years 2022-2026

Presented during Public Meetings held

November 2020 – December 2020

**City Commission**

Cynthia Andrus, Mayor
Terry Cunningham, Deputy Mayor
I-Ho Pomeroy, Commissioner
Michael Wallner, Commissioner
Jennifer Madgic, Commissioner

**City Staff**

Jeff Mihelich, City Manager
Anna Rosenberry, Assistant City Manager
Kristin Donald, Finance Directo

# CIP MESSAGE

Dear City Commission and Residents of Bozeman:



We are proud to present to you the City of Bozeman, 2022 - 2026 Capital Improvement Plan. 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 staff have taken a lot of time and care in preparing this document. This five-year plan has $206 million in scheduled projects and $192 million unscheduled.

The CIP is 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.

### *Plan Challenges*

The growth the City is seeing impacts the need for expanded infrastructure and efforts to increase capacity in infill areas. The demands with growth, limited funding, and limited staff capacity to complete projects make the plan difficult to balance not just to the bottom line but with

all capacity factors. Along with addressing growth demand the plan also strives to achieve actions in the Strategic Plan. Certain items in the General Fund are planned to be funded by bonds approved on an election ballot.

The US economy has been in flux with COVID, therefore, COVID related economic factors could change the revenue predictions in this plan. As we develop the FY22 budget we will continue to watch economic indicators and refine our revenue predictions. With this extreme uncertainty of how this recession will work preparing different solutions for each scenario will be needed as we move into FY22.

***Strategic Plan***

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



1) **An Engaged Community**. We are continuing our work to foster a culture of civic engagement by using our newly adopted communication plan. Several of the projects will include an element of ***Community Outreach*** specifically:
    - The potential for a Westside Recreation Center and Library.
    - WC02 Meter Software Subscription, $36,000 annually is for the Dropcountr water use portal. The Dropcountr water use portal alerts customers to water leaks and inefficient usage, provides customers with the ability to track their water use, and compares use to efficient neighbors and unique efficiency goals specific to each customer's property. This project relates to Strategic Plan *priorities 1.1 outreach, 1.2 community engagement*.



2) **An Innovative Economy**. Supporting retention and growth of both the traded and local business sectors is addressed with the plans for our expanded infrastructure. In addition, annual amounts for the purchase of fiber conduit and vaults, GF275, this is an investment into broadband infrastructure taking a step towards ***2.2 a Identify Commercial/Industrial Infrastructure needs.***



3) **A Safe, Welcoming Community**. There are several projects on the horizon to continue the City being a safe welcoming community:
    - With the plan to relocate Fire Stations 2 and strategizing Fire Station 4 to address *3.1 c implement the Fire Station Location Plan*.

- *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 Westside Recreation and Library, GF355, splashpads and playground updates.



**4) A Well-Planned City**. We have developed a Comprehensive Parks Maintenance and Facilities Funding Program and with the recent voter approval of the ***Parks & Trails District*** we are continuing in implementing the District. Many of the funds work together towards the well-planned City vision:

- SIF150 15th (Patrick to Tschache) aids in the efforts for ***Affordable Housing***, specifically, the Arrowleaf and Perennial Parks mixed-use project by GMD Development.
- 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*. City staff calculated the proportion of recent street corridor projects that was used to improve the bike and pedestrian facilities on those projects ranged from 20%-30% of total project costs indicating a significant investment in non-motorized facilities. In addition, every year the Street Maintenance fund has allocation of $50,000 for bike path improvements (STR20) and some additional funding have been included in STR116 of $25,000 for Bike paths and STR117 of $25,000.
- The Wastewater fund and Wastewater Impact fund have many projects that achieve *4.3 b Increase Capacity of Sewer Pipes to Accommodate Development Projects*.



**5) A Creative, Learning Culture**. Developing an ordinance to create a program for all public buildings built to have 1% of the construction costs to be set aside for art in that public space. This type of program provides a guaranteed funding mechanism for the acquisition of artwork for new public facilities and civic spaces. The new item this year is added to FY22 LIB28 Library Expansion, which is an expansion of the current facility to meet growing program needs, in addition to expanded meeting room space, and covered parking for the bookmobile addressing *5.1.a Library Expansion Planning - Ensure library services and facilities meet the demands of the city.* This is also addressed with GF355 with the Westside Recreation and Library Facility.



6) **A Sustainable Environment**. This Approved Budget looks at ***Climate Action*** with GF245 has Energy Saving projects for City Hall and GF353 plans for Electrical Vehicle stations at the new Bozeman Public Safety Center planned in the General Fund. Efforts towards clean water and watershed management are included in the water and water impact fee funds:
   - As mention under Community engagement WC02: Meter Software Subscription for Dropcountr water use portal also helps us work towards with through water conservation *6.1.a clean water supplies*.
   - WIF32 Groundwater Well Field and Transmission Construction - Water right permitting and mitigation plan; construction of aquifer recharge or other mitigation infrastructure; and transmission main construction to tie ground water supply into the existing system. WIF32 enhances connectivity by providing a redundant water supply source in the event of Sourdough WTP outage and aids in our efforts towards *6.1 a Watershed Management*.



7) **A High Performance Organization**. There are projects to further expand facilities to accommodate new staff to have adequate work space in addition to new vehicles, tools and equipment to aid in the basic services for the City.

In closing, we respectfully submit the 2022 -2026 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 FY22. The City will continue to invest in capital infrastructure in order to keep Bozeman as a vibrant and active city. We are a resilient, enterprising, and creative community. The 2022- 2026 CIP is a plan to provide efficient and effective services, and to achieve the Commission's vision and priorities set out in the Strategic Plan for the City of Bozeman.

Respectfully,

*Jeff Mihelich*
**City Manager**

*Anna Rosenberry*
**Assistant City Manager**

*Kristin Donald*
**Finance Director**

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# CIP Summary

# CIP SUMMARY

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

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

### *Background*

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

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

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

The CIP includes any planned expenditure of **$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;

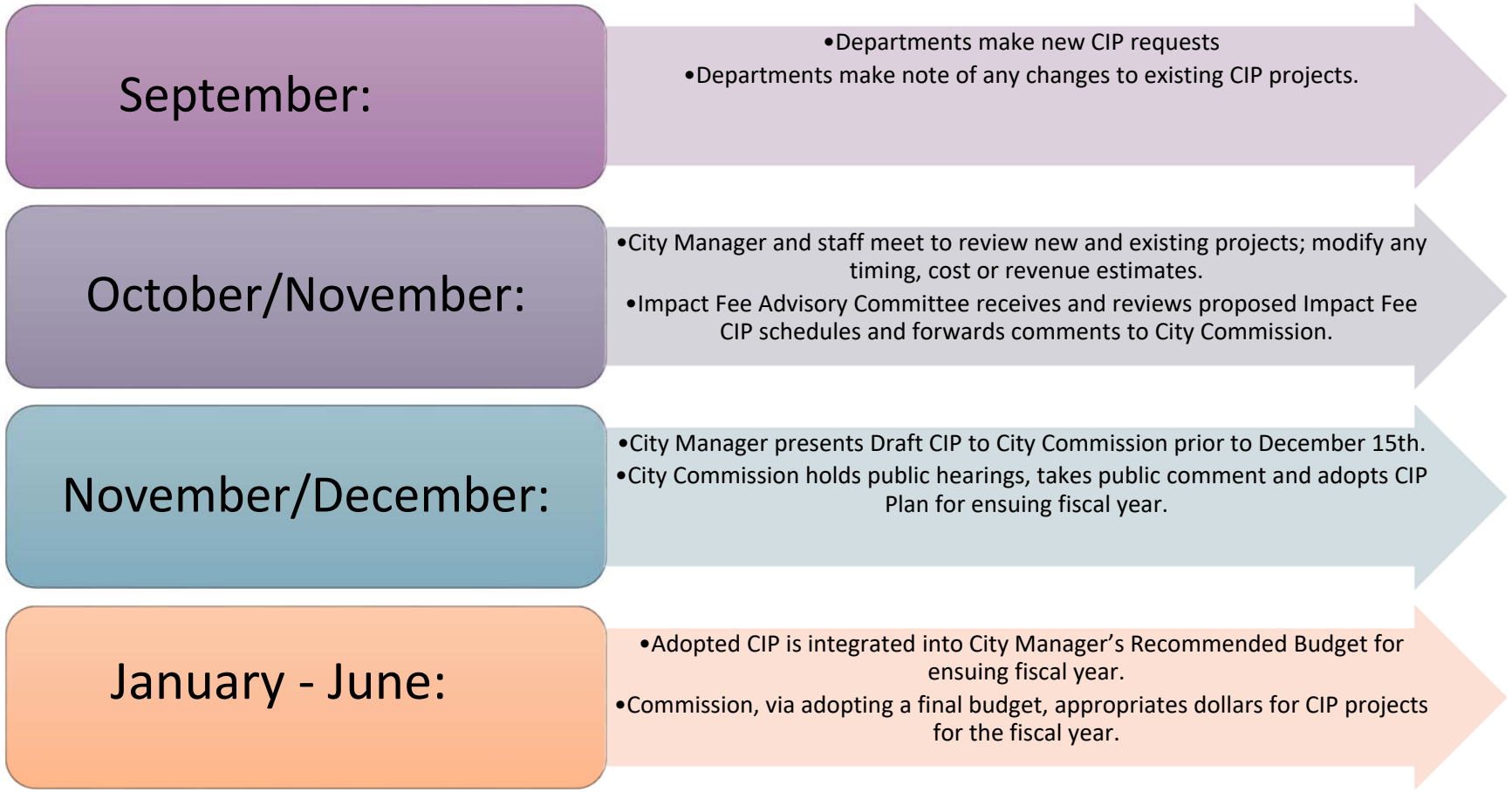
- Specific plans that involve pre-engineering or preliminary design of facilities are often (but not always) included in the CIP.
- Software purchases that could potentially be "software as a service". Cloud based services are beginning to replace our purchase of outright software and hardware. In the 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.

### 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

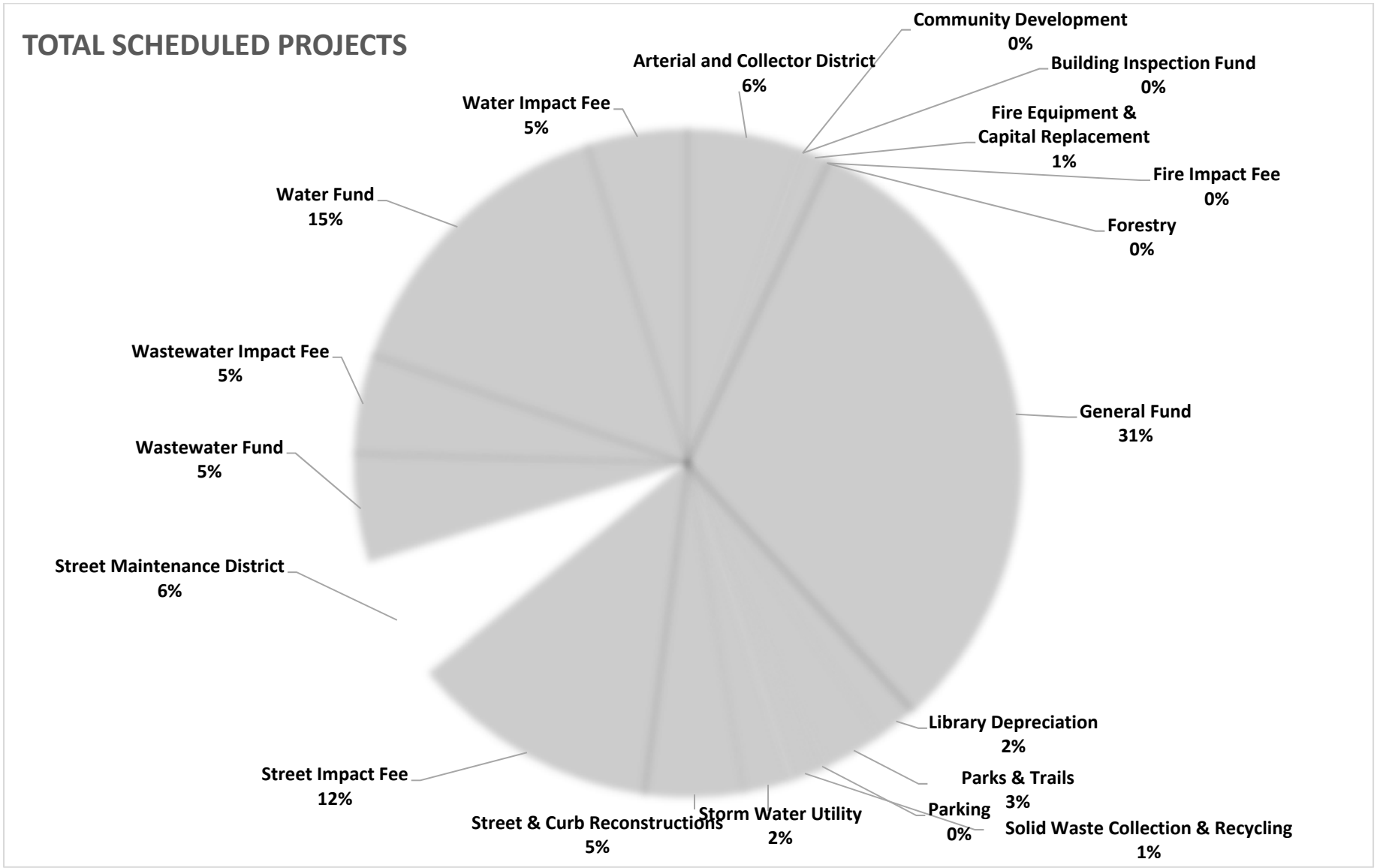
- **Enterprise Funds**
  - Parking Charges for services and enforcement
  - Solid Waste Fund - Charges for Services
  - Storm Water Fund - Charges for Services
  - Wastewater Fund - Charge for Services
  - Wastewater Impact Fee - Impact fees
  - Water Fund - Charges for services
  - Water Impact Fee - Impact fees
- **Internal Service Funds**
  - Public Work Admin Fund – Internal Charges to other funds
  - Vehicle Maintenance Fund- Intrnal Charges ot other funds

# 2022-2026 CIP FINANCIAL SUMMARY

This five-year plan has $206.9 million in scheduled projects and $192 million unscheduled.

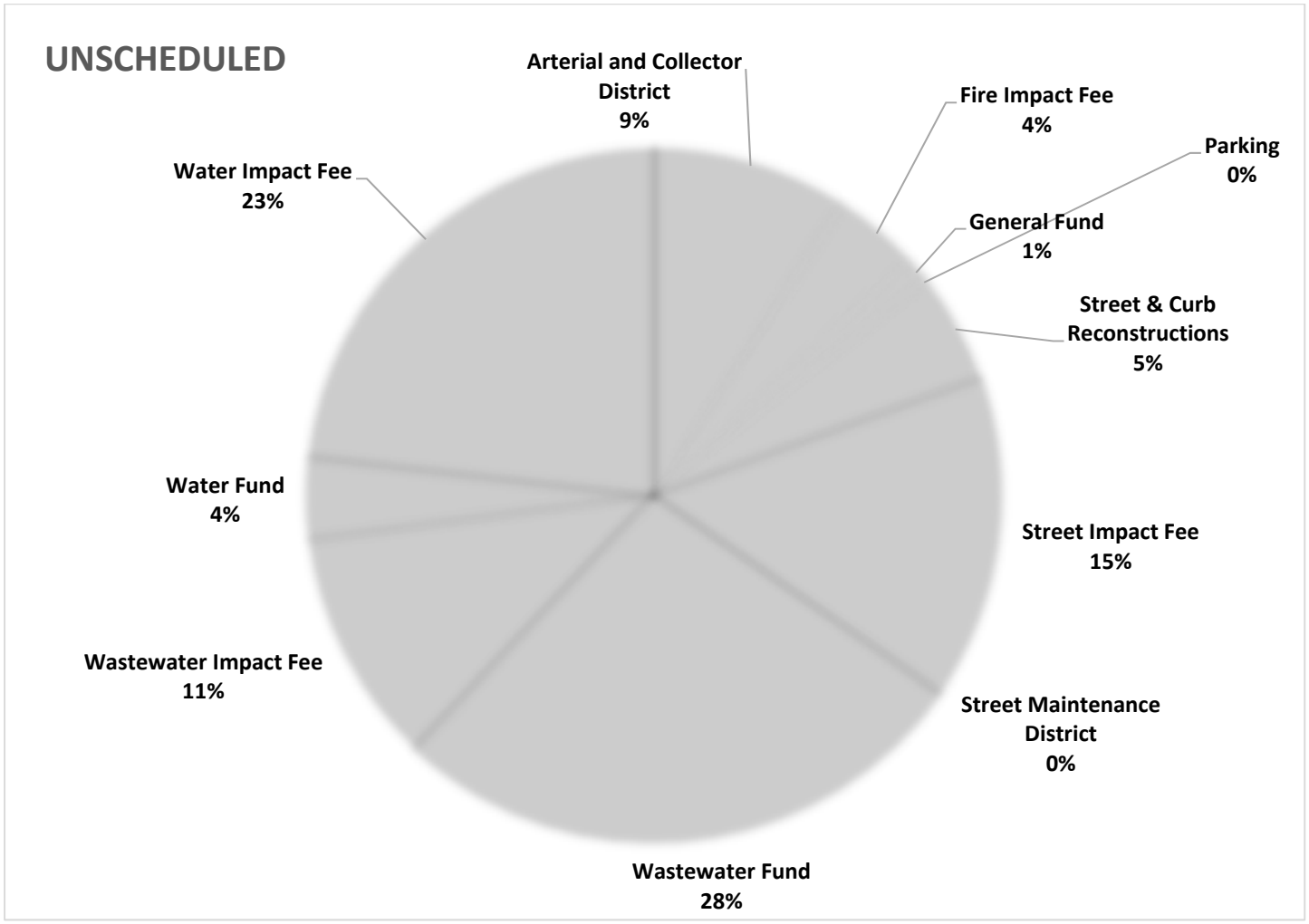
| | Scheduled Projects | | | | | | |
|---|---|---|---|---|---|---|---|
| | **FY22** | **FY23** | **FY24** | **FY25** | **FY26** | **TOTAL SCHEDULED PROJECTS** | **Unscheduled** |
| Arterial and Collector District | 2,735,000 | 4,250,000 | 1,000,000 | 500,000 | 3,050,000 | 11,535,000 | 16,500,000 |
| Building Inspection Fund | - | - | - | - | - | - | 357,500 |
| Community Development | - | - | - | - | - | - | 180,000 |
| Fire Equipment & Capital Replacement | 502,885 | 261,161 | 214,033 | 703,963 | 1,260,389 | 2,942,431 | 3,178,600 |
| Fire Impact Fee | - | - | - | - | - | - | 7,265,000 |
| Forestry | 160,000 | 65,000 | 75,000 | - | 42,000 | 342,000 | - |
| General Fund | 1,257,717 | 9,638,900 | 1,184,320 | 51,447,060 | 667,000 | 64,194,997 | 2,163,000 |
| Library Depreciation | 4,072,000 | 72,000 | - | - | - | 4,144,000 | - |
| Parks & Trails | 1,185,000 | 868,000 | 944,000 | 1,549,600 | 1,500,000 | 6,046,600 | 5,325,000 |
| Parking | 285,000 | 300,000 | 410,000 | - | - | 995,000 | - |
| Solid Waste Collection & Recycling | 770,000 | 625,000 | 645,000 | 330,000 | 330,000 | 2,700,000 | - |
| Storm Water Utility | 960,000 | 732,250 | 754,612 | 1,077,093 | 1,348,812 | 4,872,767 | 85,000 |
| Street & Curb Reconstructions | 1,496,474 | 2,388,908 | 2,112,724 | 1,861,763 | 2,041,940 | 9,901,809 | 9,402,000 |
| *** Street Resurfacing Fund* | *500,000* | - | - | - | - | *500,000* | - |
| Street Impact Fee | 3,600,000 | 8,900,000 | 3,700,000 | 2,650,000 | 5,900,000 | 24,750,000 | 27,600,000 |
| Street Maintenance District | 2,974,039 | 2,232,000 | 2,206,000 | 2,365,000 | 2,736,000 | 12,513,039 | 325,000 |
| Wastewater Fund | 1,950,000 | 2,217,818 | 2,905,903 | 2,040,365 | 1,720,900 | 10,834,986 | 50,155,000 |
| Wastewater Impact Fee | 300,000 | 1,500,000 | 3,200,000 | - | 5,000,000 | 10,000,000 | 20,000,000 |
| Water Fund | 5,005,500 | 7,932,757 | 9,937,816 | 2,827,206 | 4,675,500 | 30,378,779 | 7,155,000 |
| Water Impact Fee | 1,505,000 | 8,300,000 | 350,000 | - | - | 10,155,000 | 42,500,000 |
| Internal Service Fund - Vehicle Maint | - | 45,000 | - | - | - | 45,000 | - |
| Internal Service Fund - Public Works | 35,000 | - | 65,000 | - | - | 100,000 | - |
| Total | $ 29,293,615 | $ 50,328,794 | $ 29,704,408 | $ 67,352,050 | $ 30,272,541 | $ 206,951,408 | $ 192,191,100 |
| ** One time funding so no individual section | | | | | | | |

# 2022 - 2026 CIP FINANCIAL SUMMARY



# UNSCHEDULED CIP FINANCIAL SUMMARY

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.



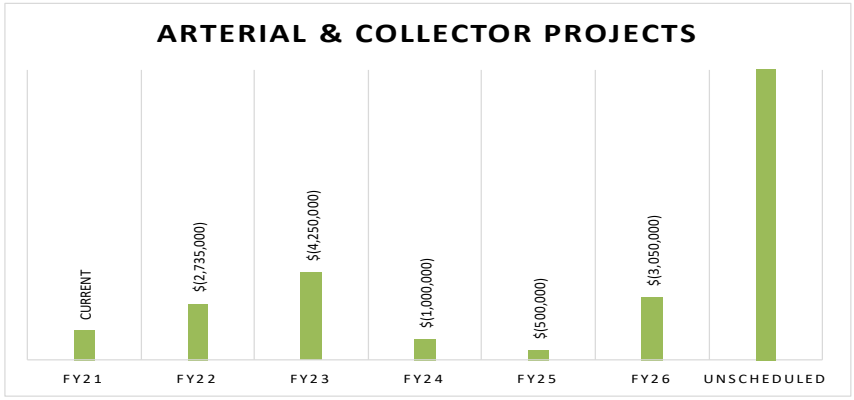
# Fund Summaries

# Arterial & Collector District

# ARTERIAL & COLLECTOR DISTRICT FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 994,118 | $ 109,094 | $ (205,109) | $ (2,282,974) | $ (1,052,976) | $ 736,476 | |
| Plus: Assessment Revenues Dedicated to CIP | $ 1,442,306 | $ 1,400,131 | $ 1,442,134 | $ 1,485,398 | $ 1,529,960 | $ 1,575,859 | $ - |
| Plus: Payback Revenue | $ 300,667 | $ 300,667 | | | | | |
| Plus: New Gas Tax dollars | $ 500,000 | $ 720,000 | $ 730,000 | $ 744,600 | $ 759,492 | $ 774,682 | |
| Less: FY20 Carry Forward | $ (1,677,997) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (1,450,000) | $ (2,735,000) | $ (4,250,000) | $ (1,000,000) | $ (500,000) | $ (3,050,000) | $ (16,500,000) |
| Projected Year-End Cash Dedicated to CIP | $ 109,094 | $ (205,109) | $ (2,282,974) | $ (1,052,976) | $ 736,476 | $ 37,018 | |
| Beginning Balance of Payback Improvements: | $ (2,544,666) | $ (2,544,666) | $ (2,243,999) | $ (3,827,332) | $ (3,827,332) | $ (3,827,332) | $ (3,827,332) |
| SIF080 - Gallatin County SID | $ 300,667 | $ 300,667 | | | | | |
| SIF080- Flanders Payback | | | | | | | |
| SIF113 -Griffin (7th to Rouse) Payback District | | | | | | | |
| SIF114- Fowler Connection (Huffine to Oak) Construction PayabackDistrict | | | $ (1,250,000) | | | | |
| SIF117 - Storymill (Griffen to Bridger) Payback District | | | | | | | |
| SIF138- Cottonwood Road (Oak to Baxter) Payback District | | | $ (333,333) | | | | |
| Ending Balance of Payback Improvements: | $ (2,544,666) | $ (2,243,999) | $ (3,827,332) | $ (3,827,332) | $ (3,827,332) | $ (3,827,332) | $ (3,827,332) |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *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

| Current CIP Requests | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project #** | **Project Name** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **FY2026** | **Unscheduled** |
| **A&C007** | SHARED USE PATH- VALLYCNT | - | - | - | - | 300,000 | - |
| **SIF086** | BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION | - | 500,000 | - | - | - | - |
| **SIF113** | GRIFFIN (7TH TO ROUSE) - CONSTRUCTION | 1,700,000 | - | - | - | - | - |
| **SIF114** | FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION | - | 1,750,000 | 750,000 | - | 2,000,000 | - |
| **SIF118** | BABCOCK (15TH TO 19TH) | 750,000 | - | - | - | - | - |
| **SIF138** | COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION | - | 2,000,000 | - | - | - | - |
| **SIF145** | KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS | 85,000 | - | - | - | - | - |
| **SIF147** | OAK & 19TH INTERSECTION IMPROVEMENTS | - | - | 250,000 | 500,000 | - | - |
| **SIF149** | BABCOCK - 11TH TO 15TH CONSTRUCTION | - | - | - | - | - | 500,000 |
| **SIF150** | 15TH - PATRICK TO BAXTER | 200,000 | - | - | - | - | - |
| **SIF152** | N 27TH - BAXTER TO CATTAIL | - | - | - | - | - | 1,000,000 |
| **SIF154** | CATTAIL & 27TH INTERSECTION IMPROVEMENTS | - | - | - | - | - | 300,000 |
| **SIF156** | HIGHLAND/KAGY INTERSECTION IMPROVEMENTS | - | - | - | - | - | 500,000 |
| **SIF157** | COLLEGE (8TH TO 19TH) | - | - | - | - | 300,000 | - |
| **SIF158** | College (8th to 19th) | - | - | - | - | - | 2,200,000 |
| **SIF160** | 27TH: BAXTER>CATTAIL DESIGN | - | - | - | - | 200,000 | - |
| **SIF161** | CATTAIL/27TH INTERSECTION | - | - | - | - | 125,000 | |
| **SIF162** | BAXTER/27TH INTERSECTION | - | - | - | - | 125,000 | - |
| **SIF163** | N 11TH - DURSTON TO OAK | - | - | - | - | - | 750,000 |
| **SIF164** | S 3RD - KAGY TO GRAF IMPROVEMENT | - | - | - | - | - | 1,500,000 |
| **SIF165** | CHURCH: MAIN TO KAGY IMPROVEMENT | - | - | - | - | - | 6,000,000 |
| **SIF166** | CATTAIL: 19TH TO 27TH IMPROVEMENT | - | - | - | - | - | 750,000 |
| **SIF167** | LINCOLN: 11TH TO 19TH IMPROVEMENT | - | - | | - | - | 1,000,000 |
| **SIF168** | 3RD/ GRAF/ WAGONWHEEL IMPROVEMENT | - | - | - | - | - | 1,000,000 |
| **SIF169** | DURSTON/ LAUREL PARKWAY IMPROVEMENT | - | - | - | - | - | 1,000,000 |
| | **Fiscal Year totals** | **2,735,000** | **4,250,000** | **1,000,000** | **500,000** | **3,050,000** | **16,500,000** |

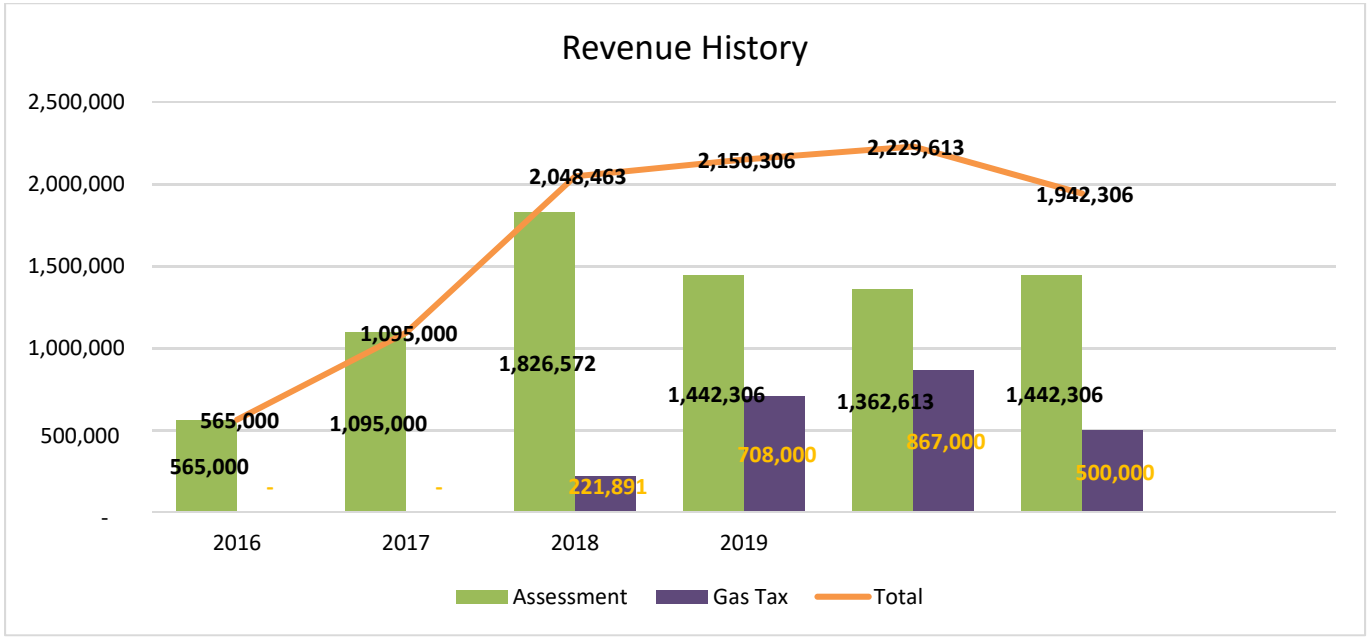
| Prior Year CIP Requests | | | | | | |
|---|---|---|---|---|---|---|
| **Project #** | **Project Name** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **Unscheduled** |
| **SIF086** | BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION | - | 500,000 | - | - | - |
| **SIF113** | GRIFFIN (7TH TO ROUSE) - CONSTRUCTION | 1,500,000 | - | - | - | - |
| **SIF114** | FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION | - | 1,750,000 | 750,000 | - | - |
| **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 | - |
| | **Fiscal Year totals** | **2,335,000** | **3,920,000** | **1,000,000** | **1,376,000** | **2,650,000** |

# 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 except where the adjacent property is already 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. Since these projects take multiple years to complete the plan does have negative ending balances but is positive by the end of the 5 years, which has been our practice. The District's revenue 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 FY20. FY21 the Commission adopted a 3% increase in the assessment but lower gas tax due to COVID impacts.



## 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 to improve the intersection of 7th and Griffin Drive in the area.
- SIF114 Fowler Connection (Huffine to Oak) scheduled for FY23, FY24 and FY26 that will increase capacity and extends an important north-south corridor.
- SIF086 and SIF138 Cottonwood Road (Oak to Baxter and Baxter/Cottonwood intersection) will complete the missing segment of Cottonwood connecting the City's arterial network supporting traffic movement to/from the new high school, the Sports Park, and the NXNW Crossing Development.



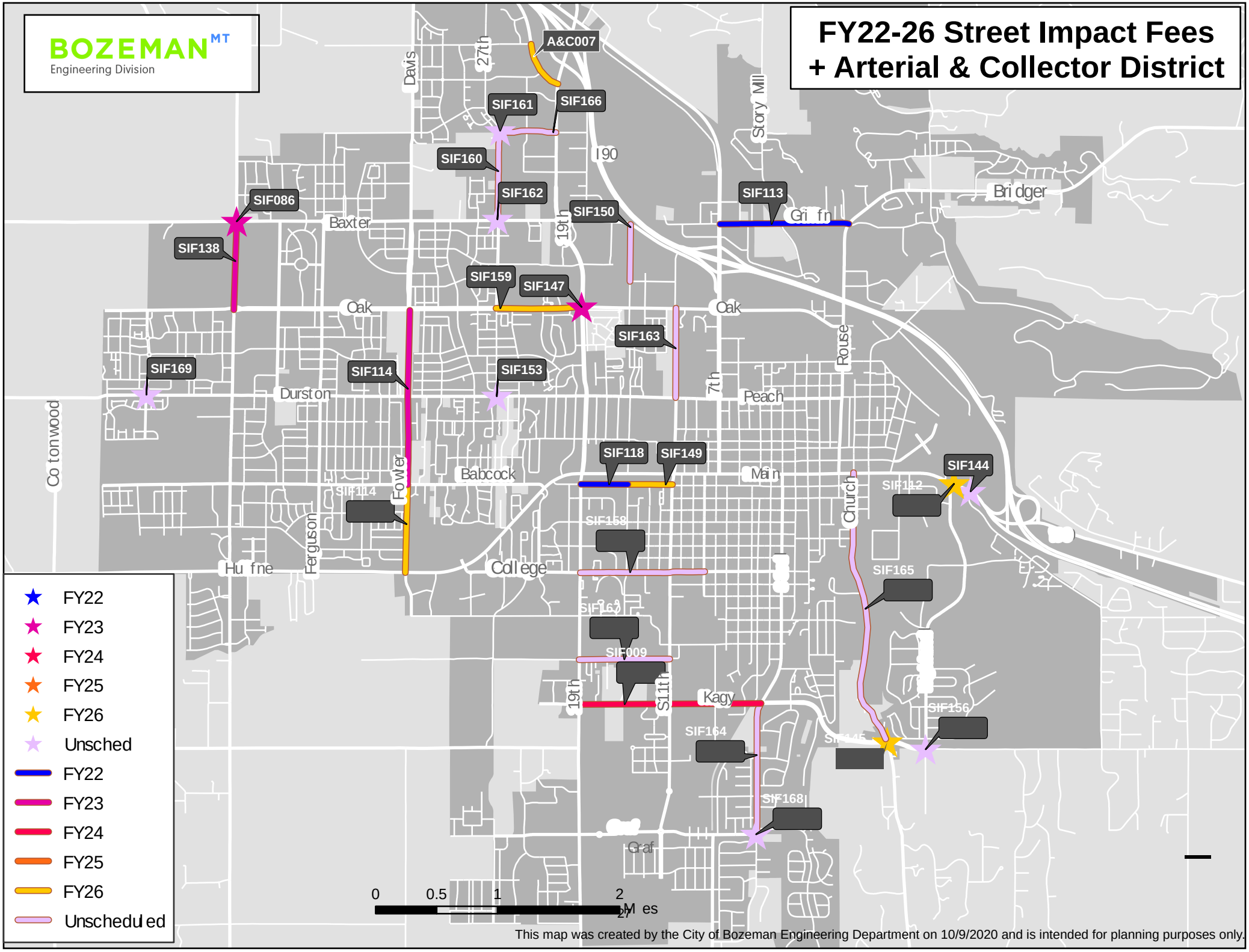

Planned for FY24 and FY25, is an upgrade the intersection of Oak and 19th (SIF147), which would add an additional lane to the eastbound leg of the intersection. Significant delays are observed on the eastbound leg of this intersection, and this project would improve intersection operations at this location. FY26 includes design of the missing link of the N. 27th corridor (Baxter to Cattail) which will accommodate significant development in the northwest portion of the City specifically supporting new traffic demands from the Billings Clinic. The construction element of this corridor is indicated in the Unscheduled portion of the plan.



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***. City staff calculated the proportion of recent street corridor projects that was used to improve the bike and pedestrian facilities on those projects ranged from 20%-30% of total project costs indicating a significant investment in non-motorized facilities. Those street corridor projects have completed significant gaps in bike/ped facilities. Additionally, staff added a standalone bike/pedestrian project in Fiscal Year 26 arterial and collector district funds per requests from the BABAB and PTSC based on a prioritization scoring system with the intent to schedule new standalone bike/pedestrian projects in future capital plans.

# ARTERIAL & COLLECTOR AND STREET IMPACT FEE COMBINED SUMMARY

| Row Labels | A&C | SIF | Grand Total |
|---|---|---|---|
| SIF086 | 500,000 | 2,000,000 | 2,500,000 |
| SIF113 | 1,700,000 | 2,700,000 | 4,400,000 |
| SIF114 | 4,500,000 | 8,000,000 | 12,500,000 |
| SIF118 | 750,000 | 550,000 | 1,300,000 |
| SIF138 | 2,000,000 | 2,000,000 | 4,000,000 |
| SIF147 | 750,000 | 750,000 | 1,500,000 |
| SIF149 | 500,000 | 3,300,000 | 3,800,000 |
| SIF152 | 1,000,000 | 4,000,000 | 5,000,000 |
| SIF154 | 300,000 | 1,200,000 | 1,500,000 |
| SIF156 | 500,000 | 2,000,000 | 2,500,000 |
| SIF160 | 200,000 | 200,000 | 400,000 |
| SIF161 | 125,000 | 125,000 | 250,000 |
| SIF162 | 125,000 | 125,000 | 250,000 |
| SIF163 | 750,000 | 750,000 | 1,500,000 |
| SIF164 | 1,500,000 | 1,500,000 | 3,000,000 |
| SIF165 | 6,000,000 | 9,000,000 | 15,000,000 |
| SIF166 | 750,000 | 750,000 | 1,500,000 |
| SIF167 | 1,000,000 | 1,000,000 | 2,000,000 |
| SIF168 | 1,000,000 | 1,000,000 | 2,000,000 |
| SIF169 | 1,000,000 | 1,000,000 | 2,000,000 |
| **Grand Total** | **24,950,000** | **41,950,000** | **66,900,000** |


BOZEMAN MT
Engineering Division
FY22-26 Street Impact Fees
+ Arterial & Collector District
A&C007
SIF161
SIF166
SIF160
SIF162
SIF150
SIF086
SIF138
SIF159
SIF147
SIF163
SIF169
SIF114
SIF153
SIF113
SIF118
SIF149
SIF144
SIF142
SIF158
SIF165
SIF167
SIF009
SIF164
SIF156
SIF168
Davis
27th
Story Mill
I90
Bridger
Griffin
Baxter
19th
Oak
Rouse
7th
Peach
Durston
Cottonwood
Babcock
Main
Church
Fowler
Ferguson
Huffine
College
Kagy
S11th
Graf
FY22
FY23
FY24
FY25
FY26
Unsched
FY22
FY23
FY24
FY25
FY26
Unscheduled
0
0.5
1
2
Miles
This map was created by the City of Bozeman Engineering Department on 10/9/2020 and is intended for planning purposes only.

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SHARED USE PATH - VALLEY CENTER** | **2026** | SHARED USE PATH-SOUTHWEST SIDE OF VALLEY CENTER | 300,000 | **$ 300,000** | **A&C007** |
| | | FROM 19TH TO CATAMOUNT | - | | |
| | | DESCRIPTION: | - | | |
| | | THIS SECTION OF PATHWAY IS AN EXISTING NETWORK GAP | - | | |
| | | IN THE PAVED PATHWAY SYSTEM. EXISTING SHARED USE | - | | |
| | | PATHWAY EXISTS ALONG N 10TH AVE FROM OAK ST NORTH | - | | |
| | | TO EAST VALLEY CENTER. DEVELOPMENT PROJECTS HAVE | - | | |
| | | CONSTRUCTED PAVED SHARED USE PATHWAYS FROM | - | | |
| | | CATAMOUNT NORTH AND WEST TOWARD DAVIS LANE. FUTURE | - | | |
| | | DEVELOPMENT IS EXPECTED TO INFILL THE REMAINING | - | | |
| | | GAP TO CONNECT WITH THE EXISTING SHARED USE PATH | - | | |
| | | ALONG E VALLEY CENTER TO JACKRABBIT LANE. FILLING | - | | |
| | | THIS NETWORK GAP IS AN OPPORTUNITY TO CONTINUE | - | | |
| | | THE EFFORTS TO CONNECT A SHARED USE PATH BETWEEN | - | | |
| | | BELGRADE AND BOZEMAN. | - | | |

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

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 2** | **2023** | GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PHASE 2 | 1,700,000 | **$** | **1,700,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | 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 | - | | | **SIF113** |
| | | TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE | - | | | **(FY22)** |
| | | 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. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | ACCEPT THE CURRENT LEVEL OF SERVICE (DO NOTHING). | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | 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. | - | | | |
| | | **ADD OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION** | **2023** | FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION | 1,750,000 | **$** | **1,750,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | 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 | - | | | **SIF114** |
| | | WITH THE TRANSPORTATION MASTER PLAN WILL BE | - | | | **(FY23)** |
| | | ATTAINED AT THE COMPLETION OF THIS PROJECT. OTHER | - | | | |
| | | AFFECTED PROJECTS INCLUDE INTERSECTION IMPROVEMENT | - | | | |
| | | ON FOWLER AT HUFFINE, BABCOCK, DURSTON AND OAK. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND | - | | | |
| | | CONSTRUCT THE ROAD INCREMENTALLY. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | | |
| | | TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON | - | | | |
| | | OTHER ADJACENT CORRIDORS. | - | | | |
| | | **ADD OPERATING COSTS:** | - | | | |
| | | 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 | 750,000 | **$ 750,000** | **SIF114 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND | - | | |
| | | CONSTRUCT THE ROAD INCREMENTALLY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | |
| | | TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON | - | | |
| | | OTHER ADJACENT CORRIDORS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION** | **2026** | FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION | 2,000,000 | **$** | **2,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | COMPLETE THIS SECTION OF FOWLER FROM HUFFINE TO | - | | | |
| | | BABCOCK (PROJECT HAS BEEN SPLIT FOR FUNDING | - | | | |
| | | PURPOSES).PROJECT WILL INCREASE CAPACITY AND | - | | | |
| | | EXTEND AN IMPORTANT NORTH-SOUTH CORRIDOR ON THE | - | | | |
| | | WEST SIDE OF THE CITY. FUTURE DEVELOPMENTS THAT | - | | | |
| | | WILL IMPACT THIS AREA MAY NOT BE ALLOWED TO | - | | | |
| | | PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. | - | | | **SIF114** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO CONSTRUCT THE | - | | | **(FY26)** |
| | | ROAD INCREMENTALLY. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | | |
| | | TRANSPORTATION NETWORK. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |
| | | **PROJECT HAS BEEN SPLIT INTO MULTIPLE SECTIONS | - | | | |
| | | FOR FUNDING PURPOSES) | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BABCOCK (15TH TO 19TH)** | **2022** | BABCOCK (15TH TO 19TH) | 750,000 | **$ 750,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **SIF118** |
| | | PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE | - | | |
| | | OTHER STAKEHOLDERS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE | - | | |
| | | IMPROVEMENTS SECTION BY SECTION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR | - | | |
| | | AT A TIME MORE FAVORABLE TO THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING & | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION** | **2023** | COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION* | 2,000,000 | **$** | **2,000,000** | **SIF138** |
| | | **DESCRIPTION:** | - | | | |
| | | CONSTRUCTION OF A 5 LANE PRINCIPAL ARTERIAL STREET | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | SID, PAYBACK DISTRICT, TOPS, INCREMENTAL | - | | | |
| | | CONSTRUCTION BY ADJACENT DEVELOPERS. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THE PROJECT WILL EXPAND THE CAPACITY AND IMPROVE | - | | | |
| | | THE CONNECTIVITY OF THE CITY STREET NETWORK. IT | - | | | |
| | | WILL IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS | - | | | |
| | | AND IMPROVE ACCESS TO THE SPORTS PARK. IT WILL | - | | | |
| | | FACILITATE DEVELOPMENT CURRENTLY OCCURRING IN | - | | | |
| | | THIS PART OF THE CITY. | - | | | |
| | | **ADD OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |
| | | CHANGES FROM LAST CIP: | - | | | |
| | | **UPDATED COSTS** BASED ON LATEST CONSTRUCTION COST | - | | | |
| | | DATA. COSTS ASSUME A MINIMUM 1/3 PARTICIPATION BY | - | | | |
| | | DEVELOPER WEST OF COTTONWOOD ROAD. | - | | | |
| **KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS** | **2022** | KAGY/SOURDOUGH INTERSECTION IMPROVEMENTS | 85,000 | **$** | **85,000** | **SIF145** |
| | | **DESCRIPTION:** | - | | | |
| | | CITY SHARE OF MDT PROJECT. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | NONE | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING & | - | | | |
| | | GENERAL MAINTENANCE COSTS | - | | | |
| | | CHANGES FROM LAST CIP: | - | | | |
| | | 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 # |
|---|---|---|---|---|---|---|
| **OAK & 19TH INTERSECTION IMPROVEMENTS** | **2024** | OAK & 19TH INTERSECTION IMPROVEMENTS - DESIGN | 250,000 | **$** | **250,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF147** |
| | | DO NOTHING. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | **(FY24)** |
| | | INCREMENTAL INCREASES, GENERAL MAINTENANCE. | - | | | |
| | | CHANGES FROM LAST CIP: | - | | | |
| | | NEW ITEM. | - | | | |
| **OAK & 19TH INTERSECTION IMPROVEMENTS** | **2025** | OAK & 19TH INTERSECTION IMPROVEMENTS | 500,000 | **$** | **500,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE. | - | | | |
| | | ALTERNATIVES CONSIDERED: | - | | | **SIF147** |
| | | DO NOTHING. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | **(FY25)** |
| | | INCREMENTAL INCREASES. GENERAL MAINTENANCE. | - | | | |
| | | **CHANGES FROM LAST CIP:** | - | | | |
| | | NEW ITEM | - | | | |

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

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **15TH - PATRICK TO BAXTER** | **UNSCHEDULED** | 15TH - PATRICK TO TSCHACHE | 200,000 | **$** | **200,000** | |
| | | **DESCRIPTION:** | | | | |
| | | THIS IS MONEY IN ADDITION TO STREET IMPACT FEE SIF150 TO COMPLETE CONSTRUCTION OF THIS SEGMENT BETWEEN PATRICK AND TSCHACHE. ORIGINAL PROJECT DESCRIPTION WAS INCORRECT. THIS MONEY WILL BE PLACED IN A PAYBACK DISTRICT TO BE RECOVERED FROM THE DEVELOPER ON THE EAST SIDE OF 15TH UPON FUTURE DEVELOPMENT. | | | | **SIF150** |
| | | **ALTERNATIVES CONSIDERED:** | | | | |
| | | DO NOTHING. | | | | |
| | | **ADVANTAGES OF APPROVAL:** | | | | |
| | | COMMISSION DIRECTED STAFF TO WORK WITH DEVELOPMENT COMMUNITY TO COMPLETE THIS SECTION IN SUPPORT OF THE AFFORDABLE HOUSING PROJECT (ARROWLEAF). | | | | |
| | | **ADDITIONAL OPERATING COSTS:** | | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |
| **N 27TH - BAXTER TO CATTAIL** | **UNSCHEDULED** | N 27TH - BAXTER TO CATTAIL | 1,000,000 | **$** | **1,000,000** | |
| | | **DESCRIPTION:** | - | | | **SIF152** |
| | | CONSTRUCT N 27TH TO A CITY COLLECTOR STREET STANDARD BETWEEN BAXTER AND CATTAIL. | - | | | |
| | | | - | | | |
| **CATTAIL & 27TH INTERSECTION IMPROVEMENTS** | **UNSCHEDULED** | CATTAIL & 27TH INTERSECTION IMPROVEMENTS | 300,000 | **$** | **300,000** | |
| | | **DESCRIPTION:** | - | | | **SIF154** |
| | | CONSTRUCT THE INTERSECITON OF DURSTON & 27TH ROUNDABOUT OR SIGNAL. | - | | | |
| | | | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **HIGHLAND/KAGY INTERSECTION IMPROVEMENTS** | **UNSCHEDULED** | HIGHLAND/KAGY INTERSECTION IMPROVEMENTS | 500,000 | **$ 500,000** | **SIF156** |
| | | **DESCRIPTION:** | - | | |
| | | UPGRADES TO THE INTERSECTION OF HIGHLAND AND KAGY, | - | | |
| | | MOST LIKELY A SIGNALIZED INTERSECTION, TO ADDRESS | - | | |
| | | LEVEL OF SERVICE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | NEW ITEM. | - | | |
| **COLLEGE (8TH TO 19TH)** | **2026** | COLLEGE(8TH TO 19TH)-DESIGN | 300,000 | **$ 300,000** | **SIF157** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ACCEPT THE CURRENT FAILING CONDITION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENHANCES SAFETY AND DRAINAGE, PRESERVES PAVEMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| | | NEW ITEM. | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **COLLEGE (8TH TO 19TH) - Construction** | **UNSCHEDULED** | COLLEGE(8TH TO 19TH) - CONSTRUCTION | 2,200,000 | **$** | **2,200,000** | |
| | | **DESCRIPTON:** | - | | | |
| | | REBUILT COLLEGE FROM 19TH TO 8TH TO AN URBAN | - | | | |
| | | MINOR ARTERIAL STANDARD. THE STREET IS ALREADY IN | - | | | |
| | | A FAILING CONDITION AND CONTINUES TO FUNCTION; | - | | | |
| | | HOWEVER, EVENTUALLY THE STREET WILL BECOME | - | | | |
| | | DETERIORATE TO A POINT WHERE IT IS UNFEASIBLE TO | - | | | |
| | | MAINTAIN AND KEEP OPEN TO PUBLIC USE. THIS PROJECT | - | | | |
| | | INCLUDES ADA COMPLIANT PEDESTRIAN RAMPS, PAVEMENT | - | | | |
| | | MARKINGS, AND SIGNAGE WHICH WILL IMPROVE | - | | | |
| | | PEDESTRIAN SAFETY. ALSO, NEW ASPHALT AND DRAINAGE | - | | | **SIF158** |
| | | IMPROVEMENTS WILL ELIMINATE POTHOLES AND MINIMIZE | - | | | |
| | | ICE BUILDUP. ADA COMPLIANCE AND MS4 PERMIT | - | | | |
| | | COMPLIANCE WILL BE MET AT COMPLETION. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | ACCEPT CURRENT FAILING CONDITIONS. | - | | | |
| | | **ADVANTAGE OF APPROVAL:** | - | | | |
| | | ENHANCES SAFETY AND DRAINAGE, PRESERVES PAVEMENT. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |
| **27TH: Baxter > Cattail Design** | **2026** | 27TH(BAXTER TO CATTAIL): DESIGN | 200,000 | **$** | **200,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |
| | | INCLUDE CONSTRUCTION WORK. CONSTRUCTION WORK WILL | - | | | |
| | | BE SCHEDULED FOR NEXT FISCAL YEAR. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF160** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **CATTAIL/ 27TH INTERSECTION IMPROVEMENTS** | **2026** | CATTAIL & 27TH INTERSECTION - DESIGN | 125,000 | **$** | **125,000** | **SIF161** |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |
| | | INCLUDE CONSTRUCTION WORK. CONSTRUCTON WORK WILL | - | | | |
| | | BE SCHEDULED FOR NEXT FISCAL YEAR. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL.** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |
| **Baxter/ 27TH INTERSECTION IMPROVEMENTS** | **2026** | BAXTER & 27TH INTERSECTION - DESIGN | 125,000 | **$** | **125,000** | **SIF162** |
| | | **DESCRIPTION:** | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |
| | | CATTAIL & 27TH INTERSECTION - DESIGN | 125,000 | | | |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **N 11th - Durston to Oak** | **UNSCHEDULED** | N 11TH AVE-DURSTON TO OAK IMPROVEMENTS | 750,000 | **$** | **750,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | THIS PROJECT WAS IDENTIFIED IN THE TRANSPORTATION | - | | | |
| | | MASTER PLAN AS MSN-13. THIS PROJECT CONSISTS OF | - | | | |
| | | CONSTRUCTING N 11TH AVENUE FROM DURSTON TO OAK. | - | | | |
| | | THE ROAD WILL BE BUILT TO A TWO-LANE URBAN | - | | | |
| | | COLLECTOR STANDARD WHICH INCLUDES ONE TRAVEL LANE | - | | | |
| | | IN EACH DIRECTION, BIKE LANES ON EACH SIDE, CURB | - | | | |
| | | AND GUTTER, BOULEVARD, PARKING, AND SIDEWALKS. | - | | | **SIF163** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THIS PROJECT WILL CREATE AN ADDITIONAL NORTH-SOUTH | - | | | |
| | | LINK ALONG THE NORTH-CENTRAL PART OF THE CITY. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |
| **S 3rd - Kagy to Graf Improvement** | **UNSCHEDULED** | S 3RD AVE:GRAF TO KAGY IMPROVEMENTS | 1,500,000 | **$** | **1,500,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | | |
| | | MASTER PLAN AS MSN-3. THIS PROJECT CONSISTS OF | - | | | |
| | | WIDENING S 3RD AVENUE FROM GRAF ST TO KAGY BLVD | - | | | |
| | | TO A 3-LANE URBAN ARTERIAL ROADWAY. THIS INCLUDES | - | | | |
| | | ONE TRAVEL LANE IN EACH DIRECTION, BIKE LANES ON | - | | | |
| | | EACH SIDE, CURB AND GUTTER, SIDEWALKS, AND A | - | | | |
| | | RAISED MEDIAN. | - | | | **SIF164** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THIS PROJECT SERVES TO ACCOMMODATE DEVELOPMENT IN | - | | | |
| | | THE REGION AND SERVE NORTH-SOUTH TRAFFIC FLOW | - | | | |
| | | AROUND SOUTHERN PORTIONS OF THE CITY. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **Church: Main to Kagy Improvement** | **UNSCHEDULED** | CHURCH:MAIN ST TO KAGY BLVD IMPROVEMENTS | 6,000,000 | **$** | **6,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | | |
| | | MASTER PLAN AS MSN-15. THIS PROJECT WILL | - | | | |
| | | RECONSTRUCT CHURCH FROM MAIN STREET SOUTH TO KAGY | | | | |
| | | BOULEVARD TO A TWO-LANE URBAN COLLECTOR STANDARD. | - | | | |
| | | THIS INCLUDES ONE-TRAVEL LANE IN EACH DIRECTION, | - | | | |
| | | BIKE LANES ON EACH SIDE, CURB AND GUTTER, | - | | | |
| | | BOULEVARDS, PARKING, AND SIDEWALKS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF165** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THIS PROJECT ACCOMMODATES INCREASED TRAFFIC DUE TO | - | | | |
| | | GROWTH IN THE SOUTH BOZEMAN AREA AS WELL AS THE | - | | | |
| | | COUNTY AREA SOUTH OF BOZEMAN. THIS PROJECT WILL | - | | | |
| | | IMPROVE SAFETY AND CAPACITY FOR MOTORIZED VEHICLES | - | | | |
| | | AS WELL AS BICYCLES AND PEDESTRIANS. | | | | |
| | | **ADDITIONAL OPERATING COSTS:** | | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Cattail: 19th to 27th improvement** | **UNSCHEDULED** | CATTAIL ST:19TH TO 27TH IMPROVEMENTS | 750,000 | **$ 750,000** | **SIF166** |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-34. IT CONSISTS OF CONSTRUCTING | - | | |
| | | CATTAIL ST FROM 19TH WEST TO 27TH TO A 3-LANE | - | | |
| | | URBAN COLLECTOR. PROJECT WILL INCLUDE ONE TRAVEL | - | | |
| | | LANE IN EACH DIRECTION, BIKE LANES ON EACH SIDE, | - | | |
| | | CURB AND GUTTER, BOULEVARD, PARKING, AND SIDEWALKS | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS CONNECTION WILL ACCOMMODATE GROWTH IN THE | - | | |
| | | AREA AND SERVES AS AN EAST/WEST CONNECTION WITHIN | - | | |
| | | THE NORTHERN PORTION OF THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| **Lincoln: 11th to 19th Improvement** | **UNSCHEDULED** | LINCOLN:S 19TH TO 11TH IMPROVEMENTS | 1,000,000 | **$ 1,000,000** | **SIF167** |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-37. IT CONSISTS OF | - | | |
| | | RECONSTRUCTING W LINCOLN FROM 11TH TO 19TH TO A | - | | |
| | | 3-LANE URBAN COLLECTOR. THIS INCLUDES ONE TRAVEL | - | | |
| | | LANE IN EACH DIRECTION, BIKE LANES ON EACH SIDE, | - | | |
| | | CURB AND GUTTER, SIDEWALK ON THE SOUTH SIDE, A | - | | |
| | | SHARED USE PATH ON THE NORTH SIDE, AND A FLUSH OR | - | | |
| | | RAISED MEDIAN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY IN THE AREA. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |

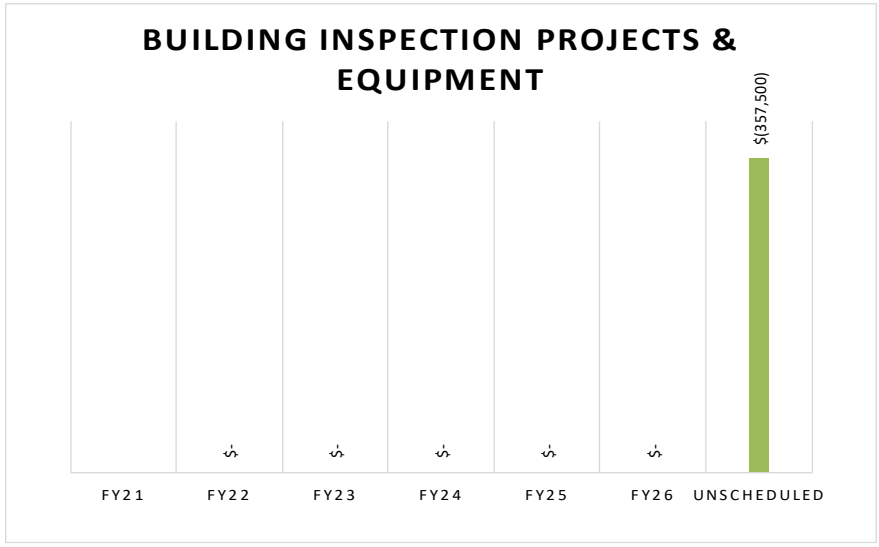
| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **3rd/ Graf/ Wagonwheel Improvement** | **UNSCHEDULED** | 3RD/GRAF/WAGONWHEEL INTERSECTION IMPROVEMENTS | 1,000,000 | **$** | **1,000,000** | **SIF168** |
| | | **DESCRIPTION:** | - | | | |
| | | EITHER A ROUNDABOUT OR A SIGNALIZED INTERSECTION | - | | | |
| | | CONSTRUCTION. WORK IS IDENTIFIED AS A NEED IN THE | - | | | |
| | | TRANSPORTATION MASTER PLAN. COMPLETION OF THE GRAF | - | | | |
| | | STREET CONNECTION FROM 19TH IS DRIVING THE NEED | - | | | |
| | | FOR THIS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE INCREASED TRAFFIC IN THE AREA. | - | | | |
| **Durston/ Laurel Parkway Improvement** | **UNSCHEDULED** | DURSTON/LAUREL PARKWAY INTERSECTION IMPROVEMENTS | 1,000,000 | **$** | **1,000,000** | **SIF169** |
| | | **DESCRIPTION:** | - | | | |
| | | DEVELOPMENT DRIVEN INTERSECTION IMPROVEMENT. | - | | | |
| | | CURRENT TRAFFIC IMPACT STUDIES INDICATE THAT | - | | | |
| | | NORTON RANCH SUBDIVISION PH 6 WILL TRIGGER AN | - | | | |
| | | IMPROVEMENT AT THIS INTERSECTION TO IMPROVE SAFETY | - | | | |
| | | AND LEVEL OF SERVICE. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ALLOW FOR DEVELOPMENT WITHIN A 1/2 MILE RADIUS OF | - | | | |
| | | THIS INTERSECTION. | - | | | |

# Building Inspection

# BUILDING INSPECTION FUND FINANCIAL SUMMARY

| Financial Summary | Current Year FY21 | | | | | | |
|---|---|---|---|---|---|---|---|
| Projected Beginning Reserve Balance Dedicated to CIP | $ 247,726 | $ 260,150 | $ 272,946 | $ 286,126 | $ 299,702 | $ 313,685 | |
| Plus: Building Inspection Revenues Dedicated to CIP | $ 12,424 | $ 12,796 | $ 13,180 | $ 13,576 | $ 13,983 | $ 14,402 | $ - |
| Less: FY 20 Carryyforward CIP Project Costs | | $ - | $ - | $ - | $ - | $ - | $ (357,500) |

| *Assumptions Made for Revenue Estimates:* | *Current Year FY21* | | | | | |
|---|---|---|---|---|---|---|
| *Estimated Annual Building Inspection Revenues* | *$ 2,070,600* | *$ 2,070,600* | *$ 2,132,718* | *$ 2,196,700* | *$ 2,262,601* | *$ 2,330,479* |
| *Estimated Growth in Revenues* | *0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 2,070,600* | *$ 2,132,718* | *$ 2,196,700* | *$ 2,262,601* | *$ 2,330,479* | *$ 2,400,393* |
| *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%* |
| *Total % Dedicated to CIP* | *0.6%* | *0.6%* | *0.6%* | *0.6%* | *0.6%* | *0.6%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 12,424* | *$ 12,796* | *$ 13,180* | *$ 13,576* | *$ 13,983* | *$ 14,402* |



# BUILDING INSPECTION FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **BI03** | BUILDING INSPECTION STAFF VEHICLES | - | - | - | - | | 357,500 |
| | **Fiscal Year totals** | **-** | **-** | **-** | **-** | | **357,500** |

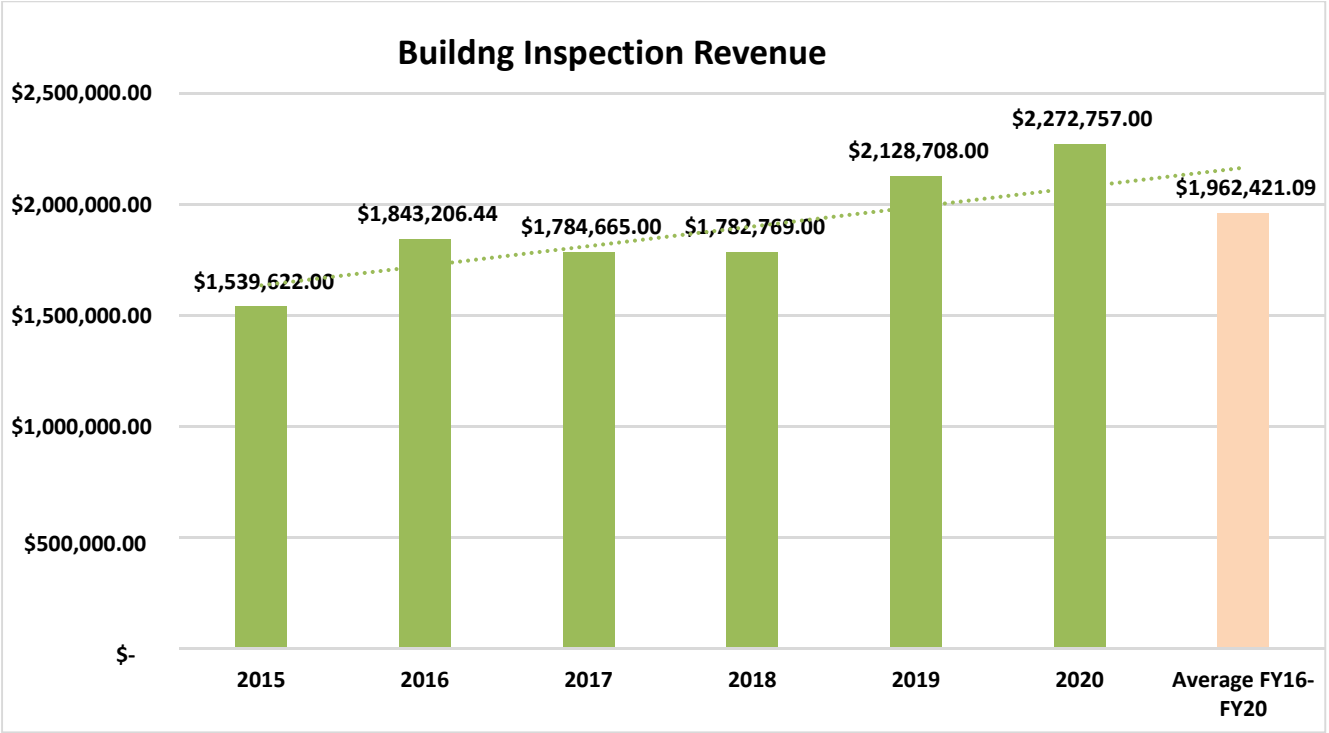
**Prior year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **BI03** | BUILDING INSPECTION STAFF VEHICLES | - | - | - | - | 357,500 |
| | **Fiscal Year totals** | **-** | **-** | **-** | **-** | **357,500** |

# 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.

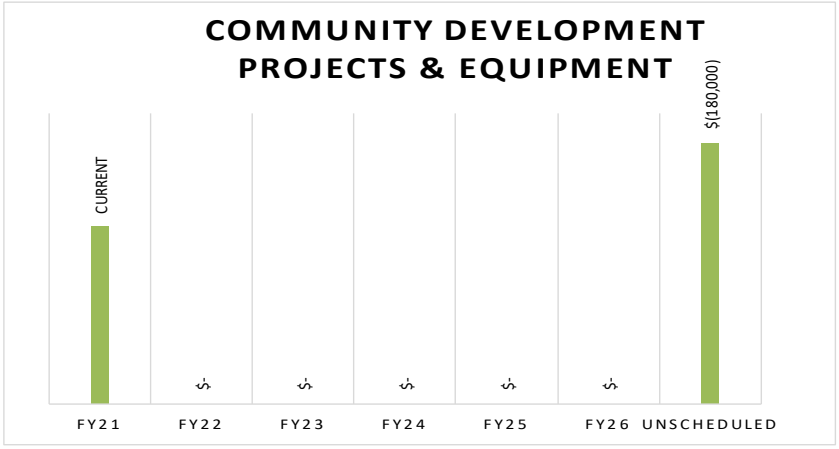
| Project Name: | Year | DESCRIPTION: | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BUILDING INSPECTION STAFF VEHICLES** | **UNSCHEDULED** | BUILDING INSPECTION STAFF VEHICLES | 357,500 | **357,500** | **BI03** |
| | | **DESCRIPTION:** | - | | |
| | | THIS ITEM IS FOR THE SCHEDULED REPLACEMENT 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. | - | | |
| | | ALTERNATIVES: | - | | |
| | | USE VEHICLES LONGER | - | | |
| | | **ADD OPERATING:** | - | | |
| | | 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 | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 154,466 | $ 326,018 | $ 602,645 | $ 884,805 | $ 1,172,607 | $ 1,466,166 | |
| Plus: Long Range Planning Restricted Cash | $ 315 | | | | | | |
| Plus: Conservation Overlay Restricted Cash | $ 72,309 | | | | | | |
| Plus: Entryway Corridor Restricted Cash | $ 61,712 | | | | | | |
| Plus: Technology Restricted Cash | $ 44,832 | | | | | | |
| Plus: Planning Revenues Dedicated to CIP | $ 115,056 | $ 276,627 | $ 282,160 | $ 287,803 | $ 293,559 | $ 299,430 | |
| Less: Scheduled CIP Project Costs | $ (122,671) | $ - | $ - | $ - | $ - | $ - | $ (180,000) |
| Projected Year-End Cash Dedicated to CIP | $ 326,018 | $ 602,645 | $ 884,805 | $ 1,172,607 | $ 1,466,166 | $ 1,765,596 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Community Development Revenues (Excludes interfund transfers)* | *$ 1,643,654* | *$ 1,643,654* | *$ 1,676,527* | *$ 1,710,058* | *$ 1,744,259* | *$ 1,779,144* |
| *Estimated Growth in Revenues* | *-* | *2%* | *2%* | *2%* | *2%* | *2%* |
| *Total Estimated Revenues* | *$ 1,643,654* | *$ 1,676,527* | *$ 1,710,058* | *$ 1,744,259* | *$ 1,779,144* | *$ 1,814,727* |
| *Current Revenues Dedicated to CIP %* | *7.0%* | *7.0%* | *16.5%* | *16.5%* | *16.5%* | *16.5%* |
| *Plus: Increase Dedicated to Capital Improvements %* | *0.0%* | *9.5%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *7.0%* | *16.5%* | *16.5%* | *16.5%* | *16.5%* | *16.5%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 115,056* | *$ 276,627* | *$ 282,160* | *$ 287,803* | *$ 293,559* | *$ 299,430* |



# COMMUNITY DEVELOPMENT FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **GF277** | ERP REPLACEMENT/UPGRADE | - | - | - | - | | 180,000 |
| | **Fiscal Year totals** | **-** | **-** | **-** | **-** | | **180,000** |

**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **CD07** | PROJECT TRACKING SOFTWARE UPDATE | 300,000 | - | - | - | - |
| **GF277** | ERP REPLACEMENT/UPGRADE | - | - | - | - | 180,000 |
| | **Fiscal Year totals** | **300,000** | **-** | **-** | **-** | **180,000** |

# 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.)

| Fees Restricted for Planning/Long Range Updates | Average | FY20 | FY19 | FY18 | FY17 | FY16 | FY15 |
|---|---|---|---|---|---|---|---|
| Plus: Long Range Planning Restricted Cash | 155,005 | 315 | 103,945 | 245,729 | 245,729 | 179,309 | 51,000 |
| Plus: Conservation Overlay Restricted Cash | 166,686 | 72,309 | 106,646 | 228,096 | 228,096 | 198,286 | 11,700 |
| Plus: Entryway Corridor Restricted Cash | 61,712 | 61,712 | 61,712 | 61,712 | 61,712 | 61,712 | 7,231 |
| Plus: Technology Restricted Cash | 39,414 | 44,832 | 44,835 | 37,642 | 44,835 | 17,733 | N/A |
| | 422,818 | 179,168 | 317,138 | 573,178 | 580,371 | 457,040 | 69,931 |

## CAPITAL PLAN SUMMARY

There is only an unscheduled item which is for the upgrade or replacement of the ERP system which is funded also by the General Fund and the Public Works Admin fund.

| Project Name: | Year | DESCRIPTION: | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ERP REPLACEMENT/UPGRADE** | **UNSCHEDULED** | ERP REPLACEMENT/UPGRADE | 180,000 | **$ 180,000** | |
| | | DESCRIPTION: | - | | |
| | | POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR | - | | |
| | | CURRENT VENDOR UPGRADE OR NEW SYSTEM | - | | |
| | | ALTERNATIVE: | - | | **GF277** |
| | | KEEP SAME SYSTEM UNTIL UNSUPPORTED | - | | |
| | | ADD OPERATING: | - | | |
| | | USUALLY ANNUAL MAINTENANCE COSTS | - | | |
| | | FUNDING SPLIT: GF 35% PWADMIN 50% AND CD 15% | - | | |

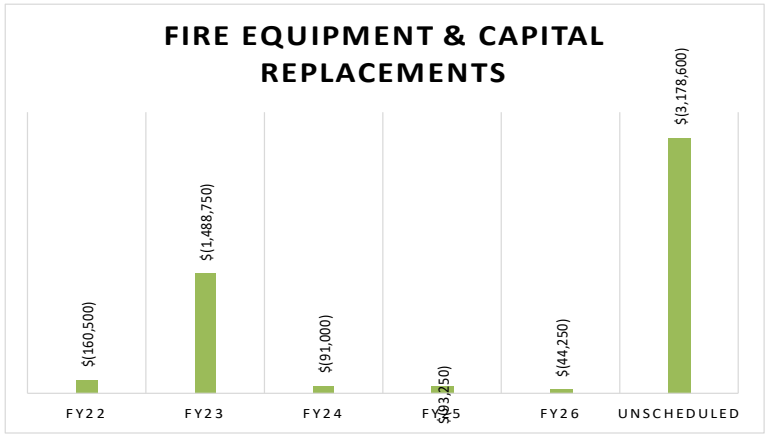
# Fire Equipment & Capital

# FIRE EQUIPMENT & CAPITAL FUND FINANCIAL SUMMARY

**Fire Equipment & Capital Replacement**
**Capital Improvement Plan**

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 256,045 | $ 479,693 | $ 852,885 | $ (86,161) | $ 389,033 | $ 878,963 | |
| Plus: Dedicated Tax Revenues 4 Mills | $ 518,148 | $ 533,692 | $ 549,703 | $ 566,194 | $ 583,180 | $ 600,676 | $ - |
| Less: FY20 carry forward | $ (55,000) | | | | | | |
| Less: Amount dedicated to BPSC | $ (50,000) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (189,500) | $ (160,500) | $ (1,488,750) | $ (91,000) | $ (93,250) | $ (44,250) | $ (3,178,600) |
| Projected Year-End Cash Dedicated to CIP | $ 479,693 | $ 852,885 | $ (86,161) | $ 389,033 | $ 878,963 | $ 1,435,389 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | Projected | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Tax Revenues* | *$ 518,148* | *$ 518,148* | *$ 533,692* | *$ 549,703* | *$ 566,194* | *$ 583,180* |
| *Estimated Annual Increase* | | *3.0%* | *3.0%* | *3.0%* | *3.0%* | *3.0%* |
| *Total Estimated Revenues* | *$ 518,148* | *$ 533,692* | *$ 549,703* | *$ 566,194* | *$ 583,180* | *$ 600,676* |
| *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* | *$ 518,148* | *$ 533,692* | *$ 549,703* | *$ 566,194* | *$ 583,180* | *$ 600,676* |



# FIRE EQUIPMENT & CAPITAL FUND PROJECT SUMMARY

**Current Year CIP Requests**

| Project | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| FE07 | FIRE STAFF VEHICLE REPLACEMENT | - | - | - | - | - | 275,000 |
| FE10 | SELF-CONTAINED BREATHING | - | - | - | - | - | 507,000 |
| FE12 | PERSONAL PROTECTIVE EQUIPMENT | 40,500 | 41,750 | 43,000 | 44,250 | 44,250 | 324,600 |
| FE18 | LIGHT DUTY VEHICLES | 120,000 | 47,000 | 48,000 | 49,000 | - | - |
| FE20 | FIRE ENGINE REPLACEMENT | - | 700,000 | - | - | - | 1,400,000 |
| FE21 | FIRE ENGINE REPLACEMENT | - | 700,000 | - | - | - | - |
| FE23 | MOBILE/PORTABLE RADIOS | - | - | - | - | - | 672,000 |
| | **Fiscal Year totals** | **160,500** | **1,488,750** | **91,000** | **93,250** | **44,250** | **3,178,600** |

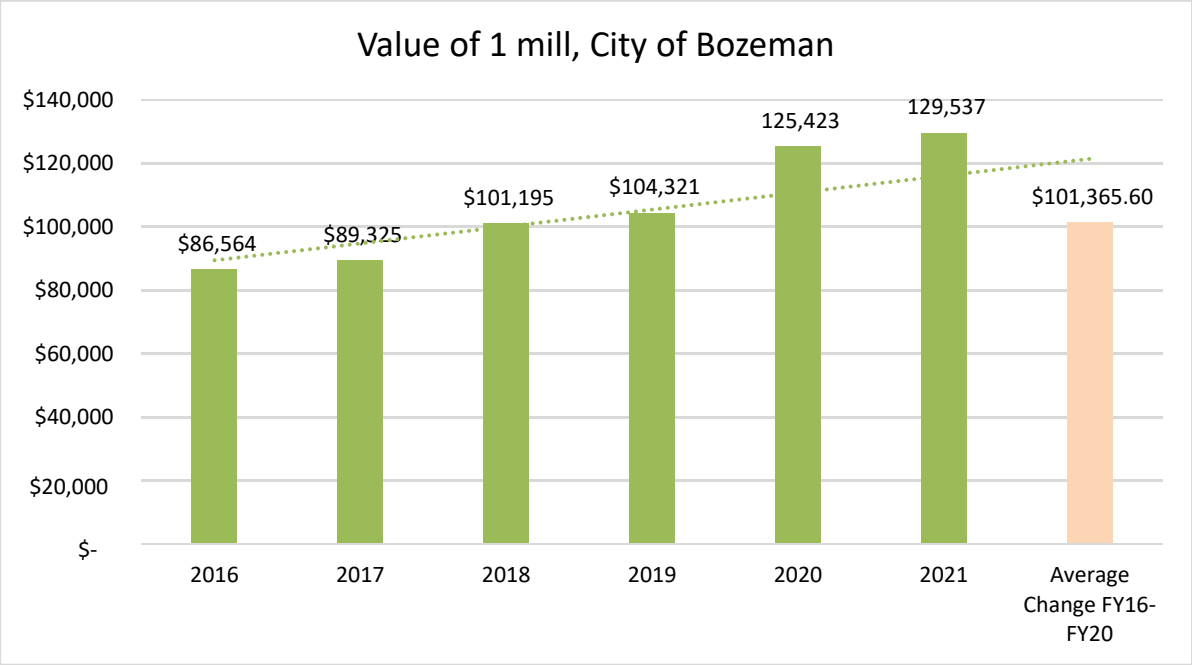
**Prior Year CIP Requests**

| Project | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| FE10 | SELF-CONTAINED BREATHING | - | - | - | - | 507,000 |
| FE12 | PERSONAL PROTECTIVE EQUIPMENT | 40,500 | 41,750 | 43,000 | 44,250 | 242,300 |
| 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 |
| | **Fiscal Year totals** | **90,500** | **176,750** | **1,443,000** | **241,250** | **1,421,300** |

# 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. FY23 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. The plan also includes the addition of Quick Response vehicles that would allow response to medical emergencies without taking out the larger fire engines.  These vehicles are also depended on the staffing plan.



| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Vehicle Replacment** | **UNSCHEDULED** | REPLACEMENT OF EXISTING LIGHT DUTY VEHCILES ON A | 275,000 | **275,000** | **FE07** |
| **Self Contained Breathing Apparatus** | **UNSCHEDULED** | SELF-CONTAINED BREATHING APPARATUS<br>**DESCRIPTION:**<br>SCBA ARE WORN BY THE FIREFIGHTERS FOR RESPIRATORY PROTECTION WHEN IN IMMEDIATELY DANGEROUS TO LIFE AND HEALTH (IDLH) ENVIRONMENTS AS REQUIRED BY OSHA<br>THE ANTICIPATED LIFE SPAN OF A SCBA IS 10-12 YEARS<br>THE DEPARTMENT LAST PURCHASED SCBAS IN 2017.<br>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** | **2022** | PERSONAL PROTECTIVE EQUIPMENT<br>**DESCRIPTION:**<br>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.<br>**ALTERNATIVES CONSIDERED:**<br>CONTINUE TO PURCHASE OUT OF THE GENERAL FUND<br>**ADVANTAGES OF APPROVAL:**<br>MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL<br>**ADD OPERATING COSTS:**<br>WILL BE REPLACED IN 10 YEARS | 40,500<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **40,500** | **FE12 (FY22)** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Personal Protective Equipment** | **2023** | PERSONAL PROTECTIVE EQUIPMENT | 41,750 | **41,750** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **FE12** |
| | | USED TO MAKE THE GEAR. PRESENTLY THE FIRE | - | | |
| | | DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO | - | | **(FY23)** |
| | | THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD | - | | |
| | | AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO PURCHASE OUT OF THE GENERAL FUND | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MOVES PURCHASE FROM GENERAL FUND BUDGET TO CAPITAL | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | WILL BE REPLACED IN 10 YEARS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Personal Protective Equipment** | **2024** | **DESCRIPTION:** | 43,000 | **43,000** | |
| | | 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 | - | | **FE12** |
| | | DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO | - | | **(FY24)** |
| | | THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD | - | | |
| | | AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **Personal Protective Equipment** | **2025** | **DESCRIPTION:** | 44,250 | **44,250** | |
| | | 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 | - | | **FE12** |
| | | USED TO MAKE THE GEAR. PRESENTLY THE FIRE | - | | |
| | | DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO | - | | **(FY25)** |
| | | THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD | - | | |
| | | AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Personal Protective Equipment** | **2026** | **DESCRIPTION:** | 44,250 | **44,250** | |
| | | 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 | - | | **FE12** |
| | | USED TO MAKE THE GEAR. PRESENTLY THE FIRE | - | | |
| | | DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO | - | | **(FY26)** |
| | | THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD | - | | |
| | | AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| **Personal Protective Equipment** | **Unscheduled** | **DESCRIPTION: FY27-FY31** | 324,600 | **324,600** | |
| | | 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 | - | | **FE12** |
| | | DEPARTMENT PURCHASES GEAR ON A ROTATING CYCLE SO | - | | **(Unscheduled)** |
| | | THAT A FIREFIGHTERS PRIMARY GEAR IS 0-5 YEARS OLD | - | | |
| | | AND THEIR BACK-UP GEAR IS 6-10 YEARS OLD. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Light Duty Vehicles** | **2022** | NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE VEHICLE (QRV). VEHICLE WOULD BE USED FOR LOW PRIORITY CALL RESPONSE AND ADDITIONAL STAFFING FOR CALLS THAT REQUIRED MORE FIREFIGHTERS. NEED FOR THIS REQUEST WOULD DEPEND ON APPROVAL OF POSITIONS IN CITY STAFFING PLAN. | 120,000<br>-<br>-<br>-<br>-<br>- | **120,000** | **FE18 (FY22)** |
| **Light Duty Vehicles** | **2023** | NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE VEHICLE (QRV). VEHICLE WOULD BE USED FOR LOW PRIORITY CALL RESPONSE AND ADDITIONAL STAFFING FOR CALLS THAT REQUIRED MORE FIREFIGHTERS. NEED FOR THIS REQUEST WOULD DEPEND ON APPROVAL OF POSITIONS IN CITY STAFFING PLAN. | 47,000<br>-<br>-<br>-<br>-<br>- | **47,000** | **FE18 (FY23)** |
| **Light Duty Vehicles** | **2024** | NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE VEHICLE (QRV). VEHICLE WOULD BE USED FOR LOW PRIORITY CALL RESPONSE AND ADDITIONAL STAFFING FOR CALLS THAT REQUIRED MORE FIREFIGHTERS. NEED FOR THIS REQUEST WOULD DEPEND ON APPROVAL OF POSITIONS IN CITY STAFFING PLAN. | 48,000<br>-<br>-<br>-<br>-<br>- | **48,000** | **FE18 (FY24)** |
| **Light Duty Vehicles** | **2025** | NEW LIGHT DUTY RESPONSE VEHICLE FOR QUICK RESPONSE VEHICLE (QRV). VEHICLE WOULD BE USED FOR LOW PRIORITY CALL RESPONSE AND ADDITIONAL STAFFING FOR CALLS THAT REQUIRED MORE FIREFIGHTERS. NEED FOR THIS REQUEST WOULD DEPEND ON APPROVAL OF POSITIONS IN CITY STAFFING PLAN. | 49,000<br>-<br>-<br>-<br>-<br>- | **49,000** | **FE18 (FY25)** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **FIRE ENGINE REPLACEMENT** | **2023** | REPLACEMENT OF ENGINE 1 | 700,000 | **700,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **FE20** |
| | | AT THE TIME OR PURCHASE DELAYING WILL BE | - | | |
| | | CONSIDERED. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN | - | | |
| | | AND IS MORE RELIABLE IN AN EMERGENCY SITUATION. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MAINTENANCE COST WOULD BE REDUCED. | - | | |
| **FIRE ENGINE REPLACEMENT** | **Unscheduled** | REPLACEMENT OF THE 2013 LADDER TRUCK | 1,400,000 | **1,400,000** | |
| | | **DESCRIPTION:** | - | | **FE20** |
| | | **ADD OPERATING COSTS:** | - | | **(UNSCHEDULED)** |
| | | MAINTENANCE COST WOULD BE REDUCED. | - | | |

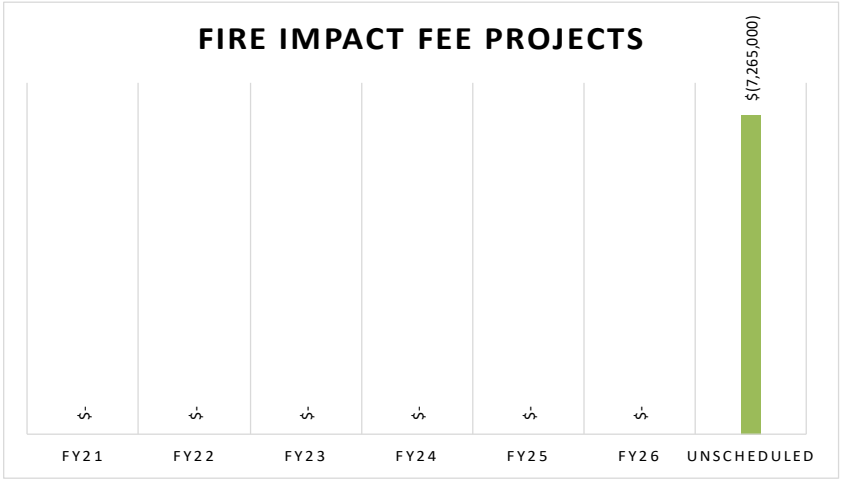
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **FIRE ENGINE REPLACEMENT** | **2023** | REPLACEMENT OF ENGINE 2 | 700,000 | **700,000** | |
| | | **DESCRIPTION:** | - | | |
| | | ENGINE 2 WILL BE 12 YEARS OLD AT THE POINT. THE | - | | |
| | | EXPECTED LIFESPAN 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **FE21** |
| | | AT THE TIME OR PURCHASE DELAYING WILL BE | - | | |
| | | CONSIDERED. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN | - | | |
| | | AND IS MORE RELIABLE IN AN EMERGENCY SITUATION. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MAINTENANCE COST WOULD BE REDUCED. | - | | |
| **Mobile / Portable Radios** | **Unscheduled** | **MOBILE / PORTABLE RADIOS** | 672,000 | **672,000** | **FE23** |
| | | **DESCRIPTION:** | - | | |

# Fire Impact Fee

# FIRE IMPACT FEE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | | | | | | |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 3,240,071 | $ 3,736,363 | $ 4,247,544 | $ 4,774,060 | $ 5,316,371 | $ 5,874,952 | $ - |
| Plus: Impact Fee Revenues Dedicated to CIP | $ 496,292 | $ 511,181 | $ 526,516 | $ 542,312 | $ 558,581 | $ 575,338 | $ - |
| Less: Scheduled CIP Project Costs | $ - | $ - | $ - | $ - | $ - | $ - | $ (7,265,000) |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | | | | | | |
|---|---|---|---|---|---|---|---|
| | *FY21* | | | | | | |
| *Estimated Annual Fire Impact Fee Revenues* | *$ 496,292* | *$ 496,292* | *$ 511,181* | *$ 526,516* | *$ 542,312* | *$ 558,581* | |
| *Estimated Annual Increase* | *0.0%* | *3%* | *3%* | *3%* | *3%* | *3%* | |
| *Total Estimated Revenues* | *$ 496,292* | *$ 511,181* | *$ 526,516* | *$ 542,312* | *$ 558,581* | *$ 575,338* | |
| *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* | *$ 496,292* | *$ 511,181* | *$ 526,516* | *$ 542,312* | *$ 558,581* | *$ 575,338* | |



# FIRE IMPACT FEE FUND PROJECT SUMMARY

**Current Year CIP Requests**

| Project | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| FIF06 | FIRE STATION 4 | - | - | - | - | | 6,565,000 |
| FIF07 | RESPONSE APPARATUS | - | - | - | - | | 700,000 |
| | **Fiscal Year totals** | **-** | **-** | **-** | **-** | | **7,265,000** |

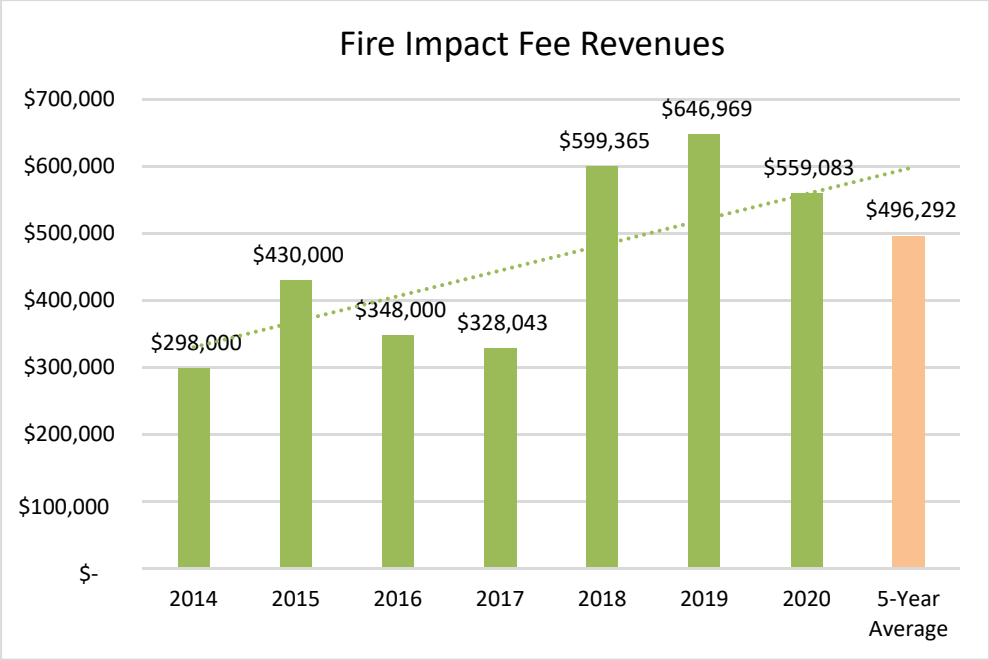
**Prior Year CIP Requests**

| Project | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| FIF06 | FIRE STATION 4 | - | - | - | - | 4,500,000 |
| FIF07 | RESPONSE APPARATUS | - | - | - | - | 700,000 |
| | **Fiscal Year totals** | **-** | **-** | **-** | **-** | **5,200,000** |

# 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. Below is the last five years of impact fee revenue and the average:




## CAPITAL PLAN SUMMARY

Fire Station 4 and engine are unscheduled. We are currently strategizing the placement of this fire station and looking at the costing of staffing and possible need for bond funding and operational levy. This works towards the Strategic Plan vision ***3) A Safe, Welcoming Community***.



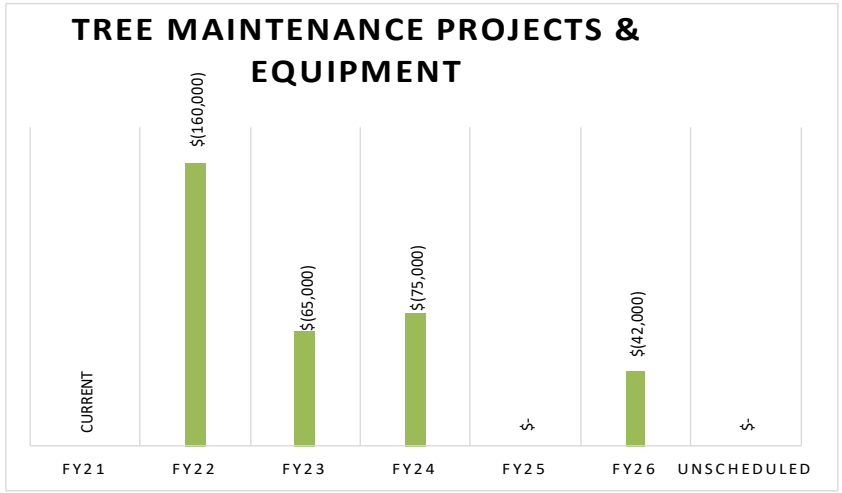
| Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **Fire Station 4** | **Unscheduled** | **FIRE STATION CONSTRUCTION / EXPANSION / RELOCATION** | 6,500,000 | **$** | **6,565,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | THE FIRE MASTER PLAN IS COMPLETED 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 STAITION UP TO | - | | | **FIF06** |
| | | TO TEN YEARS. | - | | | |
| | | **ALTERNATIVES:** | - | | | |
| | | NONE | - | | | |
| | | **ADD OPERATING** | - | | | |
| | | THE ADDITIONAL FIRE STATION WOULD HAVE ANNUAL | - | | | |
| | | OPERATINF COSTS THAT INCLUDES PERSONNEL OF | - | | | |
| | | $1,200,000.00 | | | | |
| | | 1% FOR ART | 65,000 | | | |
| **Response Apparatus** | **Unscheduled** | **FIRE DEPARTMENT RESPONSE APPARATUS** | **700,000** | **$** | **700,000** | |
| | | **DESCRIPTION:** | **-** | | | |
| | | FIRE STATION 4 WILL NEED RESPONSE APPARATUS | **-** | | | **FIF07** |
| | | 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 | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 522,146 | $ 486,952 | $ 382,854 | $ 374,875 | $ 358,035 | $ 417,359 | $ - |
| Plus: Tree Mtc Revenues Dedicated to CIP | $ 54,806 | $ 55,902 | $ 57,020 | $ 58,161 | $ 59,324 | $ 60,510 | $ - |
| Less: Carry Forward FY20 | $ (90,000) | | | | | | |
| Less: Scheduled CIP Project Costs | $ - | $ (160,000) | $ (65,000) | $ (75,000) | $ - | $ (42,000) | $ - |
| Projected Year-End Cash Dedicated to CIP | $ 486,952 | $ 382,854 | $ 374,875 | $ 358,035 | $ 417,359 | $ 435,870 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | Projected | | | | |
|---|---|---|---|---|---|---|
| | *FY20* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *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%* |
| *Total Estimated Revenues* | *$ 782,945* | *$ 798,604* | *$ 814,576* | *$ 830,867* | *$ 847,485* | *$ 864,435* |
| *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%* |
| *Total % Dedicated to CIP* | *7.0%* | *7.0%* | *7.0%* | *7.0%* | *7.0%* | *7.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 54,806* | *$ 55,902* | *$ 57,020* | *$ 58,161* | *$ 59,324* | *$ 60,510* |



# FORESTRY FUND (TREE MAINTENANCE) PROJECT SUMMARY

**Current Forestry CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **FOR13** | Aerial Lift/ Bucket Truck | 160,000 | - | - | - | - | - |
| **FOR16** | ToolCat Utility Machine | - | 65,000 | - | - | - | - |
| **FOR17** | Forestry Brush Chipper | - | - | 75,000 | - | - | - |
| **FOR18** | Forestry Half-ton Pickup | - | - | - | - | 42,000 | |
| | **Fiscal Year totals** | **160,000** | **65,000** | **75,000** | **-** | **42,000** | **-** |

**Prior Year Forestry CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **FOR13** | Aerial Lift/ Bucket Truck | 145,000 | - | - | - | - |
| **FOR16** | ToolCat Utility Machine | - | 65,000 | - | - | - |
| **FOR17** | Forestry Brush Chipper | - | - | 75,000 | - | - |
| | **Fiscal Year totals** | **145,000** | **65,000** | **75,000** | **-** | **-** |

# 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.





| Project Name: | Year | DESCRIPTION: | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Aerial Lift / Bucket Truck** | **2022** | AERIAL LIFT / BUCKET TRUCK | 160,000 | **160,000** | |
| | | **DESRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE EXISTING VEHICLE. AS DIRECTED | - | | **FOR13** |
| | | BY THE COMMISSION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MAINTENANCE COSTS | - | | |

| Project Name: | Year | DESCRIPTION: | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ToolCat Utility Machine** | **2023** | TOOLCAT UTILITY MACHINE | 65,000 | **65,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES:** | - | | **FOR16** |
| | | CONTINUE USING EXISTING ATV'S; PURCHASE NEW ATV'S | - | | |
| | | AT LOWER COST THAN TOOLCAT | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY FOR CREW MEMBERS DURING SNOW REMOVAL. | - | | |
| | | INCREASED PRODUCTIVITY DURING INCLEMENT WEATHER. | - | | |
| | | **ADD OPERATING COST:** | - | | |
| | | FUEL AND ROUTINE MAINTENANCE | - | | |
| **FORESTRY BRUSH CHIPPER** | **2024** | FORESTRY BRUSH CHIPPER | 75,000 | **75,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING EXISTING EQUIPMENT; PURCHASE | - | | **FOR17** |
| | | SMALLER NEW CHIPPER AT LOWER COST | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED PRODUCTION DURING PRUNING/REMOVAL | - | | |
| | | OPERATIONS. IMPROVED WORKER CONDITIONS THROUGH | - | | |
| | | SAFETY FEATURES AND WINCH LINE. | - | | |
| | | **ADD OPERATING COST:** | - | | |
| | | FUEL AND ROUTINE MAINTENANCE; INITIAL WORKER | - | | |
| | | ORIENTATION/TRAINING. | - | | |

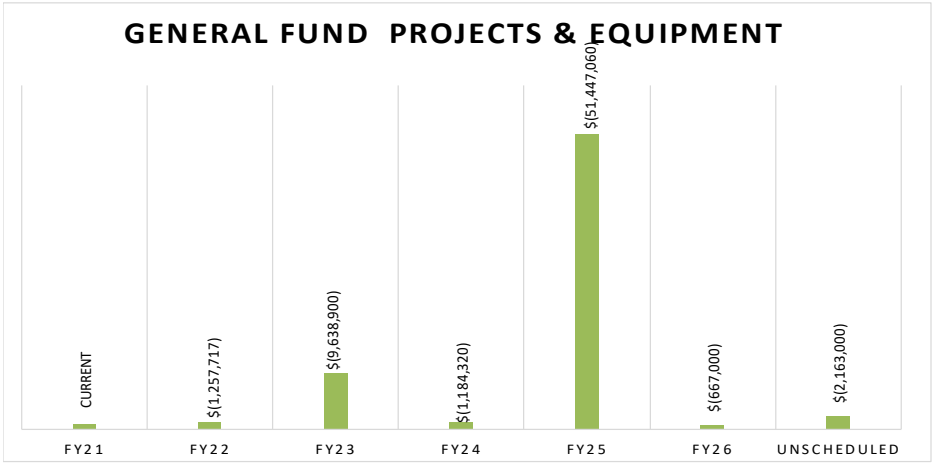
| Project Name: | Year | DESCRIPTION: | Amount | Total | Project # |
|---|---|---|---|---|---|
| **FORESTRY Half Ton Pick up** | **2026** | FORESTRY HALF-TON PICKUP | 42,000 | **42,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE 1999 F150. SMALL PICKUPS ARE STILL NEEDED | - | | |
| | | FOR SOLO WORK AND TRANSPORTING EQUIPMENT. | - | | **FOR18** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING EXISTING FLEET | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | FUEL AND MAINTENANCE | - | | |

# General Fund

# GENERAL FUND FINANCIAL SUMMARY

| Financial Summary | Current Year FY21 | Projected FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| Projected Beginning Balance Dedicated to CIP | $ - | $ - | $ 24,138 | $ 279,912 | $ 403,212 | $ 276,849 | |
| Plus: General Fund Revenues Dedicated to CIP | $ 857,364 | $ 1,281,855 | $ 1,294,674 | $ 1,307,620 | $ 1,320,697 | $ 1,333,904 | $ - |
| Plus: GF Facility Bond Issue: GF306 / GF137 / GF238 | | | $ 8,600,000 | | | | |
| Plus:Westside Rec/Library Bond Issue: GF355 | | | | | 50,000,000 | | |
| Less: Scheduled CIP Project Costs | $ (857,364) | $ (1,257,717) | $ (9,638,900) | $ (1,184,320) | $ (51,447,060) | $ (667,000) | $ (2,163,000) |
| Projected Year-End Cash Dedicated to CIP | $ - | $ 24,138 | $ 279,912 | $ 403,212 | $ 276,849 | $ 943,753 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year FY21* | *Projected FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
|---|---|---|---|---|---|---|
| ***Estimated Annual General Fund Revenues*** | *$ 32,358,963* | *$ 32,134,456* | *$ 32,455,801* | *$ 32,780,359* | *$ 33,108,162* | *$ 33,439,244* |
| *Estimated Growth in General Fund Revenues* | *0%* | *1%* | *1%* | *1%* | *1%* | *1%* |
| *Total Estimated General Fund Revenues* | *$ 32,358,963* | *$ 32,455,801* | *$ 32,780,359* | *$ 33,108,162* | *$ 33,439,244* | *$ 33,773,636* |
| ***Current Revenues Dedicated to CIP %*** | ***2.6%*** | ***2.6%*** | ***3.9%*** | ***3.9%*** | ***3.9%*** | ***3.9%*** |
| *Plus: Increase Dedicated to Capital Improvements %* | *0.0%* | *1.3%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP** | *2.6%* | *3.9%* | *3.9%* | *3.9%* | *3.9%* | *3.9%* |
| *Total Estimated Revenues Dedicated to CIP*** | *$ 857,364* | *$ 1,281,855* | *$ 1,294,674* | *$ 1,307,620* | *$ 1,320,697* | *$ 1,333,904* |




*** Increasing percentage to reflect past adopted budgets**

# GENERAL FUND PROJECT SUMMARY

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| | **CEMETERY** | | | | | | |
| **GF083** | CEMETERY BACKHOE | - | 120,000 | - | - | - | - |
| **GF116** | CEMETERY VEHICLE REPLACMENT | - | - | 59,000 | - | 60,000 | - |
| **GF252** | CEMETERY COLUMBARIUMS | 55,000 | - | - | 60,000 | - | - |
| **GF268** | SW MT VETERAN'S CEMETERY | - | - | 360,000 | - | - | - |
| **GF356** | CEMETERY IRRIGATION SYSTEM | - | - | | 300,000 | - | - |
| | **Department Subtotal** | 55,000 | 120,000 | 419,000 | 360,000 | 60,000 | - |
| | **CITY ATTORNEY** | | | | | | |
| **GF337** | HIGH DENSITY FILE STORAGE SYSTEM | - | 25,000 | - | - | - | - |
| | **Department Subtotal** | - | 25,000 | - | - | - | - |
| | **ECONOMIC DEVELOPMENT** | | | | | | |
| **GF275** | FIBER OPTIC CONDUIT AND VAULTS | 40,000 | 40,000 | 40,000 | 40,000 | - | - |
| | **Department Subtotal** | 40,000 | 40,000 | 40,000 | 40,000 | - | - |
| | **FACILITIES MANAGEMENT** | | | | | | |
| **GF157** | SENIOR CENTER ELEVATOR | - | - | - | 125,000 | - | - |
| **GF323** | STIFF BUILDING MAIN PARKING LOT | 42,717 | - | - | - | - | - |
| **GF325** | NEW DEPARTMENT VEHICLE | - | 37,000 | - | - | - | - |
| **GF328** | VEHICLE REPLACEMENT | - | 37,000 | - | - | - | - |
| **GF329** | VEHICLE REPLACEMENT | - | - | 37,000 | - | - | - |
| **GF342** | NEW VEHICLE- TOOLKAT | 65,000 | - | - | - | - | - |
| **GF343** | NEW DEPARTMENT VEHICLE | - | 37,000 | - | - | - | - |
| **GF344** | NEW DEPARTMENT VEHICLE | - | - | 37,000 | - | - | - |
| **GF345** | VEHICLE REPLACEMENT | - | - | - | 37,000 | - | - |
| **GF346** | FACILTIY CONDITION INVENTORY | - | - | - | 75,000 | - | - |
| **GF349** | NEW DEPARTMENT VEHICLE | 37,000 | - | - | - | - | - |
| **GF352** | BPSC NEW BUILDING TOOLING | 35,000 | - | - | - | - | - |
| **GF354** | BOZEMAN CREEK REACH ASSESSMENT | 50,000 | - | - | - | - | - |
| | **Department Subtotal** | 229,717 | 111,000 | 74,000 | 237,000 | - | - |

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| | **FINANCE** | | | | | | |
| **GF277** | ERP REPLACEMENT/UPGRADE | - | - | - | - | - | 420,000 |
| | **Department Subtotal** | - | - | - | - | - | 420,000 |
| | **FIRE** | | | | | | |
| **GF305** | FIRE STATION 2 RELOCATION | - | 6,565,000 | - | - | - | - |
| | **Department Subtotal** | - | 6,565,000 | - | - | - | - |
| | **INFORMATION TECHNOLOGY** | | | | | | |
| **GF062** | PERSONAL COMPUTER (PC) RE | 75,000 | 80,000 | 65,000 | 68,000 | 75,000 | - |
| **GF080** | CITY-WIDE SWITCHES&ROUTRS | 55,000 | 55,000 | 55,000 | 60,000 | 60,000 | - |
| **GF233** | IT VEHICLE REPLACEMENT | 26,000 | 26,000 | - | - | - | - |
| **GF265** | SERVER REPLACEMENT GF | - | - | 85,000 | 72,000 | 70,000 | - |
| **GF289** | SERVER FARM SOFTWARE UPGRADES | - | - | - | - | 35,000 | - |
| **GF313** | POLICE VIDEO EVIDENCE STORAGE | - | 40,000 | - | - | - | - |
| | **Department Subtotal** | 156,000 | 201,000 | 205,000 | 200,000 | 240,000 | - |
| | **POLICE** | | | | | | |
| **GF052** | UNMARKED VEHICLE REPLCMNT | - | - | - | - | - | 100,000 |
| **GF053** | PATROL CAR & EQUIP RPLCMT | 183,000 | 126,000 | 126,000 | 192,000 | 192,000 | 640,000 |
| **GF292** | MOBILE DATA EQUIP | 30,000 | 30,000 | 35,000 | 35,000 | 35,000 | 175,000 |
| **GF293** | NON-PATROL CAR NEW VEHICLES | 35,000 | - | - | - | - | - |
| **GF294** | PATROL CAR - ADDITIONAL | - | - | 63,000 | - | - | 128,000 |
| **GF316** | POLICE BODY CAMERA SYSTEM | 140,000 | 140,000 | 140,000 | 140,000 | 140,000 | 700,000 |
| | **Department Subtotal** | 388,000 | 296,000 | 364,000 | 367,000 | 367,000 | 1,743,000 |
| | **RECREATION** | | | | | | |
| **GF137** | SWIM CENTER - FACILITY | | 1,100,900 | - | - | - | - |
| **GF140** | LINDLEY PARKING LOT RESURFACING | - | - | 82,320 | - | - | - |
| **GF209** | LINDLEY CENTER FULL UPGRADE | - | 350,000 | - | - | - | - |
| **GF238** | BOGERT POOL RENOVATION | - | 580,000 | | - | - | - |
| **GF300** | SMCC GYM FLOOR REPLACEMENT | 146,000 | - | - | - | - | - |
| **GF301** | STORY MANSION EXTERIOR PAINT | 73,000 | - | - | - | - | - |
| **GF334** | SMCC MEETING ROOM RENOVATION | - | - | - | 60,060 | - | - |
| **GF336** | SMCC oFFICE HVAC SYSTEM | - | - | - | 183,000 | - | - |
| **GF348** | REC SOFTWARE | 50,000 | - | - | - | - | - |
| **GF355** | WESTSIDE REC & LIBRARY | - | 250,000 | - | 50,000,000 | - | |
| | **Department Subtotal** | 269,000 | 2,280,900 | 82,320 | 50,243,060 | - | - |

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| | **Sustainability** | | | | | | |
| **GF245** | ENERGY PROJECTS-CH | 75,000 | - | - | - | - | - |
| **GF353** | SAFETY CENTER EV STATION | 45,000 | | - | - | - | |
| | **Department Subtotal** | 120,000 | - | - | - | - | - |
| | **General Fund Totals** | **1,257,717** | **9,638,900** | **1,184,320** | **51,447,060** | **667,000** | **2,163,000** |

# General Fund Overall Summary

**Current Year CIP General Fund**

| DEPARTMENT | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|
| CEMETERY | 55,000 | 120,000 | 419,000 | 360,000 | 60,000 | - |
| CITY ATTORNEY | - | 25,000 | - | - | - | - |
| ECONOMIC DEVELOPMENT | 40,000 | 40,000 | 40,000 | 40,000 | - | - |
| FACILITIES MANAGEMENT | 229,717 | 111,000 | 74,000 | 237,000 | - | - |
| FINANCE | - | - | - | - | - | 420,000 |
| FIRE | - | 6,565,000 | - | - | - | - |
| INFORMATION TECHNOLOGY | 156,000 | 201,000 | 205,000 | 200,000 | - | - |
| POLICE | 388,000 | 296,000 | 364,000 | 367,000 | - | 1,743,000 |
| RECREATION | 269,000 | 2,280,900 | 82,320 | 50,243,060 | - | - |
| SUSTAINABILITY | 120,000 | - | - | - | - | - |
| **TOTAL** | **1,257,717** | **9,638,900** | **1,184,320** | **51,447,060** | **667,000** | **2,163,000** |

**Prior Year CIP General Fund**

| DEPARTMENT | FY22 | FY23 | FY24 | FY25 | Unscheduled |
|---|---|---|---|---|---|
| CEMETERY | 55,000 | 110,000 | 412,000 | 60,000 | - |
| CITY ATTORNEY | - | 25,000 | - | - | - |
| ECONOMIC DEVELOPMENT | 40,000 | 40,000 | 40,000 | 40,000 | - |
| FACILITIES MANAGEMENT | 102,145 | 35,000 | 35,000 | 125,000 | 150,000 |
| FINANCE | 75,000 | - | - | - | 420,000 |
| FIRE | - | 4,500,000 | - | - | - |
| INFORMATION TECHNOLOGY | 156,000 | 201,000 | 205,000 | 200,000 | - |
| POLICE | 243,000 | 156,000 | 294,000 | 227,000 | 1,343,000 |
| RECREATION | 163,200 | 443,100 | 20,151,400 | 217,200 | - |
| SUSTAINABILITY | 75,000 | - | - | - | - |
| **TOTAL** | **909,345** | **5,510,100** | **21,137,400** | **869,200** | **1,913,000** |

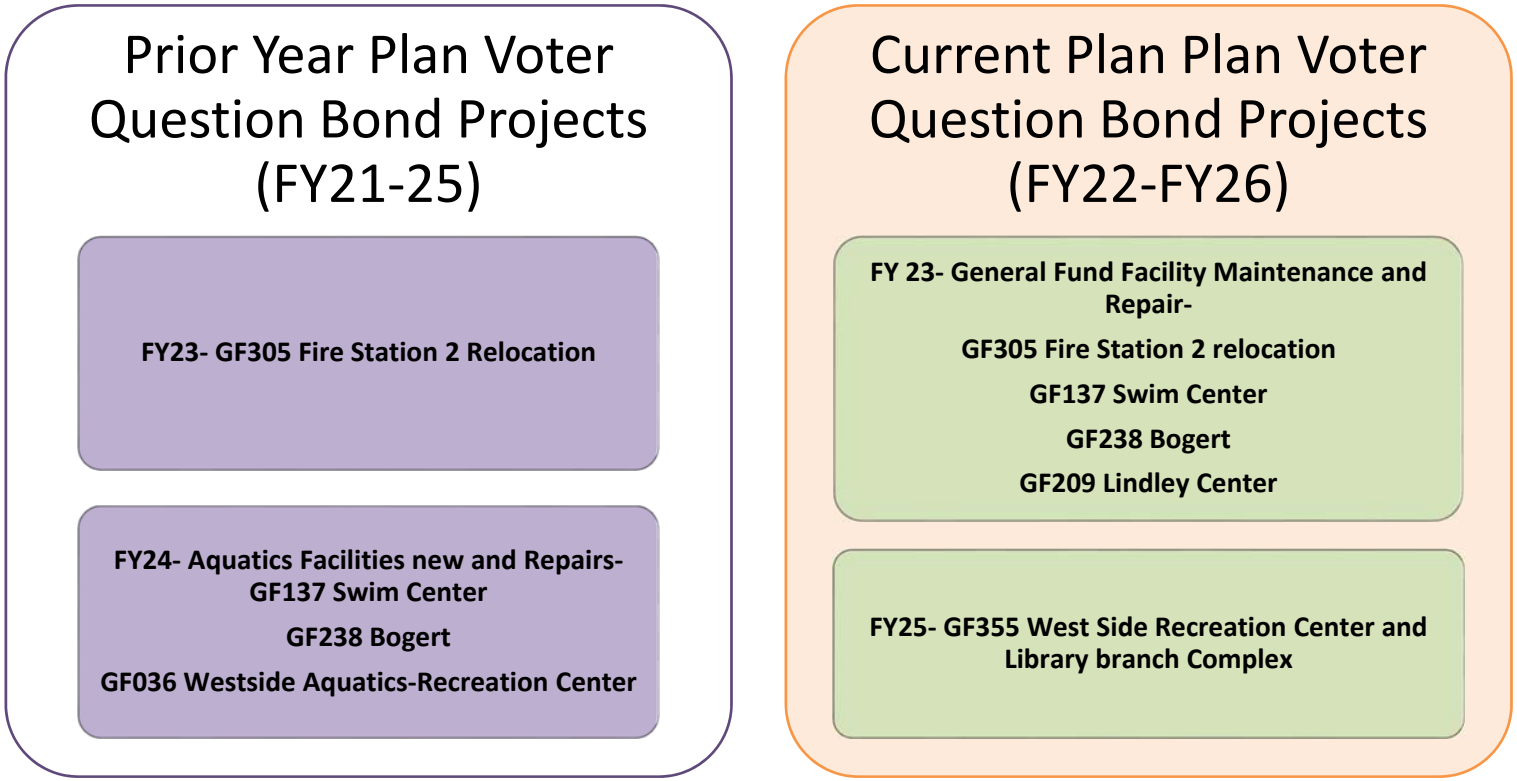
# GENERAL FUND DETAIL

## 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.

## CAPITAL PLAN SUMMARY

Timing of voter-based initiatives are highlighted in the earlier Financial Summary as well as the specific projects in the project listing. These have been modified since the last plan and have been expanded as projects and changes have been made to the timing of the bond questions:



- **General Fund Facility Bond Issuance (Fire Station #2 Relocation – GF305, Aquatics Facility & Projects – GF056 and GF137, Repair and Remodel of Lindley Center GF209)** - There have been improvements to our aquatics have been in the plans for many years along with the relocation of Fire Station 2 Strategic plan. The indoor and outdoor are older facilities that need greater improvements to maintain into the future. We have also included a project that appeared on the plan in previous years, to update the Lindley Center. These remodel projects for Recreation are needed to have maintained and safe facilities. The Fire Station 2 relocation was also recommended in the Fire Master Plan and this would address ***3.1 c implement the Fire Station Location Plan.*** This project is planned for FY23 so we will need to start planning this spring for a fall FY22 Ballot question.



- **Westside Recreation Center and Library Branch GF355 –** This project would serve the West side of town with a Library and recreation, specifically aquatic facilities. A west side need for aquatics was identified in our last PROST plan in 2012. There are many projects in the plan that encourage and promote active recreation such as the proposed aquatics/recreation center aids in efforts towards ***3.4 Active Recreation.*** The West side Library branch was highlighted in our ***Strategic Plan 5.1 a***. This slated to have design in FY23 and begin in FY25 with voter approval.



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



- The plan requests $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.***



- GF245 has Energy Saving projects for City Hall and GF353 plans for Electrical Vehicle stations at the new Bozeman Public Safety Center help us work towards ***Climate Action*** and ***strategic vision 6.***
- ***3.4 Active Recreation*** is included throughout the Recreation Division with the facilities bond projects above and GF300 Replacing the Storymill Community Center gym floor will allow for more sports to be programed including pickleball, basketball and volleyball. Along with the ability to rent out the space when not being programmed.



- There are projects to further expand facilities to accommodate new staff to have adequate work space in addition to new vehicles, tools and equipment to aid in the basic services for the City, helping us work towards ***Strategic Vision 7 High Performance Organization***. This includes annual funding for Police Body cameras as we phase it with other technology being installed at the Bozeman Public Safety Center.



| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **CEMETERY** | **CEMETERY BACKHOE** | **2023** | CEMETERY BACKHOE | 120,000 | **$ 120,000** | |
| | | | 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 | - | | **GF083** |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | CONTINUE TO UTILIZE EXISTING BACHOE | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | INCREADED RELIABILITY AND STAFF SAFETY | - | | |
| | | | **OPERATING COSTS:** DECREASE WITH NEW MACHINERY | - | | |
| **CEMETERY** | **CEMETERY VEHICLE REPLACMENT** | **2024** | CEMETERY VEHICLE REPLACMENT | 59,000 | **$ 59,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | VEHICLE REPLACMENT OF 2001 1 TON DODGE 53,000 MI | - | | |
| | | | VEHICLE USED FOR BURIALS, HAULING MATERIAL AND | - | | |
| | | | WINTER TIME SNOW PLOWING | - | | **GF116** |
| | | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | | KEEP USING AND REPAIRING THE OLDER EQUIPMENT | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | MINIMAL | - | | |
| **CEMETERY** | **CEMETERY VEHICLE REPLACMENT** | **2026** | DESCRIPTION: | 60,000 | **$ 60,000** | |
| | | | **REPLACEMENT OF OLDER VEHICLE IN THE CEMETERY** | - | | |
| | | | FLEET USED IN BURIAL OPERATIONS AND PLOWING | - | | |
| | | | ALTERNATIVES CONSIDERED: KEEP DRIVING AND | - | | **GF116** |
| | | | REPAIRING OLDER VEHICLES | - | | **(FY26)** |
| | | | OPERATION COSTS: MORE EFFICIENT AND SAFER THAN THE | - | | |
| | | | AGING FLEET | - | | |
| | | | * $7,000 ADJUSTMENT FOR PLOWING HARNESS AND PLOW | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **CEMETERY** | **CEMETERY COLUMBARIUMS** | **2022** | CEMETERY COLUMBARIUM | 55,000 | **$ 55,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | **GF252** |
| | | | DO NOT ADD ANY COLUMBARIUMS TO THE CEMETERY AND | - | | **(FY21)** |
| | | | CEASE OR PUT ON HOLD THE PROGRAM ONCE THE | - | | |
| | | | THIRD COLUMBARIUM IS FULL. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CONTINUATION ON A LONG STANDING CEMETERY SERVICE, | - | | |
| | | | ALONG WITH EASE AND MINIMAL MAINTENANCE. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | MINIMAL IF ANY | - | | |
| **CEMETERY** | **CEMETERY COLUMBARIUMS** | **2025** | CEMETERY COLUMBARIUM | 60,000 | **$ 60,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | **GF252** |
| | | | DO NOT ADD ANY COLUMBARIUMS TO THE CEMETERY AND | - | | **(FY25)** |
| | | | CEASE OR PUT ON HOLD THE PROGRAM ONCE THE | - | | |
| | | | THIRD COLUMBARIUM IS FULL. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CONTINUATION ON A LONG STANDING CEMETERY SERVICE, | - | | |
| | | | ALONG WITH EASE AND MINIMAL MAINTENANCE. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | MINIMAL IF ANY | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **CEMETERY** | **SOUTHWEST MONTANA VETERAN'S CEMETERY** | **2024** | SOUTHWEST MONTANA VETERAN'S CEMETERY- CONT'D | - | **$ 360,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | CONTINUING ITEM/ASSETS ADDED TO VETERAN'S CEMETERY | - | | |
| | | | COMMITTAL SHELTER | 360,000 | | **GF268** |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NO SHELTER FROM THE WEATHER | - | | **(FY24)** |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CONTROLLED ENVIRONMENT FOR MEMORIAL SERVICES | - | | |
| | | | **OPERATIONAL COSTS:** MINIMAL CUSTODIAL WORK | - | | |
| **CEMETERY** | **CEMETERY IRRGATION REPLACMENT** | **2025** | CEMETERY IRRIGATION REPLACMENT | 300,000 | **$ 300,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | WITH THE UPGRADES FOR WATER CONSERVATION EFFORTS | - | | |
| | | | THE HIGHER PRESSURE IS IMPACTING THE OLD SYSTEM. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | **GF356** |
| | | | DO NOTHING AND NOT HAVE AS MUCH WATER CONSERVATION | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | BETTE WATER CONSERVATION | - | | |
| | | | **OPERATIONAL COSTS:** COULD REDUCE CURRENT COSTS | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **CITY ATTORNEY** | **HIGH DENSITY STORAGE** | **2023** | **HIGH DENSITY FILE STORAGE SYSTEM** | 22,085 | **$ 25,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF337** |
| | | | DEPARTMENTS WITHIN CITY HALL. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | 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. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | 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 | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | $20,800 TEMP STAFF AND SUPPLIES WILL BE ONE TIM | - | | |
| | | | **INCREASE IN COST ESTIMATE** | 2,915.00 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **ECONOMIC DEVELOPMENT** | **FIBER OPTIC CONDUIT AND VAULTS** | **2022** | FIBER OPTIC CONDUIT AND VAULTS | 20,000 | **$ 40,000** | **GF275 (FY22)** |
| | | | **DESCRIPTION:** | - | | |
| | | | FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE | - | | |
| | | | INVESTMENT IN CITY OWNED CONDUIT. | - | | |
| | | | **ALTERNATIVES CONSIDRED:** | - | | |
| | | | DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT | - | | |
| | | | AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT | - | | |
| | | | POLICY. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | COST OF DESIGN AND INSTALLATION | - | | |
| | | | **INCREASE** | 20,000 | | |
| **ECONOMIC DEVELOPMENT** | **FIBER OPTIC CONDUIT AND VAULTS** | **2023** | FIBER OPTIC CONDUIT AND VAULTS | 50,000 | **$ 40,000** | **GF275 (FY23)** |
| | | | **DESCRIPTION:** | - | | |
| | | | FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE | - | | |
| | | | INVESTMENT IN CITY OWNED CONDUIT | - | | |
| | | | **ALTRNATIVES CONSIDERED:** | - | | |
| | | | DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT | - | | |
| | | | AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT | - | | |
| | | | POLICY | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | COST OF DESIGN AND INSTALLATION | - | | |
| | | | **DECREASE** | (10,000) | | |
| **ECONOMIC DEVELOPMENT** | **FIBER OPTIC CONDUIT AND VAULTS** | **2024** | FIBER OPTIC CONDUIT AND VAULTS | 25,000 | **$ 40,000** | **GF275 (FY24)** |
| | | | **DESCRIPTION:** | - | | |
| | | | FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE | - | | |
| | | | INVESTMENT IN CITY OWNED CONDUIT. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT. | - | | |
| | | | **ADVANTGAES OF APPROVAL:** | - | | |
| | | | PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT | - | | |
| | | | AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT | - | | |
| | | | POLICY. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | COST OF DESIGN AND INSTALLATION. | | | |
| | | | **INCREASE** | 15,000 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **ECONOMIC DEVELOPMENT** | **FIBER OPTIC CONDUIT AND VAULTS** | **2025** | FIBER OPTIC CONDUIT AND VAULTS | 40,000 | **$ 40,000** | **GF275 (FY25)** |
| | | | **DESCRIPTION:** | - | | |
| | | | FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE | - | | |
| | | | INVESTMENT IN CITY OWNED CONDUIT. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | DO NOTHING, REDUCE OR INCREASE CIP INVESTMENT. | - | | |
| | | | **ADVANTGAES OF APPROVAL:** | - | | |
| | | | PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT | - | | |
| | | | AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT | - | | |
| | | | POLICY. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | COST OF DESIGN AND INSTALLATION. | - | | |
| **FACILITIES MANAGEMENT** | **SENIOR CENTER ELEVATOR** | **2025** | SENIOR CENTER ELEVATOR | 74,700 | **$ 125,000** | **GF157** |
| | | | **DESCRIPTION:** | - | | |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | CONTINUE TO MAINTAIN AND ADJUST THE | - | | |
| | | | ELVATOR 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. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | IMPROVED OPERATIONS AND REDUCED MAINTENANCE FOR | - | | |
| | | | THE ELEVATOR MOST NEEDED BY A SPECIAL POPULATION. | - | | |
| | | | SMALL REDUCTION IN ANNUAL ENERGY COSTS | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | ANNUAL OPERATING AND MAINTENANCE COSTS WILL NOT | - | | |
| | | | **INCREASE OVER CURRENT OPERATING BUDGET**. | 50,300 | | |
| | | | REPLACEMENT COST ADJUSTED (FROM $74,700) TO | - | | |
| | | | TO INCLUDE CAR MODERNIZATION AND CODE UPDATES | - | | |
| | | | FOR ELECTRICAL AND VENTILATION REQUIREMENTS. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **STIFF PROFESSIONAL BUILDING MAIN PARKING LOT** | **2022** | STIFF PROFESSIONAL BUILDING MAIN PARKING LOT<br>**DESCRIPTION:**<br>CURRENT FRONT PARKINIG 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. | 42,717<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 42,717** | **GF323** |
| **FACILITIES MANAGEMENT** | **NEW DEPARTMENT VEHICLE** | **2023** | **DESCRIPTION:** 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 $1000 | 37,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 37,000** | **GF325** |
| **FACILITIES MANAGEMENT** | **VEHICLE REPLACEMENT** | **2023** | DEPARTMENT VEHICLE ASSET # 2756 IS 23YRS OLD AND IS REACHING THE END OF IT'S LIFECYCLE AND SHOULD BE REPLACED. BODY CONTINUES TO GET ADDITIONAL RUST EACH YEAR. REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT OPERATIONS SUCH AS HAULING MATERIALS, PULLING TRAILERS, AND CAN PERFORM IN ALL WEATHER CONDITIONS. BED SHELL AND LINER WILL BE INCLUDED ON THIS PURCHASE. BASE VEHICLE PRICE IS $31,000. SHELL & LINER $4,000 | 37,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 37,000** | **GF328** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **VEHICLE REPLACEMENT** | **2024** | DEPARTMENT VEHICLE ASSET # 2971 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 $4,000 | 37,000 - - - - - - - - - - - | **$ 37,000** | **GF329** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **NEW VEHICLE - TOOLKAT** | **2022** | *DESCRIPTION:*<br>FACILITIES DEPARTMENT HAS THE RESPONSIBILITY TO<br>TO MAINTAIN THE ORGANIZATIONS FACILITIES AND<br>THE GROUNDS ASSOCIATED WITH OUR FACILITIES. THE<br>DEPARTMENT HAS LIMITED EQUIPMENT TO HELP<br>SUPPORT THESE RESPONSIBILITIES, AS THE CITY GROWS<br>AND THE FACILITIES DEPARTMENT TAKES ON MORE<br>RESPONSIBILITIES WITH OUR ASSETS IT WILL REQUIRE<br>ADDITIONAL EQUIPMENT TO PERFORM OUR JOB<br>REQUIREMENTS. THIS PIECE OF EQUIPMENT HAS THE<br>ABILITY TO PROVIDE A MOBIL OPERATIONS FOR OUR<br>SPRING POWER WASHING OPERATIONS, WINTER SNOW<br>REMOVAL OPERATIONS AND GENERAL DUTY TRANSPORTING<br>OF EQUIPMENT & MATERIALS. EQUIPMENT OF THIS TYPE<br>HAS NUMEROUS ATTACHMENTS THAT CAN BE USED FOR<br>DIFFERENT OPERATIONS, SAME EQUIPMENT USED BY THE<br>STREETS AND PARKS DEPARTMENTS. ONCE THE NEW<br>PUBLIC SAFETY BUILDING COMES ON LINE THIS TYPE OF<br>EQUIPMENT WILL BE VITAL TO HELPING SUPPORT THIS<br>FACILITY.<br>**CONSIDERED ALTERNATIVES:** CONTINUE TO OPERATE USING<br>PHYSICAL LABOR AND CONTRACTORS IN PLACE OF HAVING<br>THE RIGHT EQUIPMENT FOR THE JOB, THIS COULD LEAD<br>TO POSSIBLE STAFF INJURIES AND INCREASE COST TO<br>THE CITY<br>**ADVANTAGES;**<br>BRING THE CITY'S FACILITIES DEPARTMENT IN ALIGNMEN<br>WITH OTHER DEPARTMENTS WITHIN THE ORGANIZATION AND<br>WORK MORE EFFICIENTLY.<br>COST; MAINTENANCE $1000 PER YEAR, LIGHT PACKAGE<br>$1700 | 65,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 65,000** | **GF342** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **NEW DEPARTMENT VEHICLE** | **2023** | **DESCRIPTION:** 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 $1000 | 37,000 | **$ 37,000** | **GF343** |
| **FACILITIES MANAGEMENT** | **NEW DEPARTMENT VEHICLE** | **2024** | **DESCRIPTION:** 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 $1000 | 37,000 | **$ 37,000** | **GF344** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **VEHICLE REPLACEMENT** | **2025** | DEPARTMENT VEHICLE ASSET # 3079 IS 23YRS OLD<br>AND IS REACHING THE END OF IT'S LIFECYCLE AND<br>SHOULD BE REPLACED.<br>CURRENT VEHICLE IS TOO SMALL TO SAFELY TOW<br>REQUIRED DEPARTMENT EQUIPMENT.<br>REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL<br>SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT<br>OPERATIONS SUCH AS HAULING MATERIALS, PULLING<br>TRAILERS, AND CAN PERFORM IN ALL WEATHER<br>CONDITIONS. BED SHELL AND LINER WILL BE INCLUDED<br>ON THIS PURCHASE.<br>BASE VEHICLE PRICE IS $31,000<br>SHELL & LINER $4,000 | 37,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 37,000** | **GF345** |
| **FACILITIES MANAGEMENT** | **FACILITY CONDITION INVENTORY** | **2025** | FACILITY CONDITION INVENTORY<br>**DESCRIPTION:**<br>CONDITION ASSESSMENT FOR ALL CITY-OWNED FACILITIES<br>THIS PROJECTS BUILDS ON PREVIOUS EFFORTS WHILE<br>ESTABLISHING A RECURRING FIVE YEAR CYCLE BASED ON<br>INDUSTRY BEST PRACTICE (STRATEGIC PLAN 7.3).<br>FUNDING WILL BE ALLOCATED ACROSS MULTIPLE DIVISION<br>BASED ON BUILDING SQUARE FOOTAGE.<br>**ALTERNATIVES:**<br>CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS<br>**ADVANTAGES:**<br>A COMPREHENSIVE INVENTORY OF ALL BUILDING<br>DEFERRED MAINTENANCE WILL ALLOW FOR A MORE<br>PROACTIVE APPROACH TO PRIORITIZING NEEDED REPAIRS<br>RESULTING IN BETTER RISK MANAGEMENT AND REDUCED<br>LIFECYCLE COSTS.<br>**ADD OPERATING COSTS:** NONE. | 75,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 75,000** | **GF346** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FACILITIES MANAGEMENT** | **NEW DEPARTMENT VEHICLE** | **2022** | PER THE CURRENT STAFFING PLAN THE FACILITIES<br>DEPARTMENT IS PROJECTED TO INCREASE BY ONE SERVICE<br>WORKER. NEW VEHICLE WIL BE NEEDED TO SUPPORT<br>OPERATIONAL SUPPORT OF CITY OPERATIONS.<br>REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL<br>SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT DAY<br>TO DAY OPERATIONS TO INCLUDE HAULING MATERIALS,<br>PULLING TRAILERS, AND CAN PERFORM IN ALL<br>WEATHER CONDITIONS. TRUCK BED SHELL, LINER AND<br>DECALS WILL BE INCLUDED IN THIS PURCHASE<br>$4,000<br>ELECTRIC VEHICLE WILL BE CONSIDERED FOR THIS<br>PURCHASE BASED ON COMPATIBILITY WITH NEEDS<br>REQUIREMENTS AND CURRENT MARKET AVAILABILITY | 37,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 37,000** | **GF349** |
| **FACILITIES MANAGEMENT** | **BPSC NEW BUILDING TOOLING** | **2022** | THE NEW PUBLIC SAFETY CENTER WILL REQUIRE<br>FACILITIES TOOLING THAT WILL INCLUDE ITEMS SUCH AS<br>THE FOLLOWING TYPES OF ITEMS: LADDERS, HOSES,<br>TRASH CARTS, CARTS, SCAFFOLDING, SNOW REMOVAL<br>TOOL BOXES, SHELVING, SAFETY GEAR, ETC.<br>ALTERNATIVES CONSIDERED: NONE CONSIDERED, OPENING<br>A NEW FACILITIES STATE OF THE ART BUILDING<br>UNPREPARE WOULD BE A CONSIDERABLE MISTAKE.<br>ADD OPERATING COST: BUILDING WILL REQUIRE<br>ADDITIONAL FUNDING FROM OPERATING BUDGET OVER<br>TIME AS FACILITIES BECOME FAMILAR WITH THE SPACE. | 35,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 35,000** | **GF352** |
| **FACILITIES MANAGEMENT** | **BOZEMAN CREEK RANCH ASSESSMENT** | **2022** | BOZEMAN CREEK REACH ASSESSMENT<br>**DESCRIPTION:**<br>STUDY THE REACH OF BOZEMAN CREEK THROUGH DOWNTOWN<br>FOR SAFETY, WATER QUALITY, AND HABITAT IMPROVEMENT<br>MAKE RECOMMENDATIONS ON HOW TO IMPROVE<br>BOZEMAN CREEK IN KEY LOCATIONS.<br>**ALTERNATIVES CONSIDERED:**<br>LIMIT THE STUDY TO CREEKSIDE PARK.<br>**ADDITIONAL OPERATING COSTS:**<br>NONE AT THIS TIME. THIS PLAN WILL INFORM SPECIFIC<br>PROJECTS THAT WILL REQUIRE ADDITIONAL FUNDING. | 50,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 50,000** | **GF354** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FINANCE** | **ERP REPLACEMENT/UPGRADE** | **UNSCHEDULED** | ERP REPLACEMENT/UPGRADE | 420,000 | **$ 420,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR | - | | |
| | | | CURRENT VENDOR UPGRADE OR NEW SYSTEM | - | | **GF277** |
| | | | **ALTERNATIVE:** | - | | |
| | | | KEEP SAME SYSTEM UNTIL UNSUPPORTED | - | | |
| | | | **ADD OPERATING:** | - | | |
| | | | USUALLY ANNUAL MAINTENANCE COSTS | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **FIRE** | **FIRE STATION 2 - RELOCATION** | **2023** | FIRE STATION 2- RELOCATION | 4,500,000 | **$ 6,565,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF305** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | AS RECOMMENDED BY THE COMMISSION. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | GENERAL OPERATING COST | - | | |
| | | | BUDGETED IN THE FIRE DEPARTMENT GENERAL FUND | - | | |
| | | | BUDGET. | - | | |
| | | | **INCREASE IN ESTIMATE** | 2,000,000 | | |
| | | | **1% FOR ART** | 65,000 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **PERSONAL COMPUTER (PC) REPLACEMENT** | **2022** | PERSONAL COMPUTER (PC) REPLACEMENT | 75,000 | **$ 75,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF062** |
| | | | MORE SOFTWARE AND TECHNICAL CONFLICTS, AND | - | | **(FY22)** |
| | | | REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR | - | | |
| | | | NEWER VERSIONS OF SOFTWARE, ETC. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE | - | | |
| | | | IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY | - | | |
| | | | SUPPORT EMPLOYEES AND CITIZENS. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| **INFORMATION TECHNOLOGY** | **PERSONAL COMPUTER (PC) REPLACEMENT** | **2023** | PERSONAL COMPUTER (PC) REPLACEMENT | 60,000 | **$ 80,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF062** |
| | | | MORE SOFTWARE AND TECHNICAL CONFLICTS, AND | - | | |
| | | | REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR | - | | **(FY23)** |
| | | | NEWER VERSIONS OF SOFTWARE, ETC. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE | - | | |
| | | | IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY | - | | |
| | | | SUPPORT EMPLOYEES AND CITIZENS. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | **NEED TO UP THIS BY 20K** | 20,000 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **PERSONAL COMPUTER (PC) REPLACEMENT** | **2024** | PERSONAL COMPUTER (PC) REPLACEMENT | 65,000 | **$ 65,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF062** |
| | | | (PM01 & WL01) - AGING COMPUTERS CAN HAVE | - | | |
| | | | MORE SOFTWARE AND TECHNICAL CONFLICTS, AND | - | | **(FY24)** |
| | | | REPLACED PC'S OFTEN REQUIRE USER SUPPORT FOR | - | | |
| | | | NEWER VERSIONS OF SOFTWARE, ETC. | - | | |
| | | | **ALTERNATIVES OF CONSIDERED:** | - | | |
| | | | NOT REPLACE COMPUTER/SERVER HARDWARE AS FREQUENTLY | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE | - | | |
| | | | IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY | - | | |
| | | | SUPPORT EMPLOYEES AND CITIZENS. | - | | |
| **INFORMATION TECHNOLOGY** | **PERSONAL COMPUTER (PC) REPLACEMENT** | **2025** | PERSONAL COMPUTER (PC) REPLACEMENT | 68,000 | **$ 68,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF062** |
| | | | ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS | - | | |
| | | | AGING COMPUTERS CAN HAVE | - | | **(FY25)** |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NOT REPLACE COMPUTER HARDWARE AS FREQUENTLY | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE | - | | |
| | | | IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY | - | | |
| | | | SUPPORT EMPLOYEES AND CITIZENS. | - | | |
| | | | ADD OPERATING COSTS: | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **PERSONAL COMPUTER (PC) REPLACEMENT** | **2026** | PERSONAL COMPUTER (PC) REPLACEMENT | 75,000 | **$ 75,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF062** |
| | | | ROTATION BEFORE REPLACEMENT. AGING COMPUTERS | - | | |
| | | | ARE ONE OF THE PRIMARY DRIVERS OF HELP DESK CALLS | - | | **(FY26)** |
| | | | MORE SOFTWARE AND TECHNICAL CONFLICTS, AND | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | CITY TECHNOLOGY NEEDS WILL BE BETTER MET AND THE | - | | |
| | | | IT DEPARTMENT WILL BE ABLE TO MORE EFFICIENTLY | - | | |
| | | | SUPPORT EMPLOYEES AND CITIZENS. | - | | |
| | | | ADD OPERATING COSTS: | - | | |
| **INFORMATION TECHNOLOGY** | **REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS** | **2022** | REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP | 55,000 | **$ 55,000** | |
| | | | REPLACEMENT | - | | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF080** |
| | | | PERFORMANCE MEASURES RELATED TO SYSTEM | - | | |
| | | | "UPTIME" (PM02-PM06) AND WORKLOAD MEASURES | - | | **(FY22)** |
| | | | 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:** | - | | |

| 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 | 50,000 | **$ 55,000** | **GF080 (FY23)** |
| | | | **DESCRIPTION:** | - | | |
| | | | 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). | - | | |
| | | | **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:** | - | | |
| | | | **ADD 5K** | 5,000 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS** | **2024** | REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT<br>**DESCRIPTION:**<br>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.<br>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).<br>**ALTERNATIVES CONSIDERED:**<br>MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.<br>**ADVANTAGES OF APPROVAL:**<br>MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA.<br>ADD OPERATING COSTS: | 55,000 | **$ 55,000** | **GF080 (FY24)** |
| **INFORMATION TECHNOLOGY** | **REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS** | **2025** | REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT<br>**DESCRIPTION:**<br>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".<br>**ALTERNATIVES CONSIDERED:**<br>MAINTAIN CURRENT SWITCHES WITHOUT CRITICAL SUPPORT OR MAINTENANCE.<br>**ADVANTAGES OF APPROVAL:**<br>MAINTAIN UPTIME FOR ALL WAN LOCATIONS THROUGHOUT THE CITY TO INCLUDE PHONE SERVICES AS WELL AS DATA. | 60,000 | **$ 60,000** | **GF080 (FY25)** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS** | **2026** | REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP | 60,000 | **$ 60,000** | **GF080 (FY26)** |
| | | | REPLACEMENT | - | | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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". | - | | |
| | | | **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. | - | | |
| **INFORMATION TECHNOLOGY** | **IT VEHICLE REPLACEMENT** | **2022** | VEHICLE REPLACEMENTDESCRIPTION:REPLACEMENT OF IT V | 26,000 | **$ 26,000** | **GF233 (FY22)** |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | BUY NEW OR DO NOTHING. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | PROVIDE FUNCTIONAL TRANSPORTATION WITH REDUCED | - | | |
| | | | MAINTENANCE COSTS. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | MINIMAL | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **IT VEHICLE REPLACEMENT** | **2023** | VEHICLE REPLACEMENT | 23,000 | **$ 26,000** | **GF233 (FY23)** |
| | | | **DESCRIPTION:** | - | | |
| | | | REPLACEMENT OF IT VEHICLES. IF OUR CURRENT | - | | |
| | | | VEHICLE IS STILL RUNNING WELL AND MAINTENANCE | - | | |
| | | | COSTS ARE NOT HIGH, WE WOULD KEEP THEM BEYOND | - | | |
| | | | WHAT IS SHOWN HERE. 2005 CHEVY COLORADO WITH | - | | |
| | | | 38K 1999 DODGE TRUCK WITH 107K 1999 JEEP | - | | |
| | | | CHEROKEE WITH 74K 1995 DODGE TRUCK WITH 67K | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | BUY NEW OR DO NOTHING. | - | | |
| | | | ADVANTAGES OF APPROVAL: | - | | |
| | | | PROVIDE FUNCTIONAL TRANSPORTATION WITH REDUCED | - | | |
| | | | MAINTENANCE COSTS. | - | | |
| | | | ADD OPERATING COSTS: | - | | |
| | | | MINIMAL | - | | |
| | | | PER JOHN VANDELINDER NEED TO UP THIS TO 26K | 3,000 | | |
| **INFORMATION TECHNOLOGY** | **SERVER REPLACEMENT GF** | **2024** | GENERAL FUND SERVER REPLACEMENT | 85,000 | **$ 85,000** | **GF265 (FY24)** |
| | | | **DESCRIPTION:** | - | | |
| | | | REPLACEMENT OF PHYSICAL SERVERS | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL | - | | |
| | | | SERVERS. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY | - | | |
| | | | AND IN GOOD WORKING CONDITION FOR REQUIRED | - | | |
| | | | PERFORMANCE. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| **INFORMATION TECHNOLOGY** | **SERVER REPLACEMENT GF** | **2025** | GENERAL FUND SERVER REPLACEMENT | 72,000 | **$ 72,000** | **GF265 (FY25)** |
| | | | **DESCRIPTION:** | - | | |
| | | | REPLACEMENT OF PHYSICAL SERVERS | - | | |
| | | | **ALTERNATIVE CONSIDERED:** | - | | |
| | | | VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL | - | | |
| | | | SERVERS | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY | - | | |
| | | | AND IN GOOD WORKING CONDITION FOR REQUIRED | - | | |
| | | | PERFORMANCE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **SERVER REPLACEMENT GF** | **2026** | GENERAL FUND SERVER REPLACEMENT<br>**DESCRIPTION:**<br>REPLACEMENT OF PHYSICAL SERVERS<br>**ALTERNATIVE CONSIDERED:**<br>VIRTUALIZE IF POSSIBLE INSTEAD OF BUYING PHYSICAL SERVERS<br>**ADVANTAGES OF APPROVAL:**<br>KEEP OUR SERVER INFRASTRUCTURE UNDER WARRANTY AND IN GOOD WORKING CONDITION FOR REQUIRED PERFORMANCE<br>**ADD OPERATING COSTS:** | 70,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 70,000** | **GF265 (FY26)** |
| **INFORMATION TECHNOLOGY** | **SERVER FARM SOFTWARE UPGRADE** | **2026** | SERVER FARM SOFTWARE UPGRADES<br>**DESCRIPTION:**<br>UPGRADING OUR VM FARM AND SQL CLUSTER TO THE NEWEST VERSIONS FOR CURRENT AND FUTURE COMPATIBILITY<br>**ALTERNATIVES CONSIDERED:**<br>STAY ON OUR CURRENT VERSIONS UNTIL FORCED TO UPGRADE<br>**ADVANTAGES OF APPROVAL:**<br>WILL KEEP THE CITY CURRENT WITH SUPPORTED VERSIONS OF THE OPERATING SYSTEMS AND WILL ALLOW US TO SUPPORT SOFTWARE THAT REQUIRES THE NEWER VERSIONS. | 35,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **$ 35,000** | **GF289** |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **INFORMATION TECHNOLOGY** | **POLICE VIDEO EVIDENCE STORAGE AND BACKUP** | **2023** | POLICE VIDEO EVIDENCE STORAGE AND BACKUP | 40,000 | **$ 40,000** | **GF313** |
| | | | **DESCRIPTION:** | - | | |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | WILL ALLOW US TO CONTINUE TO SAFELY STORE, ACCESS | - | | |
| | | | AND BACKUP CRUCIAL EVIDENTIARY DATA WITHOUT | - | | |
| | | | CONCERN OF RUNNING OUT OF STORAGE SPACE. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **UNMARKED VEHICLE REPLCMNT** | **UNSCHEDULED** | UNMARKED VEHICLE REPLACEMENTS: | 100,000 | **$ 100,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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: | - | | **GF052** |
| | | | CONTINUE UTILIZING THE EXISTING VEHICLES, SOME OF | - | | |
| | | | 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 | - | | |
| | | | **ASSIGNED TO ONE STAFF MEMBER AND ARE NOT** | - | | |
| | | | 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** | **2022** | THREE REPLACEMENT PATROL VEHICLES | 180,000 | **$ 183,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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. | - | | **GF053** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | **(FY22)** |
| | | | THE POINT WHERE THEY SHOULD NO LONGER BE USED | - | | |
| | | | AS EMERGENCY RESPONSE VEHICLES. | - | | |
| | | | **INCREASED BUDGET REQUEST:** | - | | |
| | | | INCREASE IS BASED ON FY19 VEHICLE COSTS OF $61,000 | 3,000 | | |
| | | | PER VEHICLE, WITH COSTS LIKELY TO INCREASE. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR & EQUIP RPLCMT** | **2023** | TWO REPLACEMENT PATROL VEHICLES | 122,000 | **$ 126,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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. | - | | **GF053** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | **(FY23)** |
| | | | THE POINT WHERE THEY SHOULD NO LONGER BE USED | - | | |
| | | | AS EMERGENCY RESPONSE VEHICLES. | - | | |
| | | | **INCREASED BUDGET REQUEST:** | 4,000 | | |
| | | | INCREASE IS BASED ON FY19 VEHICLE COSTS OF $61,000 | - | | |
| | | | PER VEHICLE, WITH COSTS LIKELY TO INCREASE. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR & EQUIP RPLCMT** | **2024** | TWO REPLACEMENT PATROL VEHICLE: | 124,000 | **$ 126,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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. | - | | **GF053** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | **(FY24)** |
| | | | THE POINT WHERE THEY SHOULD NO LONGER BE USED | - | | |
| | | | AS EMERGENCY RESPONSE VEHICLES. | - | | |
| | | | **INCREASED BUDGET REQUEST:** | - | | |
| | | | INCREASE IS BASED ON FY19 VEHICLE COST OF $61,000 | 2,000 | | |
| | | | PER VEHICLE, WITH COSTS LIKELY TO INCREASE. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR & EQUIP RPLCMT** | **2025** | THREE REPLACEMENT PATROL VEHICLES | 192,000 | **$ 192,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF053** |
| | | | COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000 | - | | |
| | | | MILES PER YEAR. | - | | **(FY25)** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | |
| | | | THE POINT WHERE THEY SHOULD NO LONGER BE USED | - | | |
| | | | AS EMERGENCY RESPONSE VEHICLES. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR & EQUIP RPLCMT** | **2026** | THREE REPLACEMENT PATROL VEHICLES | 192,000 | **$ 192,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF053** |
| | | | COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000 | - | | |
| | | | MILES PER YEAR. | - | | **(FY26)** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | |
| | | | THE POINT WHERE THEY SHOULD NO LONGER BE USED | - | | |
| | | | AS EMERGENCY RESPONSE VEHICLES. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| 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. | - | | **GF053** |
| | | | VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING | - | | **(UNSCHEDULED)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **2022** | FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES | 30,000 | **$ 30,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF292** |
| | | | PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL | - | | |
| | | | INCREASE EFFICIENCY BY ALLOWING OFFICERS TO | - | | **(FY22)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **2023** | FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES | 30,000 | **$ 30,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF292** |
| | | | PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL | - | | |
| | | | INCREASE EFFICIENCY BY ALLOWING OFFICERS TO | - | | **(FY23)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE EXISTING, | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **2024** | FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES: | 30,000 | **$ 35,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF292** |
| | | | INCREASE EFFICIENCY BY ALLOWING OFFICERS TO | - | | |
| | | | REMOVE THEM FROM THE PATROL VEHICLE AND | - | | **(FY24)** |
| | | | UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY | - | | |
| | | | OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS | - | | |
| | | | DESKTOP COMPUTERS BEING PURCHASED. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |
| | | | **INCREASED BUDGET REQUEST:** | 5,000 | | |
| | | | REQUEST IS DUE TO ANTICIPATED HIGHER PRICES | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **2025** | FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES | 35,000 | **$ 35,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF292** |
| | | | PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL | - | | |
| | | | INCREASE EFFICIENCY BY ALLOWING OFFICERS TO | - | | **(FY25)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **2026** | FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES | 35,000 | **$ 35,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF292** |
| | | | PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL | - | | |
| | | | INCREASE EFFICIENCY BY ALLOWING OFFICERS TO | - | | **(FY26)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR AUX EQUIP** | **UNSCHEDULED** | 25 MOBILE DATA TERMINALS FOR PATROL VEHICLES: | 175,000 | **$ 175,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | THE MOBILE DATA TERMINAL ("MDT") IS A CRITICALTHE | - | | |
| | | | 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 | - | | **GF292** |
| | | | PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL | - | | **(UNSCHEDULED)** |
| | | | 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. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | ALTERNATIVE IS TO CONTINUE TO USE THE EXISTING | - | | |
| | | | MDTS, ALTHOUGH THEY OFTEN BECOME NEARLY | - | | |
| | | | UNUSABLE DUE TO POOR CONNECTIVITY AND MUCH | - | | |
| | | | SLOWER SPEEDS. | - | | |
| | | | **OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **NON-PATROL CAR NEW VEHICLES** | **2022** | NON-PATROL CAR NEW VEHICLE: TRANSPORT VEHICLE | 30,000 | **$ 35,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | CENTER DURING THIS YEAR, WE ANTICIPATE THE NEED | - | | |
| | | | WITH THE COMPLETION OF THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | FOR A DEDICATED VEHICLE TO TRANSPORT SUBJECTS TO | - | | |
| | | | THE GALLATIN COUNTY DETENTION CENTER. | - | | |
| | | | THIS VEHICLE COULD ALSO BE USED FOR OTHER | - | | |
| | | | TRANSPORTING PURPOSES. THE OFFICERS ASSIGNED TO | - | | |
| | | | THE MUNICIPAL COURT STATE THEY FREQUENTLY | - | | |
| | | | TRANSPORT 5-6 SUBJECTS TO THE DETENTION CENTER AT | - | | |
| | | | A TIME. THIS VEHICLE SHOULD HAVE CAPACITY TO | - | | **GF293** |
| | | | TRANSPORT ABOUT 8 AT A TIME, REDUCING THE NUMBER | - | | **(FY22)** |
| | | | OF TRIPS AND, THEREBY, THE AMOUNT OF TIME OFFICERS | - | | |
| | | | ARE NOT PRESENT IN THE COURTS, A SAFETY CONCERN. | - | | |
| | | | INCREASED BUDGET: RESEARCH HAS SHOWN COSTS ARE | 5,000 | | |
| | | | HIGHER THAN ORIGINALLY ANTICPATED. | - | | |
| | | | ALTERNATIVE: WOULD BE TO UTILIZE A FULLY | - | | |
| | | | EQUIPPED PATROL VEHICLE, INCREASING THE MILEAGE | - | | |
| | | | AND USE OF A MUCH HIGHER PRICED, EMERGENCY | - | | |
| | | | RESPONSE CAPABLE VEHICLE. | - | | |
| | | | OPERATING COSTS: 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** | **2024** | ONE ADDITIONAL PATROL VEHICLE: | 62,000 | **$ 63,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 FY24. THIS WOULD | - | | |
| | | | BRING THE TOTAL PATROL RESPONSE VEHICLES TO 24 | - | | |
| | | | (1 UNMARKED / 2 K9 VEHICLE, 21 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 | - | | **GF294** |
| | | | COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000 | - | | |
| | | | MILES PER YEAR. | - | | **(FY24)** |
| | | | **INCREASED BUDGET REQUEST:** | 1,000 | | |
| | | | INCREASE IS BASED ON FY19 VEHICLE COST OF $61,000 | - | | |
| | | | PER VEHICLE, WITH COSTS LIKELY TO INCREASE. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | CONTINUE PATROL RESPONSE WITH EXISTING PATROL CARS | - | | |
| | | | RESULTING IN HIGHER MILEAGE/ANNUM FOR EACH VEH | - | | |
| | | | AND DIFFICULTY AT TIMES TO HAVE SUFFICIENT VEHICLE | - | | |
| | | | AVAILABLE. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **PATROL CAR - ADDITIONAL** | **UNSCHEDULED** | ONE ADDITIONAL PATROL VEHICLE: | 128,000 | **$ 128,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | THE GROWTH OF THE CITY AND DEPARTMENT INDICATE | - | | |
| | | | THE LIKELY NEED TO REQUEST ADDITIONAL PATROL | - | | |
| | | | VEHICLES. ASSUMING THE APPROVAL OF PRIOR | - | | |
| | | | ADDITIONAL PATROL VEHICLES, THESE UNSCHEDULED | - | | |
| | | | VEHICLES WOULD BRING THE TOTAL PATROL RESPONSE | - | | |
| | | | VEHICLE TO 25 (1 UNMARKED, 2 K9 VEHICLES, 22 | - | | |
| | | | 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 LIKELY 60,000 | - | | |
| | | | CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY | - | | **GF294** |
| | | | 2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A | - | | **(UNSCHEDULED)** |
| | | | COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000 | - | | |
| | | | MILES PER YEAR. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | CONTINUE PATROL RESPONSE WITH EXISTING PATROL CARS | - | | |
| | | | RESULTING IN HIGHER MILEAGE/ANNUM FOR EACH VEHICLE | - | | |
| | | | AND DIFFICULTY AT TIMES TO HAVE SUFFICIENT VEHICLE | - | | |
| | | | AVAILABLE | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | 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. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **2022** | BODY CAMERA SYSTEM: | 140,000 | **$ 140,000** | |
| | | | NEW INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED, DESIRE, AND ABILITY TO BEGIN | - | | |
| | | | IMPLEMENTING A PROGRAM IN THE UPCOMING YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | |
| | | | SUBMITTING VIDEO FILES AS PART OF CRIMINAL | - | | **GF316** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS, THE | - | | **(FY22)** |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCE STAFF TIME, AND | - | | |
| | | | ENSURE THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS CRITICAL TO CRIMINAL CASES. | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF | - | | |
| | | | A SYSTEM. | - | | |
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **2023** | BODY CAMERA SYSTEM: | 140,000 | **$ 140,000** | |
| | | | NEW INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED, DESIRE, AND ABILITY TO BEGIN | - | | |
| | | | IMPLEMENTING A PROGRAM IN THE UPCOMING YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | |
| | | | SUBMITTING VIDEO FILES AS PART OF CRIMINAL | - | | **GF316** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS, THE | - | | **(FY23)** |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCE STAFF TIME, AND | - | | |
| | | | ENSURE THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS CRITICAL TO CRIMINAL CASES. | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF | - | | |
| | | | A SYSTEM. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **2024** | BODY CAMERA SYSTEM: | 140,000 | **$ 140,000** | |
| | | | NEW INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED, DESIRE, AND ABILITY TO BEGIN | - | | |
| | | | IMPLEMENTING A PROGRAM IN THE UPCOMING YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | |
| | | | SUBMITTING VIDEO FILES AS PART OF CRIMINAL | - | | **GF316** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS, THE | - | | **(FY24)** |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCE STAFF TIME, AND | - | | |
| | | | ENSURE THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS CRITICAL TO CRIMINAL CASES. | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF | - | | |
| | | | A SYSTEM. | - | | |
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **2025** | BODY CAMERA SYSTEM: | 140,000 | **$ 140,000** | |
| | | | NEW INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED, DESIRE, AND ABILITY TO BEGIN | - | | |
| | | | IMPLEMENTING A PROGRAM IN THE UPCOMING YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | |
| | | | SUBMITTING VIDEO FILES AS PART OF CRIMINAL | - | | **GF316** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS, THE | - | | **(FY25)** |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCE STAFF TIME, AND | - | | |
| | | | ENSURE THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS CRITICAL TO CRIMINAL CASES. | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF | - | | |
| | | | A SYSTEM. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **2026** | BODY CAMERA SYSTEM: | 140,000 | **$ 140,000** | |
| | | | NEW INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED, DESIRE, AND ABILITY TO BEGIN | - | | |
| | | | IMPLEMENTING A PROGRAM IN THE UPCOMING YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | |
| | | | SUBMITTING VIDEO FILES AS PART OF CRIMINAL | - | | **GF316** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS, THE | - | | **(FY26)** |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCE STAFF TIME, AND | - | | |
| | | | ENSURE THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS CRITICAL TO CRIMINAL CASES. | - | | |
| | | | ALTERNATIVES CONSIDERED: | - | | |
| | | | THE ALTERNATIVE IS TO DELAY THE IMPLEMENTATION OF | - | | |
| | | | A SYSTEM. | - | | |
| **POLICE** | **POLICE BODY CAMERA SYSTEM** | **UNSCHEDULED** | BODY CAMERA SYSTEM: | 700,000 | **$ 700,000** | |
| | | | INTEGRATED BODY WORN CAMERA PROGRAM: | - | | |
| | | | BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY | - | | |
| | | | IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT | - | | |
| | | | ANTICIPATES THE NEED FOR SIGNIFICNAT ONGOING | - | | |
| | | | FUNDING TO MAINTAIN THIS SYSTEM EACH YEAR. | - | | |
| | | | ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, | - | | |
| | | | THIS PROGRAM NECESESSITATES A ROBUST SOFTWARE | - | | |
| | | | SYSTEM, CAPABLE OF ORGANIZING, STORING, AND | - | | **GF316** |
| | | | SUBMITTING VIDEO FILES AS PART OF CRMINAL | - | | **(UNSCHELED)** |
| | | | CASES. IT ALSO REQURES INTEGRATION WITH THE VIDEO | - | | |
| | | | SYSTEMS IN THE PATROL CARS AND, THE | - | | |
| | | | INTERVIEW ROOMS IN THE BOZEMAN PUBLIC SAFETY | - | | |
| | | | CENTER, AND OUR RECORDS MGMT SYSTEM. FULL | - | | |
| | | | INTEGRATION WILL REDUCE THE POSSIBILITY OF | - | | |
| | | | CRITICAL ERRORS, REDUCING STAFF TIME AND | - | | |
| | | | ENSURING THE PROPER FILING AND SUBMISSION OF | - | | |
| | | | RELATED VIDEOS. | - | | |

| Department | Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|---|
| **RECREATION** | **SWIM CENTER - FACILITY** | **2023** | SWIM CENTER - FACILITY REPAIRS AND REPLACEMENTS | 1,090,000 | **$** | **1,100,900** | |
| | | | **DESCRIPTION:** | - | | | |
| | | | THE SWIM CENTER REQUIRES NUMEROUS REPAIR AND | - | | | |
| | | | EQUIPMENT REPLACEMENTS WHICH WOULD BE ADDED | - | | | |
| | | | TO THE BOND INITIATIVE FOR THE INDOOR/OUTDOOR | - | | | |
| | | | AQUATICS CENTER. THESE ITEMS INCLUDE: GUTTER | - | | | |
| | | | REPLACEMENT;DECK TILE REPLACEMENT; | - | | | **GF137** |
| | | | REPLACEMENT OF CEILING TILES; | - | | | |
| | | | HVAC UNIT REPLACEMENT; | - | | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | | NONE | - | | | |
| | | | **ADD OPERATING COSTS:** | - | | | |
| | | | NONE | - | | | |
| | | | 1% FOR ART | 10,900 | | | |
| **RECREATION** | **LINDLEY CENTER PARKING LOT RESURFACING** | **2024** | LINDLEY CENTER PARKING LOT RESURFACING | 75,388 | **$** | **82,320** | |
| | | | DESCRIPTION: | - | | | |
| | | | CURB AND OVERLAY, INCLUDE ADA PARKING STALLS, AND | - | | | |
| | | | LIGHTS. ALTERNATIVES CONSIDERED: KEEP LOT GRAVEL | - | | | **GF140** |
| | | | 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 | 6,932 | | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **RECREATION** | **LINDLEY CENTER FULL UPGRADE** | **2023** | **DESCRIPTION:** | 350,000 | **$ 350,000** | |
| | | | 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. | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | MINIMAL ROUTINE MAINTENANCE | - | | |
| | | | **CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION** | | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **RECREATION** | **BOGERT POOL RENOVATION** | **2023** | BOGERT POOL RENOVATION | 483,000 | **$ 580,000** | |
| | | | 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 | - | | **GF238** |
| | | | ALTERNATE WATER FEATURE WOULD BE ADDED TO THE BOND | - | | |
| | | | INITIATIVE FOR THE INDOOR/OUTDOOR AQUATIC CENTER. | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | 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 | 97,000 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **RECREATION** | **STORY MILL COMMUNITY CENTER GYM FLOOR REPLACEMENT** | **2022** | STORY MILL COMMUNITY CENTER GYM FLOOR REPLACEMENT | 110,000 | **$ 146,000** | **GF300** |
| | | | **DESCRIPTION:** REPLACEMENT OF THE EXISTING GYM FLOOR | - | | |
| | | | WITH A WOOD FLOOR THAT IS MORE DURABLE, LOWER | - | | |
| | | | MAINTENANCE, AND CONDUCIVE TO MULTIPLE USES | - | | |
| | | | ALTERNATIVES CONSIDERED: NONE. WOOD FLOOR IS THE | - | | |
| | | | BEST OPTION FOR FUNCTIONALITY. | - | | |
| | | | ADVANTAGES OF APPROVAL: | - | | |
| | | | DURABILITY, INCREASED PROGRAM OPTIONS, INCREASED | - | | |
| | | | PROGRAM REVENUE | - | | |
| | | | ADD OPERATING COSTS: ROUTINE MAINTENANCE | - | | |
| | | | **CHANGE FROM LAST CIP:** UPDATED BID INCREASED | 36,000 | | |
| **RECREATION** | **STORY MANSION EXTERIOR PAINT.** | **2022** | STORY MANSION EXTERIOR PAINT. DESCRIPTION: | 60,000 | **$ 73,000** | **GF301** |
| | | | 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 | - | | |
| | | | **ALTERNATIVES CONSIDERED:**NONE. **ADVANTAGES OF** | - | | |
| | | | **APPROVAL:**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. | - | | |
| | | | **ADDITIONAL OPERATING COSTS:** REPAINTING EVERY 8-10 | - | | |
| | | | YEARS. | | | |
| | | | CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION | 13,000 | | |
| **RECREATION** | **STORY MILL COMMUNITY CENTER MEETING ROOM RENOVATION** | **2025** | STORY MILL COMMUNITY CENTER MEETING ROOM | 55,000 | **$ 60,060** | **GF334** |
| | | | **DESCRIPTION**: RENOVATION OF ONE OF THE TWO | - | | |
| | | | MULTIPURPOSE ROOMS AT SMCC. INCLUDES WALL | - | | |
| | | | FINISHES, ACOUSTICAL CEILING FINISHES, DOORS, | - | | |
| | | | ELECTRICAL AND LIGHTING UPGRADES | - | | |
| | | | **ALTERNATIVES CONSIDERED:** COMPLETE IN PHASES | - | | |
| | | | ADVANTAGES OF APPROVAL: IMPROVED FUNCTION, | - | | |
| | | | INCREASED RENTAL REVENUE, EFFICIENT LIGHTING AND | - | | |
| | | | SAVINGS, INCREASED RENTAL REVENUE, ADDITIONAL CITY | - | | |
| | | | MEETING ROOM | - | | |
| | | | **ADD OPERATING COSTS:** ROUTINE MAINTENANCE | - | | |
| | | | CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION | 5,060 | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **RECREATION** | **HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE** | **2025** | HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE | 183,000 | **$ 183,000** | **GF336** |
| | | | **DESCRIPTION:** 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. | - | | |
| | | | **ADDITIONAL OPERATING COSTS:** ROUTINE MAINTENANCE | - | | |
| | | | **CHANGES FROM LAST CIP:** INCLUDED THE TWO | - | | |
| | | | MULTIPURPOSE ROOMS AND COOLING | | | |
| **RECREATION** | **RECREATION SOFTWARE** | **2022** | RECREATION SOFTWARE | 50,000 | **$ 50,000** | **GF348** |
| | | | **DESCRIPTION:** 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 | - | | |
| | | | **ALTERNATIVES CONSIDERED:** NOT REPLACING SPORTSMANS | - | | |
| | | | **ADVANTAGES OF APPROVAL:** MORE INTUITIVE SYSTEM, | - | | |
| | | | IMPROVED DATA COLLECTION AND REPORTING, IMPROVED | - | | |
| | | | EFFICIENCY, IMPROVED CUSTOMER SERVICE. | - | | |
| | | | **ADD OPERATING COSTS:** ANNUAL MAINTENANCE AGREEMENT | - | | |
| **RECREATION** | **WESTSIDE REC & LIBRARY-DESIGN** | **2023** | WESTSIDE RECREATION AND LIBRARY - DESIGN | 250,000 | **$ 250,000** | **GF355 (FY23)** |
| | | | **DESCRIPTION:** | - | | |
| | | | RECREATION AND AQUATICS CENTER WITH A LIBRARY BRAN | - | | |
| | | | BRANCH TO SERVE THE WESTSIDE OF THE COMMUNITY. | - | | |
| | | | THIS WOULD BE A BOND ISSUANCE FOR FUNDING AND MAY | - | | |
| | | | OR MAY NOT INCLUDE THE PURCHASE OF LAND. | - | | |
| | | | A WESTSIDE AQUATICS CENTER WAS IDENTIFIED IN THE | - | | |
| | | | LAST PROST PLAN. A WESTSIDE LIBRARY BRANCH IS CALL | - | | |
| | | | OUT IN THE STRATEGIC PLAN 5.1.A. THE COMBINATION | - | | |
| | | | OF PROJECTS SHOULD HAVE SOME SAVINGS THAN BEING | - | | |
| | | | SEPERATE AND WOULD SERVE THE WESTSIDE OF THE CITY. | - | | |
| | | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | | WE WILL NEED AN OPERATING LEVY IN ORDER TO DO | - | | |
| | | | THIS PROJECT. FTE FOR BOTH THE LIBRARY AND | - | | |
| | | | REC/AQUATIC WILL NEED TO BE FUNDED. MAINTENCE, | - | | |
| | | | UTILITIES AND OTHER OPERATING COSTS WILL NEED TO | - | | |
| | | | BE FUNDED. | - | | |

| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **RECREATION** | **WESTSIDE REC & LIBRARY - CONSTRUCTION** | **2024** | WESTSIDE RECREATION AND LIBRARY - CONSTRUCTION | 50,000,000 | **$ 50,000,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | RECREATION AND AQUATICS CENTER WITH A LIBRARY BRAN | - | | |
| | | | BRANCH TO SERVE THE WESTSIDE OF THE COMMUNITY. | - | | |
| | | | THIS WOULD BE A BOND ISSUANCE FOR FUNDING AND MAY | - | | |
| | | | OR MAY NOT INCLUDE THE PURCHASE OF LAND. | - | | |
| | | | A WESTSIDE AQUATICS CENTER WAS IDENTIFIED IN THE | - | | |
| | | | LAST PROST PLAN. A WESTSIDE LIBRARY BRANCH IS CALL | - | | |
| | | | OUT IN THE STRATEGIC PLAN 5.1.A. THE COMBINATION | - | | **GF355** |
| | | | OF PROJECTS SHOULD HAVE SOME SAVINGS THAN BEING | - | | |
| | | | SEPERATE AND WOULD SERVE THE WESTSIDE OF THE CITY. | - | | |
| | | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | | WE WILL NEED AN OPERATING LEVY IN ORDER TO DO | - | | |
| | | | THIS PROJECT. FTE FOR BOTH THE LIBRARY AND | - | | |
| | | | REC/AQUATIC WILL NEED TO BE FUNDED. MAINTENCE, | - | | |
| | | | UTILITIES AND OTHER OPERATING COSTS WILL NEED TO | - | | |
| | | | BE FUNDED. | - | | |
| **SUSTAINABILITY** | **ENERGY PROJECTS CITY HALL** | **2022** | ENERGY PROJECTS FOR CITY HALL | 75,000 | **$ 75,000** | |
| | | | **DESCRIPTION:** | - | | |
| | | | 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 | - | | **GF245** |
| | | | ADDRESSED DUE TO BUDGET CONSTRAINTS. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | IMPROVED HVAC SYSTEM OPERATIONS AND REDUCED | - | | |
| | | | UTILITY COSTS (ESTIMATED TO BE AT LEAST $2,4000 | - | | |
| | | | ANNUALLY). | - | | |
| | | | **ADD OPERATING COSTS:** | - | | |
| | | | NONE, RATHER A REDUCTION | - | | |

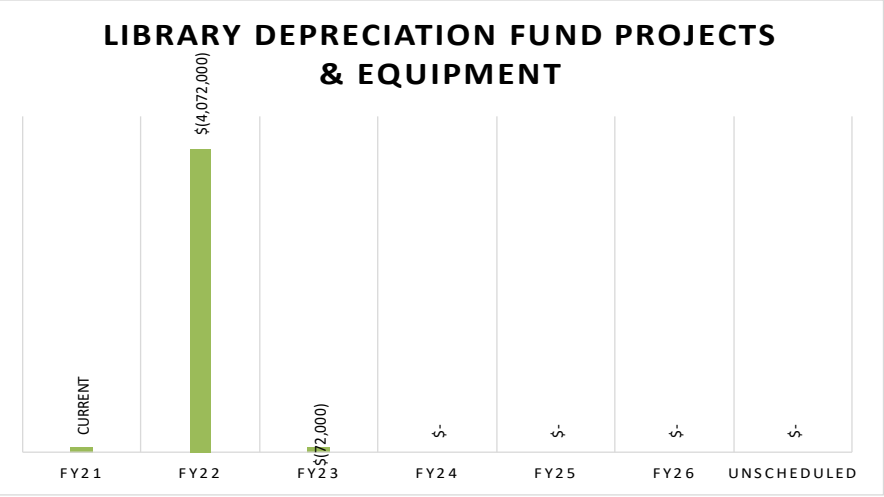
| Department | Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|---|
| **SUSTAINABILITY** | **SAFETY CENTER EV STATION** | **2022** | **DESCRIPTION:** | 45,000 | **$ 45,000** | **GF353** |
| | | | PURCHASE AND INSTALL FOUR (4) LEVEL II ELECTRIC | - | | |
| | | | VEHICLE (EV) CHARGING STATIONS AT THE BOZEMAN | - | | |
| | | | PUBLIC SAFETY CENTER. TWO CHARGING STATIONS | - | | |
| | | | WILL BE DEDICATED FOR POLICE/FIRE NON-PATROL | - | | |
| | | | VEHICLES AND TWO CHARGING STATIONS WILL BE | - | | |
| | | | DEDICATED FOR PUBLIC CHARGING. | - | | |
| | | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | | NONE | - | | |
| | | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | | INCORPORATING EV CHARGING STATIONS AT THE PUBLIC | - | | |
| | | | SAFETY CENTER WOULD HELP THE CITY TRANSITION | - | | |
| | | | TO LOW-CARBON ELECTRIC VEHICLES. THE FACILITY WAS | - | | |
| | | | DESIGNED EV-READY FOR FUTURE CHARGING STATION | - | | |
| | | | INSTALLATIONS. THE CHARGING STATIONS DEDICATED | - | | |
| | | | FOR FUTURE PD/FIRE FLEET WILL SUPPORT VEHICLE | - | | |
| | | | FUEL SAVINGS. | - | | |
| | | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | | CHARGING STATION OPERATING COSTS VARY WIDELY | - | | |
| | | | DEPENDING UPON THE DURATION AND TIME OF CHARGING. | - | | |
| | | | AT FULL CAPACITY, 4 CHARGING STATIONS OPERATING | - | | |
| | | | CONTINUOUSLY COULD COST A MAXIMUM OF $4,000 PER | - | | |
| | | | YEAR IN ELECTRICITY COSTS. IF APPROPRIATE, PUBLIC | - | | |
| | | | CHARGING FACILITIES MAY REQUIRE PAYMENT FOR USE | - | | |
| | | | TO HELP OFFSET INFRASTRUCTURE AND OPERATING | - | | |
| | | | COSTS. | - | | |

# Library Depreciation

# LIBRARY DEPRECIATION FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 391,899 | $ 89,766 | $ 64,600 | $ 40,372 | $ 89,098 | $ 138,799 | |
| Plus: Estimated Annual Unspent Appropriations | $ 48,467 | $ 46,834 | $ 47,771 | $ 48,726 | $ 49,701 | $ 50,695 | $ - |
| Plus: Donations | | $ 4,000,000 | | | | | |
| Less: Carryover FY20Capital Projects | $ (278,600) | | | | | | |
| Less: Scheduled CIP Project Costs** | $ (72,000) | $ (4,072,000) | $ (72,000) | $ - | $ - | $ - | $ - |
| Projected Year-End Cash Dedicated to CIP | $ 89,766 | $ 64,600 | $ 40,372 | $ 89,098 | $ 138,799 | $ 189,494 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Library Budget* | *$ 2,550,892* | *$ 2,601,910* | *$ 2,653,948* | *$ 2,707,027* | *$ 2,761,168* | *$ 2,816,391* |
| *Estimated Amount of Budget left Unused* | *1.9%* | *1.8%* | *1.8%* | *1.8%* | *1.8%* | *1.8%* |
| *Estimated Annual Unspent Appropriations* | *$ 48,467* | *$ 46,834* | *$ 47,771* | *$ 48,726* | *$ 49,701* | *$ 50,695* |
| *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%* |
| *Total % Dedicated to CIP* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 48,467* | *$ 46,834* | *$ 47,771* | *$ 48,726* | *$ 49,701* | *$ 50,695* |



# LIBRARY DEPRECIATION FUND PROJECT SUMMARY

**Current Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **LIB22** | NEW CARPET PUBLIC AREA | 72,000 | 72,000 | - | - | - | - |
| **LIB28** | LIBRARY EXPANSION PROJECT | 4,000,000 | - | - | - | - | |
| | **Fiscal Year totals** | **4,072,000** | **72,000** | **-** | **-** | **-** | **-** |

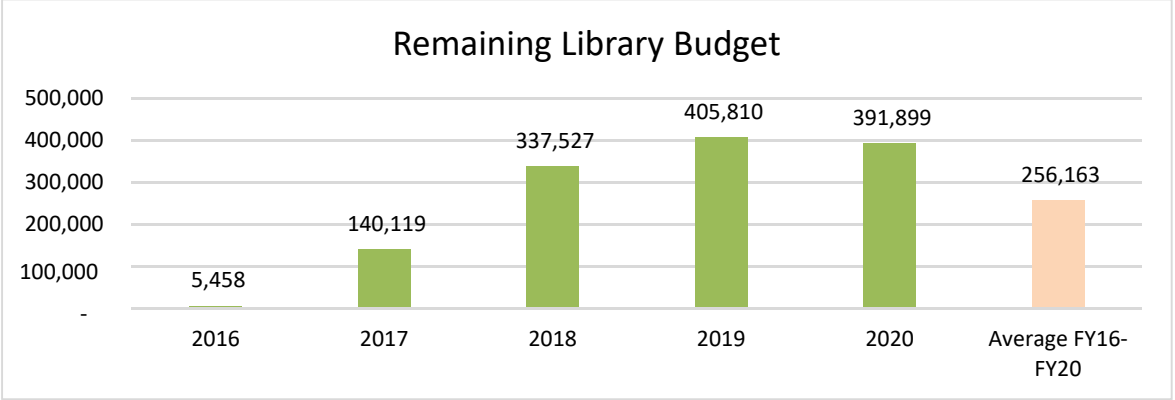
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **LIB22** | NEW CARPET PUBLIC AREA | 72,000 | 72,000 | - | - | - |
| | **Fiscal Year totals** | **72,000** | **72,000** | **-** | **-** | **-** |

# LIBRARY DEPRECIATION FUND DETAIL

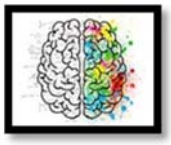
## BACKGROUND

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

Carpet repairs has been in the plan for a couple of years, LIB22, are spread out over three years (started in FY21) 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 new item this year is added to FY22 LIB28 Library Expansion, which is an expansion of the current facility to meet growing program needs, in addition to expanded meeting room space, and covered parking for the bookmobile (***Strategic Plan 5.1.a***). The Library Foundation will provide funding for all phases, while City staff will provide project management support and long term facility maintenance.





| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **New Carpet Public Area** | **2022** | NEW CARPET IN PUBLIC AREAS | 72,000 | **72,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **LIB22** |
| | | ON BOTH FLOORS AND PUBLIC AREAS. | - | | |
| | | **ALTERNATIVES:** | - | | **(FY22)** |
| | | CONTINUE WITH WORN CARPET OR SHUT DOWN FOR A | - | | |
| | | PERIOD OF TIME AND REPLACE ALL AT ONCE. | - | | |
| | | **ADD OPERATING:** | - | | |
| | | NONE | - | | |
| **New Carpet Public Area** | **2023** | NEW CARPET IN PUBLIC AREAS | 72,000 | **72,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **LIB22** |
| | | ON BOTH FLOORS AND PUBLIC AREAS. | - | | |
| | | **ALTERNATIVES:** | - | | **(FY23)** |
| | | CONTINUE WITH WORN CARPET OR SHUT DOWN FOR A | - | | |
| | | PERIOD OF TIME AND REPLACE ALL AT ONCE. | - | | |
| | | **ADD OPERATING:** | - | | |
| | | NONE | - | | |

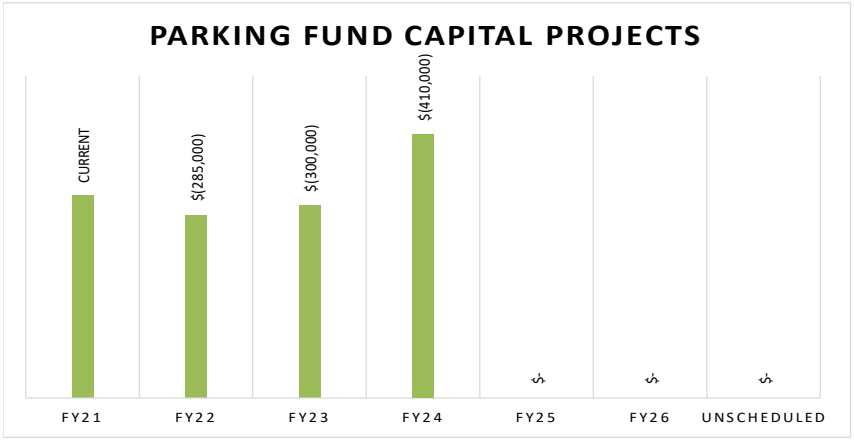
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **LIBRARY EXPANSION PHASE 2 & 3** | **2022** | LIBRARY EXPANSION PHASE 2 & 3 | 4,000,000 | **4,000,000** | **LIB28** |
| | | **DESCRIPTION:** | - | | |
| | | EXPANSION OF THE CURRENT FACILITY TO MEET GROWING PROGRAM NEEDS, IN ADDITION TO EXPANDED MEETING ROOM SPACE, AND COVERED PARKING FOR THE BOOKMOBILE (STRATEGIC PLAN 5.1.A). THE LIBRARY FOUNDATION WILL PROVIDE FUNDING FOR ALL PHASES, WHILE CITY STAFF WILL PROVIDE PROJECT MANAGEMENT SUPPORT AND LONG TERM FACILITY MAINTENANCE. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | ADJUST FUTURE PROGRAMING TO CONFORM TO SPACE | - | | |
| | | LIMITATIONS, RESTRICT MEETING REQUESTS, AND | - | | |
| | | CONTINUE TO FUND OFFSITE STORAGE FOR THE | - | | |
| | | BOOKMOBILE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | ADDITIONAL FACILITY MAINTENANCE COSTS WILL BE | - | | |
| | | DEPENDENT ON FINAL DESIGN. FUTURE STAFF NEEDS | - | | |
| | | WILL BE DETERMINED BASED ON FINAL PROGRAMMING NEED | - | | |

# Parking

# PARKING FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | Unscheduled |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | |
| Projected Beginning Balance Dedicated to CIP | $ 570,131 | $ 750,131 | $ 546,068 | $ 329,132 | $ 4,389 | $ 91,903 | |
| Plus: Parking Revenues Dedicated to CIP | $ 315,000 | $ 70,937 | $ 73,065 | $ 75,257 | $ 77,514 | $ 79,840 | |
| 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. | $ 170,000 | $ - | $ - | $ - | $ - | $ - | |
| Less: Scheduled CIP Costs (adjusted) | $ (315,000) | $ (285,000) | $ (300,000) | $ (410,000) | $ - | $ - | $ - |
| Projected Year-End Cash Dedicated to CIP | $ 750,131 | $ 546,068 | $ 329,132 | $ 4,389 | $ 91,903 | $ 181,743 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Parking Fund Revenues* | *$ 1,147,840* | *$ 1,147,840* | *$ 1,182,275* | *$ 1,217,743* | *$ 1,254,276* | *$ 1,291,904* |
| *Estimated Growth in Revenues* | *0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 1,147,840* | *$ 1,182,275* | *$ 1,217,743* | *$ 1,254,276* | *$ 1,291,904* | *$ 1,330,661* |
| | | | | | | |
| *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* | *$ 68,870* | *$ 70,937* | *$ 73,065* | *$ 75,257* | *$ 77,514* | *$ 79,840* |



# PARKING FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **P001** | WILLSON LOT REDESIGN | - | 300,000 | - | - | - | - |
| **P012** | ARMORY LOT REDESIGN AND IMPROVEMENTS | 250,000 | - | - | - | - | - |
| **P024** | BLACK LOT IMPROVEMENTS | - | - | 410,000 | - | - | - |
| **P026** | REPLACEMENT VEHICLE | 35,000 | | | | - | |
| | **FISCAL YEAR TOTALS** | **285,000** | **300,000** | **410,000** | **-** | **-** | **-** |

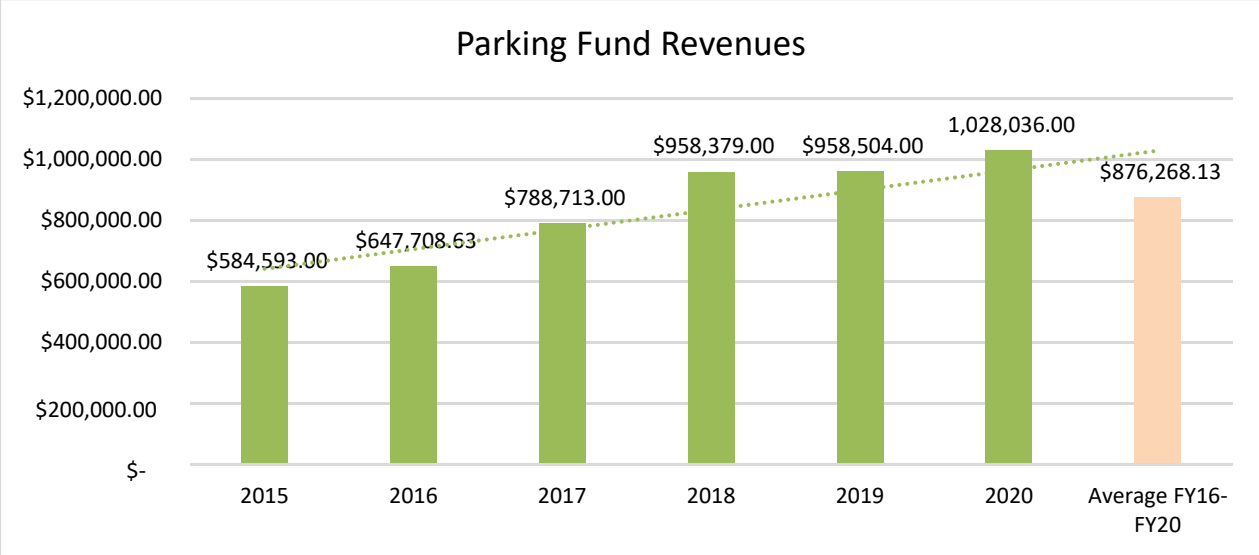
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **P001** | WILLSON LOT REDESIGN | - | 300,000 | - | - | - |
| **P012** | ARMORY LOT REDESIGN AND IMPROVEMENTS | 250,000 | - | - | - | - |
| **P024** | BLACK LOT IMPROVEMENTS | - | - | 410,000 | - | - |
| **GF346** | FACILITY CONDITION INVENTORY | - | - | - | 300 | - |
| | **FISCAL YEAR TOTALS** | **250,000** | **300,000** | **410,000** | **300** | **-** |

# 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 # |
|---|---|---|---|---|---|
| **WILLSON LOT REDESIGN** | **2023** | WILLSON LOT REDESIGN | 300,000 | **300,000** | |
| | | **DESCRIPTION:** | - | | |
| | | IMPROVE THE PARKING LOT LAYOUT, SET-BACKS, | - | | |
| | | LANDSCAPING, SIGNAGE, LIGHTING, REQUIRED STORM | - | | |
| | | WATER TREATMENT INFRASTRUCTURE REQUIREMENTS AND | - | | |
| | | PARKING KIOSK. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **P001** |
| | | KEEP LOT AS IS | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | IMPROVED FUNCTIONING OF PARKING LOT | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL | - | | |
| **ARMORY LOT REDESIGN AND IMPROVEMENTS** | **2022** | ARMORY LOT REDESIGN AND IMPROVEMENTS | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP THE LOT AS IS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **P012** |
| | | 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. | - | | |
| | | **ADD OPERTING COSTS:** | - | | |
| | | NEW ASPHALT WILL REQUIRE LESS MAINTENANCE, BUT | - | | |
| | | PLANTINGS AND LANDSCAPING WILL REQUIRE ADDITIONAL | - | | |
| | | MAINTENANCE. | - | | |

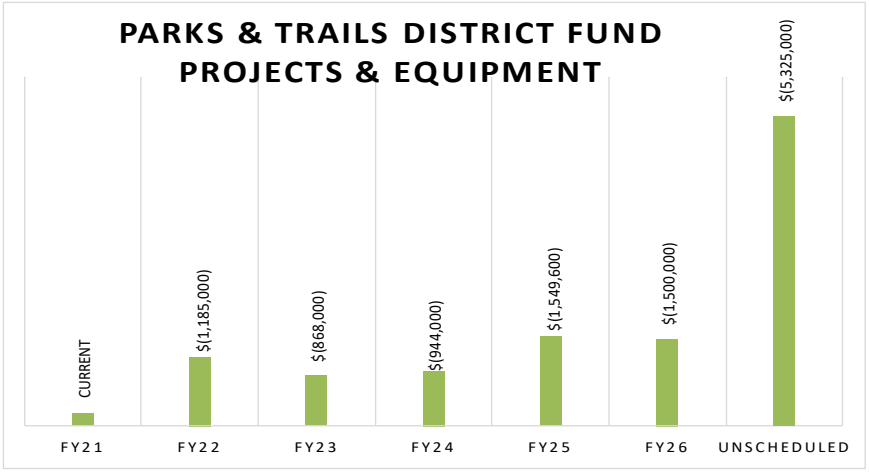
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BLACK LOT IMPROVEMENTS** | **2024** | BLACK LOT IMPROVEMENTS | 410,000 | **410,000** | |
| | | **DESCRIPTION:** | - | | |
| | | IMPROVE THE PARKING LOT LAYOUT, SET-BACKS, | - | | |
| | | LANDSCAPING, SIGNAGE, LIGHTING, REQUIRED STORM | - | | |
| | | WATER TREATMENT INFRASTRUCTURE REQUIREMENTS AND | - | | |
| | | PARKING KIOSK. | - | | **P024** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP LOT AS IS | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | IMPROVED FUNCTIONING OF PARKING LOT | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL | - | | |
| **REPLACEMENT VEHICLE** | **2022** | NEW REPLACEMENT ENFORCEMENT VEHICLE (REPLACING | 35,000 | **35,000** | |
| | | 1 TOYOTA PRIUS) - EXISTING LPR EQUIPMENT TO BE | - | | **P026** |
| | | TRANSFERRED FROM PRIUS TO NEW VEHICLE - PREFER | - | | |
| | | SMALL SUV (FORD ESCAPE) FOR ROAD/SNOW CLEARANCE | - | | |
| **FACILITY CONDITION INVENTORY** | **2025** | FACILITY CONDITION INVENTORY | 300 | **300** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES:** | - | | **GF346** |
| | | CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS | - | | |
| | | **ADVANTAGES:** | - | | |
| | | 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. | - | | |

# Parks & Trails Maintenance District

# PARKS & TRAILS DISTRICT FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Balance Dedicated to CIP | $ - | $ - | $ 22,181 | $ 566,583 | $ 1,204,473 | $ 1,347,495 | |
| Plus: P&T District Fund Revenues Dedicated to CIP | $ 213,000 | $ 1,207,181 | $ 1,412,402 | $ 1,581,890 | $ 1,692,622 | $ 1,777,253 | $ - |
| Less: Scheduled CIP Project Costs | $ (213,000) | $ (1,185,000) | $ (868,000) | $ (944,000) | $ (1,549,600) | $ (1,500,000) | $ (5,325,000) |
| Projected Year-End Cash Dedicated to CIP | $ - | $ 22,181 | $ 566,583 | $ 1,204,473 | $ 1,347,495 | $ 1,624,748 | |

| *Assumptions Made for Revenue Estimates:* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| ***Estimated Annual Assessment Fund Revenues*** | *$ 3,713,907* | *$ 4,734,043* | *$ 4,828,724* | *$ 5,649,607* | *$ 6,327,560* | *$ 6,770,489* |
| *Estimated Growth* | | *2%* | *2%* | *2%* | *2%* | *2%* |
| *Estimated rate increase* | | *25%* | *15%* | *10%* | *5%* | *3%* |
| *Total Estimated P&T District Fund Revenues* | *$ 3,713,907* | *$ 4,828,724* | *$ 5,649,607* | *$ 6,327,560* | *$ 6,770,489* | *$ 7,109,013* |
| ***Current Revenues Dedicated to CIP %*** | ***0.0%*** | ***25.0%*** | ***25.0%*** | ***25.0%*** | ***25.0%*** | ***25.0%*** |
| *Plus: Increase Dedicated to Capital Improvements %* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *0.0%* | *25.0%* | *25.0%* | *25.0%* | *25.0%* | *25.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 213,000* | *$ 1,207,181* | *$ 1,412,402* | *$ 1,581,890* | *$ 1,692,622* | *$ 1,777,253* |



# PARKS & TRAILS DISTRICT PROJECT SUMMARY

**Current Year Parks & Trails District**

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **GF031** | PARK IMPROVEMENT GRANT | - | 150,000 | - | - | - | - |
| **GF034** | LARGE DECK MOWER | 64,000 | - | 64,000 | - | - | - |
| **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 | 85,000 | 42,000 | 42,000 | 32,000 | - | - |
| **GF191** | SOFTBALL LIGHTING | - | - | - | - | - | 1,200,000 |
| **GF250** | SPLASH PADS | 360,000 | - | - | - | - | - |
| **GF260** | SPORTS PARK INFRASTRUCTURE | - | - | 370,000 | - | - | - |
| **GF270** | SNOW PLOW VEHICLE | - | - | - | - | - | 75,000 |
| **GF290** | IRRIGATION SYSTEM | - | - | - | - | - | 1,000,000 |
| **GF339** | ADDITIONAL PARKING SMC | 425,000 | - | - | - | - | - |
| **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 | 215,000 | 500,000 |
| **PTD04** | PARK VEHICLES | - | 98,000 | 84,000 | 64,000 | 85,000 | 150,000 |
| **PTD05** | TOOLCAT MULTI PURPOSE VEHICLE | - | - | 80,000 | - | - | 80,000 |
| **PTD06** | PARK SHELTER REPLACEMENTS | - | - | 54,000 | 150,000 | - | 320,000 |
| **PTD07** | MAINTENANCE BUILDING | - | - | - | - | - | 1,000,000 |
| **PTD08** | BRIDGE REPLACEMENTS | - | - | - | 300,000 | - | 500,000 |
| **PTD09** | DEFERRED MAINTENANCE | - | - | - | 300,000 | 1,200,000 | 500,000 |
| | **Department Subtotal** | 1,185,000 | 868,000 | 944,000 | 1,549,600 | 1,500,000 | 5,325,000 |

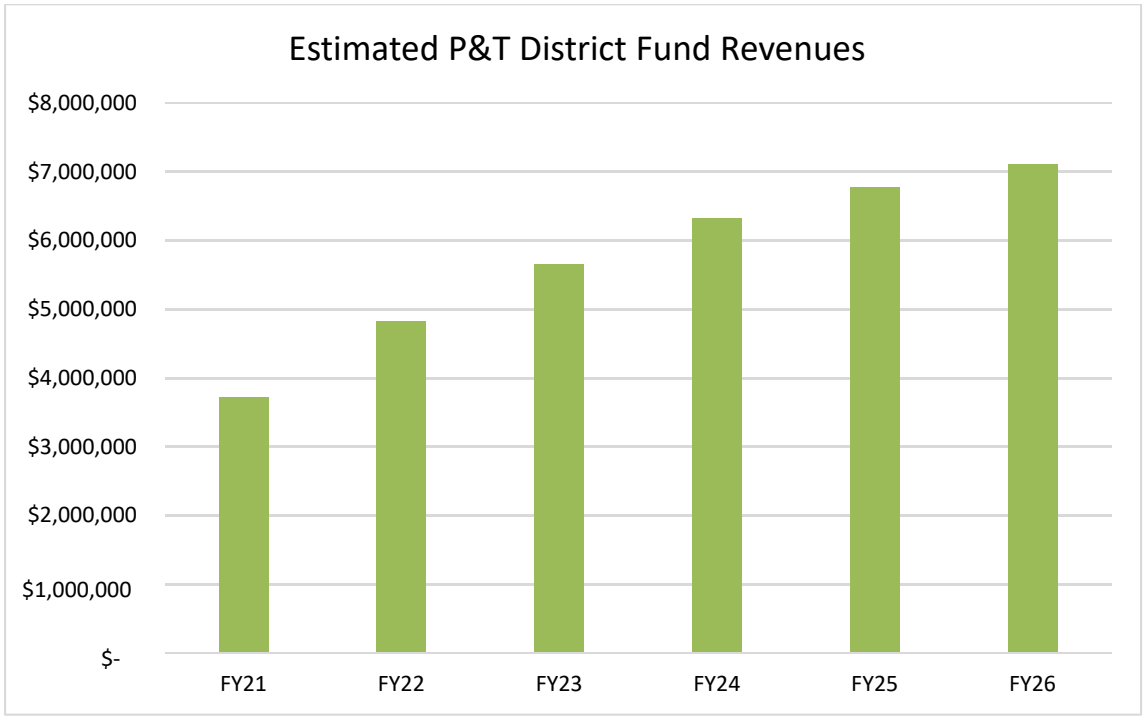
**Prior Year Parks & Trails District**

| Project # | Project Name | 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 | 85,000 | 32,000 | 58,000 | 32,000 | - |
| **GF191** | SOFTBALL LIGHTING | - | - | - | - | 1,200,000 |
| **GF250** | SPLASH PADS | 360,000 | - | - | - | - |
| **GF260** | SPORTS PARK INFRASTRUCTURE | - | - | 370,000 | - | - |
| **GF270** | SNOW PLOW VEHICLE | - | - | - | - | 75,000 |
| **GF290** | IRRIGATION SYSTEM | - | - | - | - | 1,000,000 |
| **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 | - | 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 |
| | **Department Subtotal** | 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. May 5, 2020 the Citizens of Bozeman voted to approve the creation of a Parks & Trails District. The plan for this district have been in the works for years and developed first with consultants and furthered in the most recent Capital Improvement Plan and internal staffing plan.



## CAPITAL PLAN SUMMARY

A citywide park and trail district is an effort to solve three major issues:

- Deferred Maintenance: The cost of deferred maintenance in our parks and trails is currently ~$6.8 million. This includes assets that need to be repaired or replaced because they are beyond their useful life.
- Operations and Maintenance: Our current level of service for park and trail maintenance is reactionary in nature. The District will provide a funding source for current city parks and trails, new park projects coming on-line soon (Story Mill Park, Sports Park, Path to the M, etc.) and 235 acres of neighborhood parks and trails throughout the city that property owners associations are currently maintaining. The Commission determined a five-year phase in plan of s silver level of services across all parks.
- Equity: The district eliminates the need for homeowner associations (HOAs) to maintain city parks and trails in their subdivision through HOA fees. These city property owners who currently pay both general taxes and HOA fees for park and trail maintenance will no longer be paying a higher share of the system costs. All city property owners will pay an annual assessment for park and trail maintenance.



The capital plan includes items that are originally part of the Parks plan when included with the General fund, their numbered using GF. 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-FY26 of the plan.



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

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK IMPROVEMENT GRANT** | **2023** | PARK IMPROVEMENT GRANTS | 150,000 | **150,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE GENERAL FUND CONTRIBUTES FUNDS EVERY OTHER | - | | |
| | | YEAR TOWARDS IMPROVING PARK INFRASTRUCTURE | - | | |
| | | THROUGH IMPLEMENTATION OF PARK MASTER PLANS. | - | | |
| | | THIS GRANT PROGRAM IS A MATCHING FUNDS PROGRAM | - | | |
| | | IN WHICH THE CITY RECEIVES A MINIMUM 1 TO 1 | - | | |
| | | MATCH FROM THE RECIPIENT. THE COMMISSION HAS | - | | |
| | | ESTABLISHED A FORMAL GRANT POLICY BY RESOLUTION. | - | | |
| | | BY SWITCHING TO EVERY OTHER YEAR, AND ALSO | - | | |
| | | INCREASING THE ALLOCATION, BIGGER PROJECTS CAN BE | - | | |
| | | ACCOMPLISHED, THOUGH THESE PROJECTS WILL TAKE | - | | |
| | | MORE TIME TO COMPLETE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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 | 64,000 | **64,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO REPAIR AS BREAK DOWNS OCCUR, REPLACE | - | | |
| | | MOWERS AS THEY BREAKDOWN, EXPLORE A LEASE PROGRAM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROPER MOWING OF SPORTS FIELDS AND FORMAL PARKS | - | | **GF034** |
| | | ARE IMPERATIVE TO SAFETY. REGULAR REPLACEMENT WILL | - | | |
| | | REDUCE MAINTENANCE COSTS AND DECREASE THE | - | | **(FY22)** |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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 | 64,000 | **64,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO REPAIR AS BREAK DOWNS OCCUR, | - | | |
| | | REPLACE MOWERS AS THEY BREAKDOWN, EXPLORE A LEASE | - | | |
| | | PROGRAM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROPER MOWING OF SPORTS FIELDS AND FORMAL PARKS | - | | |
| | | ARE IMPERATIVE TO SAFETY. REGULAR REPLACEMENT WILL | - | | **GF034** |
| | | REDUCE MAINTENANCE COSTS AND DECREASE THE | - | | |
| | | NUMBER OF BREAKDOWNS WE HAVE BEEN | - | | **(FY24)** |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | IMPROVE SCHEDULING OF MOWING AND INCREASE CREW | - | | |
| | | EFFICIENCY BECAUSE OF RELIABLE EQUIPMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARKS RESTROOMS UPGRADES** | **2022** | PARKS RESTROOM UPGRADES | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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) | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH PORT-POTTIES | - | | |
| | | THE ROSE PARK PROJECTS WILL PROVIDE RESTROOM | - | | **GF084** |
| | | FACILITIES IN AREAS WHERE CURRENTLY NONE EXIST. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EASE AND EFFICIENCY OF MAINTAINING NEW RESTROOMS; | - | | |
| | | INCREASED CLEANLINESS OF PUBLIC FACILITIES. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |
| | | THER HAZARDS THAT MIGHT BE PRESENT. PLAYGROUND | - | | **GF092** |
| | | REPAIRS REQUIRE SAME-DAY RESPONSE GIVEN THEIR | - | | |
| | | CRITICAL SAFETY IMPLICATION. CURRENTLY, THE PARKS | - | | **(FY22)** |
| | | DIVISION INSPECTS AND MAINTAINS 22PLAYGROUNDS | - | | |
| | | CITY-WIDE AND ASSISTS WITH ANOTHER 23 HOA- | - | | |
| | | MAINTAINED PLAYGROUNDS WITH MONTHLY | - | | |
| | | INSPECTIONS AND RECOMMENDATIONS. | - | | |
| | | **ALTERNTAIVES CONSIDERED:** | - | | |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL | - | | |
| | | **INCREASE IN PRICE** | 10,000 | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PLAYGROUND EQUIPMENT** | **2023** | PLAYGROUND EQUIPMENT JARRETT PARK | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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, | - | | **GF092** |
| | | EQUIPMENT FEATURES AND MATERIALS, SURFACING | - | | **(FY23)** |
| | | MATERIALS, HARDWARE, PAINTS AND FINISHES, AND | - | | |
| | | ANY OTHER HAZARDS THAT MIGHT BE PRESENT. | - | | |
| | | PLAYGROUND REPAIRS REQUIRE SAME-DAY RESPONSE | - | | |
| | | IVEN THEIR CRITICAL SAFETY IMPLICATION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| **PLAYGROUND EQUIPMENT** | **2024** | PLAYGROUND EQUIPMENT LINDLEY PARK | 130,000 | **130,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **GF092** |
| | | LINDLEY PARK AND KIRK PARK PLAYGROUNDS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK SIDEWALK REPLACEMENTS** | **2023** | PARK SIDEWALK REPLACEMENTS | 88,000 | **88,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **GF108** |
| | | PROJECT 1: $120,000 - SOUTHSIDE PARK - REPLACE 730 | - | | |
| | | OF SIDEWALK ALONG SOUTH 5TH AVENUE AND ALONG WEST | - | | **(FY23)** |
| | | ALDERSON STREET WITH NEW 6' (SIX FOOT) WIDE | - | | |
| | | CONCRETE SIDEWALK, AND THE RELATED RETAINING WALL. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | MAINTAIN EXISTING SIDEWALKS AND PATCH AND REPAIR | - | | |
| | | AS NEEDED. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS AND | - | | |
| | | EFFICIENCY OF OPERATION (PLOWING) | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NO ESTIMATE AT THIS TIME | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK SIDEWALK REPLACEMENTS** | **2024** | PARK SIDEWALK REPLACEMENTS | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **GF108** |
| | | PROJECT 2: $88,000 - COOPER PARK - REPLACE THE | - | | |
| | | SIDEWALK AROUND THE ENTIRE BLOCK APPROXIMATELY | - | | **(FY24)** |
| | | 1875' TOTAL. THIS SIDEWALK SERVES AS A MAIN ROUTE | - | | |
| | | TO AND FROM THE UNIVERSITY. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | MAINTAIN EXISTING SIDEWALKS AND PATCH AND REPAIR | - | | |
| | | AS NEEDED. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS AND | - | | |
| | | EFFICIENCY OF OPERATION (PLOWING) | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NO ESTIMATE AT THIS TIME | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK VEHICLE REPLACEMENTS** | **2022** | PARK VEHICLE REPLACEMENTS | 85,000 | **85,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **GF115** |
| | | EARMARKED FOR A 3/4 TON (MOWER HAULING AND WINTER | - | | **(FY22)** |
| | | PLOWING)AND A 1/2 TON FOR THE NEW FACILITIES | - | | |
| | | FTE WORKING IN PARKS FUNDED BY THE DISTRICT | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | UTILIZE OLD VEHICLES UNTIL THEY ARE "DEAD' | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK | - | | |
| | | EMPLOYEES, BOTH FULL-TIME AND SHORT TERM WORKERS | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY | - | | |
| **PARK VEHICLE REPLACEMENTS** | **2023** | PARK VEHICLE REPLACEMENTS | 42,000 | **42,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **GF115** |
| | | IS COMPROMISED. | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE UTILIZING CURRENT VEHICLES | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK | - | | |
| | | STAFF. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY | - | | |
| | | DECLINE AS NEWER CARS REPLACE OLDER ONES. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK VEHICLE REPLACEMENTS** | **2024** | PARK VEHICLE REPLACEMENTS ADDITIONAL 1 TON | 42,000 | **42,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **GF115** |
| | | IS COMPROMISED. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | KEEP OLD VEHICLES UNTIL THEY DIE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES FOR PARK | - | | |
| | | USE. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | THESE ARE REPLACEMENTS; RECURRING COSTS FREQUENTLY | - | | |
| | | DECLINE AS NEWER CARS REPLACE OLDER ONES. | - | | |
| | | PER VEHICLE | - | | |
| **PARK VEHICLE REPLACEMENTS** | **2025** | VEHICLE REPLACEMENT- 1/2 TON PICK-UP TRUCK | 32,000 | **32,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACEMENT OF A 1/2 PICK-UP TRUCK USED FOR | - | | |
| | | VARIOUS PARK OPERATIONS. A NUMBER OF PARK | - | | |
| | | TRUCKS HAVE EXCEEDED 160,000 MILES. | - | | **GF115** |
| | | **ALTERNATIVES:** | - | | |
| | | CONTINUE TO OPERATE AND REPAIR AS NEEDED ON | - | | **(FY25)** |
| | | OUR EXISTING VEHICLES | - | | |
| | | **OPERATING COSTS:** | - | | |
| | | DECREASED COST DUE TO REPAIR AND OVERALL | - | | |
| | | IMPROVED FUNCTION, LESS DOWN TIME | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOFTBALL LIGHTING** | **UNSCHEDULED** | SOFTBALL COMPLEX LIGHTING | 1,200,000 | **1,200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE THE CURRENT FIELD LIGHTS AT THE | - | | |
| | | SOFTBALL COMPLEX WITH APPROPRIATE FIELD | - | | |
| | | LIGHTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE THE OLD LIGHTS. | - | | **GF191** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EFFICIENT LED LIGHTING THAT IS DARK SKY COMPLIANT | - | | |
| | | AND DOES NOT PRODUCE LIGHT POLLUTION. | - | | |
| | | **OPERATING COSTS:** | - | | |
| | | LESS THAN WITH THE CURRENT SYSTEM | - | | |
| **SPLASH PAD- STORYMILL** | **2022** | SPLASH PADS | 360,000 | **360,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE INSTALLATION OF A SPLASH PAD AT SMCP | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOT INSTALL SPLASH PADS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | CAN HELP REDUCE CHILDRENS FEAR OF WATER. ADDS | - | | |
| | | COMMUNITY WATER FEATURES THAT HAVE NO | - | | **GF250** |
| | | ADMITTANCE FEE ALLOWING PEOPLE OF ALL SOCIO | - | | |
| | | ECONOMIC STATUS TO ENJOY A PUBLIC AQUATICS | - | | |
| | | AMENITY. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | SOME ADDITIONAL WATER COSTS AND MAINTENANCE | - | | |
| | | WILL BE REQUIRED. ADDITIONAL MAINTENANCE IS | - | | |
| | | ESTIMATED AT 0.2 FTE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SPORTS COMPLEX** | **2024** | SPORTS COMPLEX - CONSTRUCTION OF 'PROJECT RELATED' | 370,000 | **370,000** | |
| | | COTTONWOOD ROAD AREA WATER & WASTEWATER IMPRMTS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AS OWNER OF THE SPORTS PARK PROPERTY, THE CITY IS | - | | |
| | | REQUIRED TO CONSTRUCT A NUMBER OF STREET, WATER, | - | | |
| | | AND SEWER IMPROVEMENTS. IN APPROVAL OF THE | - | | |
| | | SPORTS PARK PURCHASE, $1,778,000 WAS APPROVED | - | | |
| | | IN TOP BOND FUNDING FOR THESE INFRASTRUCTURE | - | | |
| | | IMPROVEMENTS: BAXTER LANE, COTTONWOOD ROAD, | - | | |
| | | DURSTON/COTTONWOOD INTERSECTION, FLANDERS MILL | - | | |
| | | ROAD (INCLUDING DITCH), AND OAK STREET. WE | - | | |
| | | ESTIMATE THAT THE BOND FUNDING WILL NOT BE | - | | |
| | | SUFFICIENT TO COVER THE COTTONWOOD ROAD (OR OAK | - | | |
| | | STREET) IMPROVEMENTS. WE ANTICIPATE NEEDING TO | - | | |
| | | BUILD THE PROJECT-RELATED PORTIONS OF THE | - | | |
| | | COTTONWOOD ROAD STREET-RELATED IMPROVEMENTS | - | | |
| | | WITH ARTERIAL & COLLECTOR DISTRICT DOLLARS. | - | | **GF260** |
| | | THE RELATED WATER AND SEWER-LINE IMPROVEMENTS | - | | |
| | | WILL NEED TO COME FROM THE GENERAL FUND. OUR | - | | |
| | | ORIGINAL COST ESTIMATES FROM THE SPRING OF 2014 | - | | |
| | | HAVE BEEN INCREASED BY 15% TO ESTIMATE | - | | |
| | | CONSTRUCTION INFLATION COSTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DELAY THE IMPROVEMENTS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROPER CONSTRUCTION OF THE ADJACENT STREET, WATER, | - | | |
| | | AND SEWER IMPROVEMENTS, IN CONCERT WITH OUR | - | | |
| | | DEVELOPMENT REGULATIONS. BETTER ACCESS AND | - | | |
| | | AMENITIES FOR THE SPORTS PARK. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | THE CITY'S STREET MAINTENANCE FUNDS WILL MAINTAIN | - | | |
| | | THE STREET SURFACE, ONCE CONSTRUCTED. THE | - | | |
| | | UTILITIES WILL MAINTAIN THE PIPES ONCE INSTALLED. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SNOWPLOW** | **UNSCHEDULED** | TOOLCAT | 75,000 | **75,000** | |
| | | **DESCRIPTION:** | - | | |
| | | MULTI-PURPOSE MACHINE USED FOR TRAIL WORK, SNOW | - | | |
| | | REMOVAL FROM SIDEWALKS AND VARIOUS PARK- | - | | |
| | | RELATED TASKS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **GF270** |
| | | CONTINUED USE OF THE OLDER TOOLCATS AND REPAIR AS | - | | |
| | | NEEDED. | - | | |
| | | **OPERATING COSTS:** | - | | |
| | | MINIMAL COMPARED WITH UTILIZING AND REPAIRING | - | | |
| | | OLDER EQUIPMENT. | - | | |
| **IRRIGATION SYSTEM** | **UNSCHEDULED** | IRRIGATION SYSTEM UPGRADES | 1,000,000 | **1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE OLD AND OUTDATED IRRIGATION SYSTEMS | - | | |
| | | THROUGHOUT THE CITY. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO IRRIGATE WITH THE OLD SYSTEMS AND | - | | |
| | | REPAIR THEM AS NEEDED. | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **GF290** |
| | | EFFICIENT AND UPDATED SYSTEMS THAT MONITOR ET | - | | |
| | | RATES, SHUT DOWN WHEN RAINING AND ARE IN LINE | - | | |
| | | WITH THE CITY'S WATER CONSERVATION EFFORTS. | - | | |
| | | **OPERATING COSTS:** | - | | |
| | | REDUCED DRAMATICALLY WITH NEW SYSTEMS THAT | - | | |
| | | TAKE ADVANTAGE OF TODAY'S TECHNOLOGY TO | - | | |
| | | REDUCE WATER USAGE AND LABOR | - | | |
| **ADDITIONAL PARKING SMC** | **2022** | ADDITIONAL PARKING LOT AT STORYMILL PARK | 425,000 | **425,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **GF339** |
| | | **ALTERNATIVES:** | - | | |
| | | UTILIZE THE EXISTING PARKING LOT AND RECOGNIZE | - | | |
| | | THAT PARKING WILL BE ON A FIRST COME -FIRST SERVE | - | | |
| | | **OPERATING COSTS:** | - | | |
| | | MINIMAL LOT CLEAN UP AND POTENTIALLY PLOWING. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | RESURFACING OR RE-PAINTING IN FUTURE YEARS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ADDITIONAL BRIDGE SMC** | **2022** | ADDITIONAL BRIDGE @ STORYMILL | 105,000 | **105,000** | |
| | | **DESCRIPTION:** | - | | |
| | | INSTALLATION OF AN ENGINEERED BRIDGE AT SMCP | - | | |
| | | THIS BRIDGE WILL CONNECT THE TRIANGLE PARCEL | - | | |
| | | (DOG PARK AREA) WITH THE NORTHERN PARCEL | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO OPERATE WITHOUT THE ADDITIONAL BRIDGE. | - | | **GF340** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EFFICIENCY IN TRANSPORTATION, INCREASED SAFETY IN | - | | |
| | | TRAVEL. | - | | |
| | | **COST OF OPERATION:** | - | | |
| | | MINIMAL BRIDGE MAINTENANCE. | - | | |
| **FACILITY CONDITION INVENTORY** | **2025** | FACILITY CONDITION INVENTORY | 18,600 | **18,600** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES:** | - | | **GF346** |
| | | CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS | - | | |
| | | **ADVANTAGES:** | - | | |
| | | 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. | - | | |
| **LARGE DECK MOWER** | **2023** | LARGE DECK MOWER | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO | - | | |
| | | ADJUST TO TAKING OVER HOA PARKS | - | | **PTD01** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY23)** |
| | | CONTINUE TO CONTRACT SERVICES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MAINTENANCE AND REPAIRS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **LARGE DECK MOWER** | **2025** | LARGE DECK MOWER | 70,000 | **70,000** | |
| | | **DESCRIPTION:** | - | | |
| | | LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO | - | | |
| | | ADJUST TO TAKING OVER HOA PARKS | - | | **PTD01** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY25)** |
| | | CONTINUE TO CONTRACT SERVICES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MAINTENANCE AND REPAIRS | - | | |
| **PARKS RESTROOMS UPGRADES** | **2023** | PARKS RESTROOM UPGRADES | 80,000 | **80,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS THE GENERAL REPLACEMENT AND | - | | |
| | | UPGRADING OF THE CITY PARKS PUBLIC RESTROOM | - | | **PTD02** |
| | | FACILITIES. | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | PORT-POTTIES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | OPERATING AND REPAIR COSTS ARE EXPECTED | - | | |
| **PARKS RESTROOMS UPGRADES** | **2025** | PARKS RESTROOM UPGRADES | 275,000 | **275,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS THE GENERAL REPLACEMENT AND | - | | |
| | | UPGRADING OF THE CITY PARKS PUBLIC RESTROOM | - | | **PTD02** |
| | | FACILITIES. | - | | **(FY25)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | PORT-POTTIES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | OPERATING AND REPAIR COSTS ARE EXPECTED | - | | |
| **PLAYGROUND EQUIPMENT** | **2023** | PLAYGROUND EQUIPMENT | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **PTD03** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY23)** |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PLAYGROUND EQUIPMENT** | **2025** | PLAYGROUND EQUIPMENT | 340,000 | **340,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **PTD03** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY25)** |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL. | - | | |
| **PLAYGROUND EQUIPMENT** | **2026** | PLAYGROUND EQUIPMENT | 215,000 | **215,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **PTD03** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY26)** |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PLAYGROUND EQUIPMENT** | **UNSCHEDULED** | PLAYGROUND EQUIPMENT | 500,000 | **500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **PTD03** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(UNSCHEDULED)** |
| | | KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE | - | | |
| | | GO. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY FOR COMMUNITY MEMBERS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | MINIMAL. | - | | |
| **PARK VEHICLES** | **2023** | PARK VEHICLES | 98,000 | **98,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD04** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICES | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK VEHICLES** | **2024** | PARK VEHICLES | 84,000 | **84,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD04** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICES | - | | **(FY24)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **PARK VEHICLES** | **2025** | PARK VEHICLES | 64,000 | **64,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD04** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICES | - | | **(FY25)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK VEHICLES** | **2026** | PARK VEHICLES | 85,000 | **85,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD04** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICES | - | | **(FY26)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **PARK VEHICLES** | **UNSCHEDULED** | PARK VEHICLES | 150,000 | **150,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD04** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICE. | - | | **(UNSCHEDULED)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **TOOLCAT MULTI PURPOSE** | **2024** | TOOLCAT MULTI PURPOSE VEHICLE | 80,000 | **80,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD05** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICE. | - | | **(FY24)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **TOOLCAT MULTI PURPOSE** | **UNSCHEDULED** | TOOLCAT MULTI PURPOSE VEHICLE | 80,000 | **80,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **PTD05** |
| | | COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO | - | | |
| | | SILVER LEVEL OF SERVICE. | - | | **(UNSCHEDULED)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS INSURES SAFE AND RELIABLE VEHICLES | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **PARK SHELTER REPLACEMENT** | **2024** | PARK SHELTER REPLACEMENT | 54,000 | **54,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACING AGING STRUCTURES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **PTD06** |
| | | REMOVE STRUCTURE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY24)** |
| | | PARK AMENITY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PARK SHELTER REPLACEMENT** | **2025** | PARK SHELTER REPLACEMENT | 150,000 | **150,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACING AGING STRUCTURES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **PTD06** |
| | | REMOVE STRUCTURE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY25)** |
| | | PARK AMENITY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **PARK SHELTER REPLACEMENT** | **UNSCHEDULED** | PARK SHELTER REPLACEMENT | 320,000 | **320,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACING AGING STRUCTURES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | REMOVE STRUCTURE | - | | **PTD06** |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(UNSCHEDULED)** |
| | | PARK AMENITY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **MAINTENANCE BUILDING** | **UNSCHEDULED** | PARK MAINTENANCE BUILDING | 1,000,000 | **1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | BUILDING OT HOUSE GROWING EQUIPMENT FOR ADDITIONAL | - | | |
| | | PARKS, STAFF AND LEVEL OF SERVICES | - | | **PTD07** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(UNSCHEDULED)** |
| | | LEASE A SPACE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **BRIDGE REPLACEMENTS** | **2025** | BRIDGE REPLACEMENTS | 300,000 | **300,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACING AGING STRUCTURES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **PTD08** |
| | | REMOVE STRUCTURE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY25)** |
| | | PARK OR TRAIL AMENITY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |

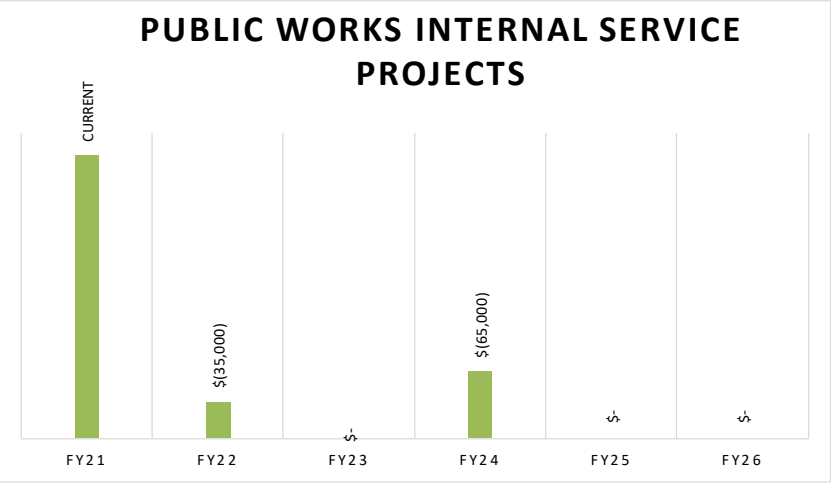
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BRIDGE REPLACEMENTS** | **UNSCHEDULED** | BRIDGE REPLACEMENTS | 500,000 | **500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACING AGING STRUCTURES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **PTD08** |
| | | REMOVE STRUCTURE | - | | **(UNSCHEDULED)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PARK OR TRAIL AMENITY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | REPAIR AND MAINTENANCE | - | | |
| **DEFERRED MAINTENANCE** | **2025** | DEFERRED MAINTENANCE | 300,000 | **300,000** | **PTD09** |
| | | **DESCRIPTION:** | - | | |
| | | PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT | - | | **(FY25)** |
| **DEFERRED MAINTENANCE** | **2026** | DEFERRED MAINTENANCE | 1,200,000 | **1,200,000** | **PTD09** |
| | | **DESCRIPTION:** | - | | |
| | | PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT | - | | **(FY26)** |
| **DEFERRED MAINTENANCE** | **UNSCHEDULED** | DEFERRED MAINTENANCE | 500,000 | **500,000** | **PTD09** |
| | | **DESCRIPTION:** | - | | |
| | | PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT | - | | **(UNSCHEDULED)** |

# Public Works Admin

# PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plus: | $ 277,671 | $ 35,000 | $ - | $ 65,000 | $ - | $ - | $ - |
| Less: Scheduled CIP Project Costs | $ (277,671) | $ (35,000) | $ - | $ (65,000) | $ - | $ - | $ (850,000) |
| Projected Year-End Cash Dedicated to CIP | $ - | $ - | $ - | $ - | $ - | $ - | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *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%* |
| *Total Estimated Revenues* | *$ 3,050,518* | *$ 3,111,528* | *$ 3,173,759* | *$ 3,237,234* | *$ 3,301,979* | *$ 3,368,018* |
| *Current Revenues Dedicated to CIP %* | *9.1%* | *9.1%* | *0.0%* | *2%* | *2.0%* | *0.0%* |
| *Plus: Increase Dedicated to Water Capacity Expansion CIP* | *0.0%* | *-8.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *9.1%* | *1.0%* | *0.0%* | *2.0%* | *2.0%* | *0.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 277,671* | *$ 35,000* | *$ -* | *$ 65,000* | *$ -* | *$ -* |




***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

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **PW011** | PUBLIC WORKS SUV | 35,000 | - | - | - | - | - |
| **GIS04** | AERIAL PHOTOGRAPHY | - | - | 65,000 | | - | - |
| **GF277** | ERP REPLACEMENT/UPGRADE | - | - | - | - | - | 600,000 |
| **PWAD01** | PW Cost Acct & Fleet SW | - | - | - | - | - | 250,000 |
| | **Fiscal Year totals** | **35,000** | **-** | **65,000** | **-** | **-** | **850,000** |

**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **GIS04** | AERIAL PHOTOGRAPHY | - | - | 65,000 | | |
| **GF277** | ERP REPLACEMENT/UPGRADE | - | - | - | - | 600,000 |
| **PWAD01** | PW Cost Acct & Fleet SW | - | - | - | - | 250,000 |
| | **Fiscal Year totals** | **-** | **-** | **65,000** | **-** | **850,000** |

# 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

Only addition to the plan is for a vehicle for the Public Works Administration to use.

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Public Works SUV** | **2022** | PUBLIC WORKS SUV | 35,000 | **35,000** | |
| | | **DESCRIPTION:** | - | | |
| | | LARGER VEHICLE TO BE SHARED BETWEEN DIVISIONS. | - | | **PW011** |
| | | MORE CAPACITY FOR HAULING EQUIPMENT & STAFF AND | - | | |
| | | BETTER GAS MILEAGE THAN A TRUCK. | - | | |
| **AERIAL PHOTOGRAPHY** | **2024** | **PROJECT DESCRIPTION:** | 65,000 | **65,000** | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LOWER RESOLUTION SATELLITE IMAGERY ALONG WITH | - | | |
| | | EXTERNAL PARTNERSHIPS MAY RESULT IN A LESS | - | | |
| | | DESIRABLE OUTCOME. | - | | **GIS04** |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY24)** |
| | | 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 DETERMINTATIONS CAN BE MADE WITHOUT | - | | |
| | | REQUIRING EXTENSIVE TIME IN THE FIELD. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THERE ARE NO RECURRING COSTS OR ANNUAL OPERATING | - | | |
| | | EXPENSES ASSOCIATED WITH THIS PROJECT. | - | | |

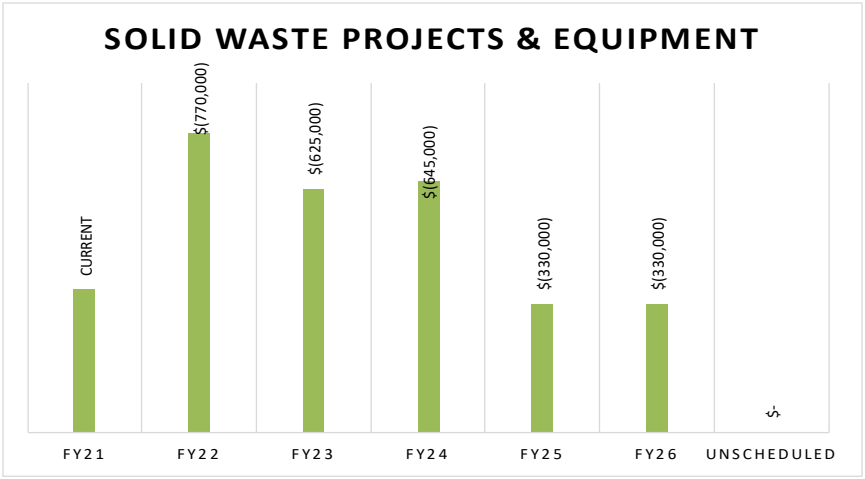
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ERP REPLACEMENT/UPGRADE** | **UNSCHEDULED** | ERP REPLACEMENT/UPGRADE | 600,000 | **$ 600,000** | |
| | | DESCRIPTION: | - | | |
| | | POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR | - | | |
| | | CURRENT VENDOR UPGRADE OR NEW SYSTEM | - | | |
| | | ALTERNATIVE: | - | | **GF277** |
| | | KEEP SAME SYSTEM UNTIL UNSUPPORTED | - | | |
| | | ADD OPERATING: | - | | |
| | | USUALLY ANNUAL MAINTENANCE COSTS | - | | |
| | | FUNDING SPLIT: GF 35% PWADMIN 50% AND CD 15% | - | | |
| **PUBLIC WORKS INTEGRATED COST-ACCOUNTING & FLEET** | **UNSCHEDULED** | PUBLIC WORKS INTEGRATED COST-ACCOUNTING & FLEET | 250,000 | **$ 250,000** | |
| | | 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 | - | | **PWAD01** |
| | | 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 | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 740,456 | $ 161,825 | $ 84,748 | $ 173,458 | $ 211,071 | $ 584,162 | $ - |
| Plus: Revenues Dedicated to CIP | $ 672,740 | $ 692,923 | $ 713,710 | $ 682,613 | $ 703,091 | $ 724,184 | $ - |
| Less: FY20 Carryover Capital | $ (883,371) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (368,000) | $ (770,000) | $ (625,000) | $ (645,000) | $ (330,000) | $ (330,000) | $ - |
| Projected Year-End Cash Dedicated to CIP | $ 161,825 | $ 84,748 | $ 173,458 | $ 211,071 | $ 584,162 | $ 978,346 | $ - |

| *Assumptions are made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Revenues* | *$ 4,805,288* | *$ 4,805,288* | *$ 4,949,446* | *$ 5,097,930* | *$ 5,250,868* | *$ 5,408,394* |
| *Estimated Annual Increase in Revenues* | *0.0%* | *3.0%* | *3.0%* | *3.0%* | *3.0%* | *3.0%* |
| *Total Estimated Revenues* | *$ 4,805,288* | *$ 4,949,446* | *$ 5,097,930* | *$ 5,250,868* | *$ 5,408,394* | *$ 5,570,646* |
| *Current Revenues Dedicated to CIP %* | *13.0%* | *14.0%* | *14.0%* | *14.0%* | *13.0%* | *13.0%* |
| *Plus: Increase Dedicated to CIP* | *1.0%* | *0.0%* | *0.0%* | *-1.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *14.0%* | *14.0%* | *14.0%* | *13.0%* | *13.0%* | *13.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 672,740* | *$ 692,923* | *$ 713,710* | *$ 682,613* | *$ 703,091* | *$ 724,184* |



# SOLID WASTE FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **SW48** | TROMMEL SCREEN | 200,000 | - | - | - | - | - |
| **SW50** | SIDE LOAD TRUCK | - | - | 325,000 | - | - | - |
| **SW51** | SIDE LOAD TRUCK- RECYCLING | - | 325,000 | - | - | 330,000 | - |
| **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 | - | - | - | 330,000 | - | - |
| **SW61** | SWD BUILDING EXPANSION | 350,000 | | - | - | - | |
| | **Fiscal Year totals** | **770,000** | **625,000** | **645,000** | **330,000** | **330,000** | **-** |

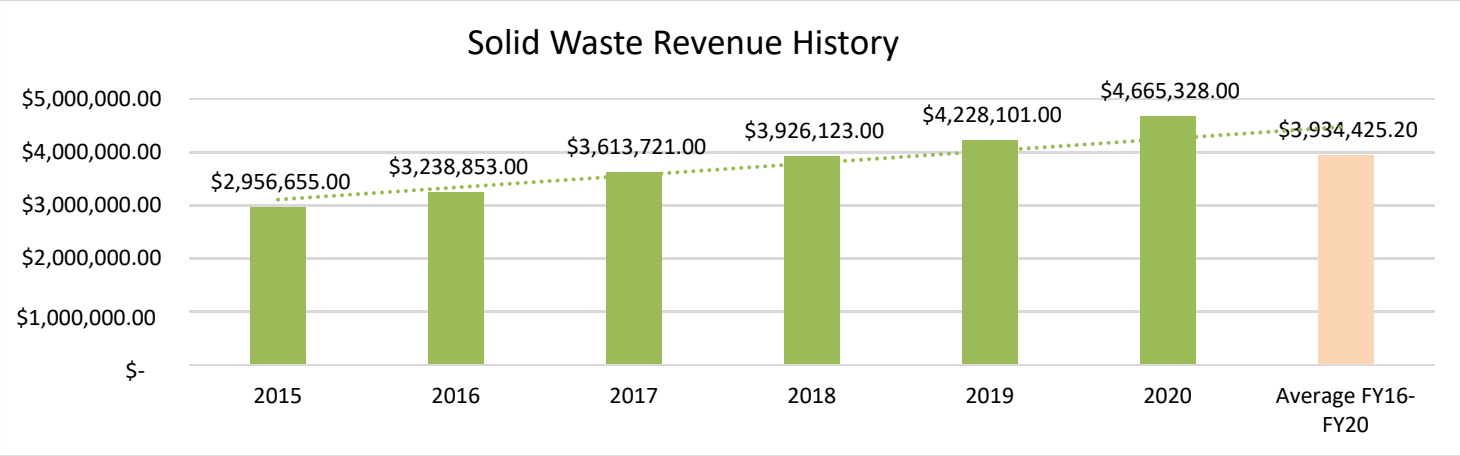
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **SW48** | TROMMEL SCREEN | 200,000 | - | - | - | - |
| **SW50** | SIDE LOAD TRUCK | - | 300,000 | - | - | - |
| **SW51** | SIDE LOAD TRUCK- RECYCLING | - | 300,000 | - | - | - |
| **SW56** | FRONT LOAD TRUCK | - | 300,000 | - | - | - |
| **SW57** | ROLL-OFF TRUCK | 220,000 | - | - | - | - |
| **SW58** | ROLL-OFF TRUCK | - | - | 250,000 | - | - |
| **SW59** | RATE STUDY | - | - | 70,000 | - | - |
| **SW60** | SIDE LOAD TRUCK- GARBAGE | - | - | - | 300,000 | - |
| | **Fiscal Year totals** | **420,000** | **900,000** | **320,000** | **300,000** | **-** |

# 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. TThis 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 # |
|---|---|---|---|---|---|
| **Trommel Screen** | **2022** | TROMMEL SCREEN | 200,000 | **200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SW48** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | RENTAL OF THIS EQUIPMENT IS NOT AVAIABLE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE SOLID WASTE DIVISON CAN MARKET THE FINISHED | - | | |
| | | COMPOST PRODUCT | - | | |
| | | **ADD OPERATING COSTS:** N/A | - | | |
| **Side Load Truck** | **2024** | SIDE LOAD TRUCK | 325,000 | **325,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS SIDE LOAD TRUCK IS CRITICAL TO COMPLETE | - | | |
| | | ESIDENTIAL GARBAGE COLLECTION SERVICE. AS PER THE | - | | |
| | | APPROVED 6 YEAR REPLACEMENT SCHEDULE, GARBAGE | - | | |
| | | TRUCK, ASSET # 3839, WILL BE PLACED AS BACKUP | - | | |
| | | TRUCK FOR THE DIVISION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **SW50** |
| | | LEASING A SIDE LOAD TRUCK | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN | - | | |
| | | AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW | - | | |
| | | EQUIPMENT WILL BE LOWER. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | ANNUAL OPERATING AND MAINTENANCE COSTS $30,000 | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Side Load Truck - Recycling** | **2023** | SIDE LOAD TRUCK - RECYCLING | 325,000 | **325,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SW51** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LEASING A SIDE LOAD TRUCK | - | | **(FY23)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN | - | | |
| | | AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW | - | | |
| | | EQUIPMENT WILL BE LOWER. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | ANNUAL OPERATING AND MAINTENANCE COSTS $30,000 | - | | |
| **Side Load Truck - Recycling** | **2026** | SIDE LOAD TRUCK - RECYCLING | 330,000 | **330,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SW51** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LEASING A SIDE LOAD TRUCK | - | | **(FY26)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN | - | | |
| | | AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW | - | | |
| | | EQUIPMENT WILL BE LOWER. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | ANNUAL OPERATING AND MAINTENANCE COSTS $30,000 | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Front Load Truck** | **2023** | PROJECT:ADD FRONT LOAD TRUCK (ADDITIONAL ROUTE) | 300,000 | **300,000** | |
| | | **DESCRIPTION:** FRONT LOAD GARBAGE TRUCK USED IN | - | | |
| | | THE COLLECTION OF COMMERCIAL TRASH | - | | |
| | | **ALTERATIVE CONSIDERED:** LEASING OF FRONT LOAD TRUCK | - | | |
| | | **ADVANTAGES OF APPROVAL:** THIS EQUIPMENT IS CRITICAL | - | | |
| | | TO THE OPERATION OF THE SOLID WASTE DIVISION | - | | **SW56** |
| | | 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. | - | | |
| | | **OPERATING COST:**$10,000 ANNUALLY | - | | |
| **Roll - Off Truck** | **2022** | PROJECT: NEW ROLL - OFF HOOK TRUCK | 220,000 | **220,000** | |
| | | **DESCRIPTION:** ROLL - OFF TRUCK IN CONJUNCTION | - | | |
| | | WITH ROLL OFF CONTAINERS ARE USED TO HAUL LARGE | - | | |
| | | QUANTITIES OF REFUSE FROM CONSTRUCTION SITES, OR | - | | |
| | | HOME REMODELS/CLEANOUTS. | - | | **SW57** |
| | | **ALTERNATIVES CONSIDERED:** LEASING TRUCK | - | | |
| | | **ADVANTAGES OF APPROVAL:** ALLOW THE SWD TO KEEP UP | - | | |
| | | WITH THE DEMAND FOR ROLL OFFS AND TO BE ABLE TO | - | | |
| | | SERVICE OUR CUSTOMERS IN A TIMLEY MANOR. | - | | |
| | | **ADDITIONAL OPERATING COST:** $6000.00 ANNUALLY | - | | |
| **Roll Off Truck** | **2024** | PROJECT: ROLL OFF HOOK TRUCK. | 250,000 | **250,000** | |
| | | **DESCRIPTION:** ROLL OFF TRUCK IN CONJUNCTION WITH | - | | |
| | | ROLL OFF CONTAINERS ARE USED TO HAUL LARGE | - | | |
| | | QUANTITIES OF REFUSE FROM CONSTRUCTION SITES, OR | - | | |
| | | HOME REMODELS/CLEANOUTS. | - | | **SW58** |
| | | **ALTERNATIVES CONSIDERED:** LEASING TRUCK. | - | | |
| | | **ADVANTAGES OF APPROVAL:** ALLOW THE SWD TO KEEP UP | - | | |
| | | WITH THE DEMAND FOR ROLL OFFS, AND TO BE ABLE TOO | - | | |
| | | SERVICE OUR CUSTOMERS IN A TIMLEY MANOR. | - | | |
| | | **ADDITIONAL OPERATING COST:** $6000.00 ANNUALLY. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Rate Study** | **2024** | PROJECT: RATE STUDY. | 70,000 | **70,000** | |
| | | **DESCRIPTION:**SOLID WASTE RATE STUDY INCLUDING AN | - | | |
| | | ANALYSIS OF REVENUE REQUIREMENTS, FUNDING | - | | |
| | | DEPRECIATION, AND COST RECOVERY BY CUSTOMER CLASS | - | | |
| | | **ALTERATIVES CONSIDERED:**CONTINUE WITH CURRENT RATES | - | | **SW59** |
| | | **ADVANTAGES OF APPROVAL:** CUSTOMERS WILL BE | - | | |
| | | APPROPRIATELY CHARGED FOR THEIR GARBAGE AND | - | | |
| | | RECYCLING SERVICES. FULL COST ACCOUNTING, RATES | - | | |
| | | BASED ON COST OF SERVICES. | - | | |
| | | **ADDITIONAL OPERATING COST:** N/A | - | | |
| **Sideload Garbage Truck** | **2025** | SIDE LOAD TRUCK | 330,000 | **330,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SW60** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LEASING A SIDE LOAD TRUCK | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN | - | | |
| | | AN EFFICIENT MANNER, MAINTENANCE COST OF NEW | - | | |
| | | EQUIPMENT WILL BE LOWER. | - | | |
| | | **ADDITIONAL OPERATING COST** $30,000 | - | | |

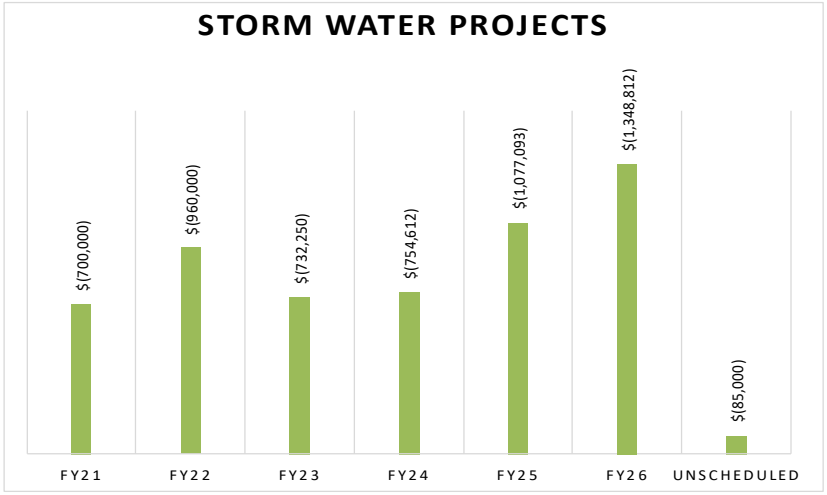
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SWD Building Expansion** | **2022** | SOLID WASTE FACILITY EXPANSION | 350,000 | **350,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE CURRENT HEADQUARTERS FOR THE SOLID WASTE | - | | |
| | | DIVISION IS LOCATED AT THE OLD CITY OF BOZEMAN | - | | |
| | | LANDFILL SITE, 2143 STORY MILL ROAD. IT CURRENTLY | - | | |
| | | CONSISTS OF ONE BUILDING, THE LARGEST SECTION IS | - | | |
| | | THE CLASS 8 TRUCK PARKING CONSISTING OF 12,600 SQ | - | | |
| | | FT, FOLLOWED BY SMALL TRUCK/EQUIPMENT PARKING AT | - | | |
| | | 1,776 SQ FT, AND THE LAST PART IS THE OFFICE AND | - | | |
| | | LOCKER ROOMS AT 2,590 SQ FT. THE EXPANSION PLAN | - | | |
| | | WOULD CONSIST OF CONVERTING THE SMALL TRUCK | - | | |
| | | PARKING TO WORK SPACE FOR STAFF AND THEN ADDING TO | - | | |
| | | OUR FOOTPRINT TO REPLACE THE SMALL TRUCK/EQUIPMENT | - | | |
| | | PARKING AREAS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **SW61** |
| | | ADD JOB TRAILER NEAR OFFICE BUILDING TO PROVIDE | - | | |
| | | STAFF WITH PROPER WORK SPACE. THIS OPTION WOULD BE | - | | |
| | | COUNTERPRODUCTIVE TO THE JOINT WORKFLOW THAT WE | - | | |
| | | ALL SHARE AS A TEAM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ALLOWING STAFF TO HAVE THE PROPER SPACE TO PERFORM | - | | |
| | | THEIR FUNCTION AND INTERACT ON THE PHONE WITH | - | | |
| | | CUSTOMERS IS THE BIGGEST ADVANTAGE OF APPROVAL. | - | | |
| | | THIS EXPANSION WOULD PROVIDE ADEQUATE WORK SPACE | - | | |
| | | FOR THE NEXT DECADE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THERE WOULD BE MINIMAL CLEANING SERVICES, | - | | |
| | | ELECTRICITY AND HEATING COSTS ASSOCIATED WITH THIS | - | | |
| | | EXPANSION. | - | | |

# Stormwater

# STORM WATER FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 1,089,390 | $ 192,113 | $ 34,892 | $ 169,642 | $ 351,391 | $ 285,568 | |
| Plus: Storm Water Utility Fees Dedicated to Capital | $ 668,982 | $ 802,779 | $ 867,001 | $ 936,361 | $ 1,011,270 | $ 1,122,509 | |
| Less: FY20 Carryover Capital | $ (866,259) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (700,000) | $ (960,000) | $ (732,250) | $ (754,612) | $ (1,077,093) | $ (1,348,812) | $ (85,000) |
| Projected Year-End Cash Dedicated to CIP | $ 192,113 | $ 34,892 | $ 169,642 | $ 351,391 | $ 285,568 | $ 59,266 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Storm Water Utility Revenue* | *$ 1,486,627* | *$ 1,486,627* | *$ 1,605,557* | *$ 1,734,002* | *$ 1,872,722* | *$ 2,022,540* |
| *Estimated Annual Increase - Attributed to Growth* | | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Estimated Annual Increase - Rate Increase* | | *5%* | *5%* | *5%* | *5%* | *8%* |
| *Total Estimated Revenues* | *$ 1,486,627* | *$ 1,605,557* | *$ 1,734,002* | *$ 1,872,722* | *$ 2,022,540* | *$ 2,245,019* |
| *Current Revenues Dedicated to CIP %* | *45.0%* | *45.0%* | *50.0%* | *50.0%* | *50.0%* | *50.0%* |
| *Plus: Increase Dedicated to Capital* | *0.0%* | *5.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *45.0%* | *50.0%* | *50.0%* | *50.0%* | *50.0%* | *50.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 668,982* | *$ 802,779* | *$ 867,001* | *$ 936,361* | *$ 1,011,270* | *$ 1,122,509* |



# STORM WATER FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **STDM04, 07, 10 ,15** | HISTORIC PIPE REPLACE PRG | 280,000 | 310,000 | 530,000 | 735,000 | 767,115 | - |
| **STDM05, 08, 11, 16** | ANNUAL UNPLANNED PIPE REH | 45,000 | 47,250 | 49,612 | 52,093 | 54,697 | - |
| **STDM06** | N 9TH DITCH REHAB | - | 125,000 | - | - | - | - |
| **STDM09** | MIDDLE CREEK DITCH REHAB | - | - | 175,000 | - | - | - |
| **STOP03** | STORMWATER VEHICLE | 35,000 | - | - | - | - | - |
| **STOP04** | PIPE INSPECTION VAN | - | - | - | 290,000 | - | - |
| **STOP05** | STREET SWEEPER | 250,000 | - | - | - | - | - |
| **STOP06** | STORMWATER VEHICLE | - | - | - | - | - | 35,000 |
| **STOP07** | STORMWATER SVC VEHICLE | - | - | - | - | - | 50,000 |
| **STOP08** | VACUUM & JETTING TRUCK | - | - | - | - | 527,000 | - |
| **STOS01** | SEDIMENT DISP FAC RD RPR | 50,000 | - | - | - | - | - |
| **STRH01** | DOWNTOWN MECH STORM PH3 | 300,000 | - | - | - | - | - |
| **STRH02** | DOWNTOWN MECH STORM PH4 | - | 250,000 | - | - | - | - |
| | **Fiscal Year totals** | **960,000** | **732,250** | **754,612** | **1,077,093** | **1,348,812** | **85,000** |

**Prior YearCIP Requests**

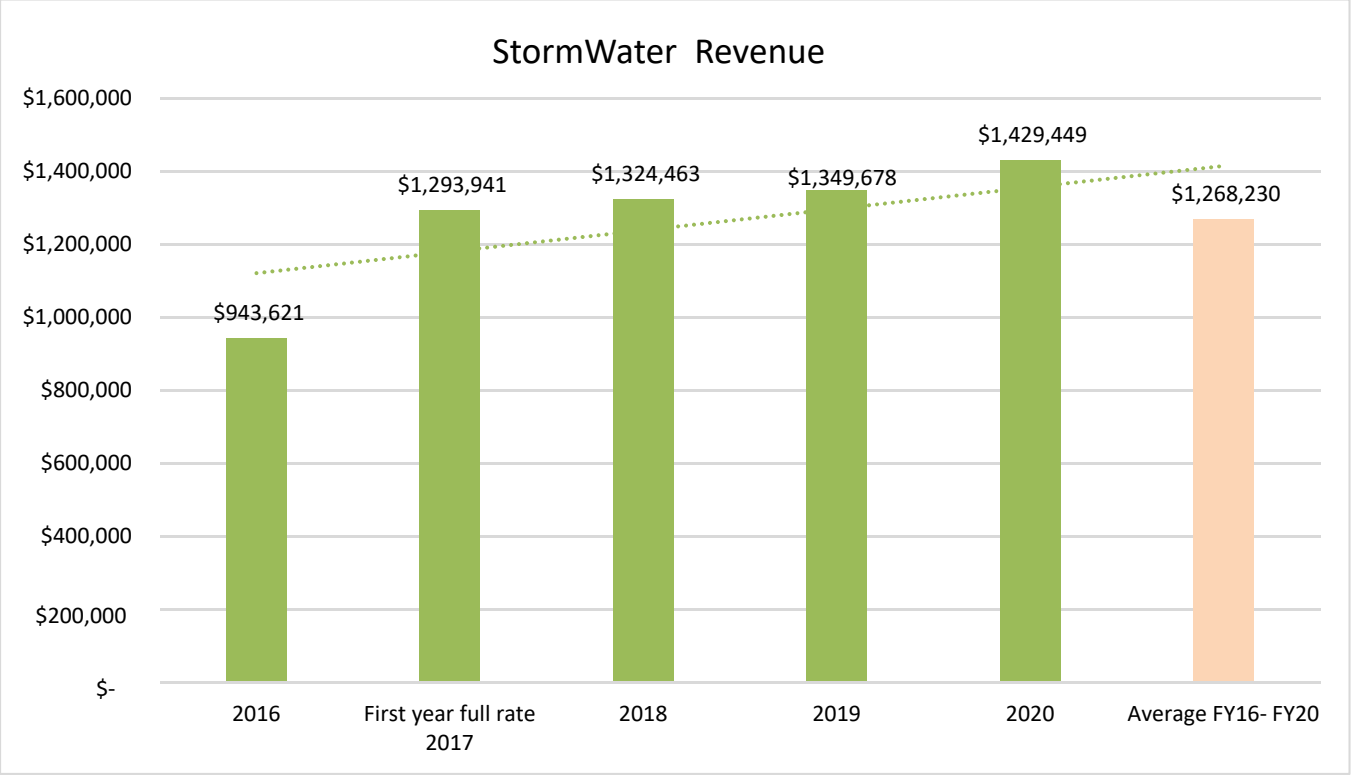
| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **STDM04, 07, 10** | HISTORIC PIPE REPLACE PRG | 325,000 | 560,000 | 530,000 | 475,000 | - |
| **STDM05, 08, 11** | ANNUAL UNPLANNED PIPE REH | 45,000 | 45,000 | 45,000 | 45,000 | - |
| **STDM06** | N 9TH DITCH REHAB | - | 125,000 | - | - | - |
| **STDM09** | MIDDLE CREEK DITCH REHAB | - | - | 175,000 | - | - |
| **STOP03** | STORMWATER VEHICLE | 35,000 | - | - | - | - |
| **STOP04** | PIPE INSPECTION VAN | - | - | - | 250,000 | - |
| **STOP06** | STORMWATER VEHICLE | - | - | - | - | 35,000 |
| **STOP07** | STORMWATER SVC VEHICLE | - | - | - | - | 50,000 |
| **STOP08** | VACUUM & JETTING TRUCK | - | - | - | - | 520,000 |
| **STOS01** | SEDIMENT DISP FAC RD RPR | 50,000 | - | - | - | - |
| **STRH02** | DOWNTOWN MECH STORM PH4 | 250,000 | - | - | - | - |
| | **Fiscal Year totals** | **705,000** | **730,000** | **750,000** | **770,000** | **605,000** |

# STORM WATER FUND DETAIL

## BACKGROUND

The City's Stormwater Fund is an enterprise fund that collects revenue primarily through monthly stormwater service charges based on the total impervious area contained within individual lots. Over the past five years, the Fund's revenue changes have occurred due to sustained community growth and rate increases.

Staff is basing the FY22-26 revenue estimates on annual customer growth of 3% per year and an estimated 2% rate increase to keep up with inflation. Actual revenues should grow as more property is annexed and developed, and the slight increase of rates occurs, if approved.



## CAPITAL PLAN SUMMARY

Staff has developed the FY22-26 Stormwater Fund CIP to remain focused on achieving the goals and level-of-service established by the Commission in 2015, including rehabilitating historical storm sewers, improving Bozeman Creek's water quality, and maintaining City-owned stormwater assets. All projects included in this CIP work to achieve the established goals. Variations from prior year CIPs include the addition of numerous equipment replacements and adjustments to existing project budgets to account for construction inflation.

Also, two previously approved planning projects are ongoing and may result in a reprioritization and/or addition of new projects in the FY23-27 CIP. The projects include a Facility Plan Update (12 years since last completed) and a Stormwater Rate Study (never previously completed). Staff plans to present the results of the plans to the Commission once complete and receive direction regarding their contained recommendations.




Image 1: Street flooding, resulting from capacity limited historical storm sewers.



Image 2: Resident fishing the East Gallatin River, just downstream from its confluence with Bozeman Creek.

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **HISTORIC PIPE REPLACE PRG** | **2022** | DEFERRED MAINTENANCE PROJECT | 280,000 | **280,000** | |
| | | HISTORIC PIPE REPLACEMENT PROGRAM | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | - | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE | - | | **STDM04** |
| | | CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES | - | | |
| | | PRONE TO FAILURE AND SURCHARING. REHABILITATION | - | | |
| | | WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND | - | | |
| | | CAPACITY DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE | - | | |
| | | DESIGN AND CONSTRUCTION OF UNPLANNED PIPE, | - | | |
| | | DRAINAGE, AND TREATMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE | - | | |
| | | WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD | - | | |
| | | REDUCE CAPACITY APPLIED TOWARD CRITICAL SERVICES. | - | | **STDM05** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO | - | | |
| | | ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, | - | | |
| | | IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY | - | | |
| | | LIABILITY. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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** | |
| | | NORTH 9TH AVENUE DITCH REHABILITATION | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | - | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL RESULT IN | - | | |
| | | AN INCREASED CHANCE OF ADJACENT PROPERTY FLOODING. | - | | **STDM06** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE TARGETED DITCH IS INCREASINGLY PRONE TO | - | | |
| | | BACKUPS AND FLOODING. REHABILITATION WILL REDUCE | - | | |
| | | RISKS BY ADDRESSING STRUCTURAL AND CAPACITY | - | | |
| | | DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON | - | | |
| | | A REOCCURRING SCHEDULE, INCLUDING INSPECTION AND | - | | |
| | | **CLEARING.** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **HISTORIC PIPE REPLACE PRG** | **2023** | DEFERRED MAINTENANCE PROJECT | 310,000 | **310,000** | |
| | | HISTORIC PIPE REPLACEMENT PROGRAM (FY23) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | - | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE | - | | |
| | | CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING. | - | | **STDM07** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES | - | | |
| | | PRONE TO FAILURE AND SURCHARGING. REHABILITATION | - | | |
| | | WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND | - | | |
| | | CAPACITY DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | 47,250 | **47,250** | |
| | | ANNUAL UNPLANNED PIPE REHABILITATION & DRAINAGE | - | | |
| | | PROJECTS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE | - | | |
| | | DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, | - | | |
| | | DRAINAGE, AND TREATMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE | - | | |
| | | WORK. STAFF DETERMINED THE WORKLOAD REQUIRED | - | | |
| | | WOULD REDUCE CAPACITY APPLIED TOWARDS CRITICAL | - | | **STDM08** |
| | | SERVICES. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO | - | | |
| | | ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, | - | | |
| | | IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY | - | | |
| | | LIABILITY. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | 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 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE TARGETED DITCH IS INCREASINGLY PRONE TO | - | | |
| | | BACKUPS AND FLOODING. REHABILITATION WILL REDUCE | - | | |
| | | RISKS BY ADDRESSING STRUCTURAL AND CAPACITY | - | | |
| | | DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | - | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE | - | | **STDM10** |
| | | CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING. | - | | **(FY24)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES | - | | |
| | | PRONE TO FAILURE AND SURCHARGING. REHABILITATION | - | | |
| | | WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND | - | | |
| | | CAPACITY DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | 735,000 | **735,000** | |
| | | HISTORIC PIPE REPLACEMENT PROGRAM (FY25) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | - | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE | - | | **STDM10** |
| | | CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING. | - | | **(FY25)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES | - | | |
| | | PRONE TO FAILURE AND SURCHARGING. REHABILITATION | - | | |
| | | WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND | - | | |
| | | CAPACITY DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | 49,612 | **49,612** | |
| | | ANNUAL UNPLANNED PIPE REHABILITATION AND DRAINAGE | - | | |
| | | PROJECTS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE | - | | |
| | | DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, | - | | |
| | | DRAINAGE, AND TREATMENT PROJECTS | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE | - | | |
| | | WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD | - | | **STDM11** |
| | | REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES. | - | | **(FY24)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO | - | | |
| | | ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, | - | | |
| | | IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY | - | | |
| | | LIABILITY. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | 52,093 | **52,093** | |
| | | ANNUAL UNPLANNED PIPE REHABILITATION AND DRAINAGE | - | | |
| | | PROJECTS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE | - | | |
| | | DESIGN AND CONSTRUCTION OF VARIOUS UNPLANNED PIPE, | - | | |
| | | DRAINAGE, AND TREATMENT PROJECTS | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE | - | | |
| | | WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD | - | | **STDM11** |
| | | REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES. | - | | **(FY25)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO | - | | |
| | | ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, | - | | |
| | | IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY | - | | |
| | | LIABILITY. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE | - | | |
| | | OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE | - | | |
| | | CONCURRENTLY WITH EXISTING PUBLIC ASSETS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **HIST PIPE REPLACE PRG** | **2026** | DEFERRED MAINTENANCE PROJECT-HISTORIC PIPE | 767,115 | **767,115** | |
| | | REPLACEMENT PROGRAM | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REHABILIATION OF 100-YEAR-OLD VITRIFIED CLAY | - | | |
| | | STORM SEWER, WHICH HAS EXCEEDED ITS LIFE CYCLE, | | | |
| | | DOES NOT MEET MODERN CAPACITY STANDARDS, AND | | | |
| | | INCLUDES MANY STRUCTURAL FAILURES. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | THE INFRASTRUCTURE IS A CRITICAL COMPONENT OF THE | | | |
| | | CITY'S STORM SEWER NETWORK. DELAY WILL INCREASE | | | |
| | | CHANCES OF COLLAPSE, ROAD FAILURE, AND FLOODING. | - | | **STDM15** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT IS PREVENTATIVE AND TARGETS PIPES | - | | |
| | | PRONE TO FAILURE AND SURCHARGING. REHABILIATION | - | | |
| | | WILL REDUCE RISKS BY ADDRESSING STRUCTURAL AND | - | | |
| | | CAPACITY DEFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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** | **2026** | DEFERRED MAINTENANCE-ANNUAL UNPLANNED PIPE | 54,697 | **54,697** | |
| | | REHABILITATION AND DRAINAGE PROJECTS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | AN ANNUAL PROGRAM THAT PROVIDES FUNDING FOR THE | - | | |
| | | DESIGN AND CONSTRUCTON OF VARIOUS UNPLANNED PIPE, | - | | |
| | | DRAINAGE, AND TREATMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OF INTERNAL CREWS AND EQUIPMENT TO COMPLETE | - | | |
| | | WORK. STAFF DETERMINED THE WORKLOAD REQUIRED WOULD | - | | |
| | | REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES. | - | | **STDM16** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO | - | | |
| | | ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, | - | | |
| | | IMPROVING SYSTEM EFFICIENCY, AND REDUCING CITY | - | | |
| | | LIABILITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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 VEHICLE** | **2022** | OPERATION SUPPORT PROJECT | 35,000 | **35,000** | |
| | | ADMINISTRATIVE VEHICLE (#01) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE STORMWATER DIVISION HAS FOUR ADMINISTRATIVE | - | | |
| | | EMPLOYEES THAT SHARE TWO DEDICATED VEHICLES. NOT | - | | **STOP03** |
| | | REPLACING WOULD RESULT IN IMPACTS TO DAILY | - | | |
| | | OPERATIONS OF THE DIVISION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF | - | | |
| | | TO COMPLETE DAILY ACTIVITIES, SUCH AS POLLUTION | - | | |
| | | MITIGATION, EQUIPMENT TRANSPORT, FLOOD RESPONSE, | - | | |
| | | AND FIELD INSPECTIONS. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | THE STORMWATER DIVISION WILL FUND OPERATION AND | | | |
| | | MAINTENANCE COSTS. | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PIPE INSPECTION VAN** | **2025** | OPERATION SUPPORT PROJECT | 290,000 | **290,000** | |
| | | PIPE INSPECTION VAN (#01) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE THE EXISTING VEHICLE, WHICH COULD | - | | |
| | | RESULT IN DOWNTIME AND INCREASINGLY COSTLY | - | | **STOP04** |
| | | MAINTENANCE. | - | | |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | **THE VEHICLE FACILITATES THE CITY'S PIPE INSPECTION** | - | | |
| | | PROGRAM, WHICH INDENTIFIES MAINTENANCE NEEDS, | - | | |
| | | LOCATES STRUCTURAL DEFICIENCIES, AND DETECTS | - | | |
| | | ILLEGAL CONNECTIONS. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | THE STORMWATER DIVISION WILL FUND OPERATION AND | - | | |
| | | MAINTENANCE COSTS. | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **STREET SWEEPER** | **2021** | UTILITY OPERATION PROJECT | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE THE EXISTING STREET SWEEPER, RESULTING IN | - | | |
| | | INCREASED DOWNTIME AND MAINTENANCE. INDUSTRY | - | | |
| | | GUIDANCE RECOMMENDS REPLACING MUNICIPAL SWEEPERS | - | | |
| | | EVERY FIVE YEARS. | - | | **STOP05** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | STREET SWEEPING PROTECTS AIR QUALITY, IMPROVES | - | | |
| | | WATERWAYS AND DEQ PERMIT STANDING, AND REDUCES | - | | |
| | | SLIP HAZARDS. | - | | |
| | | STREET SWEEPER (#01) | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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** | |
| | | ADMINISTRATIVE VEHICLE (#02) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACEMENT OF STAFF'S 2019 DODGE RAM. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE STORMWATER DIVISION HAS FOUR ADMINISTRATIVE | - | | |
| | | EMPLOYEES THAT SHARE TWO DEDICATED VEHICLES. NOT | - | | |
| | | REPLACING WOULD RESULT IN IMPACTS TO DAILY | - | | |
| | | OPERATIONS OF THE DIVISION. | - | | **STOP06** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF | - | | |
| | | TO COMPLETE DAILY ACTIVITIES, SUCH AS POLLUTION | - | | |
| | | MITIGATION, EQUIPMENT TRANSPORT, FLOOD RESPONSE, | - | | |
| | | AND FIELD INSPECTIONS. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | THE STORMWATER DIVISION WILL FUND OPERATION AND | - | | |
| | | MAINTENANCE COSTS. | - | | |
| **STORMWATER SVC VEHICLE** | **UNSCHEDULED** | OPERATION SUPPORT PROJECT | 50,000 | **50,000** | |
| | | SERVICE VEHICLE (#01) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACEMENT OF STAFF'S 2017 FORD F350 SERVICE | - | | |
| | | VEHICLE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | THE STORMWATER DIVISION HAS THREE OPERATIONS | - | | |
| | | EMPLOYEES THAT SHARE ONE DEDICATED SERVICE | - | | |
| | | VEHICLE. NOT REPLACING WOULD RESULT IN NEGATIVE | - | | |
| | | IMPACTS TO DAILY OPERATIONS. | - | | **STOP07** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR A RELIABLE AND SAFE VEHICLE FOR STAFF | - | | |
| | | TO COMPLETE DAILY ACTIVITIES, SUCH AS | - | | |
| | | INFRASTRUCTURE INSPECTION, REPAIR, AND | - | | |
| | | REPLACEMENT. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | THE STORMWATER DIVISION WILL FUND OPERATION AND | - | | |
| | | MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **VACUUM & JETTING TRUCK** | **2026** | OPERATION SUPPORT PROJECT | 527,000 | **527,000** | |
| | | VACUUM AND JETTING TRUCK (#01) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACEMENT OF THE VACUUM AND JETTING TRUCK | - | | |
| | | LEASED IN 2015. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE THE EXISTING VEHICLE, WHICH COULD | | | |
| | | RESULT IN DOWNTIME AND INCREASINGLY COSTLY | | | |
| | | MAINTENANCE. | - | | **STOP08** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE VEHICLE FACILITATES INFRASTRUCTURE | - | | |
| | | MAINTENANCE, POLLUTION EVENT CLEANUP, AND VACUUM | - | | |
| | | EXCAVATION FOR PIPE REPAIRS. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | THE STORMWATER DIVISION WILL FUND OPERATION AND | - | | |
| | | MAINTENANCE COSTS. | - | | |
| **SEDIMENT DISP FAC RD RPR** | **2022** | OPERATION SUPPORT PROJECT | 50,000 | **50,000** | |
| | | SEDIMENT DISPOSAL FACILITY ASPHALT REPAIR | - | | |
| | | **DESCRIPTION:** | - | | |
| | | PREVENTATIVE MAINTENANCE OF THE ASPHALT SURFACE | - | | |
| | | LOCATED AT THE SEDIMENT DISPOSAL FACILITY USED FOR | - | | |
| | | STORMWATER WASTE DISPOSAL GENERATED FROM | - | | |
| | | INFRASTRUCTURE OPERATION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STOS01** |
| | | PROLONG ASPHALT MAINTENANCE RISKING DEGRADATION OF | - | | |
| | | DRIVING SURFACES AND INCREASED DEFERRED EXPENSE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE PROJECT WILL ENSURE THE FACILITY REMAINS | - | | |
| | | **OPERATIONAL AND SAFE.** | - | | |
| | | ADDITIONAL OPERATING COST IN THE FUTURE: | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **DOWNTOWN MECH STORM PH3** | **2022** | RIVER HEALTH PROJECT | 300,000 | **300,000** | |
| | | DOWNTOWN MECHANICAL STORMWATER TREATMENT (PHASE 3) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STAFF HAS NOT IDENTIFIED AN ALTERNATIVE TREATMENT | - | | |
| | | APPROACH WITH COMPARABLE MAINTENANCE EASE, | - | | |
| | | CONSTRUCTION FOOTPRINT, OR POLLUTANT REMOVAL | - | | |
| | | EFFICIENCY. | - | | **STRH01** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | - | | |

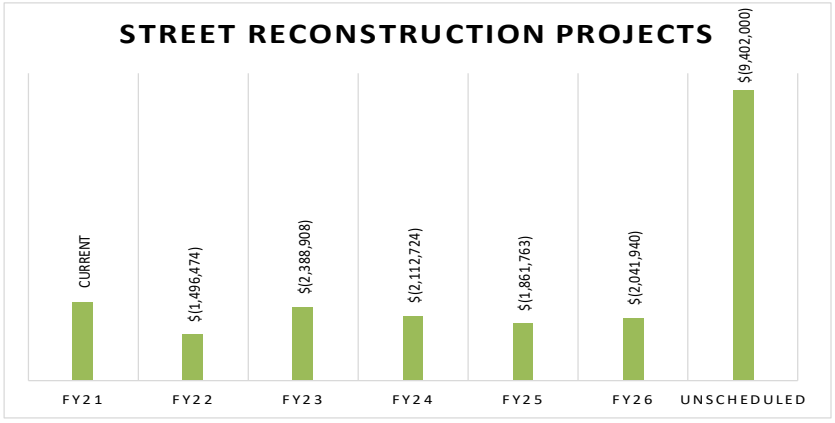
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **DOWNTOWN MECH STORM PH4** | **2023** | RIVER HEALTH PROJECT | 250,000 | **250,000** | |
| | | DOWNTOWN MECHANICAL STORMWATER TREATMENT (PHASE 4) | - | | |
| | | **DESCRIPTION:** | - | | |
| | | INSTALLATION OF TWO STORMWATER TREATMENT UNITS | - | | |
| | | NEAR THE INTERSECTIONS OF S BLACK AVE AND | - | | |
| | | E CLEVELAND ST AND S BOZEMAN AVE AND E CLEVELAND | - | | |
| | | ST. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STAFF HAS NOT IDENTIFIED AN ALTERNATIVE TREATMENT | - | | |
| | | APPROACH WITH COMPARABLE MAINTENANCE EASE, | - | | |
| | | CONSTRUCTION FOOTPRINT, OR POLLUTANT REMOVAL | - | | **STRH02** |
| | | EFFICIENCY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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 | - | | |
| | | **ADDITIONAL OPERATING COST IN THE FUTURE:** | - | | |
| | | 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 | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 3,245,495 | $ 2,385,422 | $ 2,196,748 | $ 1,446,748 | $ 883,060 | $ 490,348 | |
| Plus: Street Maintenance Assessments Dedicated | $ 724,647 | $ 739,140 | $ 753,923 | $ 769,001 | $ 784,381 | $ 800,069 | |
| Plus: SID | $ 971,280 | | | | | | |
| Plus: SID for W Harrison (Tracy to 6th) | | $ 568,660 | | | | | |
| Plus: SID for S 6th (Babcock to Cleveland) | | | $ 884,985 | | | | |
| Plus: SID for S 3rd (Olive to Cleveland) | | | | $ 780,035 | | | |
| Plus: SID for S 4th (College to Babcock) | | | | | $ 684,670 | | |
| Plus: SID for Davis (Church to Plum) | | | | | | 753,137 | |
| Less: Scheduled CIP Project Costs | $ (2,556,000) | $ (1,496,474) | $ (2,388,908) | $ (2,112,724) | $ (1,861,763) | $ (2,041,940) | $ (9,402,000) |
| Projected Year-End Cash Dedicated to CIP | $ 2,385,422 | $ 2,196,748 | $ 1,446,748 | $ 883,060 | $ 490,348 | $ 1,614 | |

| *Assumptions Made for Revenue Estimates* | *Current Year FY21* | | | | | |
|---|---|---|---|---|---|---|
| *Total Estimated Annual Street Assessment Revenue* | *$ 724,647* | *$ 724,647* | *$ 739,140* | *$ 753,923* | *$ 769,001* | *$ 784,381* |
| *Estimated Annual Increase - Attributed to Annexations* | *0.0%* | *2%* | *2%* | *2%* | *2%* | *2%* |
| *Total Estimated Revenues* | *$ 724,647* | *$ 739,140* | *$ 753,923* | *$ 769,001* | *$ 784,381* | *$ 800,069* |
| *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* | *$ 724,647* | *$ 739,140* | *$ 753,923* | *$ 769,001* | *$ 784,381* | *$ 800,069* |



# STREET & CURB RECONSTRUCTION FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | 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 | - | - | - | - |
| **SCR15** | W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION | 1,436,474 | - | - | - | - | - |
| **SCR17** | DAVIS - CHURCH TO PLUM RECONSTRUCTION | - | - | - | - | 1,981,640 | - |
| **SCR23** | UNSCHEDULED STREET RECONSTRUCTION PROJECTS | - | | - | - | | 9,402,000 |
| **SCR24** | S 3RD (OLIVE TO CLEVELAND) - DESIGN & CONSTRUCTION | - | - | 2,052,724 | - | - | - |
| **SCR25** | S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION | - | - | - | 1,801,763 | - | - |
| | **Fiscal Year totals** | **1,496,474** | **2,388,908** | **2,112,724** | **1,861,763** | **2,041,640** | **9,402,000** |

**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **SCR01** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | 60,000 | 60,000 | 60,000 | - |
| **SCR13** | S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION | - | 2,328,908 | - | - | - |
| **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 | - |
| | **Fiscal Year totals** | **1,496,474** | **2,388,908** | **2,112,724** | **1,861,763** | **10,104,000** |

# 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. The program was updated in May 18, 2020 with the Commission adoption of Resolution 5174. 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** | **2022** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | **60,000** | **SCR01 (FY22)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE CURRENT OPERATIONS | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS | - | | |
| | | INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE | - | | |
| | | REPAIRED. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | COST OF MATERIALS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM** | **2023** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | **60,000** | **SCR01 (FY23)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE CURRENT OPERATIONS | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS WILL ALLOW COMPLETION OF SMALLER PROJECT | - | | |
| | | INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE | - | | |
| | | REPAIRED. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | COST OF MATERIALS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM** | **2024** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | **60,000** | **SCR01 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE CURRENT OPERATIONS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS | - | | |
| | | INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE | - | | |
| | | REPAIRED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | COST OF MATERIALS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM** | **2025** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | **60,000** | **SCR01 (FY25)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE CURRENT OPERATIONS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS | - | | |
| | | INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE | - | | |
| | | REPAIRED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | COST OF MATERIALS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM** | **2026** | ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM | 60,000 | **60,000** | **SCR01 (FY26)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE CURRENT OPERATIONS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS WILL ALLOW COMPLETION OF SMALLER PROJECTS | - | | |
| | | INSTEAD OF WAITING FOR AN ENTIRE BLOCK TO BE | - | | |
| | | REPAIRED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | COST OF MATERIALS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION** | **2023** | S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION | 2,328,908 | **2,328,908** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **SCR13** |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION** | **2022** | W HARRISON (TRACY TO 6TH)-DESIGN AND CONSTRUCTION | 1,436,474 | **1,436,474** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **SCR15** |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **DAVIS - CHURCH TO PLUM RECONSTRUCTION** | **2026** | DAVIS (CHURCH TO PLUM)RECONSTRUCTION:DESIGN AND CONSTRUCTION<br>**DESCRIPTION:**<br>RECONSTRUCTION OF DAVIS STREET FROM CHURCH TO PLUM, INCLUDING REPAIRS TO FAILED CURBS & GUTTERS. THE STREET IS ALREADY IN A FAILING CONDITION AND CONTINUES TO FUNCTION; HOWEVER, EVENTUALLY THE STREET WILL DETERIORATE TO THE POINT WHERE IT IS UNFEASIBLE TO MAINTAIN AND KEEP OPEN FOR 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. | 1,981,640<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **1,981,640** | **SCR17** |
| **UNSCHEDULED STREET RECONSTRUCTION PROJECTS** | **UNSCHEDULED** | UNSCHEDULED STREET RECONSTRUCTION PROJECTS -<br>**DESIGN & CONSTRUCTION:**<br>DAVIS (CHURCH TO PLUM) - $702,000<br>N GRAND (MENDENHALL TO PEACH) - $1,311,000<br>W OLIVE (8TH TO TRACY) - $1,911,000<br>S GRAND (OLIVE TO HAYES) - $2,331,000<br>W LINCOLN (GRAND TO WILLSON) - $247,000<br>S BLACK (COLLEGE TO CUL-DE-SAC) - $753,000<br>N 17TH (DURSTON TO END) - $1,114,000<br>W KOCH (8TH TO TRACY) - 1,735,000 | 9,402,000<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | **9,402,000** | **SCR23** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **S 3RD (OLIVE TO CLEVELAND) - DESIGN & CONSTRUCTION** | **2024** | S 3RD (OLIVE TO CLEVELAND) - DESIGN & CONSTRUCTION | 2,052,724 | **2,052,724** | **SCR24** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |

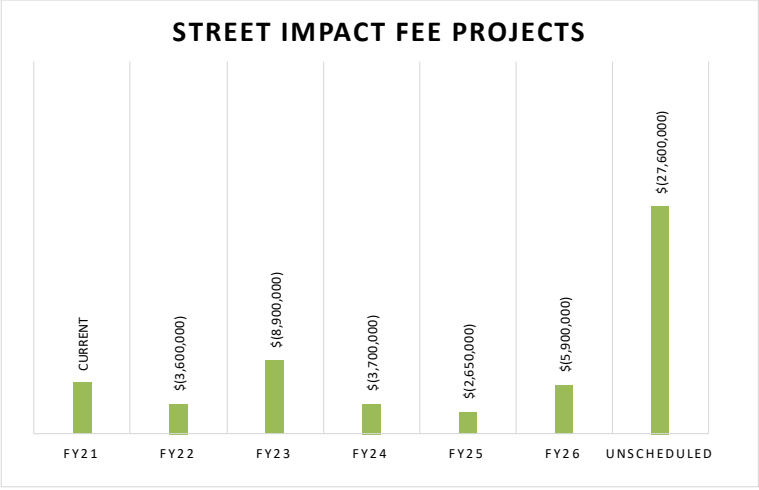
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION** | **2025** | S 4TH (COLLEGE TO BABCOCK) - DESIGN & CONSTRUCTION | 1,801,763 | **1,801,763** | |
| | | **DESCRIPTION:** | - | | |
| | | RECONSTRUCTION OF 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 | - | | **SCR25** |
| | | 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. | - | | |

# Street Impact Fee

# STREET IMPACT FEE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 4,718,323 | $ (3,505,206) | $ (1,377,376) | $ (4,377,712) | $ (2,001,057) | $ 1,607,898 | |
| Plus: Impact Fee Revenues Dedicated to CIP | $ 5,561,000 | $ 5,727,830 | $ 5,899,665 | $ 6,076,655 | $ 6,258,954 | $ 6,446,723 | $ - |
| Plus: Urban Funds: | | | | | | | |
| Less: Carryover FY20 Capital Projects | $ (7,554,528) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (6,230,001) | $ (3,600,000) | $ (8,900,000) | $ (3,700,000) | $ (2,650,000) | $ (5,900,000) | $ (27,600,000) |
| Projected Year-End Cash Dedicated to CIP | $ (3,505,206) | $ (1,377,376) | $ (4,377,712) | $ (2,001,057) | $ 1,607,898 | $ 2,154,621 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Street Impact Fee Revenues* | *$ 5,561,000* | *$ 5,561,000* | *$ 5,727,830* | *$ 5,899,665* | *$ 6,076,655* | *$ 6,258,954* |
| *Estimated Annual Increase *** | *0.0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 5,561,000* | *$ 5,727,830* | *$ 5,899,665* | *$ 6,076,655* | *$ 6,258,954* | *$ 6,446,723* |
| *Current Revenues Dedicated to CIP %* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Plus: Increase Dedicated to Street Capacity Expansion CIP* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 5,561,000* | *$ 5,727,830* | *$ 5,899,665* | *$ 6,076,655* | *$ 6,258,954* | *$ 6,446,723* |



# STREET IMPACT FEE FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **SIF001** | RIGHT OF WAY ACQUISITION | 350,000 | 400,000 | 450,000 | 500,000 | 550,000 | - |
| **SIF009** | KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION | - | - | 2,000,000 | 1,000,000 | - | - |
| **SIF086** | BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) | - | 2,000,000 | - | - | - | - |
| **SIF112** | HIGHLAND & MAIN INTERSECTION REIMBURSEMENT | | - | - | 850,000 | - | - |
| **SIF113** | GRIFFIN (7TH TO ROUSE) - CONSTRUCTION | 2,700,000 | - | - | - | - | - |
| **SIF114** | FOWLER CONNECTION (HUFFINE TO OAK) | - | 3,750,000 | 1,250,000 | - | 3,000,000 | - |
| **SIF118** | BABCOCK (15TH TO 19TH) | 550,000 | - | - | - | - | - |
| **SIF138** | COTTONWOOD ROAD, OAK TO BAXTER | - | 2,000,000 | - | - | - | - |
| **SIF144** | HAGGERTY/MAIN INTERSECTION IMPROVEMENTS | - | - | - | - | - | 2,000,000 |
| **SIF147** | OAK & 19TH INTERSECTION IMPROVEMENTS | - | 750,000 | - | - | - | - |
| **SIF149** | BABCOCK _ 11TH TO 15TH | - | - | - | 300,000 | 1,500,000 | - |
| **SIF152** | N 27TH - BAXTER TO CATTAIL | - | - | - | - | - | 4,000,000 |
| **SIF154** | CATTAIL & 27TH INTERSECTION | - | - | - | - | - | 1,200,000 |
| **SIF156** | HIGHLAND/KAGY INTERSECTION IMPROVEMENTS | - | - | - | - | - | 2,000,000 |
| **SIF159** | OAK-27TH TO 19TH WIDENING | - | - | - | - | 400,000 | 3,400,000 |
| **SIF160** | 27TH: BAXTER>CATTAIL DESIGN | - | - | - | - | 200,000 | - |
| **SIF161** | CATTAIL/27TH INTERSECTION | - | - | - | - | 125,000 | - |
| **SIF162** | BAXTER/27TH INTERSECTION | - | - | - | - | 125,000 | - |
| **SIF163** | N 11TH - DURSTON TO OAK | - | - | - | - | - | 750,000 |
| **SIF164** | S 3RD - KAGY TO GRAF IMPROVEMENT | - | - | - | - | - | 1,500,000 |
| **SIF165** | CHURCH: MAIN TO KAGY IMPROVEMENT | - | - | - | - | - | 9,000,000 |
| **SIF166** | CATTAIL: 19TH TO 27TH IMPROVEMENT | - | - | - | - | - | 750,000 |
| **SIF167** | LINCOLN: 11TH TO 19TH IMPROVEMENT | - | - | - | - | - | 1,000,000 |
| **SIF168** | 3RD/ GRAF/ WAGONWHEEL IMPROVEMENT | - | - | - | - | - | 1,000,000 |
| **SIF169** | DURSTON/ LAUREL PARKWAY IMPROVEMENT | - | - | - | - | - | 1,000,000 |
| | **Fiscal Year totals** | **3,600,000** | **8,900,000** | **3,700,000** | **2,650,000** | **5,900,000** | **27,600,000** |

| Prior Year CIP Requests | | | | | | |
|---|---|---|---|---|---|---|
| **Project #** | **Project Name** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **Unscheduled** |
| **SIF001** | RIGHT OF WAY ACQUISITION | 350,000 | 400,000 | 450,000 | 500,000 | - |
| **SIF009** | KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION | - | - | 2,000,000 | 1,000,000 | - |
| **SIF086** | *BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) | - | 2,000,000 | - | - | - |
| **SIF110** | *MANLEY & GRIFFIN (INTERSECTION IMPROVEMENTS) | | - | - | - | - |
| **SIF112** | HIGHLAND & MAIN INTERSECTION REIMBURSEMENT | | - | - | 850,000 | - |
| **SIF113** | *GRIFFIN (7TH TO ROUSE) - CONSTRUCTION | 2,500,000 | - | - | - | - |
| **SIF114** | *FOWLER CONNECTION (HUFFINE TO OAK) | - | 3,750,000 | 1,250,000 | - | - |
| **SIF116** | *BRIDGER DR & STORY MILL RD (INTERSECTION | - | - | - | - | - |
| **SIF117** | *STORY MILL (GRIFFIN TO BRIDGER) | - | - | - | - | - |
| **SIF118** | *BABCOCK (15TH TO 19TH) | 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 | - | - | - | - | - |
| **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 |
| **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 | - |
| | **Fiscal Year totals** | **3,400,000** | **9,420,000** | **3,700,000** | **3,526,000** | **27,350,000** |

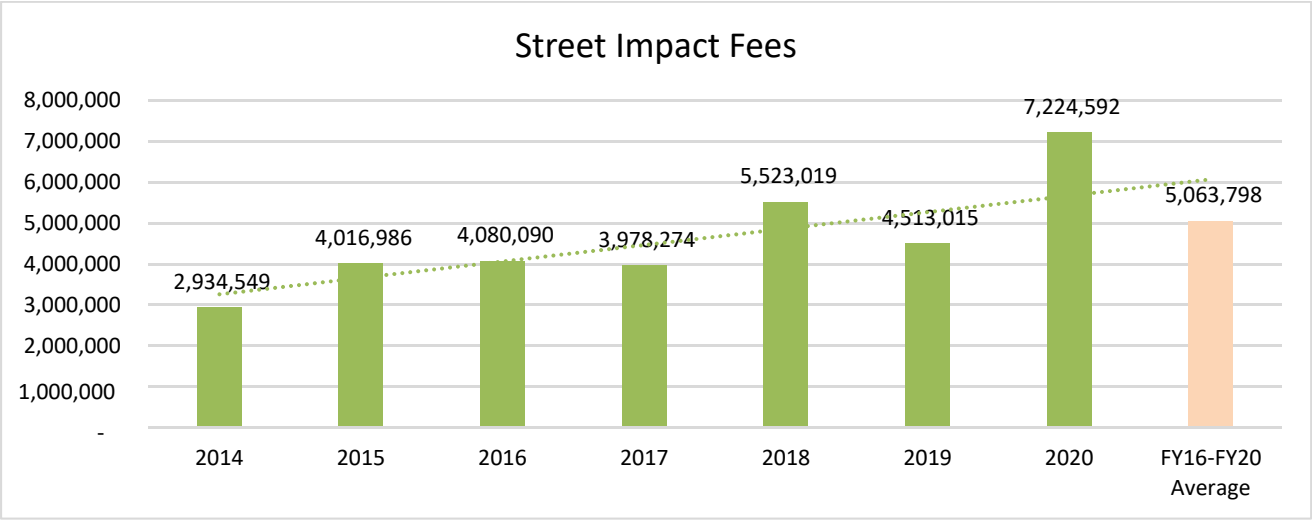
# STREET IMPACT FEE FUND DETAIL

## 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 and where adjacent to undeveloped land, the Arterial & Collector District will be "paid back", in the future, if/when the local project moves forward, or upon development via a Payback District arrangement.

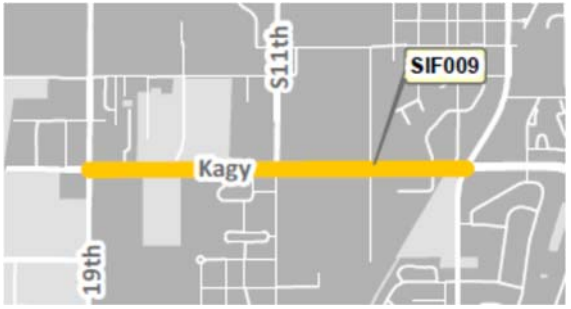
The Commission's recent changes that allow waivers for development projects within a half mile radius of a failing intersection that are within the first 3 years of the Capital Improvements Plan and have all the necessary right-of-way and funding plans, has added pressure to include projects within the first three years. . Sometimes 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 last year. With the average revenue being $5 million and we have used a growth rate of 3%. Since these projects take multiple years to complete the plan does have negative ending balances but is positive by the end of the 5 years, which has been our practice.



## 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 $550,000 due to upcoming projects that need a large amounts of right-of-way to be acquired. Multiple projects were added to the unscheduled portion of the CIP to identify streets priorities in the 5-10 year timeframe.




The plan has mainly large projects, SIF009 Kagy (Wilson to 19th) is a project partnered with Montana Department of Transportation (MDT) with construction amounts of $2 million and $1 million scheduled for FY24 and FY25 for construction. MDT will use federal urban highway funds to construct the Kagy project in addition to the funds scheduled in the City's capital plan. SIF114 Fowler Connection (Huffine to Oak) scheduled for FY23, FY24 and FY 26 will increase capacity and extends an important north-south corridor.



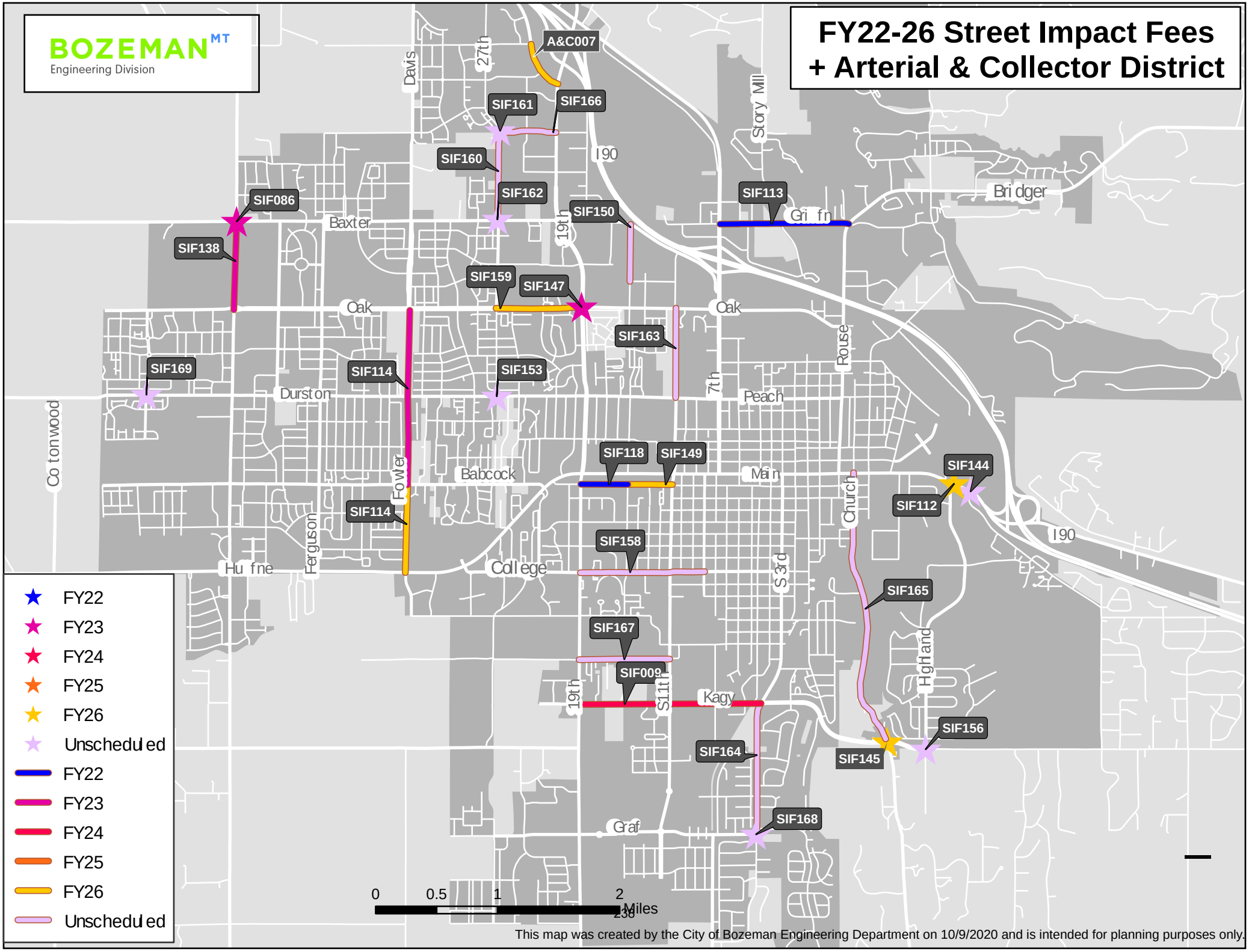
All the road projects funded by the Street Impact Fee fund will include bike lanes and aid in our efforts towards the Strategic Plan ***4.5 a Enhance Non-motorized Transportation***. City staff calculated the proportion of recent street corridor projects that was used to improve the bike and pedestrian facilities on those projects ranged from 20%-30% of total project costs indicating a significant investment in non-motorized facilities. Those street corridor projects have completed significant gaps in bike/ped facilities. Additionally, staff added a standalone bike/pedestrian project in Fiscal Year 26 arterial and collector district funds per requests from the BABAB and PTSC based on a prioritization scoring system with the intent to schedule new standalone bike/pedestrian projects in future capital plans.



SIF150 15th (Patrick to Tschache) aids in the efforts for ***Affordable Housing***, specifically, the Arrowleaf and Perennial Parks mixed-use project by GMD Development. The project will create 232 affordable homes, as well as provide an early childhood education center, and onsite health services. All 232 homes will be 1, 2, and 3 bedroom rentals, made available to households earning between 50% - 70% of Area Median Income. Ninety-six (96) of the homes will be for seniors, and one hundred thirty-six (136) homes will be available to families. This road is required for this project to be completed.

# STREET IMPACT FEE AND ARTERIAL & COLLECTOR COMBINED SUMMARY

| Row Labels | A&C | SIF | Grand Total |
|---|---|---|---|
| SIF086 | 500,000 | 2,000,000 | 2,500,000 |
| SIF113 | 1,700,000 | 2,700,000 | 4,400,000 |
| SIF114 | 4,500,000 | 8,000,000 | 12,500,000 |
| SIF118 | 750,000 | 550,000 | 1,300,000 |
| SIF138 | 2,000,000 | 2,000,000 | 4,000,000 |
| SIF147 | 750,000 | 750,000 | 1,500,000 |
| SIF149 | 500,000 | 3,300,000 | 3,800,000 |
| SIF152 | 1,000,000 | 4,000,000 | 5,000,000 |
| SIF154 | 300,000 | 1,200,000 | 1,500,000 |
| SIF156 | 500,000 | 2,000,000 | 2,500,000 |
| SIF160 | 200,000 | 200,000 | 400,000 |
| SIF161 | 125,000 | 125,000 | 250,000 |
| SIF162 | 125,000 | 125,000 | 250,000 |
| SIF163 | 750,000 | 750,000 | 1,500,000 |
| SIF164 | 1,500,000 | 1,500,000 | 3,000,000 |
| SIF165 | 6,000,000 | 9,000,000 | 15,000,000 |
| SIF166 | 750,000 | 750,000 | 1,500,000 |
| SIF167 | 1,000,000 | 1,000,000 | 2,000,000 |
| SIF168 | 1,000,000 | 1,000,000 | 2,000,000 |
| SIF169 | 1,000,000 | 1,000,000 | 2,000,000 |
| **Grand Total** | **24,950,000** | **41,950,000** | **66,900,000** |


BOZEMAN MT
Engineering Division
FY22-26 Street Impact Fees
+ Arterial & Collector District
A&C007
SIF161
SIF166
SIF160
SIF162
SIF150
SIF086
SIF138
SIF159
SIF147
SIF163
SIF169
SIF114
SIF153
SIF118
SIF149
SIF144
SIF112
SIF114
SIF158
SIF165
SIF167
SIF009
SIF156
SIF164
SIF145
SIF168
SIF113
Davis
27th
Story Mill
I90
Baxter
19th
Griffin
Bridger
Oak
Rouse
7th
Peach
Durston
Cotonwood
Fowler
Babcock
Main
Church
Ferguson
Huffine
College
S 3rd
Highland
S 11th
Kagy
Graf
FY22
FY23
FY24
FY25
FY26
Unscheduled
FY22
FY23
FY24
FY25
FY26
Unscheduled
0
0.5
1
2
Miles
This map was created by the City of Bozeman Engineering Department on 10/9/2020 and is intended for planning purposes only.

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **RIGHT OF WAY ACQUISITION** | **2022** | ANNUAL RIGHT OF WAY ACQUISITION | 250,000 | **$ 350,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **SIF001** |
| | | CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS | - | | |
| | | AS WELL AS APPRAISED VALUE OF PROPERTY. TIME | - | | **(FY22)** |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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 | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **RIGHT OF WAY ACQUISITION** | **2023** | ANNUAL RIGHT OF WAY ACQUISITION | 250,000 | **$ 400,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **SIF001** |
| | | CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS | - | | |
| | | AS WELL AS APPRAISED VALUE OF PROPERTY. TIME | - | | **(FY23)** |
| | | 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. | - | | |
| | | **ADVANTAGE OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING 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 | 150,000 | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **RIGHT OF WAY ACQUISITION** | **2024** | ANNUAL RIGHT OF WAY ACQUISITION | 250,000 | **$ 450,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS | - | | **SIF001** |
| | | AS WELL AS APPRAISED VALUE OF PROPERTY. TIME | - | | **(FY24)** |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **SIF001** |
| | | CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS | - | | |
| | | AS WELL AS APPRAISED VALUE OF PROPERTY. TIME | - | | **(FY25)** |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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 # |
|---|---|---|---|---|---|
| **RIGHT OF WAY ACQUISITION** | **2026** | ANNUAL RIGHT OF WAY ACQUISITION | 550,000 | **$ 550,000** | |
| | | **DESCRIPTION:** | - | | |
| | | ANNUAL ALLOCATION AVAILABLE FOR RIGHT-OF-WAY | - | | |
| | | PURCHASES AS THEY BECOME AVAILABLE. IN ALL CASES, | - | | |
| | | THE ONLY REASON ADDITIONAL ROW IS REQUIRED IS THAT | - | | |
| | | THE EXISTING ROADWAY IS BEING EXPANDED AND | - | | |
| | | CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL | - | | |
| | | ROW 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 ROW IS OFTEN A | - | | |
| | | PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL | - | | |
| | | ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER | - | | |
| | | STREET IMPACT FEE PROJECTS COULD POTENTIALLY BE | - | | **SIF001** |
| | | AFFECTED BY ROW ACQUISITION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY26)** |
| | | CONDEMN PROPERTY FOR ROW; 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 ROW | - | | |
| | | AS PART OF THE ANNEXATION/DEVELOPMENT PROCESS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY ROW | - | | |
| | | AS IT BECOMES AVAILABLE ON THE MARKET. AVOIDS THE | - | | |
| | | EXPENSIVE, ANTAGONISTIC CONDEMNATION PROCESS WHERE | - | | |
| | | POSSIBLE OR HAVING TO WAIT FOR VOLUNTARY | - | | |
| | | DEDICATIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL COSTS FOR STREET MAINTENANCE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION** | **2024** | KAGY(WILLSON TO 19TH)DESIGN & CONSTRUCTION | 2,000,000 | **$ 2,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 & | - | | |
| | | 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, | - | | **SIF009** |
| | | WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE | - | | |
| | | PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE | - | | **(FY24)** |
| | | 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 | - | | |
| | | & 19TH, KAGY & 7TH, KAGY & 11TH, AND KAGY & | - | | |
| | | **WILLSON.** | - | | |
| | | ALTERNATIVES CONSIDERED: | - | | |
| | | SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY | - | | |
| | | **ADJACENT DEVELOPMENT.** | - | | |
| | | ADDITIONAL OPERATING COSTS: | - | | |
| | | ANNUAL OPERATING & MAINTENANCE COSTS:INCREMENTAL | - | | |
| | | INCREASES IN SWEEPING, PLOWING & GENERAL | - | | |
| | | **MAINTENANCE COSTS.** | - | | |
| | | CHANGES FROM LST CIP: | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION** | **2025** | KAGY(WILLSON TO 19TH)DESIGN & CONSTRUCTION | 1,000,000 | **$ 1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 & | - | | |
| | | 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, | - | | **SIF009** |
| | | WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE | - | | |
| | | PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE | - | | **(FY25)** |
| | | 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 | - | | |
| | | & 19TH, KAGY & 7TH, KAGY & 11TH, AND KAGY & | - | | |
| | | WILLSON. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY | - | | |
| | | ADJACENT DEVELOPMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | **ANNUAL OPERATING & MAINTENANCE COSTS:INCREMENTAL** | - | | |
| | | INCREASES IN SWEEPING, PLOWING & GENERAL | - | | |
| | | MAINTENANCE COSTS. | - | | |
| | | **CHANGES FROM LST CIP:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION** | **2023** | BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS) - CONSTRUCTION<br>**DESCRIPTION:**<br>IMPROVE THE INTERSECTION AT BAXTER AND COTTONWOOD. THIS INTERSECTION IS CURRENTLY 1-WAY STOP CONTROLLED. REPLACING IT WITH A SIGNAL OR ROUNDABOUT WILL GREATLY INCREASE ITS CAPACITY. EAST-WEST CONNECTIVITY ALREADY EXISTS AT THIS LOCATION. NORTH-SOUTH CONNECTIVITY IS STILL LACKING. THE LEVEL OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT COMPLETION. OTHER AFFECTED PROJECTS INCLUDE COTTONWOOD CORRIDOR IMPROVEMENTS AND BAXTER CORRIDOR IMPROVEMENTS.<br>**ALTERNATIVES CONSIDERED:**<br>IDENTIFIED IN THE 2007 TRANSPORTATION PLAN UPDATE. INCLUDES INSTALLATION OF A TRAFFIC SIGNAL, ROUNDABOUT OR OTHER ADEQUATE TRAFFIC CONTROL DEVICE WHEN WARRANTS ARE MET.<br>**ADVANTAGES OF APPROVAL:**<br>INCREASED CAPACITY AND SAFETY AT THIS INTERSECTION<br>**ADD OPERATING COSTS:**<br>INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS. | 2,000,000 | **$ 2,000,000** | **SIF086** |
| **HIGHLAND & MAIN INTERSECTION REIMBURSEMENT** | **2025** | HIGHLAND & MAIN INTERSECTION REIMBURSEMENT<br>**DESCRIPTION:**<br>CITY COMMISSION DIRECTION, DEVELOPER TO BE REIMBURSED IN 2 FISCAL YEARS. $130K IN FY21 &<br>**ALTERNATIVES CONSIDERED:**<br>NONE - INCLUDED PER COMMISSION DIRECTION.<br>**ADDITIONAL OPERATING COSTS:**<br>NONE<br>**CHANGES FROM LAST CIP:**<br>ADDED PER COMMISSION DIRECTION. | 850,000 | **$ 850,000** | **SIF112** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **GRIFFIN (7TH TO ROUSE) - CONSTRUCTION** | **2022** | GRIFFIN (7TH TO ROUSE) - CONSTRUCTION PH2 | 2,700,000 | **$ 2,700,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **SIF113** |
| | | SID MAY BE CREATED TO LEVERAGE OTHER STAKEHOLDERS. | - | | |
| | | OTHER AFFECTED PROJECTS INCLUDE INTERSECTION | - | | |
| | | IMPROVEMENTS AT GRIFFIN AND 7TH AND GRIFFIN AND | - | | |
| | | ROUSE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ACCEPT THE CURRENT LEVEL OF SERVICE (DO NOTHING). | - | | |
| | | ALTERNATIVE FINANCING COULD BE PROVIDED BY | - | | |
| | | CREATING AN SID OR PAYBACK DISTRICT. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SIF114** |
| | | CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN | - | | |
| | | WILL BE ATTAINED AT THE COMPLETION OF THIS | - | | **(FY23)** |
| | | PROJECT. OTHER AFFECTED PROJECTS INCLUDE | - | | |
| | | INTERSECTION IMPROVEMENTS ON FOWLER AT HUFFINE, | - | | |
| | | BABCOCK, DURSTON, AND OAK. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND | - | | |
| | | CONSTRUCT THE ROAD INCREMENTALLY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | |
| | | TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON | - | | |
| | | OTHER ADJACENT CORRIDORS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **SIF114** |
| | | CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN | - | | |
| | | WILL BE ATTAINED AT THE COMPLETION OF THIS | - | | **(FY24)** |
| | | PROJECT. OTHER AFFECTED PROJECTS INCLUDE | - | | |
| | | INTERSECTION IMPROVEMENTS ON FOWLER AT HUFFINE, | - | | |
| | | BABCOCK, DURSTON, AND OAK. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO OCCUR AND | - | | |
| | | CONSTRUCT THE ROAD INCREMENTALLY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | |
| | | TRANSPORTATION NETWORK WHICH REDUCES DEMAND ON | - | | |
| | | OTHER ADJACENT CORRIDORS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION** | **2026** | FOWLER CONNECTION - BABCOCK TO HUFFINE | 3,000,000 | **$** | **3,000,000** | **SIF114 (FY26)** |
| | | **DESCRIPTION:** | - | | | |
| | | COMPLETE THIS SECTION OF FOWLER FROM HUFFINE TO | - | | | |
| | | BABCOCK (PROJECT HAS BEEN SPLIT FOR FUNDING | - | | | |
| | | PURPOSES). PROJECT WILL INCREASE CAPACITY AND | - | | | |
| | | EXTEND AN IMPORTANT NORTH-SOUTH CORRIDOR ON THE | - | | | |
| | | WEST SIDE OF THE CITY. FUTURE DEVELOPMENT THAT | - | | | |
| | | WILL IMPACT THIS AREA MAY NOT BE ALLOWED TO | - | | | |
| | | PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO CONSTRUT THE | - | | | |
| | | ROAD INCREMENTALLY. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE | - | | | |
| | | TRANSPORTATION NETWORK. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BABCOCK (15TH TO 19TH)** | **2022** | BABCOCK (15TH TO 19TH) CONSTRUCTION | 550,000 | **$ 550,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **SIF118** |
| | | LANES, DEDICATED BIKE LANES AND SIDEWALKS. A | - | | |
| | | PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE | - | | **(FY22)** |
| | | OTHER STAKEHOLDERS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE | - | | |
| | | IMPROVEMENTS SECTION BY SECTION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ALLOWS FOR IMPROVEMENTS TO BE MADE TO THE CORRIDOR | - | | |
| | | AT A TIME MORE FAVORABLE TO THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING & | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION** | **2023** | COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION | 2,000,000 | **$** | **2,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | CONSTRUCTION OF A 5 LANE PRINCIPAL ARTERIAL STREET | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | SID, PAYBACK DISTRICT, TOPS, INCREMENTAL | - | | | |
| | | CONSTRUCTION BY ADJACENT DEVELOPERS. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THE PROJECT WILL EXPAND THE CAPACITY AND IMPROVE | - | | | |
| | | THE CONNECTIVITY OF THE CITY STREET NETWORK. IT | - | | | **SIF138** |
| | | WILL IMPROVE SAFETY FOR DRIVERS AND PEDESTRIANS | - | | | |
| | | AND IMPROVE ACCESS TO THE SPORTS PARK. IT WILL | - | | | |
| | | FACILITATE DEVELOPMENT CURRENTLY OCCURRING IN THIS | - | | | |
| | | PART OF THE CITY. | - | | | |
| | | **ADD OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |
| **HAGGERTY/MAIN INTERSECTION IMPROVEMENTS** | **UNSCHEDULED** | HAGGERTY/MAIN INTERSECTION IMPROVEMENTS | 2,000,000 | **$** | **2,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | 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. | - | | | **SIF144** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING AND | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |
| | | **CHANGES FROM LAST CIP:** | - | | | |
| | | NEW ITEM | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **OAK & 19TH INTERSECTION IMPROVEMENTS** | **2025** | OAK & 19TH INTERSECTION IMPROVEMENTS | 750,000 | **$** | **750,000** | **SIF147** |
| | | **DESCRIPTION:** | - | | | |
| | | EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE. | - | | | |
| | | ALTERNATIVES CONSIDERED: | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES. GENERAL MAINTENANCE. | - | | | |
| | | **CHANGES FROM LAST CIP:** | - | | | |
| | | NEW ITEM | - | | | |
| **BABCOCK - 11TH TO 15TH** | **2025** | BABCOCK - 11TH TO 15TH **DESIGN** | 300,000 | **$** | **300,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | 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. | - | | | **SIF149** |
| | | THIS PROJECT INCREASES CAPACITY DIRECTLY BY ADDING | - | | | **(FY25)** |
| | | LANES, DEDICATED BIKE LANES AND SIDEWALKS. A | - | | | |
| | | PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE | - | | | |
| | | OTHER STAKEHOLDERS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE | - | | | |
| | | IMPROVEMENTS SECTION BY SECTION. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING & | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **BABCOCK - 11TH TO 15TH** | **2026** | BABCOCK - 11TH TO 15TH **CONSTRUCTION** | 1,500,000 | **$** | **1,500,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | IMPROVE BABCOCK FROM 11TH TO 15TH. FUTURE | - | | | |
| | | DEVELOPMENTS WHICH IMPACT THIS AREA MAY NOT BE | - | | | |
| | | ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN | - | | | |
| | | PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS | - | | | |
| | | DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. | - | | | |
| | | THE INCOMPLETE TRANSPORTATION NETWORK IN THIS | - | | | |
| | | VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE | - | | | |
| | | ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. | - | | | **SIF149** |
| | | THIS PROJECT INCREASES CAPACITY DIRECTLY BY ADDING | - | | | |
| | | LANES, DEDICATED BIKE LANES AND SIDEWALKS. A | - | | | |
| | | PAYBACK DISTRICT OR SID MAY BE CREATED TO LEVERAGE | - | | | |
| | | OTHER STAKEHOLDERS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | WAIT FOR ADJACENT DEVELOPMENT TO INSTALL THE | - | | | |
| | | IMPROVEMENTS SECTION BY SECTION. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL INCREASES IN SWEEPING, PLOWING & | - | | | |
| | | GENERAL MAINTENANCE COSTS. | - | | | |
| **N 27TH - BAXTER TO CATTAIL** | **UNSCHEDULED** | N 27TH - BAXTER TO CATTAIL | 4,000,000 | **$** | **4,000,000** | |
| | | **DESCRIPTION:** | - | | | **SIF152** |
| | | CONSTRUCT N 27TH TO A CITY COLLECTOR STREET | - | | | |
| | | STANDARD BETWEEN BAXTER AND CATTAIL. | - | | | |
| **CATTAIL & 27TH INTERSECTION IMPROVEMENTS** | **UNSCHEDULED** | CATTAIL & 27TH INTERSECTION IMPROVEMENTS | 1,200,000 | **$** | **1,200,000** | |
| | | **DESCRIPTION:** | - | | | **SIF154** |
| | | CONSTRUCT THE INTERSECITON OF DURSTON & 27TH | - | | | |
| | | ROUNDABOUT OR SIGNAL. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **HIGHLAND/KAGY INTERSECTION IMPROVEMENTS** | **UNSCHEDULED** | HIGHLAND/KAGY INTERSECTION IMPROVEMENTS | 2,000,000 | **$** | **2,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | UPGRADES TO THE INTERSECTION OF HIGHLAND AND KAGY, | - | | | |
| | | MOST LIKELY A SIGNALIZED INTERSECTION, TO ADDRESS | - | | | |
| | | LEVEL OF SERVICE. | - | | | **SIF156** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADD OPERATING COSTS:** | - | | | |
| | | **CHANGES FROM LAST CIP:** | - | | | |
| | | NEW ITEM. | - | | | |
| **Oak - 27th to 19th Widening** | **2026** | OAK (27TH-19TH) WIDENING & SHARED USE PATH-DESIGN | 400,000 | **$** | **400,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | WIDENING THIS SECTION OF OAK AND ADDING A SHARED | | | | |
| | | USE PATH TO COMPLETE THE OAK CORRIDOR TO A 5 LANE | - | | | |
| | | ARTERIAL STANDARD AS OUTLINED IN THE | - | | | |
| | | TRANSPORTATION MASTER PLAN. | - | | | **SIF159** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **(FY26)** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | IMPROVE TRAFFIC FLOW AND SAFETY. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |
| **Oak - 27th to 19th Widening** | **UNSCHEDULED** | OAK (27TH-19TH) WIDENING & SHARED USE PATH-DESIGN | 3,400,000 | **$** | **3,400,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | WIDENING THIS SECTION OF OAK AND ADDING A SHARED | | | | |
| | | USE PATH TO COMPLETE THE OAK CORRIDOR TO A 5 LANE | - | | | |
| | | ARTERIAL STANDARD AS OUTLINED IN THE | - | | | |
| | | TRANSPORTATION MASTER PLAN. | - | | | **SIF159** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **(UNSCHEDULED)** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | IMPROVE TRAFFIC FLOW AND SAFETY. | - | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **27TH: Baxter > Cattail Design** | **2026** | 27TH(BAXTER TO CATTAIL): DESIGN | 200,000 | **$** | **200,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |
| | | INCLUDE CONSTRUCTION WORK. CONSTRUCTION WORK WILL | - | | | |
| | | BE SCHEDULED FOR NEXT FISCAL YEAR. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF160** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |
| **CATTAIL/ 27TH INTERSECTION IMPROVEMENTS** | **2026** | CATTAIL & 27TH INTERSECTION - DESIGN | 125,000 | **$** | **125,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |
| | | INCLUDE CONSTRUCTION WORK. CONSTRUCTON WORK WILL | - | | | |
| | | BE SCHEDULED FOR NEXT FISCAL YEAR. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF161** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL.** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |
| **Baxter/ 27TH INTERSECTION IMPROVEMENTS** | **2026** | BAXTER & 27TH INTERSECTION - DESIGN | 125,000 | **$** | **125,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | DESIGN INTERSECTION UPGRADES. THIS DOES NOT | - | | | |
| | | INCLUDE CONSTRUCTION WORK. CONSTRUCTION WORK WILL | - | | | |
| | | BE SCHEDULED FOR NEXT FISCAL YEAR. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF162** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE SIGNIFICANT DEVELOPMENT IN THE | - | | | |
| | | NORTHWEST AREA OF TOWN. IN PARTICULAR THE BILLINGS | - | | | |
| | | CLINIC IS DRIVING DEVELOPMENT IN THIS AREA. | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **N 11th - Durston to Oak** | **UNSCHEDULED** | N 11TH AVE-DURSTON TO OAK IMPROVEMENTS | 750,000 | **$ 750,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT WAS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-13. THIS PROJECT CONSISTS OF | - | | |
| | | CONSTRUCTING N 11TH AVENUE FROM DURSTON TO OAK. | - | | |
| | | THE ROAD WILL BE BUILT TO A TWO-LANE URBAN | - | | |
| | | COLLECTOR STANDARD WHICH INCLUDES ONE TRAVEL LANE | - | | |
| | | IN EACH DIRECTION, BIKE LANES ON EACH SIDE, CURB | - | | |
| | | AND GUTTER, BOULEVARD, PARKING, AND SIDEWALKS. | - | | **SIF163** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS PROJECT WILL CREATE AN ADDITIONAL NORTH-SOUTH | - | | |
| | | LINK ALONG THE NORTH-CENTRAL PART OF THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| **S 3rd - Kagy to Graf Improvement** | **UNSCHEDULED** | S 3RD AVE:GRAF TO KAGY IMPROVEMENTS | 1,500,000 | **$ 1,500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-3. THIS PROJECT CONSISTS OF | - | | |
| | | WIDENING S 3RD AVENUE FROM GRAF ST TO KAGY BLVD | - | | |
| | | THE ONLY REASON ADDITIONAL ROW IS REQUIRED IS THAT | - | | |
| | | THE EXISTING ROADWAY IS BEING EXPANDED AND | - | | |
| | | CAPACITY WILL BE INCREASED. PURCHASING ADDITIONAL | - | | |
| | | ROW MAY BE CRITICAL TO CONNECTING ELEMENTS OF THE | - | | **SIF164** |
| | | TRANSPORTATION NETWORK, AND IN DOING SO, | - | | |
| | | CONFORMANCE WITH THE CITY TRANSPORTATION MASTER | - | | |
| | | PLAN CAN BE OBTAINED. PURCHASE OF ROW IS OFTEN A | - | | |
| | | PREREQUISITE FOR CONSTRUCTION OF THE CRITICAL | - | | |
| | | ELEMENTS OF THE TRANSPORTATION NETWORK. OTHER | - | | |
| | | STREET IMPACT FEE PROJECTS COULD POTENTIALLY BE | - | | |
| | | AFFECTED BY ROW ACQUISITION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONDEMN PROPERTY FOR ROW; PAY COURT COSTS AS WELL | - | | |

| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **Church: Main to Kagy Improvement** | **UNSCHEDULED** | CHURCH:MAIN ST TO KAGY BLVD IMPROVEMENTS | 9,000,000 | **$** | **9,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | | |
| | | MASTER PLAN AS MSN-15. THIS PROJECT WILL | - | | | |
| | | RECONSTRUCT CHURCH FROM MAIN STREET SOUTH TO KAGY | | | | |
| | | BOULEVARD TO A TWO-LANE URBAN COLLECTOR STANDARD. | - | | | |
| | | THIS INCLUDES ONE-TRAVEL LANE IN EACH DIRECTION, | - | | | |
| | | BIKE LANES ON EACH SIDE, CURB AND GUTTER, | - | | | |
| | | BOULEVARDS, PARKING, AND SIDEWALKS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | **SIF165** |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | THIS PROJECT ACCOMMODATES INCREASED TRAFFIC DUE TO | - | | | |
| | | GROWTH IN THE SOUTH BOZEMAN AREA AS WELL AS THE | - | | | |
| | | COUNTY AREA SOUTH OF BOZEMAN. THIS PROJECT WILL | - | | | |
| | | IMPROVE SAFETY AND CAPACITY FOR MOTORIZED VEHICLES | - | | | |
| | | AS WELL AS BICYCLES AND PEDESTRIANS. | | | | |
| | | **ADDITIONAL OPERATING COSTS:** | | | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Cattail: 19th to 27th improvement** | **UNSCHEDULED** | CATTAIL ST:19TH TO 27TH IMPROVEMENTS | 750,000 | **$ 750,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-34. IT CONSISTS OF CONSTRUCTING | - | | |
| | | CATTAIL ST FROM 19TH WEST TO 27TH TO A 3-LANE | - | | |
| | | URBAN COLLECTOR. PROJECT WILL INCLUDE ONE TRAVEL | - | | |
| | | LANE IN EACH DIRECTION, BIKE LANES ON EACH SIDE, | - | | |
| | | CURB AND GUTTER, BOULEVARD, PARKING, AND SIDEWALKS | - | | **SIF166** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THIS CONNECTION WILL ACCOMMODATE GROWTH IN THE | - | | |
| | | AREA AND SERVES AS AN EAST/WEST CONNECTION WITHIN | - | | |
| | | THE NORTHERN PORTION OF THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| **Lincoln: 11th to 19th Improvement** | **UNSCHEDULED** | LINCOLN:S 19TH TO 11TH IMPROVEMENTS | 1,000,000 | **$ 1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION | - | | |
| | | MASTER PLAN AS MSN-37. IT CONSISTS OF | - | | |
| | | RECONSTRUCTING W LINCOLN FROM 11TH TO 19TH TO A | - | | |
| | | 3-LANE URBAN COLLECTOR. THIS INCLUDES ONE TRAVEL | - | | |
| | | LANE IN EACH DIRECTION, BIKE LANES ON EACH SIDE, | - | | |
| | | CURB AND GUTTER, SIDEWALK ON THE SOUTH SIDE, A | - | | **SIF167** |
| | | SHARED USE PATH ON THE NORTH SIDE, AND A FLUSH OR | - | | |
| | | RAISED MEDIAN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED SAFETY IN THE AREA. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |

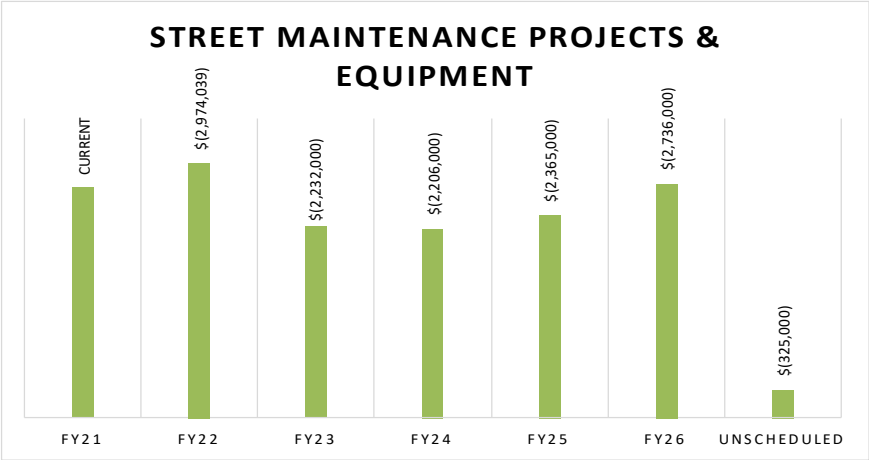
| Project Name | Year | Description | Amount | | Total | Project # |
|---|---|---|---|---|---|---|
| **3rd/ Graf/ Wagonwheel Improvement** | **UNSCHEDULED** | 3RD/GRAF/WAGONWHEEL INTERSECTION IMPROVEMENTS | 1,000,000 | **$** | **1,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | EITHER A ROUNDABOUT OR A SIGNALIZED INTERSECTION | - | | | |
| | | CONSTRUCTION. WORK IS IDENTIFIED AS A NEED IN THE | - | | | |
| | | TRANSPORTATION MASTER PLAN. COMPLETION OF THE GRAF | - | | | |
| | | STREET CONNECTION FROM 19TH IS DRIVING THE NEED | - | | | **SIF168** |
| | | FOR THIS. | - | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ACCOMMODATE INCREASED TRAFFIC IN THE AREA. | - | | | |
| **Durston/ Laurel Parkway Improvement** | **UNSCHEDULED** | DURSTON/LAUREL PARKWAY INTERSECTION IMPROVEMENTS | 1,000,000 | **$** | **1,000,000** | |
| | | **DESCRIPTION:** | - | | | |
| | | DEVELOPMENT DRIVEN INTERSECTION IMPROVEMENT. | - | | | |
| | | CURRENT TRAFFIC IMPACT STUDIES INDICATE THAT | - | | | |
| | | NORTON RANCH SUBDIVISION PH 6 WILL TRIGGER AN | - | | | |
| | | IMPROVEMENT AT THIS INTERSECTION TO IMPROVE SAFETY | - | | | |
| | | AND LEVEL OF SERVICE. | - | | | **SIF169** |
| | | **ALTERNATIVES CONSIDERED:** | - | | | |
| | | DO NOTHING. | - | | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | | |
| | | ALLOW FOR DEVELOPMENT WITHIN A 1/2 MILE RADIUS OF | - | | | |
| | | THIS INTERSECTION. | - | | | |

# Street Maintenance

# STREET MAINTENANCE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 1,102,009 | $ 391,024 | $ 258,120 | $ 773,535 | $ 1,287,242 | $ 1,684,342 | |
| Plus: Street Mtc Revenues Dedicated to CIP | $ 2,330,355 | $ 2,241,135 | $ 2,147,415 | $ 2,119,707 | $ 2,162,101 | $ 2,205,343 | $ - |
| Plus: Gas Tax | $ 450,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | |
| Less: Carryover FY20 Capital Projects | $ (804,840) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (2,686,500) | $ (2,974,039) | $ (2,232,000) | $ (2,206,000) | $ (2,365,000) | $ (2,736,000) | $ (325,000) |
| Projected Year-End Cash Dedicated to CIP | $ 391,024 | $ 258,120 | $ 773,535 | $ 1,287,242 | $ 1,684,342 | $ 1,753,685 | $ (325,000) |

| *Assumptions are made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Undesignated Annual Street Mtc Revenues* | *$ 6,658,156* | *$ 6,658,156* | *$ 6,791,319* | *$ 6,927,146* | *$ 7,065,688* | *$ 7,207,002* |
| *Estimated Annual Increase - Attributed to Annexations* | | *2%* | *2%* | *2%* | *2%* | *2%* |
| *Annual Increase in pavement maintenance* | | *0%* | *0%* | *0%* | *0%* | *0%* |
| *Total Estimated Revenues* | *$ 6,658,156* | *$ 6,791,319* | *$ 6,927,146* | *$ 7,065,688* | *$ 7,207,002* | *$ 7,351,142* |
| *Current Revenues Dedicated to CIP %* | *35.0%* | *35.0%* | *33.0%* | *31.0%* | *30.0%* | *30.0%* |
| *Plus: Increase Dedicated to CIP* | *0.0%* | *-2.0%* | *-2.0%* | *-1.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *35.0%* | *33.0%* | *31.0%* | *30.0%* | *30.0%* | *30.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 2,330,355* | *$ 2,241,135* | *$ 2,147,415* | *$ 2,119,707* | *$ 2,162,101* | *$ 2,205,343* |



# STREET MAINTENANCE FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | 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 | 65,000 | - |
| **STR30** | Annual Median & Boulevard | 70,000 | 75,000 | 80,000 | 85,000 | 90,000 | - |
| **STR34** | Sweepers | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | - |
| **STR40** | Dump Truck  Plow Sander | - | 210,000 | - | - | 230,000 | - |
| **STR49** | Sanders | 27,000 | 27,000 | 27,000 | 30,000 | 31,000 | - |
| **STR58** | Tandem Axle Dump Truck | 250,000 | - | 260,000 | - | 270,000 | - |
| **STR71** | Maintenance & Rehabilitation (Mill & Overlay) | 913,329 | 1,035,000 | 495,000 | 980,000 | 950,000 | - |
| **STR75** | Annual Pedestrian Ramp Repair | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | - |
| **STR84** | Plug In Electric Work Truck | 60,000 | - | 70,000 | - | 70,000 | - |
| **STR90** | Streets Chip Seal | 767,460 | 205,000 | 784,000 | 420,000 | 450,000 | - |
| **STR92** | Oak St Median Landscaping & irrigation (Davis to Ferguson) | 60,000 | 60,000 | 60,000 | - | - | - |
| **STR93** | Snow Blower | - | 110,000 | - | - | 130,000 | - |
| **STR94** | Mastic Patch Machine | - | - | 70,000 | - | - | - |
| **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 | - | - | - | - | 150,000 | - |
| **STR104** | Bridger Creek Stabilization | 50,000 | 50,000 | - | - | - | |
| **STR106** | Asphalt Roller | - | - | - | 100,000 | - | - |
| **STR107** | Pavement Marking Striper | - | - | - | 37,000 | - | - |
| **STR109** | Toolcat Utility Vehicle | 65,000 | - | - | 65,000 | - | - |
| **STR110** | Portable Emulsion Tank | - | - | - | 38,000 | - | - |
| **STR111** | Paint Truck | - | - | - | - | - | 250,000 |
| **STR112** | Spray Patch Truck | - | - | - | 250,000 | - | - |
| **STR113** | Snow Storage Drainage | 56,250 | - | - | - | | - |
| **STR114** | MAG Chloride Containment | - | - | - | - | - | 75,000 |
| **STR115** | Cottonwood Median Landscape | - | 100,000 | - | - | - | - |
| **STR116** | Annual Bike Path Improvement | - | 25,000 | 25,000 | 25,000 | 25,000 | - |
| **STR117** | Annual Sidewalk Fund | - | 25,000 | 25,000 | 25,000 | 25,000 | - |
| | **Fiscal Year totals** | **2,974,039** | **2,232,000** | **2,206,000** | **2,365,000** | **2,736,000** | **325,000** |

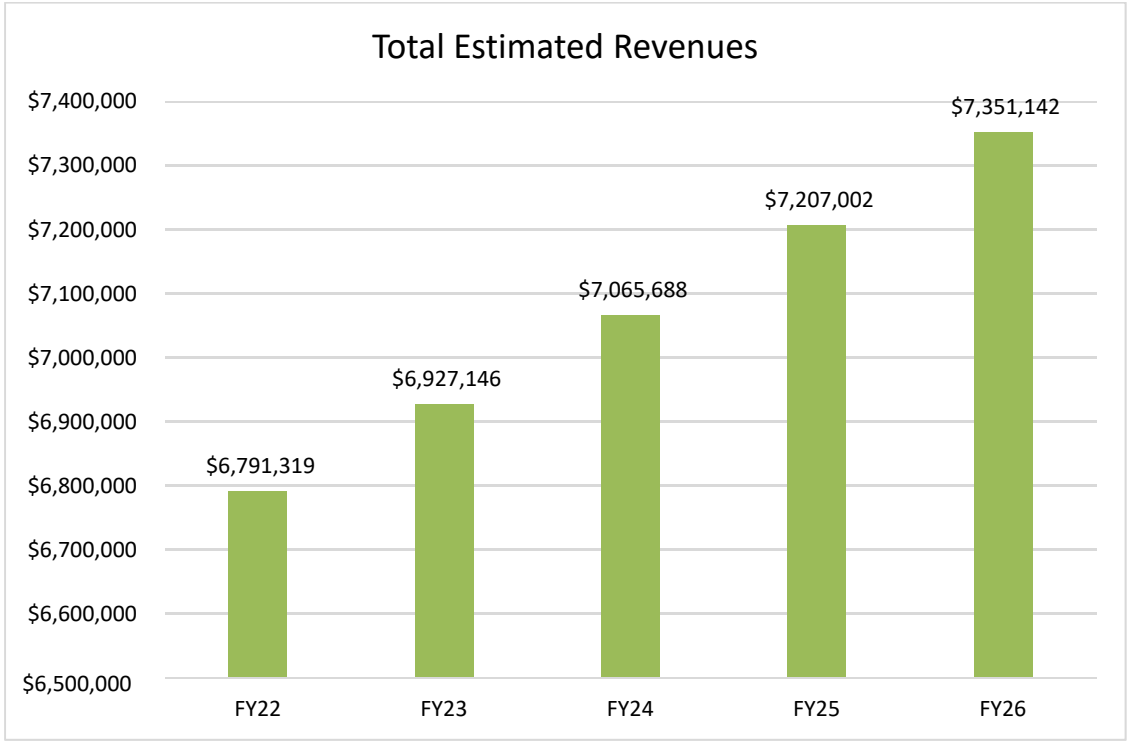
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **STR20** | Annual Bike Path Improvement | 50,000 | 50,000 | 50,000 | 50,000 | - |
| **STR22** | Grader Lease | 60,000 | 60,000 | 60,000 | 60,000 | - |
| **STR30** | Annual Median & Boulevard | 70,000 | 75,000 | 80,000 | 85,000 | - |
| **STR34** | Sweepers | 100,000 | 100,000 | 100,000 | 100,000 | - |
| **STR40** | Dump Truck  Plow Sander | - | 210,000 | - | - | - |
| **STR49** | Sanders | 27,000 | 27,000 | 27,000 | - | - |
| **STR58** | Tandem Axle Dump Truck | 250,000 | - | | - | - |
| **STR71** | Maintenance & Rehabilitation (Mill & Overlay) | 913,329 | 1,035,000 | 495,000 | 980,000 | - |
| **STR75** | Annual Pedestrian Ramp Repair | 100,000 | 100,000 | 100,000 | 100,000 | - |
| **STR84** | Plug In Electric Work Truck | 60,000 | - | - | - | - |
| **STR90** | Streets Chip Seal | 767,460 | 205,000 | 784,000 | 420,000 | - |
| **STR92** | Oak St Median Landscaping & irrigation (Davis to Ferguson) | 60,000 | 60,000 | 60,000 | - | - |
| **STR93** | Snow Blower | - | - | 110,000 | - | - |
| **STR94** | Mastic Patch Machine | - | - | 70,000 | - | - |
| **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 |
| **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 | - |
| | **Fiscal Year totals** | **2,802,789** | **1,922,000** | **1,936,000** | **2,395,000** | **300,000** |

# 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.




In addition, every year the Street Maintenance fund has allocation of $50,000 for bike path improvements (STR20) and some additional funding have been included in STR116 of $25,000 for Bike paths and STR117 of $25,000 for sidewalks 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** | **2022** | ANNUAL BIKE PATH IMPROVEMENTS | 50,000 | **50,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR20** |
| | | BICYCLE ADVISORY BOARD (BABAB) WILL PROVIDE THE | - | | |
| | | CITY WITH THEIR PRIORITY LIST. THE MONEY CAN BE | - | | **(FY22)** |
| | | COMBINED WITH STREET RESURFACING PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY WILL LIKELY BE IMPROVED. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **Annual Bike Path Improvement** | **2023** | ANNUAL BIKE PATH IMPROVEMENTS | 50,000 | **50,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 FACILITYS. THE BOZEMAN AREA BICYCLE | - | | **STR20** |
| | | ADVISORY BOARD (BABAB) WILL PROVIDE THE CITY WITH | - | | |
| | | THEIR PRIORITY LIST. | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY WILL LIKELY BE IMPROVED. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NO ADDITIONAL OPERATING COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Bike Path Improvement** | **2024** | ANNUAL BIKE PATH IMPROVEMENTS | 50,000 | **50,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR20** |
| | | ADVISORY BOARD (BABAB) PROVIDES THE CITY WITH A | - | | |
| | | PRIORITY LIST. THIS MONEY CAN BE COMBINED WITH | - | | **(FY24)** |
| | | STREET RESURFACING PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY WILL LIKELY BE IMPROVED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| **Annual Bike Path Improvement** | **2025** | ANNUAL BIKE PATH IMPROVEMENTS | 50,000 | **50,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR20** |
| | | ADVISORY BOARD (BABAB) PROVIDES THE CITY WITH A | - | | |
| | | PRIORITY LIST. THIS MONEY CAN BE COMBINED WITH | - | | **(FY25)** |
| | | STREET RESURFACING PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY WILL LIKELY BE IMPROVED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Bike Path Improvement** | **2026** | ANNUAL BIKE PATH IMPROVEMENTS | 50,000 | **50,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR20** |
| | | ADVISORY BOARD (BABAB) PROVIDES THE CITY WITH A | - | | |
| | | PRIORITY LIST. THIS MONEY CAN BE COMBINED WITH | - | | **(FY26)** |
| | | STREET RESURFACING PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SAFETY WILL LIKELY BE IMPROVED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Grader Lease** | **2022** | GRADER LEASE | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR22** |
| | | THE SHOP AND FUELING DURING A SHIFT. THE OLD | - | | **(FY22)** |
| | | GRADER WOULD BE TRADED IN OR AUCTIONED. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS DUE TO NEWER | - | | |
| | | EQUIPMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Grader Lease** | **2023** | GRADER LEASE | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR22** |
| | | FUEL ECONOMY WHICH MEANS LESS TIME IN THE SHOP AND | - | | **(FY23)** |
| | | FUELING DURING A SHIFT. THE OLD GRADER WOULD BE | - | | |
| | | TRADED IN OR AUCTIONED. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | DECREASE IN COSTS DUE TO NEWER EQUIPMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Grader Lease** | **2024** | GRADER LEASE | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR22** |
| | | AWAY IS IMPORTANT TO PARKING IN THE DOWNTOWN AND | - | | **(FY24)** |
| | | OTHER BUSINESS AREAS. THESE GRADERS WILL BE ALL- | - | | |
| | | WHEEL DRIVE, WHICH INCREASES OUR PRODUCTIVITY. | - | | |
| | | NEWER EQUIPMENT HAS FEWER BREAKDOWNS AND BETTER | - | | |
| | | FUEL ECONOMY WHICH MEANS LESS TIME IN THE SHOP & | - | | |
| | | FUELING DURING A SHIFT. THE OLD GRADER WOULD BE | - | | |
| | | TRADED IN OR AUCTIONED. | - | | |
| **Grader Lease** | **2025** | GRADER LEASE | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR22** |
| | | IN THE SHOP AND FUELING DURING A SHIFT. THE OLD | - | | **(FY25)** |
| | | GRADER WOULD BE TRADED IN OR AUCTIONED. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | DECREASE IN COSTS DUE TO NEWER EQUIPMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Grader Lease** | **2026** | GRADER LEASE | 65,000 | **65,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR22** |
| | | IN THE SHOP AND FUELING DURING A SHIFT. THE OLD | - | | |
| | | GRADER WOULD BE TRADED IN OR AUCTIONED. | - | | **(FY26)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH MORE RELIABLE AND FUEL EFFICIENT EQUIPMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | DECREASE IN COSTS DUE TO NEWER EQUIPMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Median & Boulevard** | **2022** | ANNUAL MEDIAN & BOULEVARD MAINTENANCE | 70,000 | **70,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR30** |
| | | NONE | - | | **(FY22)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| **Annual Median & Boulevard** | **2023** | ANNUAL MEDIAN & BOULEVARD MAINTENANCE | 75,000 | **75,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | **STR30** |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY23)** |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Median & Boulevard** | **2024** | ANNUAL MEDIAN & BOULEVARD MAINTENANCE | 80,000 | **80,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR30** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY24)** |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| **Annual Median & Boulevard** | **2025** | ANNUAL MEDIAN & BOULEVARD MAINTENANCE | 85,000 | **85,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | **STR30** |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY25)** |
| | | 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. | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Median & Boulevard** | **2026** | ANNUAL MEDIAN & BOULEVARD MAINTENANCE | 90,000 | **90,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | **STR30** |
| | | **ADVANTAGES OF APPROVAL:** | - | | **(FY26)** |
| | | 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. | | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sweepers** | **2022** | SWEEPERS | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR34** |
| | | PROGRAM, THEY PAY FOR 87% AND WE PAY 13% FOR A | - | | **(FY22)** |
| | | SWEEPER. IF WE ARE CHOSEN, WE WOULD USE OUR LEASE | - | | |
| | | PAYMENT TO FUND OUR SHARE OF THE COST WHICH WOULD | - | | |
| | | BE $34,000. | - | | |
| | | **ALTERNAIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. | - | | |
| | | IMPROVED STORM WATER DISCHARGE. | - | | |
| | | **ADD OPERATING COTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sweepers** | **2023** | SWEEPERS | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR34** |
| | | MAINTENANCE AS THEY AGE. WITH THE MACI PROGRAM, | - | | |
| | | THEY PAY FOR 87% AND WE PAY 13% FOR A SWEEPER. IF | - | | **(FY23)** |
| | | WE ARE CHOSEN, WE WOULD USE OUR LEASE PAYMENT TO | - | | |
| | | FUND OUR SHARE OF THE COST WHICH WOULD BE ~$34,000 | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. | - | | |
| | | IMPROVED STORM WATER DISCHARGE. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sweepers** | **2024** | SWEEPERS | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR34** |
| | | SUMMER. HEAVY DEVELOPMENT ACTIVITY REQUIRES | - | | |
| | | ADDITIONAL SWEEPING IN CONSTRUCTION AREAS. | - | | **(FY24)** |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. | - | | |
| | | IMPROVED STORM WATER DISCHARGE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sweepers** | **2025** | SWEEPERS | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR34** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE | - | | **(FY25)** |
| | | REPLACED. CUT BACK ON OUR SWEEPING BUT THERE ARE | - | | |
| | | NO LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO | - | | |
| | | USE WHAT WE HAVE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. | - | | |
| | | IMPROVED STORM WATER DISCHARGE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| **Sweepers** | **2026** | SWEEPERS | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR34** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | BUDGET 250K EVERY YEAR UNTIL ALL SWEEPERS ARE | - | | **(FY26)** |
| | | REPLACED. CUT BACK ON OUR SWEEPING BUT THERE ARE | - | | |
| | | NO LOCAL CONTRACTORS AT THIS TIME. CONTINUE TO | - | | |
| | | USE WHAT WE HAVE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MUCH IMPROVED OPERATIONS. BETTER AIR QUALITY. | - | | |
| | | IMPROVED STORM WATER DISCHARGE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Dump Truck Plow Sander** | **2023** | DUMP TRUCK WITH PLOW & SANDER - 2 | 210,000 | **210,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR40** |
| | | 15% BELOW 2000 LEVELS BY 2020. THIS TRUCK WILL | - | | **(FY23)** |
| | | ALSO BE AVAILABLE FOR USE BY OTHER DEPARTMENTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH 1993 MODEL. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS | - | | |
| | | AND MORE RELIABLE EQUIPMENT. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| **Dump Truck Plow Sander** | **2026** | DUMP TRUCK WITH PLOW & SANDER | 230,000 | **230,000** | |
| | | **DESCRIPTION:** | - | | |
| | | SINGLE AXLE DUMP TRUCK FUELED WITH ALTERNATIVE | - | | |
| | | FUELS SUCH AS BIODIESEL. TRUCK WILL BE AVAILABLE | - | | |
| | | FOR USE BY OTHER DEPARTMENTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR40** |
| | | CONTINUE USING AGING EQUIPMENT. | - | | **(FY26)** |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | **EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS,** | - | | |
| | | AND MORE RELIABLE EQUIPMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sanders** | **2022** | SANDERS | 27,000 | **27,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR49** |
| | | YEARS. IF WE CAN'T PUT DOWN SAND OR DEICER DURING | - | | |
| | | THE WINTER, WE FAIL TO SERVICE OUR CITIZENS. | - | | **(FY22)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE | - | | |
| | | OF A STORM. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS. | - | | |
| **Sanders** | **2023** | SANDERS | 27,000 | **27,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR49** |
| | | DEICER DURING THE WINTER, WE FAIL TO SERVICE OUR | - | | |
| | | CITIZENS. | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE | - | | |
| | | OF A STORM. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sanders** | **2024** | SANDERS | 27,000 | **27,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR49** |
| | | SEASON ENDING FAILURE. SANDERS ARE ABOUT 6 MONTHS | - | | |
| | | OUT WHEN ORDERING SO WE WOULD NEVER GET A NEW ONE | - | | **(FY24)** |
| | | IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE | - | | |
| | | OF A STORM. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sanders** | **2025** | SANDERS | 30,000 | **30,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR49** |
| | | SEASON ENDING FAILURE. SANDERS ARE ABOUT 6 MONTHS | - | | |
| | | OUT WHEN ORDERING SO WE WOULD NEVER GET A NEW ONE | - | | **(FY25)** |
| | | IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE | - | | |
| | | OF A STORM. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Sanders** | **2026** | SANDERS | 31,000 | **31,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR49** |
| | | SEASON ENDING FAILURE. SANDERS ARE ABOUT 6 MONTHS | - | | |
| | | OUT WHEN ORDERING SO WE WOULD NEVER GET A NEW ONE | - | | **(FY26)** |
| | | IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE | - | | |
| | | OF A STORM. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | DECREASE IN MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Tandem Axle Dump Truck** | **2022** | TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR58** |
| | | TRAVELING PUBLIC. DURING PAVING OPERATIONS, BEING | - | | **(FY22)** |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH NO TANDEM BACK UP IN THE WINTER. RUN | - | | |
| | | SINGLE AXLE 4 YARD DUMP TRUCKS WITH ASPHALT | - | | |
| | | OPERATIONS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABILITY, EFFICIENCY, LESS EMISSIONS AND SAFETY | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | LESS THAN THE CURRENT MODEL. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Tandem Axle Dump Truck** | **2024** | TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER | 260,000 | **260,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REQUEST FOR A NEW TANDEM AXLE DUMP TRUCK. IT IS | - | | |
| | | IMPORTANT THAT ARTERIALS & COLLECTORS ARE PLOWED & | - | | |
| | | SANDED BEFORE 8AM. WHEN A TRUCK IS DOWN FOR ANY | - | | |
| | | PERIOD OF TIME, IT INCREASES THE AMOUNT OF TIME | - | | |
| | | IT REQUIRES TO FINISH A ROUTE. WITH THE WIDENING | - | | |
| | | OF MULTIPLE COLLECTORS & ARTERIALS, THE CONTINUED | - | | |
| | | NEED FOR A LARGER CAPACITY TRUCK TO FINISH PLOW & | - | | **STR58** |
| | | SANDING ROUTINES IS CRITICAL TO MAINTAINING OUR | - | | **(FY24)** |
| | | SERVICE TO THE PUBLIC. DURING PAVING OPERATIONS, | - | | |
| | | BEING ABLE TO HAUL TWICE AS MUCH ASPHALT AS MUCH | - | | |
| | | ASPHALT CUTS DOWN ON THE NUMBER OF TRIPS TO THE | - | | |
| | | ASPHALT PLANT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING FLEET. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES CREW EFFICIENCY AND REDUCES FUEL COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Tandem Axle Dump Truck** | **2026** | TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER | 270,000 | **270,000** | |
| | | **DESCRIPTION:** | - | | |
| | | TANDEM AXLE DUMP TRUCK TO BE USED TO PLOW & SAND | - | | |
| | | ARTERIALS AND COLLECTORS BEFORE 8 AM. WHEN A DUMP | | | |
| | | TRUCK IS DOWN FOR ANY PERIOD OF TIME, BACKUP TRUCK | | | |
| | | TAKES TWICE AS LONG TO FINISH A ROUTE. 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. | - | | **STR58** |
| | | DURING PAVING OPERATIONS, BEING ABLE TO HAUL | - | | |
| | | TWICE AS MUCH ASPHALT CUTS DOWN ON THE NUMBER | - | | **(FY26)** |
| | | OF TRIPS TO THE ASPHALT PLANT. THIS MAKES THE | - | | |
| | | PAVING CREW MORE EFFICIENT AND USES LESS FUEL. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING AGING EQUIPMENT. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | MORE RELIABLE EQUIPMENT AND EFFICIENCY. LESS FUEL | - | | |
| | | COSTS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | LOWER REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Maintenance & Rehabilitation (Mill & Overlay)** | **2022** | STREET IMPROVEMENTS - MAINTENANCE & | 913,329 | **913,329** | **STR71 (FY22)** |
| **Maintenance & Rehabilitation (Mill & Overlay)** | **2023** | | | **1,035,000** | **STR71 (FY23)** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Maintenance & Rehabilitation (Mill & Overlay)** | **2024** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 495,000 | **495,000** | **STR71 (FY24)** |
| | | MILL & OVERLAY | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| **Maintenance & Rehabilitation (Mill & Overlay)** | **2025** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 980,000 | **980,000** | **STR71 (FY25)** |
| | | MILL & OVERLAY | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Maintenance & Rehabilitation (Mill & Overlay)** | **2026** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 950,000 | **950,000** | **STR71 (FY26)** |
| | | MILL & OVERLAYS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | MILL AND OVERLAYS ARE CRITICAL COMPONENTS OF OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL & OVERLAY FERGUSON FROM OAK TO BABCOCK AND COTTONWOOD FROM BABCOCK TO HUFFINE. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | NONE | | | |
| | | **ADVANTAGES OF APPROVAL:** | | | |
| | | INCREASES THE LIFE OF THE STREETS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Pedestrian Ramp Repair** | **2022** | ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR75** |
| | | ALLOW THE CITY TO BE IN COMPLIANCE WITH TITLE II | - | | **(FY22)** |
| | | OF THE ADA AND SECTION 504 OF THE REHABILITATION | - | | |
| | | ACT OF 1973. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE AND NOT | - | | |
| | | MEET CURRENT ADA REGULATORY STANDARDS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR | - | | |
| | | COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NO ADDITIONAL OPERATING COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Pedestrian Ramp Repair** | **2023** | ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR75** |
| | | UPGRADING COB PEDESTRAIN RAMPS WILL ALLOW THE CITY | - | | **(FY23)** |
| | | TO BE IN COMPLIANCE WITH TITLE II OF THE ADA AND | - | | |
| | | SECTION 504 OF THE REHABILITATION ACT OF 1973. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT | - | | |
| | | MEET CURRENT ADA REGULATORY STANDARDS | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR | - | | |
| | | COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | NO ADDITIONAL OPERATING COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Pedestrian Ramp Repair** | **2024** | ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR75** |
| | | ALLOW THE CITY TO BE IN COMPLIANCE WITH TITLE II | - | | **(FY24)** |
| | | OF THE ADA AND SECTION 504 OF THE REHABILITATION | - | | |
| | | ACT OF 1973. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE & NOT MEET | - | | |
| | | CURRENT ADA REGULATORY STANDARDS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR | - | | |
| | | COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Pedestrian Ramp Repair** | **2025** | ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR75** |
| | | ALLOW THE CITY TO BE IN COMPLIANCE WITH TITLE II | - | | **(FY25)** |
| | | OF THE ADA AND SECTION 504 OF THE REHABILITATION | - | | |
| | | ACT OF 1973. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE & NOT MEET | - | | |
| | | CURRENT ADA REGULATORY STANDARDS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR | - | | |
| | | COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Pedestrian Ramp Repair** | **2026** | ANNUAL PEDESTRIAN RAMP REPAIR | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS ANNUAL PROGRAM PROVIDES FUNDING TO CONTINUE | - | | |
| | | UPGRADING PEDESTRIAN FACILITIES TO ADA COMPLIANCE. | - | | |
| | | UPGRADING PEDESTRIAN FACILITIES WILL ALLOW THE | - | | |
| | | CITY TO CONTINUE TOWARDS COMPLIANCE WITH THE | - | | |
| | | AMERICANS WITH DISABILITIES ACT OF 1990 AND | - | | |
| | | SECTION 504 OF THE REHABILITATION ACT OF 1973. | - | | |
| | | ** WE CHANGED THE WORD "RAMPS" TO "FACILITIES" TO | - | | |
| | | ALLOW BROADER USE OF THE FUNDS TO UPGRADE OTHER | - | | **STR75** |
| | | TYPES OF PEDESTRIAN FACILITIES TO BE IN COMPLIANCE | - | | **(FY26)** |
| | | WITH ADA. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH EXISTING INFRASTRUCTURE & NOT MEET | - | | |
| | | CURRENT ADA REGULATORY STANDARDS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR | - | | |
| | | COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Plug In Electric Work Truck** | **2022** | PLUG IN ELECTRIC WORK TRUCK. | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR84** |
| | | WOULD BE ABOUT $4.00. | - | | **(FY22)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH GAS POWERED TRUCKS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | LOWER OPERATING COSTS. LESS EMISSIONS. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | LESS THAN GASOLINE. 240 VOLT CHARGING STATION | - | | |
| | | WOULD BE NEEDED AT THE SHOPS. | - | | |
| **Plug In Electric Work Truck** | **2024** | PLUG IN ELECTRIC WORK TRUCK | 70,000 | **70,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 1/2 TON 4-WHEEL DRIVE PLUG IN ELECTRIC WORK TRUCK. | - | | |
| | | WITH AN ESTIMATED 80 MILES BETWEEN CHARGES, IT | - | | |
| | | WOULD BE IDEAL IN OUR OPERATIONS. COST PER DAY TO | - | | |
| | | CHARGE IS ABOUT $4.00. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR84** |
| | | CONTINUE WITH GAS POWERED TRUCKS. | - | | **(FY24)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | LOWER OPERATING COSTS. LESS EMISSIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED FUEL COSTS. CHARGING STATION WOULD NEED TO | - | | |
| | | BE INSTALLED IF NOT ALREADY INSTALLED WITH FY22 | - | | |
| | | PLUG IN ELECTRIC VEHICLE PURCHASE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Plug In Electric Work Truck** | **2026** | PLUG IN ELECTRIC WORK TRUCK | 70,000 | **70,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 1/2 TON 4-WHEEL DRIVE PLUG IN ELECTRIC WORK TRUCK. | - | | |
| | | WITH AN ESTIMATED 80 MILES BETWEEN CHARGES, IT | - | | |
| | | WOULD BE IDEAL IN OUR OPERATIONS. COST PER DAY TO | - | | |
| | | CHARGE IS ABOUT $4.00. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR84** |
| | | CONTINUE WITH GAS POWERED TRUCKS. | - | | **(FY26)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | LOWER OPERATING COSTS. LESS EMISSIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED FUEL COSTS. CHARGING STATION WOULD NEED TO | - | | |
| | | BE INSTALLED IF NOT ALREADY INSTALLED WITH FY22 | - | | |
| | | PLUG IN ELECTRIC VEHICLE PURCHASE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Streets Chip Seal** | **2022** | STREET IMPROVEMENTS - MAINTENANCE & | 767,460 | **767,460** | |
| | | REHABILITATION (CHIP SEAL) - FY22 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR90** |
| | | BABCOCK FROM COTTONWOOD WEST TO CITY LIMITS. THERE | - | | **(FY22)** |
| | | IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS | - | | |
| | | WITH SOME PROJECTS, AND THEY WILL BE COORDINATED | - | | |
| | | WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS. | - | | |
| | | REPLACEMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL | - | | |
| | | PAVEMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Streets Chip Seal** | **2023** | STREET IMPROVEMENTS - MAINTENANCE | 205,000 | **205,000** | |
| | | & REHABILITATION (CHIP SEAL) - FY23 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR90** |
| | | ALTERNATIVES CONSIDERED: | - | | **(FY23)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY | - | | |
| | | OF BOZEMAN | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL | - | | |
| | | PAVEMENTS. | - | | |
| | | REPLACEMENT PROJECTS. | - | | |
| | | ALTERNATIVES CONSIDERED: | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Streets Chip Seal** | **2024** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 784,000 | **784,000** | |
| | | CHIP SEAL - FY24 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR90** |
| | | LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS AND | - | | |
| | | THEY WILL BE COORDINATED WITH ANY NECESSARY | - | | **(FY24)** |
| | | UTILITY REPLACEMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL | - | | |
| | | PAVEMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Streets Chip Seal** | **2025** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 420,000 | **420,000** | |
| | | CHIP SEAL - FY25 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR90** |
| | | ENHANCEMENTS WITH SOME PROJECTS AND THEY WILL BE | - | | |
| | | COORDINATED WITH ANY NECESSARY UTILITY | - | | **(FY25)** |
| | | REPLACEMENT PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES THE LIFESPAN OF STREET WITHIN THE CITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL | - | | |
| | | PAVEMENT. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Streets Chip Seal** | **2026** | STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION | 450,000 | **450,000** | |
| | | CHIP SEALS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | CHIP SEALS ARE A CRITICAL COMPONENT OF OUR | - | | |
| | | PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP | - | | |
| | | SEAL CITY MAINTAINED PORTIONS OF THE FOLLOWING | - | | |
| | | SUBDIVISIONS: FLANDERS MILL, BOULDER CREEK, AND | - | | |
| | | LAKES AT VALLEY WEST. THERE IS POTENTIAL FOR BIKE | - | | |
| | | LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS AND | - | | **STR90** |
| | | THEY WILL COORDINATED WITH ANY NECESSARY UTILITY | - | | |
| | | REPLACEMENT PROJECTS. | - | | **(FY26)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASES THE LIFESPAN OF THE STREETS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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)** | **2022** | OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS | 60,000 | **60,000** | |
| | | TO FERGUSON | - | | |
| | | **DESCRIPTION:** | - | | |
| | | INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION | - | | |
| | | WHICH UTILIZES BEST MANAGEMENT PRACTICES TO REDUCE | - | | |
| | | OVERALL WATER USE AND MAINTENANCE ASSOCIATED WITH | - | | |
| | | THE LANDSCAPING & IRRIGATION TO BE INSTALLED IN | - | | |
| | | THESE MEDIANS ARE APPROPRIATE FOR HARSH ROADWAY | - | | |
| | | CONDITIONS AND WILL REDUCE WATER USE, CHEMICAL | - | | |
| | | WEED MITIGATION AND MAINTENANCE ASSOCIATED WITH | - | | |
| | | THE LANDSCAPE. THESE LANDSCAPES ARE SUITED TO | - | | |
| | | WITHSTAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC | - | | |
| | | IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. | - | | |
| | | THIS PROJECT PARTNERS THE CITY'S WATER | - | | |
| | | CONSERVATION DIVISION AND STREET DEPARTMENT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED & | - | | **STR92** |
| | | UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES. | - | | |
| | | 2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE | - | | **(FY22)** |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MINIMAL MAINTENANCE COSTS WILL BE ADDED TO THE | - | | |

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

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Oak St Median Landscaping & irrigation (Davis to Ferguson)** | **2024** | OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS | 60,000 | **60,000** | |
| | | TO FERGUSON | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 WITH- | - | | |
| | | STAND DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC | - | | |
| | | IMPACTS FROM THE LOSS OF OUTDOOR LANDSCAPES. | - | | |
| | | THIS PROJECT PARTNERS THE CITY'S WATER | - | | |
| | | CONSERVATION DIVISION & STREET DEPARTMENT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | 1)NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND | - | | **STR92** |
| | | UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES. | - | | |
| | | 2)TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE | - | | **(FY24)** |
| | | 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. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MINIMAL MAINTENANCE COSTS INCLUDED IN THE MEDIAN | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Snow Blower** | **2023** | SNOW BLOWER | 110,000 | **110,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR93** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | GO BACK TO USING A LOADER BUCKET. WITH A BLOWER | - | | **(FY23)** |
| | | WE CAN DO 30 BLOCKS A NIGHT VS 9 BLOCKS A NIGHT | - | | |
| | | USING A LOADER BUCKET. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NORMAL ONGOING MAINTENANCE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Snow Blower** | **2026** | SNOW BLOWER | 130,000 | **130,000** | |
| | | **DESCRIPTION:** | - | | |
| | | DEPENDING ON THE WINTER, THESE MACHINES ARE VERY | - | | |
| | | HIGH MAINTENANCE AND IF A PARKING BLOCK TRIES TO | - | | |
| | | GO THROUGH, THE MACHINE WILL BE DOWN FOR THE | - | | |
| | | SEASON AND POSSIBLY FOREVER. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | GO BACK TO USING A LOADER BUCKET. A BLOWER CAN DO | - | | **STR93** |
| | | 30 BLOCKS A NIGHT VS 9 BLOCKS A NIGHT WITH A | - | | |
| | | LOADER BUCKET. | - | | **(FY26)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | BLOWER ALLOWS SNOW REMOVAL TO THE CURB | - | | |
| | | INCREASING SAFETY IN THE DOWNTOWN AREA AND SCHOOL | - | | |
| | | DROP OFF AREAS. CITY PARKING LOTS ARE CLEARED | - | | |
| | | SOONER. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Mastic Patch Machine** | **2024** | MASTIC PATCH MACHINE | 70,000 | **70,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **STR94** |
| | | EXPAND OUR LIST OF PAVEMENT REPAIRS REQUIRING | - | | |
| | | MILL AND PATCH. ALLOW STREETS TO REACH FAILURE AT | - | | |
| | | AN EARLIER RATE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MASTIC PRODUCT. EXPECT TO BUDGET IN OUR OPERATIONS | - | | |
| | | ABOUT $20,000. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **REPLACE #1438-LIGHT DUTY** | **2022** | REPLACE #1438 - 1992 FORD ONE TON 2WD | 45,000 | **45,000** | **STR100** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP DRIVING IT UNTIL IT DIES. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ECO FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL | - | | |
| | | ECONOMY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **REPLACE #3484-LIGHT DUTY** | **2022** | REPLACE #3484 - 2009 CHEVY | 40,000 | **40,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR101** |
| | | OR ENGINE FAILURE THAT COST TO REPAIR WOULD | - | | |
| | | EXCEED THE VALUE OF THE TRUCK. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP DRIVING UNTIL IT DIES. | - | | |
| | | **ADVANTAGE OF APPROVAL:** | - | | |
| | | ECO-FRIENDLINESS, SAFETY, RELIABILITY, AND FUEL | - | | |
| | | ECONOMY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR102** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CUT BACK ON OUR LEVEL OF SERVICE. | - | | |
| | | **ADVANTAGE OF APPROVAL:** | - | | |
| | | CONTINUE TO GET ARTERIALS AND COLLECTORS PLOWED | - | | |
| | | EARLY IN THE MORNING. THIS TRUCK WOULD BE USED ON | - | | |
| | | THE 3AM SHIFT ON A NEW ROUTE. THE ADDED SIGNALS & | - | | |
| | | ROUNDABOUTS WOULD GET THE SAND THEY NEED TO KEEP | - | | |
| | | THE VEHICLES MOVING. MORE EFFICIENT ASPHALT | - | | |
| **Hawk Signal at New BHS** | **2026** | HAWK SIGNAL AT NEW BOZEMAN HIGH SCHOOL | 110,000 | **110,000** | |
| | | **DESCRIPTION:** | - | | |
| | | INSTALLATION OF A HAWK PEDESTRIAN SIGNAL AT THE | - | | |
| | | NEW HIGH SCHOOL TO INCREASE SAFETY AND IMPROVE | - | | |
| | | TRAFFIC CAPACITY OF THE STREET. WHEN THE SPORTS | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | **STR103** |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MINIMAL MAINTENANCE COSTS & POWER FOR SIGNAL. | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | NEW ITEM. | - | | |
| | | PARK AND NEW HIGH SCHOOL ARE COMPLETE, THIS HAWK | - | | |
| | | SIGNAL WILL BE REQUIRED. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Bridger Creek Stabilization** | **2022** | BRIDGER CREEK STABILIZATION AT BOYLAN ROAD IN | 50,000 | **50,000** | |
| | | LEGENDS II AT BRIDGER CREEK SUBDIVISION | - | | |
| | | **DESCRIPTION:** | - | | |
| | | STABILIZE BRIDGER CREEK AT BOYLAN ROAD IN LEGENDS | - | | |
| | | II SUBDIVISION. THIS IS IN RESPONSE TO AN AVULSION | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING AND RISK DAMAGE TO THE ROAD. | - | | **STR104** |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | NEW ITEM. | - | | |
| | | AT BRIDGER CREEK, WHICH REROUTED STREAM FLOWS NEAR | - | | |
| | | BOYLAN ROAD. | - | | |
| **Bridger Creek Stabilization** | **2023** | BRIDGER CREEK STABILIZATION-BOYLAN ROAD IN LEGENDS | 50,000 | **50,000** | |
| | | II SUBDIVISION-CONSTRUCTION | - | | |
| | | **DESCRIPTION:** | - | | |
| | | STABILIZE BRIDGER CREEK AT BOYLAN ROAD IN LEGENDS | - | | |
| | | II SUBDIVISION. THIS IS IN RESPONSE TO AN | - | | |
| | | AVULSION. | - | | **STR104** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING AND RISK DAMAGE TO THE ROAD. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Asphalt Roller** | **2025** | ASPHALT ROLLER | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE WITH MANY PASSES BEFORE THE ASPHALT COOLS | - | | **STR106** |
| | | DOWN. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | A BETTER FINISHED PRODUCT IN LESS TIME WHICH WILL | - | | |
| | | LEAD TO A LONGER STREET LIFE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NORMAL REPAIRS AND MAINTENANCE. | - | | |
| **Pavement Marking Striper** | **2025** | PAVEMENT MARKING STRIPER | 37,000 | **37,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR107** |
| | | LINES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP USING THE SINGLE COLOR MACHINES AND AN | - | | |
| | | ADDITIONAL WORKER TO SPRINKLE BEADS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | CARRY TWO COLORS AND PUT THE BEADS DOWN WITH THE | - | | |
| | | PAINT. ABILITY TO PAINT LONG LINES IF NEEDED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NORMAL MAINTENANCE AND REPAIRS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Toolcat Utility Vehicle** | **2022** | TOOLCAT UTILITY VEHICLE | 65,000 | **65,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS WILL BE AN ADDITION TO OUR FLEET FOR SIDEWALK | - | | |
| | | PLOWING AND STREET MAINTENANCE. ROUNDABOUTS 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. | - | | |
| | | ALTERNATIVES CONSIDERED: | - | | |
| | | LOWER OUR LEVEL OF SERVICE ON SIDEWALKS AND | - | | **STR109** |
| | | CROSSINGS. CONTRACT OUT EVEN THOUGH WE HAVE NO | - | | **(FY22)** |
| | | STAFF TO FOLLOW UP ON THE CONTRACTORS PERFORMANCE. | - | | |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | **FOLLOWING OUR SIDEWALK ORDINANCE AND HAVING** | - | | |
| | | SIDEWALKS CLEARED WITHIN 24 HOURS OF A STORM IS | - | | |
| | | IMPORTANT TO THE PUBLIC THAT USE OUR SIDEWALKS FOR | - | | |
| | | TRANSPORTATION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | GETTING THE SIDEWALKS CLEARED IN A TIMELY MANNER | - | | |
| | | AND USING SMALLER MORE FUEL EFFICIENT VEHICLES FOR | - | | |
| | | SHORT TRIPS FOR OPERATIONS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Toolcat Utility Vehicle** | **2025** | TOOLCAT UTILITY VEHICLE | 65,000 | **65,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | ALTERNATIVES CONSIDERED; | - | | |
| | | LOWER OUR LEVEL OF SERVICE ON SIDEWALKS AND | - | | **STR109** |
| | | CROSSINGS. CONTRACT OUT EVEN THOUGH WE HAVE | - | | **(FY25)** |
| | | NO STAFF TO FOLLOW UP ON THE CONTRACTORS | - | | |
| | | PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | FOLLOWING OUR ORDINANCE OF SIDEWALKS BEING CLEARED | - | | |
| | | WITHIN THE FIRST 24 HOURS IS IMPORTANT TO THE | - | | |
| | | PUBLIC THAT USE OUR SIDEWALKS FOR TRANSPORTATION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | GETTING THE SIDEWALKS CLEARED IN A TIMELY MANNER | - | | |
| | | AND USING SMALLER MORE FUEL EFFICIENT VEHICLES FOR | - | | |
| | | SHORT TRIPS FOR OPERATIONS. | - | | |
| **Portable Emulsion Tanl** | **2025** | PORTABLE EMULSION TANK | 38,000 | **38,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **STR110** |
| | | TO KEEP IT IN SUSPENSION. WE WILL ALWAYS HAVE OIL | - | | |
| | | WITH THIS TANK WE WILL BE ABLE TO TRANSFER IT TO | - | | |
| | | READY TO USE. | - | | |
| | | FOR USE. THEY THEN NEED TO BE STIRRED AND HEATED | - | | |
| | | BEFORE THEY ARE PUT IN THE PATCH TRUCK. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Paint Truck** | **UNSCHEDULED** | PAINT TRUCK | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **STR111** |
| | | **ALTERNATIVES CONSIDERED;** | - | | |
| | | CONTINUE TO DEPEND ON MDT OR CONTRACT OUT. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | WE CAN PAINT ON OUR SCHEDULE AND PAINT MORE THAN | - | | |
| | | ONCE A YEAR IF NEEDED. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THE TRUCK WILL HAVE TO BE IN HEATED STORAGE AND | - | | |
| | | NORMAL MAINTENANCE COSTS. | - | | |
| **Spray Patch Truck** | **2025** | SPRAY PATCH TRUCK REPLACING SPRAY PATCH TRAILER | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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: | - | | **STR112** |
| | | **USE THE TRAILER MOUNTER UNIT UNTIL IT DIES.** | - | | |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | **ONLY NEED ONE OPERATOR. SAFER IN TRAFFIC. LESS** | - | | |
| | | NEED FOR TRAFFIC CONTROL. KEEP OUR STREETS IN | - | | |
| | | BETTER CONDITION AND NOT LET THEM FALL IN | - | | |
| | | **DISREPAIR.** | - | | |
| | | ADDITIONAL OPERATING COSTS: | - | | |
| | | NORMAL MAINTENANCE AND REPAIRS. LESS THAN OLD UNIT | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Snow Stoarge Drainage** | **2022** | SNOW STORAGE AREA DRAINAGE IMPROVEMENTS | 56,250 | **56,250** | |
| | | **DESCRIPTION:** | - | | |
| | | PROJECT TO STABILIZE A 60' BANK ERODED BY | - | | |
| | | STORMWATER RUNOFF GENERATED AT THE CITY'S SNOW | - | | |
| | | STORAGE AREA AND SOFTBALL COMPLEX. | - | | |
| | | | | | **STR113** |
| **MAG Chloride Containment** | **UNSCHEDULED** | | | **75,000** | |
| | | | | | **STR114** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Cottonwood Median Landscape** | **2023** | OVERALL WATER USE AND MAINTENANCE. INSTALLATION OF | 100,000 | **100,000** | |
| | | APPROPRIATE LANDSCAPING FOR HARSH ROADWAY | - | | |
| | | CONDITIONS WILL REDUCE WATER USE, CHEMICAL WEED | | | |
| | | MITIGATION & MAINTENANCE. SUITED TO WITHSTAND | | | |
| | | DROUGHT EVENTS, REDUCING SOCIO-ECONOMIC IMPACTS | | | |
| | | FROM THE LOSS OF OUTDOOR LANDSCAPES. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | 1)DO NOTHING. MEDIANS REMAIN UNLANDSCAPED & | | | |
| | | UNSIGHTLY, MOWING & SPRAYING WEEDS CONTINUES. | | | |
| | | 2)TRADITIONAL TURFGRASS IS INSTALLED AND REQUIRES | | | |
| | | FREQUENT MOWING, FERTILIZER, CHEMICAL WEED | | | **STR115** |
| | | MITIGATION AND, ON AVERAGE 80% MORE WATER. | - | | |
| | | 3) CONCRETE, PAVING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | AESTHETIC BENEFITS FOR THE COMMUNITY, A | - | | |
| | | DEMONSTRATION OF DROUGHT TOLERANT LANDSCAPING, | - | | |
| | | REDUCED WATER USE, MAINTENANCE, AND CHEMICAL WEED | - | | |
| | | MITIGATION. DEMONSTRATES CITY'S COMMITMENT TO | - | | |
| | | WATER STEWARDSHIP. | - | | |
| | | **ADDITIONAL OPEARTING COSTS:** | - | | |
| | | MINIMAL MAINTENANCE COSTS. | - | | |
| **Annual Bike Path Improvement** | **2023** | ANNUAL BICYCLE BOULEVARD FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | FACILITATES IMPLEMENTATION OF TRANSPORTATION | - | | |
| | | MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET | - | | |
| | | INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, | - | | **STR116** |
| | | AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE | - | | |
| | | HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL | - | | **(FY23)** |
| | | STREETS WHICH LEAVES US NO OPPORTUNITY TO | - | | |
| | | IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY | - | | |
| | | PROJECTS WILL BE ESTABLISHED WORKING WITH THE | - | | |
| | | BOZEMAN AREA BICYCLE ADVISORY BOARD. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Bike Path Improvement** | **2024** | ANNUAL BICYCLE BOULEVARD FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | FACILITATES IMPLEMENTATION OF TRANSPORTATION | - | | |
| | | MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET | - | | |
| | | INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, | - | | **STR116** |
| | | AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE | - | | |
| | | HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL | - | | **(FY24)** |
| | | STREETS WHICH LEAVES US NO OPPORTUNITY TO | - | | |
| | | IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY | - | | |
| | | PROJECTS WILL BE ESTABLISHED WORKING WITH THE | - | | |
| | | BOZEMAN AREA BICYCLE ADVISORY BOARD. | - | | |
| **Annual Bike Path Improvement** | **2025** | ANNUAL BICYCLE BOULEVARD FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | FACILITATES IMPLEMENTATION OF TRANSPORTATION | - | | |
| | | MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET | - | | |
| | | INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, | - | | **STR116** |
| | | AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE | - | | |
| | | HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL | - | | **(FY25)** |
| | | STREETS WHICH LEAVES US NO OPPORTUNITY TO | - | | |
| | | IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY | - | | |
| | | PROJECTS WILL BE ESTABLISHED WORKING WITH THE | - | | |
| | | BOZEMAN AREA BICYCLE ADVISORY BOARD. | - | | |
| **Annual Bike Path Improvement** | **2026** | ANNUAL BICYCLE BOULEVARD FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | FACILITATES IMPLEMENTATION OF TRANSPORTATION | - | | |
| | | MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET | - | | |
| | | INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, | - | | **STR116** |
| | | AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE | - | | |
| | | HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL | - | | **(FY26)** |
| | | STREETS WHICH LEAVES US NO OPPORTUNITY TO | - | | |
| | | IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY | - | | |
| | | PROJECTS WILL BE ESTABLISHED WORKING WITH THE | - | | |
| | | BOZEMAN AREA BICYCLE ADVISORY BOARD. | - | | |

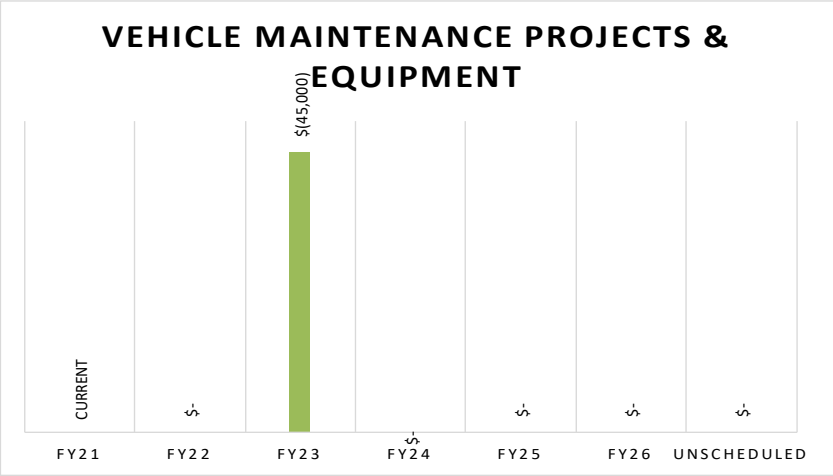
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **Annual Sidewalk Fund** | **2023** | ANNUAL SIDEWALK FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & | - | | |
| | | CONSTRUCTION. PRIORITY PROJECTS WILL BE | - | | **STR117** |
| | | ESTABLISHED WORKING WITH THE BOZEMAN AREA | - | | |
| | | PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS | - | | **(FY23)** |
| | | COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS | - | | |
| | | OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO | - | | |
| | | DO SIDEWALKS AT THE SAME TIME. | - | | |
| **Annual Sidewalk Fund** | **2024** | ANNUAL SIDEWALK FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & | - | | |
| | | CONSTRUCTION. PRIORITY PROJECTS WILL BE | - | | **STR117** |
| | | ESTABLISHED WORKING WITH THE BOZEMAN AREA | - | | |
| | | PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS | - | | **(FY24)** |
| | | COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS | - | | |
| | | OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO | - | | |
| | | DO SIDEWALKS AT THE SAME TIME. | - | | |
| **Annual Sidewalk Fund** | **2025** | ANNUAL SIDEWALK FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & | - | | |
| | | CONSTRUCTION. PRIORITY PROJECTS WILL BE | - | | **STR117** |
| | | ESTABLISHED WORKING WITH THE BOZEMAN AREA | - | | |
| | | PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS | - | | **(FY25)** |
| | | COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS | - | | |
| | | OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO | - | | |
| | | DO SIDEWALKS AT THE SAME TIME. | - | | |
| **Annual Sidewalk Fund** | **2026** | ANNUAL SIDEWALK FUND | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & | - | | |
| | | CONSTRUCTION. PRIORITY PROJECTS WILL BE | - | | **STR117** |
| | | ESTABLISHED WORKING WITH THE BOZEMAN AREA | - | | |
| | | PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS | - | | **(FY26)** |
| | | COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS | - | | |
| | | OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO | - | | |
| | | DO SIDEWALKS AT THE SAME TIME. | - | | |

# Vehicle Maintenance

# VEHICLE MAINTENANCE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year FY21 | | | | | | |
|---|---|---|---|---|---|---|---|
| Projected Beginning Reserve Balance Dedicated to CIP | $ - | $ - | $ - | $ - | $ - | $ - | |
| Plus: Internal Allocation/Billing Dedicated to CIP | | $ - | $ 45,000 | $ - | $ - | $ - | $ - |
| Less: Scheduled CIP Costs | $ - | $ - | $ (45,000) | $ - | $ - | $ - | $ - |
| - | - | - | - | - | - | - | |

| *Assumptions are made for Revenue Estimates* | *Current Year FY21* | | | | | | |
|---|---|---|---|---|---|---|---|
| *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%* | |
| *Total Estimated Revenues* | *$ 1,354,000* | *$ 1,381,215* | *$ 1,395,028* | *$ 1,408,978* | *$ 1,423,068* | *$ 1,437,298* | |
| *Current Revenues Dedicated to CIP %* | *0.0%* | *0.0%* | *3.2%* | *0.0%* | *0.0%* | *0.0%* | |
| *Plus: Increase (Decrease) Dedicated to CIP* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| *Total % Dedicated to CIP* | *0.0%* | *0.0%* | *3.2%* | *0.0%* | *0.0%* | *0.0%* | |
| *Total Estimated Revenues Dedicated to CIP* | *$ -* | *$ -* | *$ 45,000* | *$ -* | *$ -* | *$ -* | |




***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

**Current Year**

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **VM04** | FORKLIFT REPLACE | - | 45,000 | - | - | | - |
| | **Department Subtotal** | - | 45,000 | - | - | | - |

**Prior Year**

| Project # | Project Name | FY22 | FY23 | FY24 | FY25 | Unscheduled |
|---|---|---|---|---|---|---|
| **VM04** | FORKLIFT REPLACE | - | 45,000 | - | - | - |
| | **Department Subtotal** | - | 45,000 | - | - | - |

# 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.

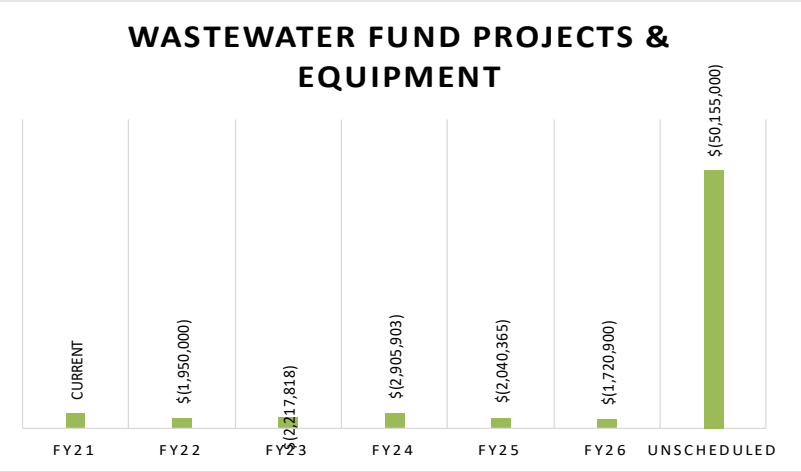
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **FORKLIFT REPLACE** | **2023** | REPLACE FORKLIFT | 45,000 | **45,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS IS A REQUEST TO REPLACE OUR 1997 FORKLIFT AT | - | | |
| | | VEHICLE MAINTENANCE. IT IS USED DAILY TO UNLOAD | - | | |
| | | PARTS, MOVE WASTE OIL CONTAINERS AND REMOVE | - | | |
| | | CYLINDERS FROM THE TOP OF GARBAGE TRUCKS. IT IS 25 | - | | |
| | | YEARS OLD. | - | | **VM04** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | KEEP USING IT IF IT STARTS AND RUNS. | - | | |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | A SAFER AND MORE RELIABLE PIECE OF EQUIPMENT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NORMAL MAINTENANCE AND REPAIRS. LESS THAN THE | - | | |
| | | CURRENT FORKLIFT. | - | | |

# Wastewater

# WASTEWATER FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 4,206,066 | $ 192,337 | $ 746,505 | $ 1,107,980 | $ 858,749 | $ 1,554,756 | $ - |
| Plus: Wastewater Revenues Dedicated to CIP | $ 2,431,231 | $ 2,504,168 | $ 2,579,293 | $ 2,656,672 | $ 2,736,372 | $ 2,818,463 | $ - |
| Plus: SID Riverside Annexation (Estimated) | | | | | | | |
| Less: FY20 Carryover Capital | $ (3,409,960) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (3,035,000) | $ (1,950,000) | $ (2,217,818) | $ (2,905,903) | $ (2,040,365) | $ (1,720,900) | $ (50,155,000) |
| Projected Year-End Cash Dedicated to CIP | $ 192,337 | $ 746,505 | $ 1,107,980 | $ 858,749 | $ 1,554,756 | $ 2,652,319 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Wastewater Revenues* | *$ 9,724,924* | *$ 9,724,924* | *$ 10,016,672* | *$ 10,317,172* | *$ 10,626,687* | *$ 10,945,488* |
| *Estimated Annual Increase* | *0.0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 9,724,924* | *$ 10,016,672* | *$ 10,317,172* | *$ 10,626,687* | *$ 10,945,488* | *$ 11,273,853* |
| *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* | *$ 2,431,231* | *$ 2,504,168* | *$ 2,579,293* | *$ 2,656,672* | *$ 2,736,372* | *$ 2,818,463* |



# WASTEWATER FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | 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 | - |
| **WW83** | UFAT GRAVITY THICKENER DR | - | 400,000 | - | - | - | - |
| **WW92** | DEWATER PUMPS REPLACEMENT | - | - | - | | 150,000 | - |
| **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 | - | - | - | 208,250 | - | - |
| **WW104** | REPLACE SEWER TV VAN | - | - | 290,903 | - | - | - |
| **WW105** | REPLACE VACTOR | - | - | - | 527,115 | - | - |
| **WW108** | SOLIDS PIPE RENOVATION | - | - | - | 100,000 | - | - |
| **WW109** | GODWIN BYPASS PUMP | - | - | - | - | 50,000 | - |
| **WW110** | SCREWPRESS | 425,000 | - | - | - | - | - |
| **WW111** | E GALLATIN STREAMBANK ERO | 100,000 | - | - | - | - | - |
| **WW112** | E GALLATIN RIVER DATA COL | 60,000 | 60,000 | 60,000 | - | - | - |
| **WW113** | SKID STEER LOADER REPLACEMENT | - | - | - | - | 65,900 | - |
| **WW114** | KENWORTH DUMP TRUCK | - | - | - | - | 214,500 | - |
| **WW115** | 3/4 TON PICKUP REPLACEMENT #3232 | - | - | - | - | 35,500 | - |
| **WWIF49** | WRF CAPACITY & NUTRIENT | - | - | - | - | - | 50,000,000 |
| **WWIF50** | JOINT MSU/DEQ PILOT | 50,000 | 50,000 | 50,000 | - | - | - |
| **WWW1** | WHEELED EXCAVATOR | - | - | - | - | - | 155,000 |
| **W106** | SCADA PLAN UPDATE | 75,000 | - | - | - | - | - |
| **W117** | W/S SYSTEM CONTROLS UPGRADE | 35,000 | - | | - | - | - |
| | **Fiscal Year totals** | **1,950,000** | **2,217,818** | **2,905,903** | **2,040,365** | **1,720,900** | **50,155,000** |

**Prior Year CIP Requests**

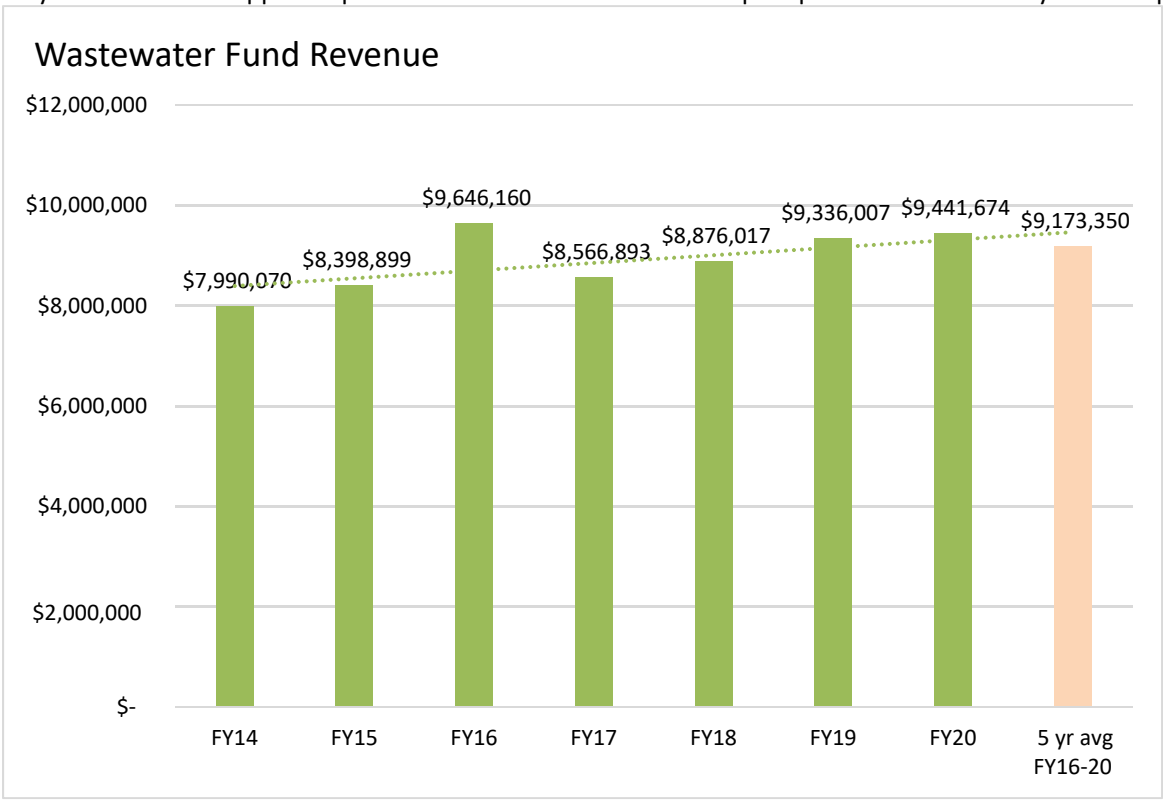
| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **WW07** | ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | 25,000 | 25,000 | 25,000 | - |
| **WW08** | WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | - |
| **WW69** | SMALL WORKS PROJECTS | 120,000 | 120,000 | 120,000 | 120,000 | - |
| **WW70** | WRF FACILITY ENGINEERING & OPTIMIZATION | 60,000 | 60,000 | 60,000 | 60,000 | - |
| **WW83** | UFAT GRAVITY THICKENER DR | - | 400,000 | - | - | - |
| **WW92** | DEWATER PUMPS REPLACEMENT | 150,000 | - | - | | - |
| **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 | - |
| **WWIF49** | WRF CAPACITY & NUTRIENT | - | - | - | - | UNKNOWN |
| **WWW1** | WHEELED EXCAVATOR | - | - | - | - | 155,000 |
| **W106** | SCADA PLAN UPDATE | 75,000 | - | - | - | - |
| | **Fiscal Year totals** | **1,430,000** | **2,107,818** | **1,495,903** | **3,172,369** | **155,000** |

# 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 was completed in FY19.



## 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 Vactor (WW105).



At the Water Reclamation 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** | **2022** | ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WW07** |
| | | PROJECTS WOULD BE DELAYED IF NOT DONE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY22)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES SURVEY WORK NEEDED FOR DESIGN OF | - | | |
| | | NECESSARY SEWER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN** | **2023** | ANNUAL WATEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WW07** |
| | | IF NOT DONE. | - | | **(FY23)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES SURVEY WORK NEEDED FOR DESIGN OF | - | | |
| | | NECESSARY SEWER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN** | **2024** | ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WW07** |
| | | WOULD BE DELAYED IF NOT DONE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES SURVEY WORK NEEDED FOR DESIGN OF | - | | |
| | | NECESSARY SEWER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN** | **2025** | ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WW07** |
| | | WOULD BE DELAYED IF NOT DONE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY25)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES SURVEY WORK NEEDED FOR DESIGN OF | - | | |
| | | NECESSARY SEWER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN** | **2026** | ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | **WW07 (FY26)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES SURVEY WORK NEEDED FOR DESIGN OF | - | | |
| | | NECESSARY SEWER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION** | **2022** | WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION | 1,000,000 | **1,000,000** | **WW08 (FY22)** |
| | | IN 2022 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY | - | | |
| | | WASTEWATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION** | **2023** | WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION | 1,000,000 | **1,000,000** | **WW08 (FY23)** |
| | | IN 2023 | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY | - | | |
| | | WASTEWATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES. | - | | |

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

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION** | **2025** | WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION | 1,000,000 | **1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT WOULD COMPLETE DESIGN,BID & BEGIN | - | | |
| | | CONSTRUCTION IN THE SPRING/SUMMER OF 2024.PRIORITY | - | | |
| | | WILL BE PLACED ON SEWER REPLACEMENT IN THE SECTION | - | | |
| | | OF STREET TO BE REPLACED THIS FISCAL YEAR IN THE | - | | |
| | | STREET RECONSTRUCTION PROGRAM. THE REMAINING | - | | |
| | | BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENT | - | | |
| | | ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE | - | | |
| | | CONDITION OF THE SEWER SYSTEM IS ANALZYED NIGHTLY | - | | **WW08 (FY25)** |
| | | TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER | - | | |
| | | OPERATIONS DIVISION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY | - | | |
| | | WASTEWATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION** | **2026** | WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION | 1,000,000 | **1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT WOULD COMPLETE DESIGN,BID & BEGIN | - | | |
| | | CONSTRUCTION IN THE SPRING/SUMMER OF 2024.PRIORITY | - | | |
| | | WILL BE PLACED ON SEWER REPLACEMENT IN THE SECTION | - | | |
| | | OF STREET TO BE REPLACED THIS FISCAL YEAR IN THE | - | | |
| | | STREET RECONSTRUCTION PROGRAM. THE REMAINING | - | | |
| | | BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENT | - | | |
| | | ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE | - | | |
| | | CONDITION OF THE SEWER SYSTEM IS ANALZYED NIGHTLY | - | | **WW08 (FY26)** |
| | | TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER | - | | |
| | | OPERATIONS DIVISION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY | - | | |
| | | WASTEWATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SMALL WORKS PROJECTS** | **2022** | WRF FACLITY R & R | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **WW69** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | **(FY22)** |
| | | MAINTENANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SMALL WORKS PROJECTS** | **2023** | WRF FACILITY R & R | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 FACILTY | - | | |
| | | EFFLUENT DISCHARGED INTO THE EAST GALLATIN. | - | | **WW69** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY23)** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SMALL WORKS PROJECTS** | **2024** | WRF FACILITY R & R | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 EMERGENY SITUATION. AN | - | | |
| | | UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED | - | | |
| | | QUICKLY TO PROTECT THE QUALITY OF FACILITY | - | | |
| | | EFFLUENT DISCHARGED INTO THE EAST GALLATIN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **WW69** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | **(FY24)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SMALL WORKS PROJECTS** | **2025** | WRF FACILITY R & R | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 EMERGENY SITUATION. AN | - | | |
| | | UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED | - | | |
| | | QUICKLY TO PROTECT THE QUALITY OF FACILITY | - | | |
| | | EFFLUENT DISCHARGED INTO THE EAST GALLATIN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **WW69** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | **(FY25)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SMALL WORKS PROJECTS** | **2026** | WRF FACILITY R & R | 120,000 | **120,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 EMERGENY SITUATION. AN | - | | |
| | | UNFORESEEN MECHANICAL FAILURE NEEDS TO BE REMEDIED | - | | |
| | | QUICKLY TO PROTECT THE QUALITY OF FACILITY | - | | |
| | | EFFLUENT DISCHARGED INTO THE EAST GALLATIN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **WW69** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | **(FY26)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WRF FACILITY ENGINEERING & OPTIMIZATION** | **2022** | WRF FACILITY ENGINEERING & OPTIMIZATION | 50,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT | - | | |
| | | MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER | - | | |
| | | MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS | - | | **WW70** |
| | | WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY | - | | **(FY22)** |
| | | IMPROVE PLANT PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | UNKNOWN | - | | |
| | | **INCREASE:** | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT | - | | |
| | | MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER | - | | |
| | | MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS | - | | **WW70** |
| | | WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY | - | | **(FY23)** |
| | | IMPROVE PLANT PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | UNKNOWN | - | | |
| | | **INCREASE:** | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT | - | | |
| | | MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER | - | | |
| | | MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS | - | | **WW70** |
| | | WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY | - | | **(FY24)** |
| | | IMPROVE PLANT PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |
| | | **INCREASE:** | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | ORDER REPLACEMENT OR UPGRADES TO EQUIPMENT THAT | - | | |
| | | MAY NOT BE SIZED CORRECTLY OR MADE OF THE PROPER | - | | **WW70** |
| | | MATERIALS. PROCEED WITH OPTIMIZATION PROJECTS | - | | **(FY25)** |
| | | WITHOUT KNOWING IF THE PROJECT WILL ACTUALLY | - | | |
| | | IMPROVE PLANT PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WRF FACILITY ENGINEERING & OPTIMIZATION** | **2026** | WRF FACILITY ENGINEERING & OPTIMIZATION | 60,000 | **60,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |

**WW70**
**(FY26)**

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **UFAT GRAVITY THICKENER DR** | **2023** | UFAT GRAVITY THICKENER DR | 400,000 | **400,000** | |
| | | **DESCRIPTION:** | | | |
| | | REPLACEMENT OF DETERIORATED GRAVITY THICKENER | - | | |
| | | MECHANISM. THIS THICKENING EQUIPMENT IS A CRUCIAL | - | | |
| | | PART OF THE SOLIDS TREATMENT PROCESS AN MUST | - | | **WW83** |
| | | OPERATE CONTINUOUSLY. | - | | |
| | | **ALTERNATIVES:** | - | | |
| | | NONE, THIS IS A NECESSARY SPECIALIZED PROCESS. | - | | |
| | | **ADDITIONAL COST:** | - | | |
| | | NONE | - | | |
| **DEWATER PUMPS REPLACEMENT** | **2026** | **DESCRIPTION:** | 150,000 | **150,000** | |
| | | 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. | - | | |
| | | **ALTERNATIVES:** | - | | |
| | | THESE PUMPS HAVE NO REDUNDANCY. DUE TO THEIR AGE | - | | **WW92** |
| | | REPLACEMENT PARTS CAN NOT BE LOCATED. | - | | |
| | | **ADVANTAGE OF APPROVAL:** | - | | |
| | | ASSURANCE OF RELIABLE OPERATION OF PUMPS WHEN | - | | |
| | | NECESSARY MAINTENENCE IS PERFORMED. | - | | |
| | | **OPERATING COST:** | - | | |
| | | INSTALLATION OF THESE NEW PUMPS SHOULD LOWER | - | | |
| | | THE COST OF OPERATION BECAUSE OF HIGHER EFFICIENCY | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **DIGERSTER #4** | **2024** | DIGESTER #4 | 1,300,000 | **1,300,000** | |
| | | **DESCRIPTION:** | - | | |
| | | CONSTRUCTION OF 4TH ANAEROBIC DIGESTER | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. THIS HAS BEEN OUR CURRENT STRATEGY. | - | | |
| | | HOWEVER, WITHOUT THIS ADDITIONAL REDUNDANCY WE | - | | |
| | | RUN THE RISK OF HAVING A SOLIDS HANDLING DILEMA IF | - | | **WW97** |
| | | DIGESTOR #3 IS EVER OUT OF SERVICE. THERE IS NO | - | | |
| | | BYPASS OR WORK AROUND ON THIS CRITICAL PROCESS. | - | | |
| | | **CHANGES FROM LAST:** | - | | |
| | | THIS IS A NEW PROJECT CREATED IN FY20 | - | | |
| | | **ADDITIONAL OPERATING COST:** UNKNOWN | - | | |
| **REPLACE BACKHOE 2683** | **2023** | REPLACE BACKHOE 2683 | 125,000 | **125,000** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2000 JOHN DEERE BACKHOE WITH 3071 HOURS | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | LEASE OR RENT | - | | **WW100** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |
| **REPLACE SEWER JETTER** | **2023** | REPLACE SEWER JETTER 3031 | 327,818 | **327,818** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2003 SEWER JETTER WITH 52679 MILES | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | LEASE | - | | **WW101** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SEWER BYPASS PUMP** | **2023** | SEWER BYPASS PUMP | 50,000 | **50,000** | |
| | | **DESCRIPTION** | - | | |
| | | 6" BYPASS PUMP TO BACKUP EXISTING PUMP AND TO | - | | |
| | | ALLOW INCREASED PUMPING OF DAVIS LN LIFT STATION | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | **WW102** |
| | | RENT OR LEASE | - | | |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | | | |
| | | NONE | - | | |
| **REPLACE DUMP TRUCK 3415** | **2025** | REPLACE DUMP TRUCK 3415 | 208,250 | **208,250** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2008 DUMP TRUCK WITH 30311 MILES | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | RENT OR LEASE | - | | **WW103** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | | | |
| **REPLACE SEWER TV VAN** | **2024** | REPLACE SEWER TV VAN 3406 | 290,903 | **290,903** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2008 TV VAN WITH 31244 MILES | - | | |
| | | THIS UNIT HAS BEEN REFURBISHED ONCE ALREADY | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | **WW104** |
| | | NONE | - | | |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **REPLACE VACTOR** | **2025** | REPLACE VACTOR | 527,115 | **527,115** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2015 VACTOR | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | RENT OR LEASE | - | | **WW105** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | | | |
| | | NONE | - | | |
| **SOLIDS PIPE RENOVATION** | **2025** | **DESCRIPTION:** | 100,000 | **100,000** | |
| | | PIPE REPLACEMENT IN THE SOLIDS DEWATERING | - | | |
| | | BUILDING. CURRENT SAND-LINED DUCTILE IRON PIPES | - | | |
| | | BECOMING MORE AND MORE RESTRICTED WITH STRUVITE. | - | | |
| | | REPLACEMENT WITH GLASS LINED PIPE WOULD ALLOW FOR | - | | |
| | | LONGEVITY TO PREVENT THIS BUILDUP IN FUTURE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | REPAIR AND REPLACE AS THEY FAIL. | - | | **WW108** |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | SHOULD IMPROVE PUMP EFFICIENCY AND HAVE SOME | - | | |
| | | ENEGY SAVINGS. | - | | |
| | | **CHANGE FROM LAST CIP:** | - | | |
| | | THIS IS A NEW PROJECT CREATED IN FY21 TO BE | - | | |
| | | COMPLETED IN FY25. | - | | |
| **GODWIN BYPASS PUMP** | **2026** | **DESCRIPTION:** | 50,000 | **50,000** | |
| | | THIS PUMP WOULD ENABLE THE CREW TO DRAIN THE | - | | |
| | | BASINS WHEN NECESSARY FOR EMERGENCY AND ROUTINE | - | | |
| | | REPAIRS. | - | | |
| | | **ALTERNATIVES:** | - | | |
| | | USE RENTALS, HOWEVER LEADTIME IS SOMETIMES HOURS | - | | **WW109** |
| | | OR DAYS. | - | | |
| | | **OPERATING COST:** | - | | |
| | | NONE | - | | |
| | | **CHANGE FROM LAST CIP:** | - | | |
| | | THIS IS A NEWLY ADDED PROJECT FOR FY26 | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SCREWPRESS** | **2022** | **HUBER SCREWPRESS** | 425,000 | **425,000** | |
| | | **DESCRIPTION:** | | | |
| | | THIS SECOND SCREWPRESS WOULD BE INSTALLED IN SOLIDS ADDITION AND ALLOW FOR REDUNDANCY OF | | | |
| | | CRITICAL SOLIDS DEWATERING.THIS PIECE OF EQUIPMENT | - | | |
| | | WILL ALSO ALLOW FOR ADDITIONAL SOLIDS CAPACITY AS | | | |
| | | WASTELOAD INCREASES AT PLANT. | | | **WW110** |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | CONTINUE WITHOUT HAVING A REDUNDANT MEANS TO DEWATER SOLIDS IN THE EVENT OF BREAKDOWN | | | |
| | | LEAVING ONLY A SHORT TIME PERIOD FOR REPAIRS WHICH | - | | |
| | | IS USUALLY NOT REALISTIC. | - | | |
| | | **ADDITIONAL COST:** | - | | |
| | | NONE | - | | |
| **E GALLATIN STREAMBANK ERO** | **2022** | EAST GALLATIN STREAMBANK EROSION PROTECTION AT WRF | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | DESIGN, PERMITTING, AND CONSTRUCTION OF EROSION | - | | |
| | | CONTROL MEASURES ALONG THE EAST GALLATIN | - | | |
| | | STREAMBANK ADJACENT TO THE WRF. | - | | **WW111** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING WITH EROSION POTENTIALLY IMPACTING THE | - | | |
| | | WRF PROPERTY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **E GALLATIN RIVER DATA COL** | **2022** | EAST GALLATIN RIVER DATA COLLECTION & MODELING TO | 60,000 | **60,000** | |
| | | SUPPORT MPDES NUTRIENT PERMIT LIMITS ANALYSIS | - | | |
| | | **DESCRIPTION:** | | | |
| | | CONSULTANT SERVICES TO SAMPLE WATER QUALITY IN THE | | | |
| | | EAST GALLATIN AND UPDATE OUR WATER QUALITY MODEL | | | |
| | | FOR THE EAST GALLATIN. THIS WILL BE USED TO | - | | **WW112** |
| | | SUPPORT SELECTION OF OUR MPDES PERMIT LIMITS FOR | - | | |
| | | THE STATE AND EPA. | - | | **(FY22)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SETTING APPROPRIATE PERMIT LIMITS WITH THE | - | | |
| | | POTENTIAL TO SAVE TENS OF MILLIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **E GALLATIN RIVER DATA COL** | **2023** | EAST GALLATIN RIVER DATA COLLECTION & MODELING TO | 60,000 | **60,000** | |
| | | SUPPORT MPDES NUTRIENT PERMIT LIMITS ANALYSIS | - | | |
| | | **DESCRIPTION:** | | | |
| | | CONSULTANT SERVICES TO SAMPLE WATER QUALITY IN THE | | | |
| | | EAST GALLATIN AND UPDATE OUR WATER QUALITY MODEL | | | |
| | | FOR THE EAST GALLATIN. THIS WILL BE USED TO | - | | **WW112** |
| | | SUPPORT SELECTION OF OUR MPDES PERMIT LIMITS FOR | - | | |
| | | THE STATE AND EPA. | - | | **(FY23)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SETTING APPROPRIATE PERMIT LIMITS WITH THE | - | | |
| | | POTENTIAL TO SAVE TENS OF MILLIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **E GALLATIN RIVER DATA COL** | **2024** | EAST GALLATIN RIVER DATA COLLECTION & MODELING TO | 60,000 | **60,000** | |
| | | SUPPORT MPDES NUTRIENT PERMIT LIMITS ANALYSIS | - | | |
| | | **DESCRIPTION:** | - | | |
| | | CONSULTANT SERVICES TO SAMPLE WATER QUALITY IN THE | - | | |
| | | EAST GALLATIN AND UPDATE OUR WATER QUALITY MODEL | - | | |
| | | FOR THE EAST GALLATIN. THIS WILL BE USED TO | - | | **WW112** |
| | | SUPPORT SELECTION OF OUR MPDES PERMIT LIMITS FOR | - | | |
| | | THE STATE AND EPA. | - | | **(FY24)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | SETTING APPROPRIATE PERMIT LIMITS WITH THE | - | | |
| | | POTENTIAL TO SAVE TENS OF MILLIONS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **SKID STERR LOADER REPLACEMENT** | **2026** | SKID STEER LOADER | 65,900 | **65,900** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE #3030 SKID STEER. WE USE THIS PRIMARILY | - | | |
| | | FOR MANHOLE AND VALVE ADJUSTING, SITE CLEANUP, | - | | |
| | | PAVING, LOADING, AND SNOW REMOVAL. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **WW113** |
| | | CONTINUE USING 2001 SKID STEER LOADER. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED RELIABILITY AND EFFICIENCY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **KENWORTH DUMP TRUCK** | **2026** | KENWORTH DUMP TRUCK | 214,500 | **214,500** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE #3549 TANDEM AXLE DUMP TRUCK. THIS TRUCK | - | | |
| | | IS PRIMARILY USED FOR HAULING MATERIALS ASSOCIATED | - | | |
| | | WITH EXCAVATION. THE STREET DIVISION USES THIS TO | - | | |
| | | HAUL SNOW IN THE WINTER AS WELL. | - | | **WW114** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING EXISTING 2011 DUMP TRUCK. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABILITY AND EFFICIENCY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |
| **3/4 TON PICKUP REPLACEMENT** | **2026** | 3/4 TON PICKUP | 35,500 | **35,500** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE #3232 3/4 TON PICKUP. THIS TRUCK IS | - | | |
| | | PRIMARILY USED FOR ROUTINE MAINTENANCE ACTIVITIES. | - | | |
| | | IT IS USED IN THE WINTER AS A PLOW TRUCK TO PLOW | - | | |
| | | THE LOTS AND LIFT STATIONS. | - | | **WW115** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING 2004 3/4 TON PICKUP. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED RELIABILITY AND EFFICIENCY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |
| **WRF CAPACITY & NUTRIENT UPGRADES** | **UNSCHEDULED** | WRF CAPACITY & NUTRIENT UPGRADES | 50,000,000 | **50,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | DUE TO GROWTH ON OUR SYSTEM, WE WILL NEED TO | - | | |
| | | EXPAND THE CAPACITY OF THE WRF. | - | | |
| | | THE MONTANA DEQ DISCHARGE PERMIT REQUIREMENTS | - | | **WWIF49** |
| | | ARE BECOMING SIGNIFICANTLY MORE STRINGENT. THIS | - | | |
| | | UPGRADE WILL INCLUDE TECHNOLOGY UPGRADES FOR MORE | - | | |
| | | STRINGENT PERMIT REQUIREMENTS. | - | | |
| | | FUNDING: $10M WWIF 630 AND $50M WW620 | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **JOINT MSU/DEQ WETLAND PILOT** | **2022** | WETLAND MSU PILOT STUDY CONSTRUCTION & ONGOING | 50,000 | **50,000** | |
| | | MONITORING | - | | |
| | | **DESCRIPTION:** | - | | |
| | | JOINT PROJECT WITH MATCHING FUNDS FOR DEQ GRANT. | - | | |
| | | MSU WILL DESIGN, CONSTRUCT, AND MONITOR THE PILOT | - | | |
| | | SYSTEM. WE ANTICIPATE THIS IS A DEMONSTRATION FOR | - | | |
| | | FUTURE LARGER SCALE TERTIARY TREATMENT SYSTEM THAT | - | | |
| | | WILL BE REQUIRED WITH AN UPDATED MPDES PERMIT. | - | | **WWIF50** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY22)** |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | POTENTIAL SIGNIFICANT COST SAVINGS IN A TERTIARY | - | | |
| | | TREATMENT FACILITY PENDING MPDES PERMIT | - | | |
| | | REQUIREMENTS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **JOINT MSU/DEQ WETLAND PILOT** | **2023** | WETLAND MSU PILOT STUDY CONSTRUCTION & ONGOING | 50,000 | **50,000** | |
| | | MONITORING | - | | |
| | | **DESCRIPTION:** | - | | |
| | | JOINT PROJECT WITH MATCHING FUNDS FOR DEQ GRANT. | - | | |
| | | MSU WILL DESIGN, CONSTRUCT, AND MONITOR THE PILOT | - | | |
| | | SYSTEM. WE ANTICIPATE THIS IS A DEMONSTRATION FOR | - | | |
| | | FUTURE LARGER SCALE TERTIARY TREATMENT SYSTEM THAT | - | | |
| | | WILL BE REQUIRED WITH AN UPDATED MPDES PERMIT. | - | | **WWIF50** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY23)** |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | POTENTIAL SIGNIFICANT COST SAVINGS IN A TERTIARY | - | | |
| | | TREATMENT FACILITY PENDING MPDES PERMIT | - | | |
| | | REQUIREMENTS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **JOINT MSU/DEQ WETLAND PILOT** | **2024** | WETLAND MSU PILOT STUDY CONSTRUCTION & ONGOING | 50,000 | **50,000** | |
| | | MONITORING | - | | |
| | | **DESCRIPTION:** | - | | |
| | | JOINT PROJECT WITH MATCHING FUNDS FOR DEQ GRANT. | - | | |
| | | MSU WILL DESIGN, CONSTRUCT, AND MONITOR THE PILOT | - | | |
| | | SYSTEM. WE ANTICIPATE THIS IS A DEMONSTRATION FOR | - | | |
| | | FUTURE LARGER SCALE TERTIARY TREATMENT SYSTEM THAT | - | | |
| | | WILL BE REQUIRED WITH AN UPDATED MPDES PERMIT. | - | | **WWIF50** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | DO NOTHING. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | POTENTIAL SIGNIFICANT COST SAVINGS IN A TERTIARY | - | | |
| | | TREATMENT FACILITY PENDING MPDES PERMIT | - | | |
| | | REQUIREMENTS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **WHEELED EXCAVATOR** | **UNSCHEDULED** | WHEELED EXCAVATOR | 155,000 | **155,000** | |
| | | **DESCRIPTION:** | - | | |
| | | EXCAVATOR WILL ALLOW US TO DIG DOWN TO 20FT | - | | |
| | | CURRENTLY WE ARE LIMITED TO 12FT /SPLIT WITH WWOPS | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | **WWW1** |
| | | RENT OR LEASE | - | | |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |

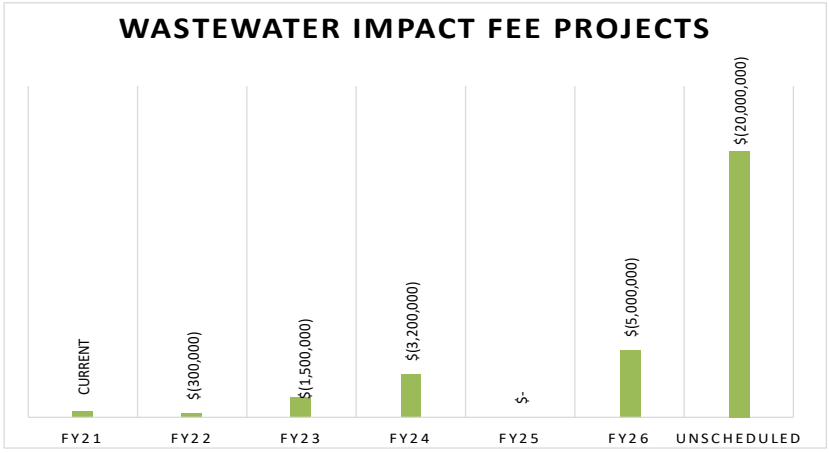
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SCADA MASTER PLAN** | **2022** | SCADA MASTER PLAN | 75,000 | **75,000** | |
| | | EVALUATE OPTIONS AND DEVELOP RECOMMENDATIONS | - | | |
| | | FOR AREA-WIDE NETWORK IMPLEMENTATION FOR PLANNED | - | | |
| | | REMOTE WATER INFRASTRUCTURE. DEVELOP SCADA DESIGN, | - | | |
| | | EQUIPMENT, AND SCADA TAGGING AND PROGRAMMING | - | | |
| | | STANDARDS. FORMULATE DATA ACCESSIBILITY AND SCADA | - | | |
| | | INTEGRATION WITH OTHER CITY APPLICATIONS. | - | | **W106** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF LIMITED SCADA WITHIN | - | | |
| | | DISTRIBUTION SYSTEM AND PLANT. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | MOVED FROM FY18. | - | | |
| **W/S SYSTEM CONTROLS UPGRADE** | **2022** | WATER DISTRIBUTION & COLLECTION SYSTEM CONTROLS | 35,000 | **35,000** | |
| | | MODERNIZATION | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE OBSOLETE SERIAL RADIOS AND CONTROLLERS AT | - | | |
| | | SEWER LIFT STATIONS AND WATER PUMP STATIONS WITH | - | | |
| | | MODERN ETHERNET IP BASED RADIOS AND CONTROLLERS. | - | | |
| | | ADD REDUNDANT LIFT STATION CONTROLS TO PREVENT | - | | |
| | | SEWER OVERFLOWS IN EVENT OF CONTROLLER FAILURE. | - | | |
| | | INSTALL SECURITY CAMERAS AT LIFT STATIONS. | - | | **W117** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF RADIO SYSTEM. MONTHLY | - | | |
| | | SERVICE FEE BASED COMMUNICATIONS (CELLULAR DATA OR | - | | |
| | | COMMERCIAL BROADBAND). | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NEW CONTROLLERS AND RADIOS WILL REDUCE COSTS BY | - | | |
| | | ALLOWING MORE EFFECTIVE REMOTE DIAGNOSTICS. | - | | |
| | | MINIMAL ADDED OPERATING COSTS FOR FUTURE REPAIR | - | | |
| | | AND REPLACEMENT OF SECURITY CAMERAS. | - | | |

# Wastewater Impact Fee

# WASTEWATER IMPACT FEE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | Unscheduled |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 3,638,187 | $ 4,068,727 | $ 4,739,560 | $ 4,257,003 | $ 2,122,457 | $ 3,237,360 | $ - |
| Plus: Impact Fee Revenues Dedicated to CIP | $ 1,508,452 | $ 1,553,706 | $ 1,600,317 | $ 1,648,326 | $ 1,697,776 | $ 1,748,709 | $ - |
| Plus: Financing WIF20 | | | | | | $ 3,000,000 | |
| Plus: Funding from FY20 Carry forward financing | $ 11,700,000 | | | | | | |
| Less: Carryover FY20 Capital Projects | $ (12,021,269) | | | | | | |
| Less: Debt payments (WWIF11, 24,38) | $ (231,643) | $ (582,873) | $ (582,873) | $ (582,873) | $ (582,873) | $ (582,873) | |
| Less: Scheduled CIP Project Costs | $ (525,000) | $ (300,000) | $ (1,500,000) | $ (3,200,000) | $ - | $ (5,000,000) | $ (20,000,000) |
| Projected Year-End Cash Dedicated to CIP | $ 4,068,727 | $ 4,739,560 | $ 4,257,003 | $ 2,122,457 | $ 3,237,360 | $ 2,403,196 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Wastewater Impact Fee Revenues* | *$ 1,508,452* | *$ 1,508,452* | *$ 1,553,706* | *$ 1,600,317* | *$ 1,648,326* | *$ 1,697,776* |
| *Estimated Annual Increase* | *0.0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 1,508,452* | *$ 1,553,706* | *$ 1,600,317* | *$ 1,648,326* | *$ 1,697,776* | *$ 1,748,709* |
| *Current Revenues Dedicated to CIP %* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Plus: Increase Dedicated to Wastewater Capacity Expansion CIP* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 1,508,452* | *$ 1,553,706* | *$ 1,600,317* | *$ 1,648,326* | *$ 1,697,776* | *$ 1,748,709* |



# WASTEWATER IMPACT FEE FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **WWIF20** | NORTH FRONTAGE ROAD INTERCEPTOR | - | - | - | - | 3,000,000 | - |
| **WWIF22** | DAVIS-FOWLER INTERCEPTOR | - | 1,250,000 | - | - | - | - |
| **WWIF44** | WRF INTERCEPTOR | - | 50,000 | 500,000 | - | - | |
| **WWIF45** | BIOTRAIN #1 RETRO FIT | 300,000 | - | 2,500,000 | - | - | - |
| **WWIF46** | DOWNTOWN SEWER MAIN UPGRADES | - | - | - | - | - | 3,000,000 |
| **WWIF48** | HIDDEN VALLEY LIFT STATION | - | - | - | - | - | 7,000,000 |
| **WWIF49** | WRF CAPACITY & NUTRIENT UPGRADES | - | - | - | - | - | 10,000,000 |
| **WWIF52** | BLACKWOOD GROVES SEWER | - | 200,000 | - | - | - | - |
| **WWIF53** | COTTONWOOD RD SEWER CAPACITY | - | - | - | - | 2,000,000 | - |
| **WWIF54** | NW CROSSING SEWER OVERSIZE | - | - | 200,000 | - | - | - |
| | **Fiscal Year totals** | **300,000** | **1,500,000** | **3,200,000** | **-** | **5,000,000** | **20,000,000** |

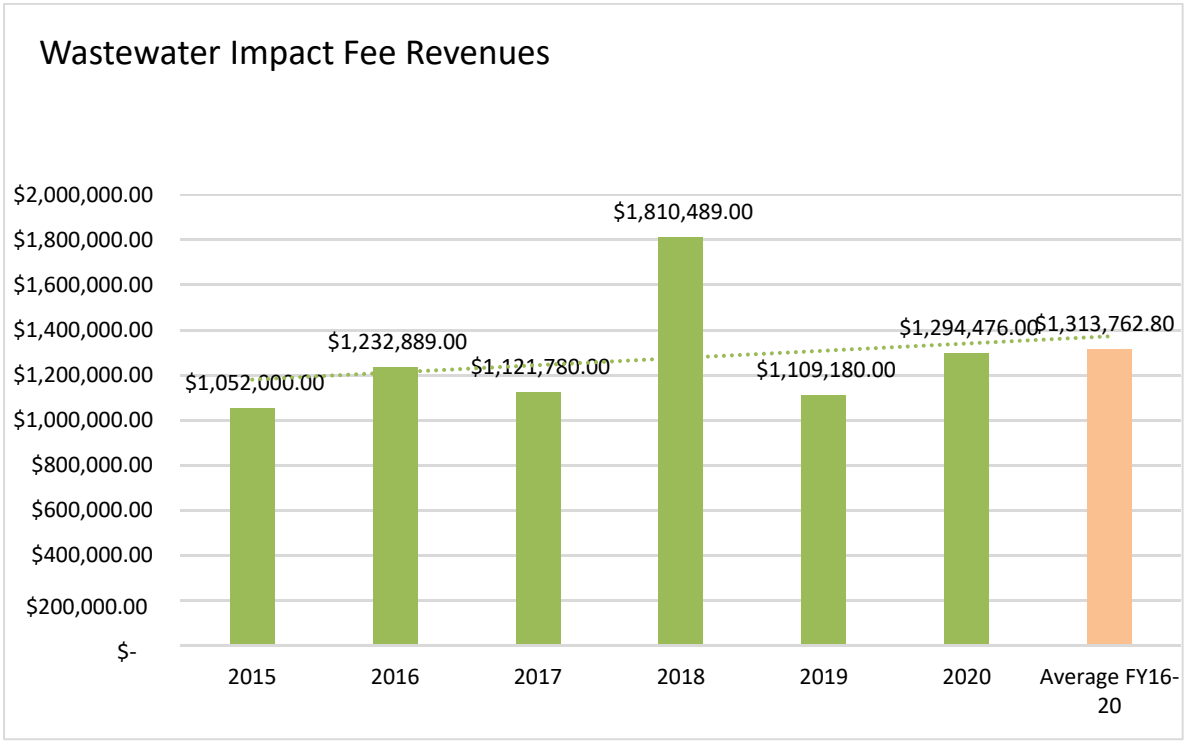
**Prior Year CIP Requests**

| Project # | Project Name | 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 |
| **WWIF48** | HIDDEN VALLEY LIFT STATION | - | - | - | - | 7,000,000 |
| **WWIF49** | WRF CAPACITY & NUTRIENT UPGRADES | - | - | - | - | 10,000,000 |
| | **Fiscal Year totals** | **300,000** | **4,100,000** | **2,500,000** | **-** | **20,245,000** |

# WASTEWATER IMPACT FEE FUND DETAIL

## BACKGROUND

This enterprise fund revenue source is impact fees. Revenue estimates for Wastewater 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 FY26, 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. 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.



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

A significant amount of borrowing has been incurred for the Davis Lane Lift Station, Norton East Ranch Interception and the Front Street Interceptor. Due to the uncertainty of the revenue stream, the Wastewater Utility will need to borrow via revenue bonds and be reimbursed by the Wastewater Impact Fee Fund. There may be rate-requirements to support this borrowing, which were included in the most recent Wastewater Rate Study. The estimated borrowing it outlined in the table below:

| Estimated Debt Schedule | | | | | |
|---|---|---|---|---|---|
| **Debt- Description** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **FY2026** |
| Davis Lane Lift Station/ Norton East Ranch Debt Service (WWIF33 & WWIF38) | 478,821 | 478,821 | 478,821 | 478,821 | 478,821 |
| Front Street Interceptor Debt Service (WWIF40) | 104,052 | 104,052 | 104,052 | 104,052 | 104,052 |
| **Total Estimated Debt Service Payment** | **$ 582,873** | **$ 582,873** | **$ 582,873** | **$ 582,873** | **$ 582,873** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **NORTH FRONTAGE ROAD INTERCEPTOR** | **2026** | N FRONTAGE RD INTERCEPTOR | 3,000,000 | **3,000,000** | **WWIF20** |
| | | **DESCRIPTION:** | - | | |
| | | THIS PROJECT WILL REPLACE OR PARALLEL CAPCITY | - | | |
| | | LIMITED PORTIONS OF THE 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LIMIT FUTURE DEVELOPMENT IN THE AREA. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **DAVIS-FOWLER INTERCEPTOR - CONSTRUCTION** | **2023** | DAVIS-FOWLER INTERCEPTOR - CONSTRUCTION | 1,250,000 | **1,250,000** | **WWIF22 (FY23)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNAITVES CONSIDERED:** | - | | |
| | | LIMIT FUTURE DEVELOPMENT IN THE AREA. | - | | |
| | | ADVANTAGES OF APPROVAL: | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | WASTEWATER FUND WILL TAKE ON MAINTENANCE OF | - | | |
| | | THE SYSTEM. | - | | |
| **WRF INTERCEPTOR** | **2023** | WRF INTERCEPTOR | 50,000 | **50,000** | **WWIF44 (FY23)** |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE OR PARALLEL 1200 FEET OF SEWER FROM I-90 | - | | |
| | | TO THE WRF. UPGRADE 30" OUTFALL TO 48" MAIN. | - | | |
| **WRF INTERCEPTOR** | **2024** | WRF INTERCEPTOR | 500,000 | **500,000** | **WWIF44 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE OR PARALLEL 1200 FEET OF SEWER FROM I-90 | - | | |
| | | TO THE WRF. UPGRADE 30" OUTFALL TO 48" MAIN. | - | | |
| **BIOTRAIN #1 RETROFIT** | **2022** | **DESCRIPTION:** | 300,000 | **300,000** | **WWIF45 (FY22)** |
| | | THIS IS A RETROFIT TO OUR OLDEST TRAIN BIOTRAIN #1 | - | | |
| | | **ADVANTAGE:** | - | | |
| | | THIS PROJECT WILL ALLOW FOR ADDITIONAL CAPACITY. | - | | |
| | | **ALTERNATIVES:** | - | | |
| | | NONE | - | | |
| | | **OPERATION COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BIOTRAIN #1 RETROFIT** | **2024** | **DESCRIPTION:** | 2,500,000 | **2,500,000** | |
| | | THIS IS A RETROFIT TO OUR OLDEST TRAIN BIOTRAIN #1 | - | | |
| | | **ADVANTAGE:** | - | | |
| | | THIS PROJECT WILL ALLOW FOR ADDITIONAL CAPACITY. | - | | **WWIF45** |
| | | **ALTERNATIVES:** | - | | **(FY24)** |
| | | NONE | - | | |
| | | **OPERATION COST:** | - | | |
| | | NONE | - | | |
| **DOWNTOWN SEWER MAIN UPGRADES** | **UNSCHEDULED** | DOWNTOWN SEWER MAIN UPGRADES | 3,000,000 | **3,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **WWIF46** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | NEW ITEM | - | | |
| **HIDDEN VALLEY LIFT STATION** | **UNSCHEDULED** | HIDDEN VALLEY LIFT STATION | 7,000,000 | **7,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WWIF48** |
| | | CONSTRUCTED. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | LIMIT DEVELOPMENT ON THE NORTHWESTERN EDGE OF THE | - | | |
| | | CITY DUE TO NO SANITARY SEWER AVAILABILITY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | OPERATING COSTS WILL BE PAID FROM THE CITY'S SEWER | - | | |
| | | ENTERPRISE FUND. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WRF CAPACITY & NUTRIENT UPGRADES** | **UNSCHEDULED** | WRF CAPACITY & NUTRIENT UPGRADES | 10,000,000 | **10,000,000** | **WWIF49** |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | |
| **BLACKWOOD GROVES SEWER MAIN OVERSIZING** | **2023** | BLACKWOOD GROVES SEWER MAIN OVERSIZING | 200,000 | **200,000** | **WWIF52** |
| | | **DESCRIPTION:** | - | | |
| | | SEWER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. | - | | |
| | | COST IS UNKNOWN AT THIS POINT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. DEVELOPER COVERS ENTIRE COST. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR | - | | |
| | | A PAYBACK DISTRICT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN OPERATING COST. | - | | |
| **COTTONWOOD ROAD (BABCOCK TO HUFFINE) SANITARY** | **2024** | COTTONWOOD ROAD (BABCOCK TO HUFFINE) SANITARY | 2,000,000 | **2,000,000** | **WWIF53** |
| | | SEWER CAPACITY INCREASE | - | | |
| | | **DESCRIPTION:** | - | | |
| | | THIS IS A MISSING LINK OF SANITARY SEWER THAT WILL | - | | |
| | | ALLOW DEVELOPMENT SOUTH OF HUFFINE. IT IS | - | | |
| | | IDENTIFIED IN OUR WASTEWATER COLLECTION FACILITY | - | | |
| | | MASTER PLAN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. ALLOW THE DEVELOPMENT COMMUNITY TO | - | | |
| | | BUILD THE MAIN. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | WILL ENCOURAGE DEVELOPMENT SOUTH OF HUFFINE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL INCREASES IN OPERATING COST. | - | | |

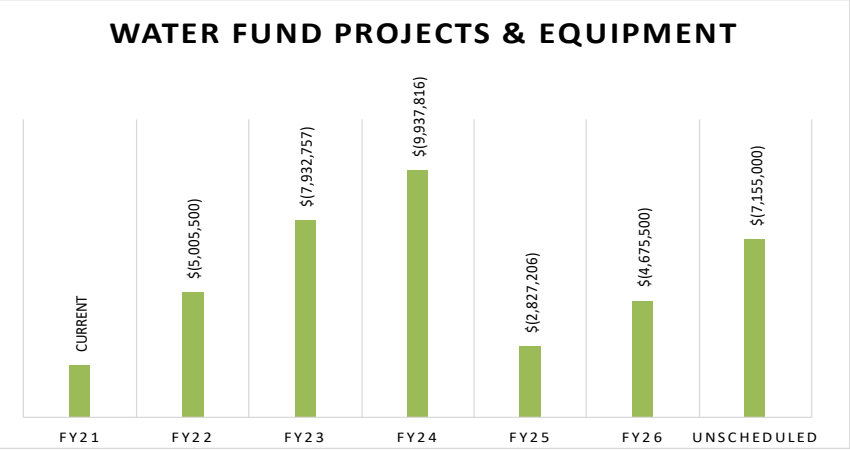
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **NORTHWEST CROSSING SUBDIVISION SANITARY SEWER MAIN** | **2022** | NORTHWEST CROSSING SUBDIVISION SANITARY SEWER MAIN | 200,000 | **200,000** | **WWIF54** |
| | | OVERSIZING | - | | |
| | | **DESCRIPTION:** | - | | |
| | | SEWER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. | - | | |
| | | COST IS UNKNOWN AT THIS POINT. | - | | |
| | | ALTERNATIVES CONSIDERED: | - | | |
| | | DO NOTHING. DEVELOPER COVERS ENTIRE COST. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR | - | | |
| | | A PAYBACK DISTRICT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |

# Water

# WATER FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 4,786,423 | $ 1,454,632 | $ 1,526 | $ 1,183,359 | $ 1,844,569 | $ 2,003,361 | $ - |
| Plus: Water Revenues Dedicated to CIP | $ 2,653,020 | $ 3,552,394 | $ 2,814,589 | $ 2,899,027 | $ 2,985,998 | $ 3,075,578 | $ - |
| Plus: Loan or Financingfor Hyalite Dam Improvements W79 | | | $ 4,000,000 | | | | |
| Plus: Loan or Financingfor Lyman Tank & Transmis W88 | | | $ 2,300,000 | | | | |
| Plus: Loan or Financing for Lyman Tank Construction | | | | $ 7,700,000 | | | |
| Less: FY20 Carryover Capital | $ (3,879,311) | | | | | | |
| Less: Scheduled CIP Project Costs | $ (2,105,500) | $ (5,005,500) | $ (7,932,757) | $ (9,937,816) | $ (2,827,206) | $ (4,675,500) | $ (7,155,000) |
| Projected Year-End Cash Dedicated to CIP | $ 1,454,632 | $ 1,526 | $ 1,183,359 | $ 1,844,569 | $ 2,003,361 | $ 403,439 | $ (7,155,000) |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | FY20 | FY22 | FY23 | FY24 | FY25 | FY26 |
| *Estimated Annual Water Revenues* | *$ 10,203,924* | *$ 10,203,924* | *$ 10,510,042* | *$ 10,825,343* | *$ 11,150,103* | *$ 11,484,606* |
| *Estimated Annual Increase* | | *3.0%* | *3.0%* | *3.0%* | *3.0%* | *3.0%* |
| *Total Estimated Revenues* | *$ 10,203,924* | *$ 10,510,042* | *$ 10,825,343* | *$ 11,150,103* | *$ 11,484,606* | *$ 11,829,145* |
| *Current Revenues Dedicated to CIP %* | *26.0%* | *26.0%* | *33.8%* | *26.0%* | *26.0%* | *26.0%* |
| *Plus: Increase Dedicated to CIP* | *0.0%* | *7.8%* | *-7.8%* | *0.0%* | *0.0%* | *0.0%* |
| *Total % Dedicated to CIP* | *26.0%* | *33.8%* | *26.0%* | *26.0%* | *26.0%* | *26.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 2,653,020* | *$ 3,552,394* | *$ 2,814,589* | *$ 2,899,027* | *$ 2,985,998* | *$ 3,075,578* |



# WATER FUND PROJECT SUMMARY

| Current CIP Requests | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project #** | **Project Name** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **FY2026** | **Unscheduled** |
| **W03** | ANNUAL WATER PIPE REPLACEMENT | 22,500 | 22,500 | 22,500 | 22,500 | 25,000 | - |
| **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 | - | - |
| **W04-26** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION | - | - | - | - | 1,200,000 | |
| **W49** | REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP | 27,000 | - | - | - | - | - |
| **W56** | WTP FACILITY REPAIR & REPLACEMENT | 40,000 | 40,000 | 40,000 | 40,000 | 50,000 | - |
| **W57** | WTP FACILITY ENGINEERING & OPTIMIZATION | 30,000 | 30,000 | 30,000 | 30,000 | 40,000 | - |
| **W69** | WATER SYSTEM CONDITION ASSESSMENT | 100,000 | - | - | - | - | - |
| **W71** | PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES | - | - | - | - | - | 7,000,000 |
| **W72** | PRV PHASE I - MECHANICAL & STRUCTURAL UPGRADES | 2,000,000 | - | - | - | - | - |
| **W79** | HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS | - | 4,000,000 | - | - | - | - |
| **W88** | LYMAN TANK & TRANMISSION MAIN CONSTRUCTION | - | 2,300,000 | 7,700,000 | - | - | - |
| **W89** | MEMBRANE REPLACEMENT | - | - | 500,000 | 500,000 | - | - |
| **W90** | TOTAL ORGANIC CARBON ANALYZER | - | 30,000 | - | - | - | - |
| **W93** | 3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT | - | - | 60,000 | - | - | - |
| **W96** | FLOW CONTROL VALVE & METER | 500,000 | - | - | - | - | |
| **W97** | REPLACE 1 TON TRUCK | - | - | 53,000 | - | - | - |
| **W98** | REPLACE 1 TON TRUCK | - | - | - | 53,000 | - | - |
| **W100** | REPLACE #3605 GMC CANYON | - | - | - | 45,000 | - | - |
| **W101** | WTP TANK OUTLET MONITOR | - | - | - | 250,000 | - | - |
| **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 | - | - | - | - | - |
| **W107** | SOURDOUGH INTAKE IMPROVEMENT | - | - | - | 500,000 | 2,500,000 | - |
| **W108** | GROUND THAWER REPLACEMENT | - | - | - | - | 82,000 | - |
| **W110** | #3344: 3/4 TON TRUCK REPLACEMENT | - | - | - | - | 35,500 | - |
| **W111** | METER SVC TRUCK REPLACEMENT | - | - | - | - | 47,000 | - |
| **W112** | RESIDUALS HANDLING STUDY | 200,000 | - | - | - | - | - |

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| W113 | TRACKED SKID LOADER | - | - | 150,000 | - | - | - |
| W114 | WTP TANK MIXERS | - | - | - | - | 120,000 | - |
| W115 | HYALITE INTAKE REHAB | - | - | - | - | 100,000 | - |
| W116 | REPLCE SCADA VEHICLE | - | - | - | - | 40,000 | - |
| W117 | W/S SYSTEM CONTROLS UPGRADE | 35,000 | - | - | - | - | - |
| W118 | WATER SUPPLY MGMT TOOL | 60,000 | - | - | - | - | - |
| WC02 | METER SOFTWARE SUBSCRIPTION | 36,000 | 36,000 | 36,000 | 36,000 | 36,000 | - |
| WIF40 | SOURDOUGH TRANSMISSION PH2 | 680,000 | - | - | - | - | - |
| WIF59 | WESTERN TRANSMISSION MAIN | - | - | - | - | 400,000 | - |
| WWW1 | WHEELED EXCAVATOR | - | - | - | - | - | 155,000 |
| | **Fiscal Year totals** | **5,005,500** | **7,932,757** | **9,937,816** | **2,827,206** | **4,675,500** | **7,155,000** |

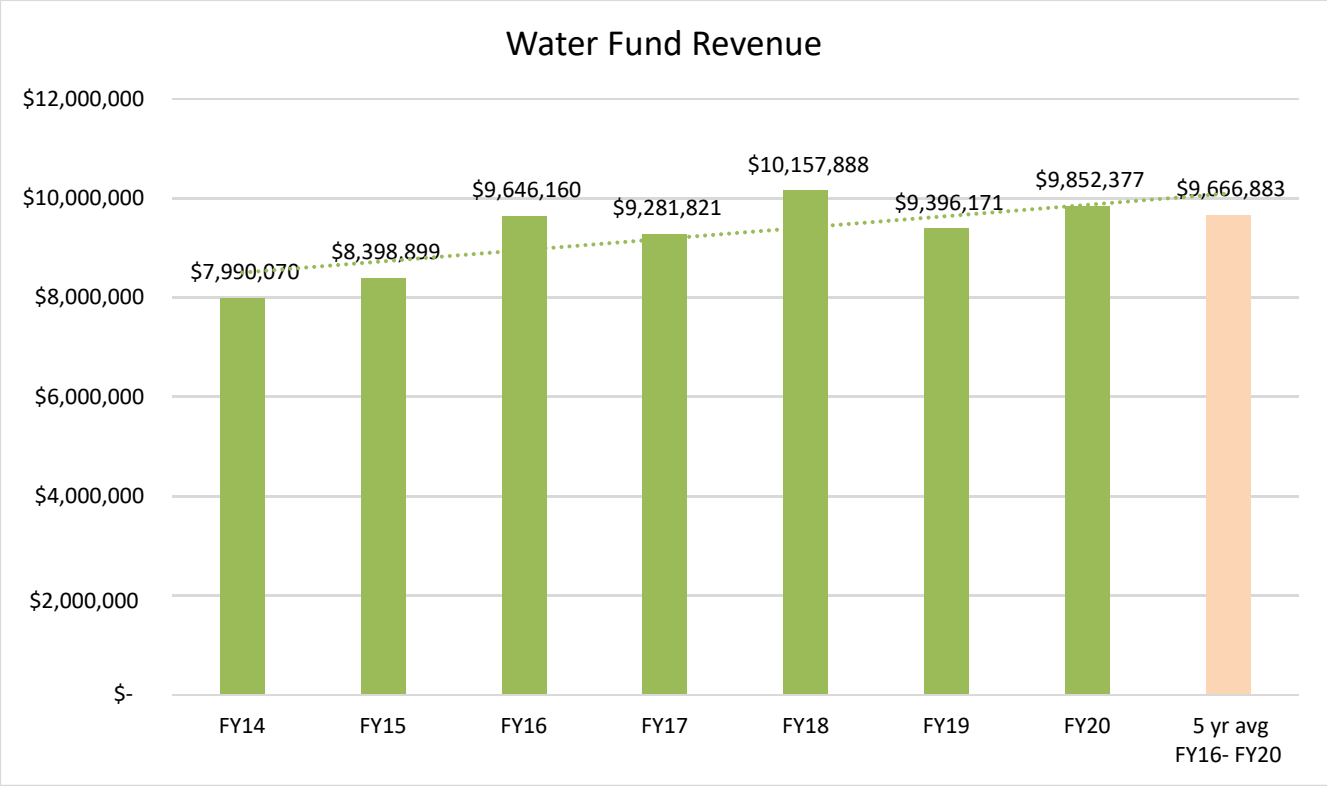
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| W03 | ANNUAL WATER PIPE REPLACEMENT | 25,000 | 25,000 | 25,000 | 25,000 | - |
| 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 | - |
| W49 | REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP | 27,000 | - | - | - | - |
| W56 | WTP FACILITY REPAIR & REPLACEMENT | 40,000 | 40,000 | 40,000 | 40,000 | - |
| W57 | WTP FACILITY ENGINEERING & OPTIMIZATION | 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 | - | - | - |
| W88 | LYMAN TANK & TRANMISSION 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 | - |
| 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 | - |
| WWW1 | WHEELED EXCAVATOR | - | - | - | - | 155,000 |
| GF346 | FACILITY CONDITION INVENTORY | - | - | - | 3,900 | - |
| | **Fiscal Year totals** | **3,283,000** | **15,635,257** | **8,400,316** | **1,683,606** | **355,000** |

# 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 was completed in FY19.



## 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 (W88) scheduled for design in in FY23 and FY24. 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, and 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. Some larger equipment added this year are scheduled in FY23-FY25 including replacing three back hoes (W102, W104 & W105) and a dump truck (W103).

The Water Conservation Division has WC02: Meter Software Subscription, $36,000 annually. This is for the Dropcountr water use portal. The Dropcountr water use portal alerts customers to water leaks and inefficient usage, provides customers with the ability to track their water use, and compares use to efficient neighbors and unique efficiency goals specific to each customer's property. This project relates *to* ***Strategic Plan priorities 1.1 (outreach), 1.2 (community engagement), and 6.1.a (clean water supplies***).

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL WATER PIPE REPLACEMENT** | **2022** | ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN | 22,500 | **22,500** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED | - | | |
| | | EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER | - | | |
| | | SYSTEM UPGRADES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **W03** |
| | | NONE | - | | **(FY22)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM | - | | |
| | | MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **ANNUAL WATER PIPE REPLACEMENT** | **2023** | ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN | 22,500 | **22,500** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED | - | | |
| | | EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER | - | | |
| | | SYSTEM UPGRADES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **W03** |
| | | NONE | - | | **(FY23)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM | - | | |
| | | MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

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

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **ANNUAL WATER PIPE REPLACEMENT** | **2025** | ANNUAL WATER PIPE REPLACEMENT PROGRAM-DESIGN | 22,500 | **22,500** | **W03 (FY25)** |
| | | **DESCRIPTION:** | - | | |
| | | THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED | - | | |
| | | EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER | - | | |
| | | SYSTEM UPGRADES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM | - | | |
| | | MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **ANNUAL WATER PIPE REPLACEMENT** | **2026** | ANNUAL WATER PIPE REPLACEMENT PROGRAM-DESIGN | 25,000 | **25,000** | **W03 (FY26)** |
| | | **DESCRIPTION:** | - | | |
| | | THIS ITEM PROVIDES FOR DESIGN WORK TO BE COMPLETED | - | | |
| | | EVERY YEAR, IN ANTICIPATION OF THE ANNUAL WATER | - | | |
| | | SYSTEM UPGRADES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE DESIGN OF NECESSARY WATER SYSTEM | - | | |
| | | MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION** | **2022** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION IN 2022 | 1,200,000 | **1,200,000** | **W04-22 (FY22)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES | - | | |
| **WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION** | **2023** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION IN 2023 | 1,200,000 | **1,200,000** | **W04-23 (FY23)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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 # |
|---|---|---|---|---|---|
| **WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION** | **2024** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION | 1,200,000 | **1,200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W04-24** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY24)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER | - | | |
| | | SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THE PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES | - | | |
| **WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION** | **2025** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION | 1,200,000 | **1,200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W04-25** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY25)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER | - | | |
| | | SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | 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 # |
|---|---|---|---|---|---|
| **WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION** | **2026** | WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION | 1,200,000 | **1,200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W04-26** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY26)** |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROVIDES FOR THE CONSTRUCTION OF NECESSARY WATER | - | | |
| | | SYSTEM MAINTENANCE WORK. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | THE PROJECT RESULTS IN A NET DECREASE IN OVERALL | - | | |
| | | MAINTENANCE COSTS OVER THE LIFE CYCLE OF ALL PIPES | - | | |
| **REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP** | **2022** | REPLACE #3078 - 2002 1/2 TON CHEVY PICKUP | 27,000 | **27,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W49** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE OLDER PIECE OF EQUIPMENT WHICH IS | - | | |
| | | BECOMING UNRELIABLE AND COSTLY TO MAINTAIN. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASE RELIABILITY AND SAFETY FOR STAFF. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | AS THE TRUCK AGES THERE WILL BE UNFORESEEN COSTS | - | | |
| | | TO MAINTAIN THIS VEHICLE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY REPAIR & REPLACEMENT** | **2022** | WTP FACILITY R & R | 40,000 | **40,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | **W56** |
| | | MAINTENANCE. | - | | **(FY22)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY REPAIR & REPLACEMENT** | **2023** | WTP FACILITY R & R | 40,000 | **40,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **W56** |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | **(FY23)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY REPAIR & REPLACEMENT** | **2024** | WTP FACILITY R & R | 40,000 | **40,000** | **W56 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY REPAIR & REPLACEMENT** | **2025** | WTP FACILITY R & R | 40,000 | **40,000** | **W56 (FY25)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED | - | | |
| | | MAINTENANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY REPAIR & REPLACEMENT** | **2026** | WTP FACILITY R & R | 50,000 | **50,000** | **W56 (FY26)** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY ENGINEERING & OPTIMIZATION** | **2022** | WTP FACILITY ENGINEERING & OPTIMIZATION | 20,000 | **30,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W57** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY22)** |
| | | PROCEED WITH OPTIMIZATION PROJECTS WITHOUT | - | | |
| | | KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE | - | | |
| | | PLANT PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |
| | | **INCREASE:** | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **W57** |
| | | **ALTERNATIVES CONSIDERED:** | - | | **(FY23)** |
| | | PROCEED WITH OPTIMIZATION PROJECTS WITHOUT | - | | |
| | | KNOWING IF THE PROJECT WILL ACTUALLY IMPROVE PLANT | - | | |
| | | PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |
| | | **INCREASE:** | 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** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **W57** |
| | | IN THE FUTURE. | - | | **(FY24)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING | - | | |
| | | IF THE PROJECT WILL ACTUALLY IMPROVE PLANT | - | | |
| | | PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY ENGINEERING & OPTIMIZATION** | **2025** | WTP FACILITY ENGINEERING & OPTIMIZATION | 30,000 | **30,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **W57** |
| | | IN THE FUTURE. | - | | **(FY25)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING | - | | |
| | | IF THE PROJECT WILL ACTUALLY IMPROVE PLANT | - | | |
| | | PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP FACILITY ENGINEERING & OPTIMIZATION** | **2026** | WTP FACILITY ENGINEERING & OPTIMIZATION | 40,000 | **40,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **W57** |
| | | IN THE FUTURE. | - | | **(FY26)** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | PROCEED WITH OPTIMIZATION PROJECTS WITHOUT KNOWING | - | | |
| | | IF THE PROJECT WILL ACTUALLY IMPROVE PLANT | - | | |
| | | PERFORMANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WATER SYSTEM CONDITION ASSESSMENT** | **2022** | WATER SYSTEM CONDITION ASSESSMENT | 100,000 | **100,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **W69** |
| | | NO INSPECTION | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES** | **UNSCHEDULED** | PRV PHASE 2 - AUTOMATION & INSTRUMENTATION | 7,000,000 | **7,000,000** | |
| | | UPGRADES | - | | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **W71** |
| | | SYSTEMS OR WITHIN CUSTOMER PREMISES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | 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 | 2,000,000 | **2,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | UPGRADE HATCH/ENTRY, VALVING, PIPING, PRESSURE | - | | |
| | | SETTINGS, SUMP PUMPS AND PROVIDE POWER, WHICH WILL | - | | |
| | | PROVIDE OPERATORS WITH A SAFE WORK ENVIRONMENT, | - | | |
| | | AND SETS PRVS AT OPERATING PRESSURES AT PRESSURE | - | | |
| | | ZONE INTERFACES CONSISTENT WITH THE WFPU | - | | |
| | | RECOMMENDATIONS. ADDITIONALLY, IT WILL PROVIDE | - | | |
| | | NECESSARY UPGRADES TO EQUIPMENT, PIPING AND | - | | |
| | | VALVING IN PRV VAULTS TO REDUCE LIKELIHOOD OF | - | | |
| | | FAILURES. STANDARDIZED PRESSURE CONTROLS OFFERS | - | | |
| | | IMPROVED PROTECTIONS FROM SURGE CONDITIONS, WHICH | - | | |
| | | ARE LIKELY CAUSES OF PIPE FAILURE. IT IMPROVES | - | | |
| | | SERVICE LEVELS TO EXISTING CUSTOMERS WHERE | - | | |
| | | PRESSURE TRANSIENTS CAUSE LEAKS IN SPRINKLER | - | | **W72** |
| | | SYSTEMS OR WITHIN CUSTOMERS' PREMISES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS, | - | | |
| | | SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT | - | | |
| | | MAINTENANCE, PROGRAMMING LIBRARIES. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS** | **2023** | HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS | 4,000,000 | **4,000,000** | **W79** |
| | | **DESCRIPTION:** | - | | |
| | | ARMORING OF THE CONTROL TOWER (TO ENABLE SOME | - | | |
| | | YEAR-OVER-YEAR STORAGE CAPACITY) AND CONTROL | - | | |
| | | UPGRADES TO IMPROVE WINTER OPERATION. CURRENT | - | | |
| | | VULNERABILITY OF BOZEMAN TO DROUGHT IS VERY HIGH, | - | | |
| | | DUE TO THE LACK OF SOURCES THAT ARE ROBUST IN | - | | |
| | | DROUGHT (LARGE RAW WATER RESERVOIRS WITH YEAR-OVER | - | | |
| | | -YEAR STORAGE CAPACITY, LARGE RIVERS, OR | - | | |
| | | GROUNDWATER). HYALITE RESERVOIR IS CAPABLE OF | - | | |
| | | PROVIDING YEAR-OVER-YEAR STORAGE, BUT IS NOT | - | | |
| | | OPERATED IN THAT MANNER DUE TO CONCERNS OF ICE | - | | |
| | | DAMAGE TO THE CONTROL TOWER. THIS INCREASES THE | - | | |
| | | RISK OF OF AN EXTREMELY DRY YEAR RESULTING IN | - | | |
| | | THE INABILITY TO FILL THE HYALITE RESERVOIR WITH | - | | |
| | | ENOUGH WATER FOR THE CITY AND IRRIGATION USES. | - | | |
| | | THIS PROJECT COULD POTENTIALLY REMOVE THE 20% | - | | |
| | | SURCHARGE THE CITY PAYS FOR HYALITE RELEASES. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO DEAL WITH CURRENT HYALITE DAM | - | | |
| | | OPERATION. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | DROUGHT MITIGATION, IMPROVED WATER USE AND COST | - | | |
| | | EFFICIENCIES. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **LYMAN TANK & TRANMISSION MAIN CONSTRUCTION** | **2023** | LYMAN TANK & TRANMISSION MAIN CONSTRUCTION | 2,300,000 | **2,300,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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/ | - | | **W88** |
| | | HYALITE SOURCE & PROVIDES AN INDEPENDENT | - | | **(FY23)** |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF EXISTING LYMAN SYSTEM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | REPLACES LYMAN STORAGE TANK WHICH IS AT THE END OF | - | | |
| | | ITS USEFUL LIFE. INCREASES EFFECTIVE AVAILABLE | - | | |
| | | SUPPLY AS EXISTING TANK LEAKS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | ANTICIPATED OPERATING COST REDUCTION RELATED TO | - | | |
| | | PEAR STREET BOOSTER DECOMMISSIONING. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **LYMAN TANK & TRANMISSION MAIN CONSTRUCTION** | **2024** | LYMAN TANK & TRANMISSION MAIN CONSTRUCTION | 7,700,000 | **7,700,000** | **W88 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF EXISTING LYMAN SYSTEM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | REPLACES LYMAN STORAGE TANK WHICH IS AT THE END OF | - | | |
| | | ITS USEFUL LIFE. INCREASES EFFECTIVE AVAILABLE | - | | |
| | | SUPPLY AS EXISTING TANK LEAKS. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | ANTICIPATED OPERATING COST REDUCTION RELATED TO | - | | |
| | | PEAR STREET BOOSTER DECOMMISSIONING. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **MEMBRANE REPLACEMENT** | **2024** | MEMBRANE MODULE REPLACEMENT | 500,000 | **500,000** | |
| | | **DESCRIPTION:** | - | | **W89** |
| | | CURRENT MEMBRANES ARE WARRANTIED FOR 10 YEARS. | - | | |
| | | THEY HAVE BEEN IN USE SINCE FALL 2013. | - | | **(FY24)** |
| | | REPLACE REMAINING 372 MODULES IN FY25. | - | | |
| **MEMBRANE REPLACEMENT** | **2025** | MEMBRANE MODULE REPLACEMENT | 500,000 | **500,000** | |
| | | **DESCRIPTION:** | - | | **W89** |
| | | CURRENT MEMBRANES ARE WARRANTIED FOR 10 YEARS. | - | | |
| | | THEY HAVE BEEN IN USE SINCE FALL 2013. | - | | **(FY25)** |
| | | REPLACE REMAINING 372 MODULES IN FY25. | - | | |
| **TOTAL ORGANIC CARBON ANALYZER** | **2023** | TOC ANALYZER | 30,000 | **30,000** | |
| | | **DESCRIPTION:** | - | | |
| | | WE DON'T CURRENTLY HAVE A TOC ANALYZER IN THE LAB. | - | | |
| | | IT WILL INCREASE EFFICIENCY BY ANALYZING SAMPLES | - | | |
| | | ON SITE INSTEAD OF SENDING TO A LAB AND WAITING | - | | |
| | | FOR RESULTS. TURN AROUND TIME WILL BE REDUCED | - | | |
| | | SUBSTANTIALLY. | - | | **W90** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE TO USE OUTSIDE LABS AND WAIT LONG PERIODS | - | | |
| | | FOR RESULTS. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | REDUCED LAB COSTS AND WAIT TIME. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT** | **2024** | 3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT | 60,000 | **60,000** | **W93** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | RISK OF VEHICLE BREAKDOWN AND INCREASED | - | | |
| | | REPAIR COSTS AS VEHICLE HAS HIGH MILEAGE & IS | - | | |
| | | USED DAILY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | REDUCED MAINTENANCE COSTS AND DOWN TIME. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **FLOW CONTROL VALVE & METER** | **2022** | SOURDOUGH RAW TRANSMISSION MAIN FLOW CONTROL VALVE | 500,000 | **500,000** | |
| | | AND METER | - | | |
| | | **DESCRIPTION:** | | | |
| | | INSTALL A FLOW CONTROL VALVE & METER IN A NEW | | | |
| | | VAULT CONSTRUCTED ON THE SOURDOUGH RAW | | | |
| | | TRANSMISSION MAIN FEEDING THE SOURDOUGH WTP. THIS | | | |
| | | PROJECT PROVIDES FOR FULL REMOTE OPERATION & | | | |
| | | RECORD KEEPING FOR THE SOURDOUGH RAW WATER SOURCE | | | |
| | | FROM THE CONTROL ROOM AT THE WTP. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | CONTINUE OPERATING THE SOURDOUGH RAW SUPPLY AS IS. | | | |
| | | WAIT ON COMPLETING THE FCV AND METER IMPROVEMENTS | | | |
| | | AND ROLL IT INTO THE SOURDOUGH INTAKE IMPROVEMENTS | | | **W96** |
| | | PROJECT, WHICH IS PRESENTLY UNSCHEDULED IN THE | | | |
| | | WATER FUND CIP. | | | |
| | | **ADVANTAGES OF APPROVAL:** | | | |
| | | THE FCV WILL ALLOW FOR SOURDOUGH DIVERSIONS TO BE | | | |
| | | REMOTELY OPERATED FROM THE WTP CONTROL ROOM. THE | | | |
| | | METER INSTALLATION PROVIDES FOR AUTOMATED RECORD | | | |
| | | KEEPING AND REPORTING OF DIVERTED FLOWS & VOLUMES | | | |
| | | FROM THE SOURDOUGH SOURCE. | | | |
| | | **ADDITIONAL OPERATING COSTS:** | | | |
| | | NONE. THIS PROJECT WILL REDUCE OPERATING COSTS FOR | | | |
| | | THE SOURDOUGH DIVERSION FACILITY AS IT ELIMINATES | | | |
| | | OPERATOR TIME TO MAKE MANUAL DIVERSION | - | | |
| | | ADJUSTMENTS AND MEASUREMENTS AT SOURDOUGH. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **REPLACEMENT 1 TON TRUCK** | **2024** | REPLACE 1 TON TRUCK 3361 | 53,000 | **53,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACEMENT OF 2006 1 TON SERVICE TRUCK WITH | - | | |
| | | 55328 MILES | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | **W97** |
| | | RENT OR LEASE | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | NONE | - | | |
| **REPLACEMENT 1 TON TRUCK** | **2025** | REPLACE 1 TON TRUCK 3402 | 53,000 | **53,000** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2008 1 TON TRUCK WITH 57593 MILES | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | LEASE OR RENT | - | | **W98** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |
| **REPLACE #3605 GMC CANYON** | **2025** | REPLACE #3605 GMC CANYON | 45,000 | **45,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THIS VEHICLE REPLACES #3605 THAT HAS BEEN USED | - | | |
| | | ROUTINELY FOR SAMPLING UNTIL 2018. | - | | |
| | | IT CURRENTLY HAS OVER 50,000 MILES ON IT. | - | | |
| | | ALTERNATIVES CONSIDERED: | - | | |
| | | CONTINUE DRIVING #3605 AND RISK BREAK DOWNS & | - | | **W100** |
| | | INCREASED MAINTENANCE COSTS | - | | |
| | | **ADVANTAGES TO APPROVAL:** | - | | |
| | | NEW VEHICLE WILL BE MORE RELIABLE & RESULT IN | - | | |
| | | LOWER MAINTENANCE & REPAIR COSTS | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MINIMAL MAINTENANCE COSTS | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WTP TANK OUTLET MONITOR** | **2025** | WTP TANK OUTLET MONITORING | 250,000 | **250,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE NEED TO MONITOR WATER QUALITY LEAVING THE WTP | - | | |
| | | TANK IS GOING TO BECOME NECESSARY AS THE CITY ADDS | - | | |
| | | REDUNDANT LINES TO TOWN. IN ORDER TO MEET CT | - | | |
| | | REQUIREMENTS, CHLORINE, PH, AND FLOW WILL HAVE | - | | |
| | | TO BE MONITORED AT THE OUTLET OF THE TANK. | - | | |
| | | PUTTING A DOGHOUSE STRUCTURE WITH HEATING, POWER, | - | | |
| | | AND VENTILATION TO HOUSE THE ANALYZER EQUIPMENT | - | | |
| | | ON THE OUTLET PIPE OF THE WTP TANK WITH TAPS INTO | - | | |
| | | THE PIP WILL ACCOMPLISH THIS. | - | | **W101** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NOT BEING ABLE TO USE THE WTP TANK FOR CT VALUE | - | | |
| | | CALCULATION AND RISK BEING OUT OF COMPLIANCE. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | BEING ABLE TO BETTER TRACK WATER QUALITY AND ADD | - | | |
| | | CONNECTIONS BEFORE THE SOURDOUGH TANK AND AT | - | | |
| | | THE END OF FUTURE PIPES TO TOWN. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MINIMAL FOR CALIBRATION STANDARDS AND EQUIPMENT | - | | |
| **REPLACE BACKHOE 1772** | **2023** | REPLACE BACKHOE 1772 | 142,054 | **142,054** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE  1996 BACKHOE WITH 5007 HOURS | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | NONE | - | | **W102** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **REPLACE DUMP TRUCK 3157** | **2023** | REPLACE DUMP TRUCK 3157 | 132,203 | **132,203** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE SINGLE AXLE DUMP TRUCK WITH DOUBLE AXLE | - | | |
| | | EXISTING 2004 DUMP TRUCK WITH 34821 MILES | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | **W103** |
| | | NONE | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |
| **REPLACE BACKHOE 3293** | **2024** | REPLACE BACKHOE | 146,316 | **146,316** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2006 CATERPILLAR BACKHOE WITH 2856 HR | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | RENT OR LEASE | - | | **W104** |
| | | **ADDITIONAL OPERATION COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |
| **REPLACE BACKHOE 3419** | **2025** | REPLACE BACKHOE 3419 | 150,706 | **150,706** | |
| | | **DESCRIPTION** | - | | |
| | | REPLACE 2008 BACKHOE WITH 3077 HOURS | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | |
| | | NONE | - | | **W105** |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SCADA MASTER PLAN** | **2022** | SCADA MASTER PLAN | 75,000 | **75,000** | |
| | | 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. | - | | **W106** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF LIMITED SCADA WITHIN | - | | |
| | | DISTRIBUTION SYSTEM AND PLANT. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |
| | | **CHANGES FROM LAST CIP:** | - | | |
| | | MOVED FROM FY18. | - | | |
| **SOURDOUGH INTAKE IMPROVEMENT** | **2025** | SOURDOUGH WTP INTAKE IMPROVEMENTS - DESIGN | 500,000 | **500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE SOURDOUGH WTP INTAKE IS IN POOR CONDITION. | - | | |
| | | ADDITIONALLY, IF THERE IS A FOREST FIRE IN THIS | - | | |
| | | DRAINAGE THE INTAKE WILL BECOME CLOGGED AND THE | - | | |
| | | WATER SUPPLY WILL BE CUT OFF. | - | | **W107** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | **(FY25)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | HARDEN INFRASTRUCTURE AGAINST FOREST FIRE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | ADDITIONAL OPERATING AND POWER COSTS OF APPROX | - | | |
| | | $30K A YEAR. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOURDOUGH INTAKE IMPROVEMENT** | **2026** | SOURDOUGH WTP INTAKE IMPROVEMENTS - DESIGN | 2,500,000 | **2,500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE SOURDOUGH WTP INTAKE IS IN POOR CONDITION. | - | | |
| | | ADDITIONALLY, IF THERE IS A FOREST FIRE IN THIS | - | | |
| | | DRAINAGE THE INTAKE WILL BECOME CLOGGED AND THE | - | | |
| | | WATER SUPPLY WILL BE CUT OFF. | - | | **W107** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. | - | | **(FY26)** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | HARDEN INFRASTRUCTURE AGAINST FOREST FIRE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | ADDITIONAL OPERATING AND POWER COSTS OF APPROX | - | | |
| | | $30K A YEAR. | - | | |
| **GROUND THAWER REPLACEMENT** | **2026** | GROUND THAWER | 82,000 | **82,000** | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE GROUND THAWER. CURRENTLY WE HAVE REHABBED | - | | |
| | | AND REBUILT MANY OF THE COMPONENTS ON OUR CURRENT | - | | |
| | | UNIT. THIS IS NECESSARY AS WE USE THIS TO THAW | - | | |
| | | THE GROUND IN THE WINTER MONTHS TO DO NECESSARY | - | | |
| | | EXCAVATION. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING EXISTING 2001 GROUND THAWER. | - | | **W108** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | HAVING A RELIABLE UNIT WILL GUARANTEE AVAILABILITY | - | | |
| | | IN THE EVENT OF AN EMERGENCY IN THE WINTER MONTHS. | - | | |
| | | WE CAN'T RELY ON RENTAL UNITS BEING AVAILABLE | - | | |
| | | BECAUSE THEY ARE TYPICALLY HIGHLY SOUGHT AFTER | - | | |
| | | WHEN THEY ARE NEEDED. | - | | |
| | | ADDITIONAL OPERATING COSTS: | - | | |
| | | GENERAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **#3344 3/4 TON TRUCK REPLACEMENT** | **2026** | 3/4 TON PICKUP | 35,500 | **35,500** | **W110** |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE #3344. THIS TRUCK IS PRIMARILY USED FOR | - | | |
| | | ROUTINE MAINTENANCE ACTIVITIES. IT WILL BE USED IN | - | | |
| | | THE WINTER AS A PLOW TRUCK TO PLOW THE LOTS AND | - | | |
| | | LIFT STATIONS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING #3344, 2006 3/4 TON PICKUP. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | RELIABILITY AND EFFICIENCY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |
| **METER SVC TRUCK REPLACEMENT** | **2026** | METER SERVICE TRUCK | 47,000 | **47,000** | **W111** |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE #3493. THIS IS A NECESSARY SERVICE VEHICLE | - | | |
| | | FOR OUR METER OPERATIONS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONTINUE USING EXISTING 2009 METER SERVICE TRUCK. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | INCREASED RELIABILITY AND EFFICIENCY. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS. | - | | |
| **RESIDUALS HANDLING STUDY** | **2022** | RESIDUALS HANDLING STUDY | 200,000 | **200,000** | **W112** |
| | | **DESCRIPTION:** | - | | |
| | | DETERMINE MOST ECONOMICAL METHOD TO HANDLE SLUDGE | - | | |
| | | AT WTP. FILTER PRESS, DRYING BED EXPANSION, COVER, | - | | |
| | | THICKER SLUDGE. INCLUDE LIFE CYCLE COSTS, PRELIM | - | | |
| | | DESIGN, AND PILOT. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO AND RISK RUNNING OUT OF ROOM. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | EXPEDITED SLUDGE DRYING TIMES | - | | |
| | | **ADDITIONAL OPERATING COSTS: MINIMAL** | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **TRACKED SKID LOADER** | **2024** | TRACKED SKID LOADER | 150,000 | **150,000** | |
| | | **DESCRIPTION:** | - | | |
| | | USED TO OFFLOAD PALLETS AND TOTES OF CHEMICALS, | - | | |
| | | SNOW REMOVAL, DRYING BED CLEANING, AND LYMAN | - | | |
| | | ROAD CLEARING. OFFLOAD IS POTENTIALLY DANGEROUS | - | | |
| | | WITHOUT IT AND COULD RESULT IN INJURIES. EQUIPPED | - | | **W113** |
| | | WITH BUCKET, FORKS, SNOWBLOWER/PUSHER, TRAILER. | - | | |
| **WTP TANK MIXER** | **2026** | | | **120,000** | |
| | | | | | **W114** |
| **HYALITE INTAKE REHAB** | **2026** | | | **100,000** | |
| | | | | | **W115** |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **REPLACE SCADA VEHICLE** | **2026** | REPLACE SCADA VEHICLE | 40,000 | **40,000** | |
| | | **DESCRIPTION:** | - | | |
| | | WILL REPLACE #3722, THE SCADA MANAGER'S VEHICLE, | - | | |
| | | OR PROVIDE A VEHICLE FOR SCADA TECHNICIAN. | - | | **W116** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | USE OLDER LESS RELIABLE VEHICLES | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NONE | - | | |
| **W/S SYSTEM CONTROLS UPGRADE** | **2022** | WATER DISTRIBUTION & COLLECTION SYSTEM CONTROLS | 35,000 | **35,000** | |
| | | MODERNIZATION | - | | |
| | | **DESCRIPTION:** | - | | |
| | | REPLACE OBSOLETE SERIAL RADIOS AND CONTROLLERS AT | - | | |
| | | SEWER LIFT STATIONS AND WATER PUMP STATIONS WITH | - | | |
| | | MODERN ETHERNET IP BASED RADIOS AND CONTROLLERS. | - | | |
| | | ADD REDUNDANT LIFT STATION CONTROLS TO PREVENT | - | | |
| | | SEWER OVERFLOWS IN EVENT OF CONTROLLER FAILURE. | - | | |
| | | INSTALL SECURITY CAMERAS AT LIFT STATIONS. | - | | **W117** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION OF RADIO SYSTEM. MONTHLY | - | | |
| | | SERVICE FEE BASED COMMUNICATIONS (CELLULAR DATA OR | - | | |
| | | COMMERCIAL BROADBAND). | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | NEW CONTROLLERS AND RADIOS WILL REDUCE COSTS BY | - | | |
| | | ALLOWING MORE EFFECTIVE REMOTE DIAGNOSTICS. | - | | |
| | | MINIMAL ADDED OPERATING COSTS FOR FUTURE REPAIR | - | | |
| | | AND REPLACEMENT OF SECURITY CAMERAS. | - | | |
| **WATER SUPPLY MGMT TOOL** | **2022** | WATER SUPPLY OPTIMIZATION & MANAGEMENT TOOL | 60,000 | **60,000** | |
| | | PH 2 (W80-PH 1) | - | | |
| | | DESCRIPTION: | - | | **W118** |
| | | DEVELOP A DASHBOARD TOOL & INTERFACE FROM PH 1 | - | | |
| | | WORK. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **METER SOFTWARE SUBSCRIPTION** | **2022** | METER SOFTWARE SUBSCRIPTION | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 & | - | | **WC02** |
| | | CUSTOMERS. THIS PROJECT WILL PROVIDE BEST PRACTICE | - | | |
| | | STANDARDS FOR EMPOWERING CUSTOMERS WITH REAL TIME | - | | **(FY22)** |
| | | INFORAMTION ABOUT THEIR WATER USAGE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | CATCHES LEAKS VERY EARLY & EDUCATES CUSTOMERS | - | | |
| | | ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER | - | | |
| | | CONSUMPTION. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **METER SOFTWARE SUBSCRIPTION** | **2023** | METER SOFTWARE SUBSCRIPTION | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 & | - | | **WC02** |
| | | CUSTOMERS. THIS PROJECT WILL PROVIDE BEST | - | | |
| | | PRACTICE STANDARDS FOR EMPOWERING CUSTOMERS WITH | - | | **(FY23)** |
| | | REAL TIME INFORMATION ABOUT THEIR WATER USAGE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | NONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | CATCHES LEAKS VERY EARLY & EDUCATES CUSTOMERS | - | | |
| | | ABOUT INDIVIDUAL WATER USAGE TO REDUCE WATER | - | | |
| | | CONSUMPTION. | - | | |
| | | **ADDITIONAL OPERATING COST:** | - | | |
| | | NONE | - | | |
| **METER SOFTWARE SUBSCRIPTION** | **2024** | METER SOFTWARE SUBSCRIPTION | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WC02** |
| | | MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS | - | | |
| | | OF LEAKS AND INEFFICIENT WATER USAGE IN REAL TIME. | - | | **(FY24)** |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **METER SOFTWARE SUBSCRIPTION** | **2025** | METER SOFTWARE SUBSCRIPTION | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WC02** |
| | | MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS | - | | |
| | | OF LEAKS AND INEFFICIENT WATER USAGE IN REAL TIME. | - | | **(FY25)** |
| | | 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. | - | | |
| **METER SOFTWARE SUBSCRIPTION** | **2026** | METER SOFTWARE SUBSCRIPTION | 36,000 | **36,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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 | - | | **WC02** |
| | | MECHANISM MUST BE ESTABLISHED TO ALERT CUSTOMERS | - | | |
| | | OF LEAKS AND INEFFICIENT WATER USAGE IN REAL TIME. | - | | **(FY26)** |
| | | 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. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOURDOUGH TRANSMISSION PH2** | **2022** | SOURDOUGH TRANSMISSION MAIN PH 2 | 680,000 | **680,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE PROJECT CONSISTS OF CONSTRUCTING APPROXIMATELY | - | | |
| | | 8,000 FEET OF 30-INCH DIP TRANSMISSION MAIN, WHICH | - | | |
| | | WILL START AT THE END OF THE PHASE I CONNECTION | - | | |
| | | POINT AND GO TO THE SOURDOUGH PLANT. THIS PROJECT | - | | |
| | | IS CRITICAL TO OVERCOME VULNERABILITIES PRESENTED | - | | |
| | | BY THE AGING AND UNKNOWN CONDITION OF THE EXISTING | - | | |
| | | TRANSMISSION MAIN BETWEEN THE CITY'S WTP AND | - | | |
| | | SOURDOUGH TANK, AND WILL PROVIDE ADDITIONAL | - | | |
| | | CAPACITY FROM THE WTP TO THE SOURDOUGH RESERVOIR. | - | | |
| | | THIS PROJECT WILL MITIGATE THE RISK OF NOT HAVING | - | | |
| | | ADEQUATE POTABLE WATER AND FIRE FLOW SUPPLIES TO | - | | |
| | | THE CITY IN THE EVENT OF A FAILURE TO THE EXISTING | - | | |
| | | BAR-WRAPPED 30" MAIN. THIS PROJECT'S COST AND | - | | **WIF40** |
| | | ADMINISTRATION COULD BE IMPROVED IF COMBINED WITH | - | | |
| | | THE NEW 3,000 FEET OF 48" BYPASS PIPE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONDUCT A CONDITION ASSESSMENT OF THE EXISTING 30" | - | | |
| | | CONCRETE PIPE AND REPAIR/REHABILIATE AS NECESSARY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE CONDITION OF THE EXISTING TRANSMISSION MAIN | - | | |
| | | FROM THE WTP TO THE SOURDOUGH RESERVOIR IS | - | | |
| | | CURRENTLY UNKNOWN. APPROVAL OF THIS PROJECT WILL | - | | |
| | | PROVIDE REDUNDANCY FOR THIS MAIN, AND MITIGATE | - | | |
| | | THE RISK AND CONSEQUENCE OF ITS FAILURE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MAINTENANCE COSTS WHICH WOULD BE ACCOUNTED FOR IN | - | | |
| | | THE WATER FUND. | - | | |
| **WESTERN TRANSMISSION** | **2025** | WESTERN TRANSMISSION MAIN PH 1 - DESIGN | 400,000 | **400,000** | |
| | | **DESCRIPTION:** | - | | **WIF59** |
| | | PROJECT IS IDENTIFIED AS THE NEXT PRIORITY IN THE | - | | |
| | | CITY'S WATER FACILITY MASTER PLAN. | - | | |

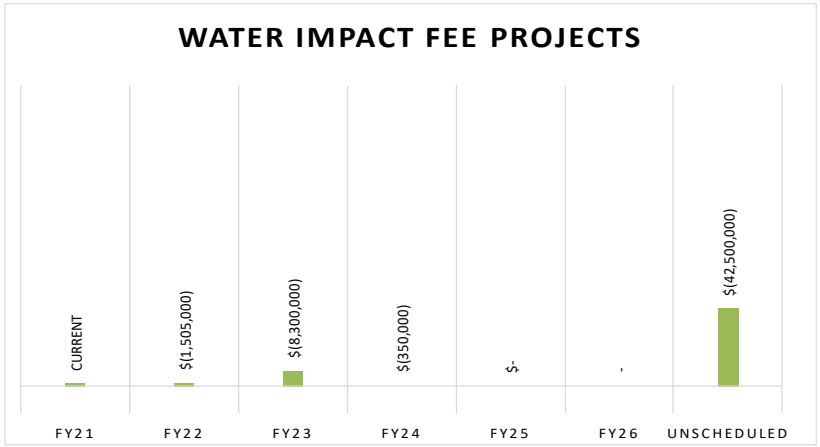
| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WHEELED EXCAVATOR** | **UNSCHEDULED** | WHEELED EXCAVATOR | 155,000 | **155,000** | |
| | | **DESCRIPTION:** | - | | |
| | | EXCAVATOR WILL ALLOW US TO DIG DOWN TO 20FT | - | | |
| | | CURRENTLY WE ARE LIMITED TO 12FT /SPLIT WITH WWOPS | - | | |
| | | **ALTERNATIVES CONSIDERED** | - | | **WWW1** |
| | | RENT OR LEASE | - | | |
| | | **ADDITIONAL OPERATING COSTS** | - | | |
| | | NONE | - | | |
| | | **CHANGES FROM LAST CIP** | - | | |
| | | NONE | - | | |

# Water Impact Fee

# WATER IMPACT FEE FUND FINANCIAL SUMMARY

| Financial Summary | Current Year | Projected | | | | | |
|---|---|---|---|---|---|---|---|
| | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | Unscheduled |
| Projected Beginning Reserve Balance Dedicated to CIP | $ 1,423,506 | $ (830,980) | $ (911,174) | $ (225,624) | $ 459,316 | $ 1,558,299 | $ - |
| Plus: Impact Fee Revenues Dedicated to CIP | $ 1,965,831 | $ 2,024,806 | $ 2,085,550 | $ 2,148,117 | $ 2,212,560 | $ 2,278,937 | $ - |
| Plus: Loan for Well Field WIF32 | | | $ 7,500,000 | | | | |
| Plus: Loan for Sourdough Transmission Main, PH 2 WIF40 | $ 4,320,000 | | | | | | |
| Less: Carryover FY20Capital Projects | $ (6,979,026) | | | | | | |
| Less: Debt payments (WIF03 WIF 32, and WIF40) | | $ (600,000) | $ (600,000) | $ (1,113,177) | $ (1,113,577) | $ (1,113,577) | |
| Less: Scheduled CIP Project Costs | $ (1,561,291) | $ (1,505,000) | $ (8,300,000) | $ (350,000) | $ - | $ - | $ (42,500,000) |
| Projected Year-End Cash Dedicated to CIP | $ (830,980) | $ (911,174) | $ (225,624) | $ 459,316 | $ 1,558,299 | $ 2,723,659 | |

| *Assumptions Made for Revenue Estimates* | *Current Year* | *Projected* | | | | |
|---|---|---|---|---|---|---|
| | *FY21* | *FY22* | *FY23* | *FY24* | *FY25* | *FY26* |
| *Estimated Annual Water Impact Fee Revenues* | *$ 1,965,831* | *$ 1,965,831* | *$ 2,024,806* | *$ 2,085,550* | *$ 2,148,117* | *$ 2,212,560* |
| *Estimated Annual Increase* | *0.0%* | *3%* | *3%* | *3%* | *3%* | *3%* |
| *Total Estimated Revenues* | *$ 1,965,831* | *$ 2,024,806* | *$ 2,085,550* | *$ 2,148,117* | *$ 2,212,560* | *$ 2,278,937* |
| *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%* |
| *Total % Dedicated to CIP* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* | *100.0%* |
| *Total Estimated Revenues Dedicated to CIP* | *$ 1,965,831* | *$ 2,024,806* | *$ 2,085,550* | *$ 2,148,117* | *$ 2,212,560* | *$ 2,278,937* |



# WATER IMPACT FEE FUND PROJECT SUMMARY

**Current CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 | Unscheduled |
|---|---|---|---|---|---|---|---|
| **WIF28** | 5126 WEST SOURDOUGH RESERVOIR 1 - SITING | 350,000 | - | - | - | - | - |
| **WIF32** | GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION | - | 7,500,000 | - | - | - | - |
| **WIF37** | SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN | - | - | 150,000 | - | - | - |
| **WIF40** | SOURDOUGH TRANSMISSION PH2 | 1,000,000 | - | - | | - | |
| **WIF51** | SOURDOUGH CANYON NATURAL STORAGE | - | - | - | - | - | 10,000,000 |
| **WIF52** | WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER | - | 400,000 | - | - | - | - |
| **WIF54** | PRV OVERSIZING- NELSON MDW | 155,000 | - | - | - | - | |
| **WIF55** | BILLINGS CLINIC WATER MAIN | - | 200,000 | - | - | - | |
| **WIF56** | BLACKWOOD GROVES WATER MAIN | - | 200,000 | - | - | - | |
| **WIF57** | NW CROSSING WATER MAIN | - | - | 200,000 | - | - | |
| **WIF59** | WESTERN TRANSMISSION MAIN | | | | - | - | 24,000,000 |
| **WIF60** | W SOURDOUGH RESERVOIR | - | - | - | - | - | 8,500,000 |
| | **Fiscal Year totals** | **1,505,000** | **8,300,000** | **350,000** | **-** | **-** | **42,500,000** |

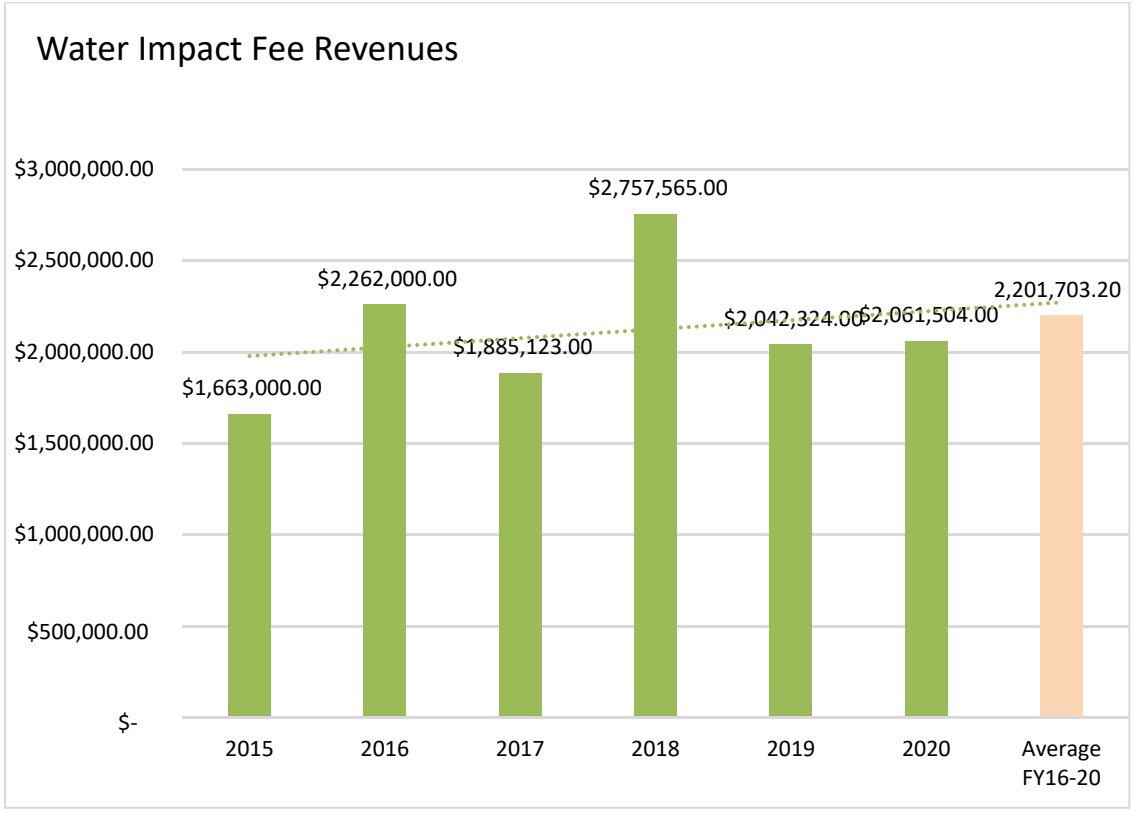
**Prior Year CIP Requests**

| Project # | Project Name | FY2022 | FY2023 | FY2024 | FY2025 | Unscheduled |
|---|---|---|---|---|---|---|
| **WIF28** | 5126 WEST SOURDOUGH RESERVOIR 1 - SITING | 350,000 | - | - | - | - |
| **WIF32** | GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION | 7,500,000 | - | - | - | - |
| **WIF37** | SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN | - | - | 150,000 | - | - |
| **WIF51** | SOURDOUGH CANYON NATURAL STORAGE | - | - | - | - | 10,000,000 |
| **WIF52** | WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER | - | 400,000 | - | - | - |
| | **Fiscal Year totals** | **7,850,000** | **400,000** | **150,000** | **-** | **10,000,000** |

# 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 FY22 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. 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. The project highlighted above aids in our efforts towards the Strategic Plan ***6.1 a Watershed Management.***



A significant amount of borrowing has been incurred for Projects WIF03, and WIF 40 and more will be incurred with WIF32. 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 #** | **FY2022** | **FY2023** | **FY2024** | **FY2025** | **FY2026** |
| 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 | | | 513,177 | 513,577 | 513,577 |
| | | 600,000 | 600,000 | 1,113,177 | 1,113,577 | 1,113,577 |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **5126 WEST SOURDOUGH RESERVOIR 1 - SITING** | **2022** | 5126 WEST SOURDOUGH RESERVOIR 1 - SITING | 350,000 | **350,000** | |
| | | **DESCRIPTION:** | - | | |
| | | SITING STUDY AND LAND ACQUISITION FOR 5MG GROUND | - | | |
| | | STORAGE RESERVOIR TO SERVE 5126 PRESSURE ZONE | - | | |
| | | FROM WEST TRANSMISSION MAIN. THE WEST | - | | |
| | | SOURDOUGH RESERVOIR WILL BE THE NEXT NECESSARY | - | | |
| | | RESERVOIR FOR THE CITY TO CONTINUE TO PROVIDE | - | | |
| | | ADEQUATE POTABLE WATER AND FIRE FLOW. PROPER | - | | |
| | | SITING OF THIS RESERVOIR WILL PROVIDE REDUNDANT | - | | |
| | | SUPPLY TO SOURDOUGH AND HILLTOP RESERVOIRS. IT | - | | |
| | | WILL INCREASE WATER STORAGE CAPACITY BY 5MG, AND | - | | |
| | | WILL PROVIDE GREATER EFFICIENCY IN PROVIDING | - | | |
| | | POTABLE WATER AND FIRE FLOWS TO THE CITY'S WESTERN | - | | |
| | | AREAS. BETTER ABILITY TO TAKE SOURDOUGH OR HILLTOP | - | | |
| | | RESERVOIRS OFFLINE AND STILL PROVIDE SUFFICIENT | - | | **WIF28** |
| | | STORAGE. OTHER AFFECTED PROJECTS INCLUDE | - | | |
| | | GROUNDWATER PLANNING, ENGINEERING AND | - | | |
| | | CONSTRUCTION WEST TRANSMISSION MAIN STUDY, | - | | |
| | | DESIGN, CONSTRUCTION; RESERVOIR DESIGN, | - | | |
| | | CONSTRUCTION PROJECTS. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | WAIT UNTIL THE NEED FOR THE RESERVOIR IS MORE | - | | |
| | | IMMINENT | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | PROCUREMENT OF LAND WHILE IT IS AVAILABLE, AND | - | | |
| | | LESS EXPENSIVE | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | UNKNOWN AND WOULD BE ACCOUNTED FOR IN THE WATER | - | | |
| | | FUND. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION** | **2023** | GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTI | 7,500,000 | **7,500,000** | |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | **WIF32** |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | STATUS QUO OPERATION | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | 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. | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS, | - | | |
| | | SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT | - | | |
| | | MAINTENANCE, PROGRAMMING LIBRARIES | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN** | **2024** | SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN | 150,000 | **150,000** | **WIF37 (FY24)** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | POSTPONE | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | IMPLEMENTS IWRP, AUGMENTS SOURDOUGH WATER | - | | |
| | | SUPPLY CAPACITY, AND INCREASES RESILIENCY OF | - | | |
| | | SOURDOUGH WATER SUPPLY BY PROVIDING 'STORAGE' | - | | |
| | | TO REDUCE THE SUSCEPTIBILITY OF DROUGHT IMPACTS | - | | |
| | | **ADD OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOURDOUGH TRANSMISSION PH2** | **2022** | SOURDOUGH TRANSMISSION MAIN PH 2 | 1,000,000 | **1,000,000** | |
| | | **DESCRIPTION:** | - | | |
| | | THE PROJECT CONSISTS OF CONSTRUCTING APPROXIMATELY | - | | |
| | | 8,000 FEET OF 30-INCH DIP TRANSMISSION MAIN, WHICH | - | | |
| | | WILL START AT THE END OF THE PHASE I CONNECTION | - | | |
| | | POINT AND GO TO THE SOURDOUGH PLANT. THIS PROJECT | - | | |
| | | IS CRITICAL TO OVERCOME VULNERABILITIES PRESENTED | - | | |
| | | BY THE AGING AND UNKNOWN CONDITION OF THE EXISTING | - | | |
| | | TRANSMISSION MAIN BETWEEN THE CITY'S WTP AND | - | | |
| | | SOURDOUGH TANK, AND WILL PROVIDE ADDITIONAL | - | | |
| | | CAPACITY FROM THE WTP TO THE SOURDOUGH RESERVOIR. | - | | |
| | | THIS PROJECT WILL MITIGATE THE RISK OF NOT HAVING | - | | |
| | | ADEQUATE POTABLE WATER AND FIRE FLOW SUPPLIES TO | - | | |
| | | THE CITY IN THE EVENT OF A FAILURE TO THE EXISTING | - | | |
| | | BAR-WRAPPED 30" MAIN. THIS PROJECT'S COST AND | - | | **WIF40** |
| | | ADMINISTRATION COULD BE IMPROVED IF COMBINED WITH | - | | |
| | | THE NEW 3,000 FEET OF 48" BYPASS PIPE. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | CONDUCT A CONDITION ASSESSMENT OF THE EXISTING 30" | - | | |
| | | CONCRETE PIPE AND REPAIR/REHABILIATE AS NECESSARY. | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | THE CONDITION OF THE EXISTING TRANSMISSION MAIN | - | | |
| | | FROM THE WTP TO THE SOURDOUGH RESERVOIR IS | - | | |
| | | CURRENTLY UNKNOWN. APPROVAL OF THIS PROJECT WILL | - | | |
| | | PROVIDE REDUNDANCY FOR THIS MAIN, AND MITIGATE | - | | |
| | | THE RISK AND CONSEQUENCE OF ITS FAILURE. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | MAINTENANCE COSTS WHICH WOULD BE ACCOUNTED FOR IN | - | | |
| | | THE WATER FUND. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **SOURDOUGH CANYON NATURAL STORAGE** | **UNSCHEDULED** | SOURDOUGH CANYON NATURAL STORAGE | 10,000,000 | **10,000,000** | **WIF51** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | POSTPONE | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | UNKNOWN | - | | |
| **WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER** | **2023** | WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER | 400,000 | **400,000** | **WIF52** |
| | | **DESCRIPTION:** | - | | |
| | | 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. | - | | |
| **PRV OVERSIZING- NELSON MDW** | **2022** | PRV OVERSIZING AT NELSON MEADOWS SUBDIVISION | 155,000 | **155,000** | **WIF54** |
| | | **DESCRIPTION:** | - | | |
| | | DEVELOPER INSTALLED PRESSURE REDUCING VALVE LARGER | - | | |
| | | THAN NEEDED FOR SUBDIVISION PER OUR WATER | - | | |
| | | COLLECTIONS FACILITY PLAN. | - | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DEVELOPER PAYS ENTIRE COST OF PRV | - | | |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | REIMBURSES OVERSIZING COSTS THAT ALLOW FOR | - | | |
| | | FUTURE GROWTH. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **BILLINGS CLINIC WATER MAIN** | **2023** | BLACKWOOD GROVES WATER MAIN OVERSIZING | 200,000 | **200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | WATER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. | | | |
| | | COST IS UNKNOWN AT THIS POINT. | | | |
| | | **ALTERNATIVES CONSIDERED:** | - | | |
| | | DO NOTHING. DEVELOPER COVERS ENTIRE COST. | - | | **WIF55** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR | - | | |
| | | A PAYBACK DISTRICT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| **BLACKWOOD GROVES WATER MAIN** | **2023** | BILLINGS CLINIC WATER TRANSMISSION MAIN OVERSIZING | 200,000 | **200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | WATER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. | - | | |
| | | COST IS UNKNOWN AT THIS POINT. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | DO NOTHING. DEVELOPER COVERS ENTIRE COST. | - | | **WIF56** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR | - | | |
| | | A PAYBACK DISTRICT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |
| **NW CROSSING WATER MAIN** | **2024** | NORTHWEST CROSSING WATER MAIN OVERSIZING | 200,000 | **200,000** | |
| | | **DESCRIPTION:** | - | | |
| | | WATER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. | - | | |
| | | COST IS UNKNOWN AT THIS POINT. | | | |
| | | **ALTERNATIVES CONSIDERED:** | | | |
| | | DO NOTHING. DEVELOPER COVERS ENTIRE COST. | - | | **WIF57** |
| | | **ADVANTAGES OF APPROVAL:** | - | | |
| | | ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR | - | | |
| | | A PAYBACK DISTRICT. | - | | |
| | | **ADDITIONAL OPERATING COSTS:** | - | | |
| | | INCREMENTAL MAINTENANCE COSTS. | - | | |

| Project Name | Year | Description | Amount | Total | Project # |
|---|---|---|---|---|---|
| **WESTERN TRANSMISSION MAIN** | **UNSCHEDULED** | WESTERN TRANSMISSION MAIN PH 1- CONSTRUCTION | 24,000,000 | **24,000,000** | **WIF59** |
| | | **DESCRIPTION:** | - | | |
| | | PROJECT IS IDENTIFIED AS THE NEXT PRIORITY IN THE | - | | |
| | | CITY'S WATER FACILITY MASTER PLAN. | - | | |
| **WEST SOURDOUGH RESERVOIR #1** | **UNSCHEDULED** | WEST SOURDOUGH RESERVOIR #1 | 8,500,000 | **8,500,000** | **WIF60** |
| | | **DESCRIPTION:** | - | | |
| | | PROJECT IS A PRIORITY IN THE CITY'S WATER FACILITY | - | | |
| | | MASTER PLAN. | - | | |