



BOZEMAN MT



Capital Improvements Plan

FISCAL YEARS 2023-2027

**Presented during Public Meetings
held November 2021 - December 2021**

City of Bozeman, Montana
Adopted
Capital Improvements Program
For Fiscal Years 2023-2027

Presented during Public Meetings held
November 2021 – December 2021

City Commission

Cynthia Andrus, Mayor
Terry Cunningham, Deputy Mayor
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Chris Coburn, Commissioner
Jennifer Madgic, Commissioner

City Staff

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Kaitlin Johnson, Budget Analyst

CIP MESSAGE

Dear City Commission and Residents of Bozeman:

We are proud to present to you the City of Bozeman's 2023 - 2027 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 great deal of time and care in preparing this document. This five-year plan has \$243 million in scheduled projects and \$221 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.

As we continue to respond and adapt to the immediate and lasting effects of the world-wide pandemic, we acknowledge that COVID related factors may impact the revenue predictions in this plan. As we develop the FY23 budget, we will continue to monitor economic indicators and refine our revenue predictions.

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*, such as the West side project for which we will solicit public engagement prior to design.



- 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, included in this plan is an investment into broadband infrastructure taking a step towards *2.2 a Identify Commercial/Industrial Infrastructure needs*.



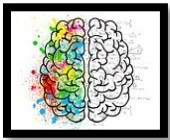
- 3) **A Safe, Welcoming Community.** There are several projects on the horizon that will contribute to the City's efforts in fostering a safe, welcoming community:
- By planning for the relocation of Fire Station 2 and strategizing for Fire Station 4, we are addressing *3.1 c Implement the Fire Station 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.



- 4) **A Well-Planned City.** We have developed a Comprehensive Parks Maintenance and Facilities Funding Program which we are continuing to implement in the District. Many of the funds work together towards the well-planned City vision:
- 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 that 20-30% of recent street corridor projects included improvements in bike and pedestrian facilities, indicating a significant investment in non-

motorized facilities. In addition, the Street Maintenance fund has annual allocations dedicated to bike path improvements. These annual appropriations are increasing throughout the plan.

- The Wastewater Fund and Wastewater Impact Fee Fund have many projects that achieve *4.3 b Increase Capacity of Sewer Pipes to Accommodate Development Projects*.
- In this plan, funding for aerial photography through GIS has been increased, aiding in our efforts toward *4.1 c GIS Land Use & Infrastructure Development Tracking*. The expansion of this project will provide the City of Bozeman and the community with a more accurate representation of current conditions as well as measurements and land use determinations that would otherwise require extensive time in the field.



5) A Creative, Learning Culture. We have adopted an ordinance that created 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. A few, new items have been added to the capital plan addressing *5.1.a Library Expansion Planning - Ensure library services and facilities meet the demands of the city* including expansion of the automated material handler and lighting upgrades to provide improved lighting for guests. The Westside Recreation and Library Facility, scheduled in FY25, will also aid in our efforts towards *5.1 a Library Expansion Planning*.



6) A Sustainable Environment. The Plan has two projects that align with the Commission Priority of *Climate Action* and *Strategic Plan 6.3*. GF360 Professional building LED lighting upgrade in FY24 and GF362 Solar Panel Arrays on Select City Building in FY26 also aligns with the *Climate Plan 2.F.1* (Plan and Install Renewable Energy Projects for City Facilities). Efforts towards clean water and watershed management are included in the Water and Water Impact Fee funds:

- 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*.

Additionally, this plan includes storage expansion and acquisition of Solid Waste collection vehicles specifically for the City's recycling program, aiding in efforts towards *6.3 b Increase Solid Waste Recycling Services*.



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 2023 -2027 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 FY23. 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 2023- 2027 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,

Kristin Donald

Finance Director

Kaitlin Johnson

Budget Analyst

TABLE OF CONTENTS

CIP Summary.....	
Background.....	1
CIP Process.....	2
CIP Funding	7
2023-2027 CIP Project Summary	8
Fund Summaries	
Arterial & Collector District	13
Building Inspection	41
Community Development	47
Fire Equipment & Capital.....	53
Fire Impact Fee	65
Forestry Tree Maintenance District.....	73
General	79
Library Depreciation	127
Parking.....	135
Parks & Trails Maintenance District	143
Public Works Admin Internal Service	171
Solid Waste.....	177

Stormwater	189
Street & Curb Reconstruction	207
Street Impact Fee	221
Street Maintenance	251
Vehicle Maintenance	289
Wastewater	295
Wastewater Impact Fee	313
Water	325
Water Impact Fee	351

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.

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:

September:

- Departments make new CIP requests
- Departments make note of any changes to existing CIP projects.

October/November:

- City Manager and staff meet to review new and existing projects; modify any timing, cost or revenue estimates.
- Impact Fee Advisory Committee receives and reviews proposed Impact Fee CIP schedules and forwards comments to City Commission.

November/December:

- City Manager presents Draft CIP to City Commission prior to December 15th.
- City Commission holds public hearings, takes public comment and adopts CIP Plan for ensuing fiscal year.

January - June:

- Adopted CIP is integrated into City Manager's Recommended Budget for ensuing fiscal year.
- Commission, via adopting a final budget, appropriates dollars for CIP projects for the fiscal year.

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 has 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.

In May 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. A citywide park and trail district is an effort to solve three major issues such as deferred maintenance of park assets.

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

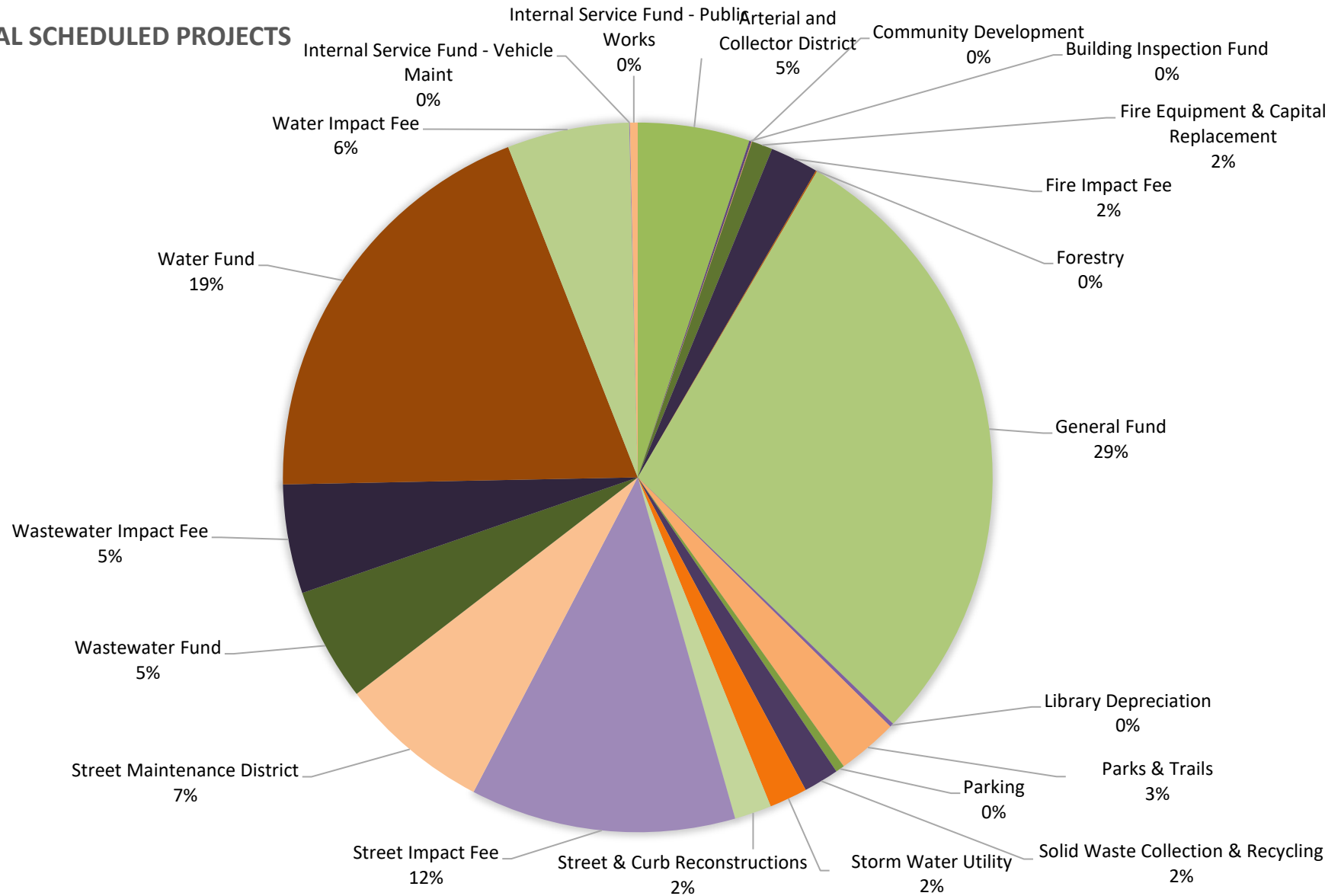
2023-2027 CIP FINANCIAL SUMMARY

This five-year plan has \$243 million in scheduled projects and \$240.5 million unscheduled.

	Scheduled Projects					TOTAL SCHEDULED PROJECTS	Unscheduled
	FY23	FY24	FY25	FY26	FY27		
Arterial and Collector District	50,000	1,650,000	3,100,000	4,692,308	2,800,000	12,292,308	23,850,000
Building Inspection Fund	40,000	40,000	40,000	40,000	100,000	260,000	-
Community Development	-	-	-	-	60,000	60,000	-
Fire Equipment & Capital Replacement	1,671,750	43,000	204,250	45,600	2,399,000	4,363,600	1,106,600
Fire Impact Fee	1,500,000	-	3,800,000	-	-	5,300,000	-
Forestry	75,000	35,000	-	31,000	-	141,000	-
General Fund	10,013,520	937,000	56,296,930	1,223,125	972,000	69,442,575	12,503,200
Library Depreciation	225,000	-	-	-	200,000	425,000	-
Parks & Trails	873,000	954,000	1,681,000	1,585,000	1,543,000	6,636,000	7,043,000
Parking	260,000	410,000	-	300,000	-	970,000	-
Solid Waste Collection & Recycling	625,000	1,045,000	330,000	1,180,000	700,000	3,880,000	1,500,000
Storm Water Utility	672,250	749,600	962,500	933,600	865,300	4,183,250	370,000
Street & Curb Reconstructions	100,000	507,000	964,400	1,016,800	1,483,200	4,071,400	15,406,404
Street Impact Fee	3,450,000	3,450,000	8,450,000	6,557,692	7,250,000	29,157,692	23,450,000
Street Maintenance District	3,862,000	2,917,000	3,430,750	3,471,962	2,962,360	16,644,072	635,000
Wastewater Fund	2,428,100	3,954,993	2,168,902	1,782,490	2,123,500	12,457,985	50,570,500
Wastewater Impact Fee	1,285,000	2,500,000	3,200,000	3,000,000	2,000,000	11,985,000	20,000,000
Water Fund	8,276,682	2,604,248	3,744,077	8,415,950	23,688,500	46,729,457	7,170,500
Water Impact Fee	230,000	2,100,000	10,350,000	-	250,000	12,930,000	67,500,000
Internal Service Fund - Vehicle Maint	45,000	120,000	-	-	-	165,000	-
Internal Service Fund - Public Works	50,000	50,000	50,000	50,000	650,000	850,000	9,450,000
Total	\$ 35,732,302	\$ 24,066,841	\$ 98,772,809	\$ 34,325,527	\$ 50,046,860	\$ 242,944,339	\$ 240,555,204

2023 - 2027 CIP FINANCIAL SUMMARY

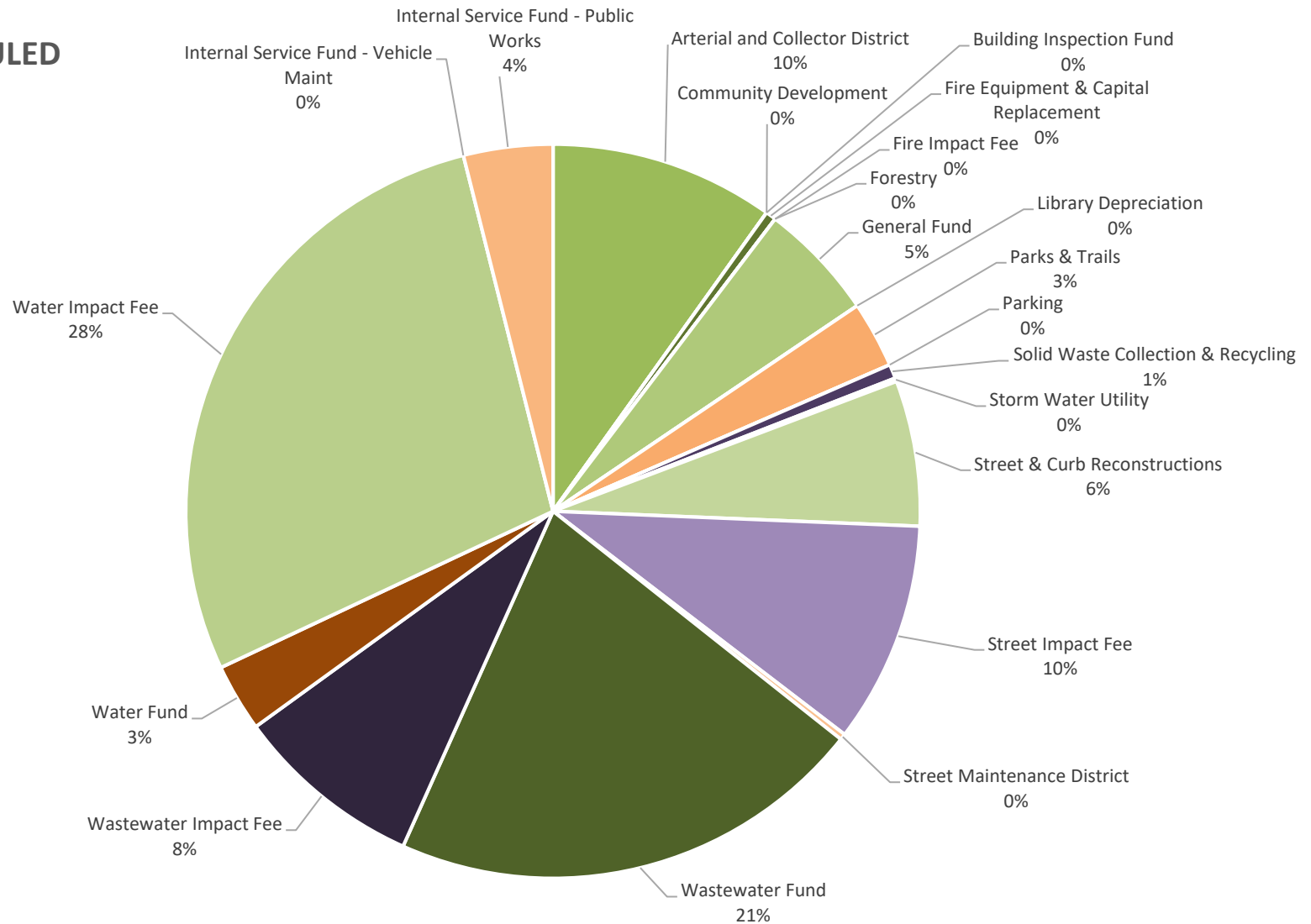
TOTAL SCHEDULED PROJECTS



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.

UNSCHEDULED



Fund Summaries

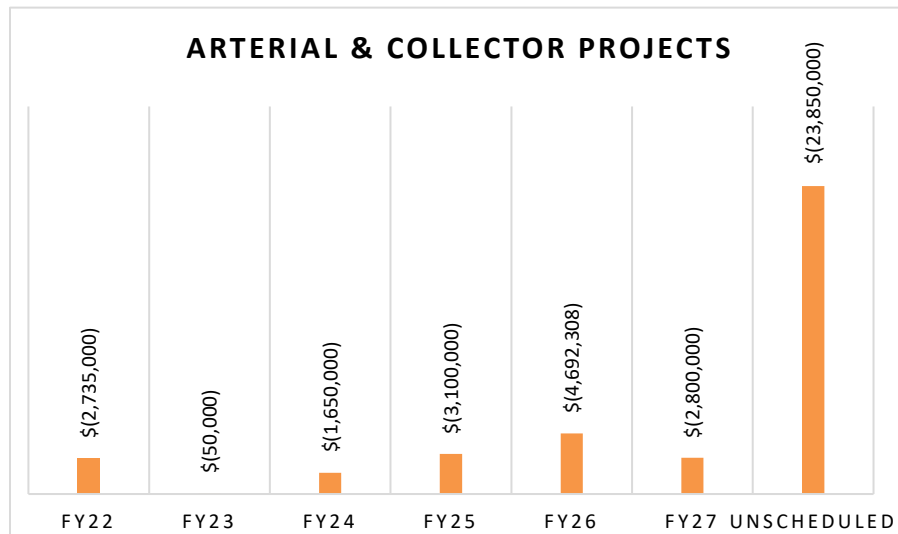
Arterial & Collector District

ARTERIAL & COLLECTOR DISTRICT FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,485,165	\$ (1,928,349)	\$ 549,755	\$ 1,577,577	\$ 1,316,045	\$ (365,370)	
Plus: Assessment Revenues Dedicated to CIP	\$ 1,496,635	\$ 1,652,604	\$ 1,784,812	\$ 1,927,597	\$ 2,081,805	\$ 2,248,350	\$ -
Plus: Payback Revenue	\$ 688,127						
Plus: New Gas Tax dollars	\$ 850,000	\$ 875,500	\$ 893,010	\$ 910,870	\$ 929,088	\$ 947,669	
Less: FY21 Carry Forward	\$ (2,163,276)						
Less: Scheduled CIP Project Costs	\$ (2,735,000)	\$ (50,000)	\$ (1,650,000)	\$ (3,100,000)	\$ (4,692,308)	\$ (2,800,000)	\$ (23,850,000)
Less: FY22 Budget Amendment	\$ (2,550,000)						
Projected Year-End Cash Dedicated to CIP	\$ (1,928,349)	\$ 549,755	\$ 1,577,577	\$ 1,316,045	\$ (365,370)	\$ 30,649	

Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Assessment Revenues*	\$ 1,530,189	\$ 1,530,189	\$ 1,652,604	\$ 1,784,812	\$ 1,927,597	\$ 2,081,805
Estimated Growth Annual Increase	0%	2%	2%	2%	2%	2%
Estimated Rate Annual Increase	0%	6%	6%	6%	6%	6%
Total Estimated Revenues	\$ 1,530,189	\$ 1,652,604	\$ 1,784,812	\$ 1,927,597	\$ 2,081,805	\$ 2,248,350
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	\$ 1,530,189	\$ 1,652,604	\$ 1,784,812	\$ 1,927,597	\$ 2,081,805	\$ 2,248,350



ARTERIAL & COLLECTOR DISTRICT FUND PROJECT SUMMARY

Current CIP Requests							
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
A&C007	SHARED USE PATH - VALLEY CENTER	-	-	-	300,000	-	-
A&C008	SHARED USE PATH - HAGGERTY	-	-	-	-	300,000	-
A&C009	OAK ST/FLANDERS MILL INTERSECTION	50,000	-	-	-	-	-
A&C010	E VALLEY CENTER RD/N 27TH AVE INTERSECTION	-	-	-	-	-	1,600,000
A&C011	E VALLEY CENTER RD/FOWLER INTERSECTION	-	-	100,000	-	-	2,000,000
A&C012	COTTONWOOD RD/FALLON INTERSECTION	-	-	-	-	-	1,500,000
A&C013	FOWLER/CATTAIL INTERSECTION	-	-	-	-	-	2,000,000
A&C014	S 19TH AVE/BLACKWOOD INTERSECTION	-	-	-	-	-	1,500,000
A&C015	GRADE SEPARATED CROSSING - ENGINEERING STUDY	-	-	100,000	-	-	-
SIF009	KAGY (WILLSON TO 19TH) CONSTRUCTION	-	-	500,000	-	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	-	1,500,000	2,000,000	-	-	-
SIF118	BABCOCK (15th to 19th)	-	-	-	2,192,308	-	-
SIF147	OAK & 19TH INTERSECTION IMPROVEMENTS	-	-	250,000	500,000	-	-
SIF149	BABCOCK - 11TH TO 15TH CONSTRUCTION	-	-	-	-	-	800,000
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) DESIGN	-	-	-	-	300,000	-
SIF158	COLLEGE (8TH TO 19TH) CONSTRUCTION	-	-	-	-	-	2,200,000
SIF160	27TH: BAXTER>CATTAIL DESIGN	-	-	-	325,000	-	-
SIF161	CATTAIL/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	-	-
SIF187	BLACKWOOD - 11TH TO 3RD	-	-	-	100,000	-	1,000,000
SIF188	OAK ST INTERSECTIONS - IMPLEMENTATION	-	150,000	150,000	150,000	150,000	500,000
Fiscal Year Totals		50,000	1,650,000	3,100,000	4,692,308	2,800,000	23,850,000

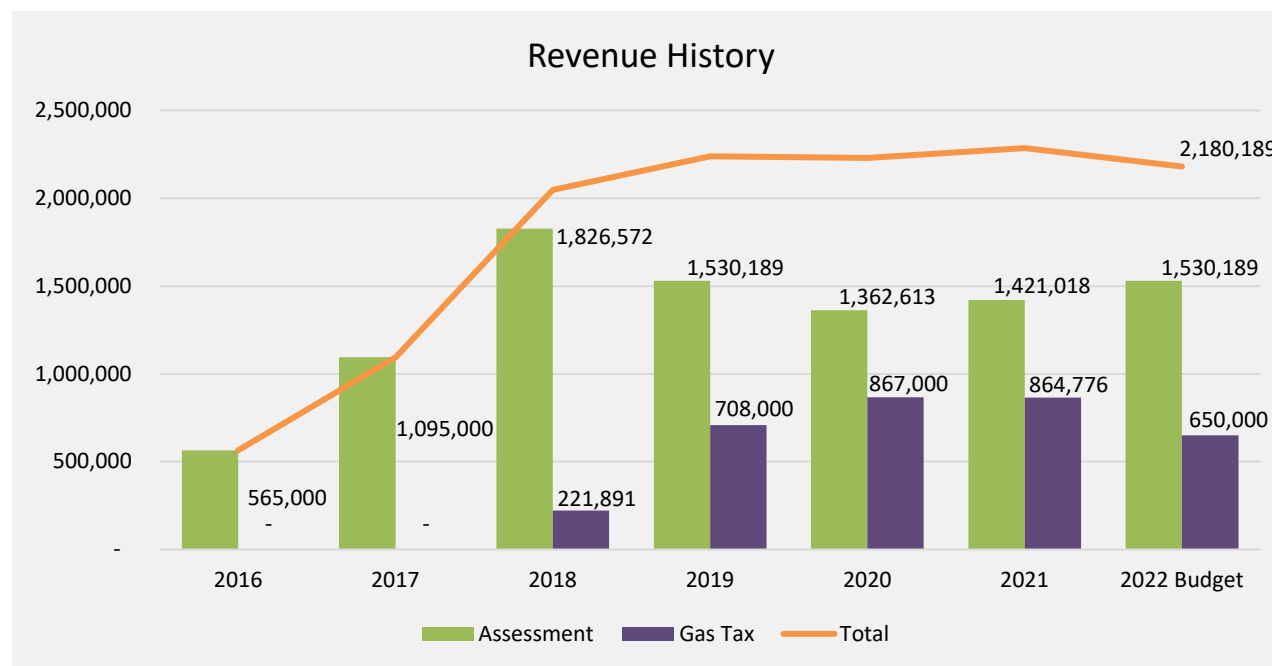
Prior Year CIP Requests						
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
A&C007	SHARED USE PATH- VALLYCNT	-	-	-	300,000	-
SIF086	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS)	500,000	-	-	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	1,750,000	750,000	-	2,000,000	-
SIF138	COTTONWOOD ROAD, OAK TO BAXTER - CONSTRUCTION	2,000,000	-	-	-	-
SIF147	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
SIF154	CATTAIL & 27TH INTERSECTION IMPROVEMENTS	-	-	-	-	300,000
SIF156	HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	-	-	-	-	500,000
SIF157	COLLEGE (8TH TO 19TH) DESIGN	-	-	-	300,000	-
SIF158	COLLEGE (8TH TO 19TH) CONSTRUCTION	-	-	-	-	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	4,250,000	1,000,000	500,000	3,050,000	16,500,000

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 that 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.

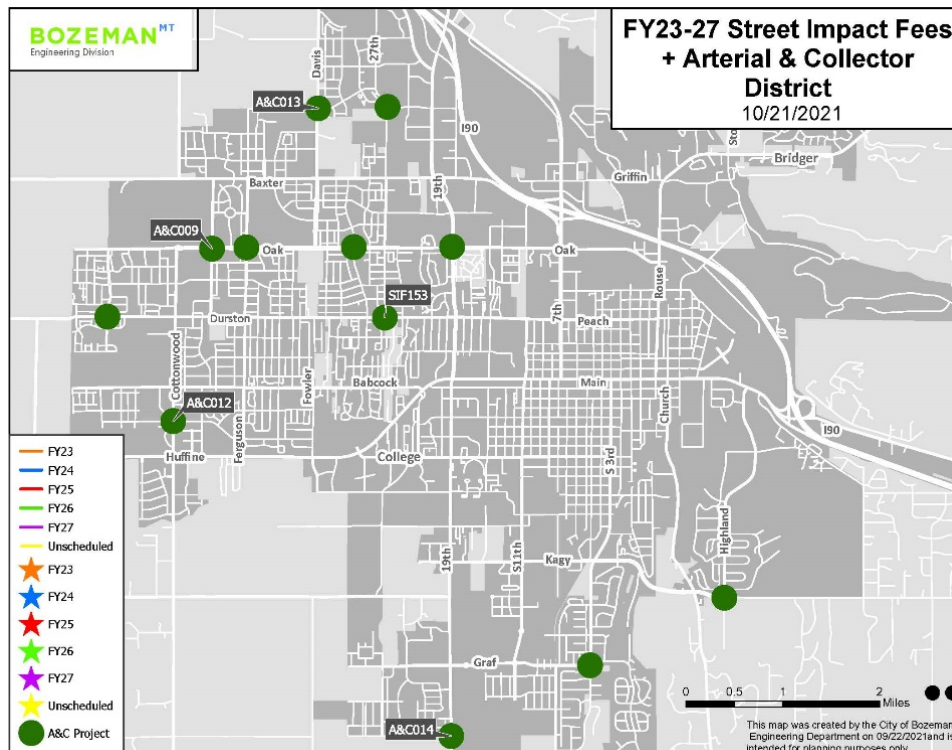
Similar to the Street Impact Fee schedule, this CIP is also impacted by the development waiver policy for certain projects that are within the first three years of the Capital Improvements Plan and have all the necessary right-of-way and funding plans. The first year of assessment was FY16 and increased 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 five 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 in gas tax revenue in FY22.



CAPITAL PLAN SUMMARY

Larger projects that will expand capacity to our road network are:

- **SIF114** Fowler Connection (Huffine to Oak) scheduled for FY24 and FY25 that will increase capacity and extend an important north-south corridor.
- **SIF118** Babcock (15th to 19th) scheduled for FY26 will include dedicated bike lanes and sidewalks.
- **SIF152** N 27th (Baxter to Cattail) & **SIF154** N 27th Intersection Improvements include the design and construction of the missing link in the N 27th corridor. This project which will accommodate significant development in the northwest portion of the City specifically supporting new traffic demands from the Billings Clinic.
- **SIF169** Durston/Laurel Parkway Intersection Improvements will allow for needed development within a ½ mile radius of the intersection.



Planned for FY25 and FY26 is an upgrade to the intersection of Oak and 19th (**SIF147**), which would add an additional lane to the eastbound leg of the intersection. Significant delays are observed in this area, and the project aims to improve intersection operations.

Several other, large intersection projects have been included in this plan as unscheduled. Along East Valley Center Road, two intersections will be improved; N 27th Ave. and Fowler for a combined construction cost of \$3.5 million. Design for both intersections is scheduled in FY25.

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.**



ARTERIAL & COLLECTOR DISTRICT FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry Forward Amount	Budget coding	Expected Completion
PW/Engineering	141	SIF076	Fowler (Huffine ot Oak) Design	500,000	-	500,000	141-4130-433.80-90	Fall 2023
PW/Engineering	141	SIF110	Manley and Griffin (Intersection Improvements) - Con:	800,000	-	800,000	141-4130-433.80-90	Fall 2023
PW/Engineering	141	SIF113	Griffin (7th to Rouse)	500,000	186,724	313,276	141-4130-433.80-90	Fall 2023
PW/Engineering	141	SIF116	Bridger Dr. & Story Mill Rd (Intersection Improvements	300,000	-	300,000	141-4130-433.80-90	Fall 2022
PW/Engineering	141	SIF117	Story Mill (Griffin to Bridger) - Construction	250,000	-	250,000	141-4130-433.80-90	Fall 2022
141 Total						2,163,276		

Project Name	Year	Description	Amount	Total	Project #
SHARED USE PATH - VALLEY CENTER	2026	SHARED USE PATH-SOUTHWEST SIDE OF VALLEY CENTER 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.	300,000 - - - - - - - - - -	\$ 300,000	A&C007
SHARED USE PATH - HAGGERTY LANE	2027	SHARED USE PATH - HAGGERTY LANE DESCRIPTION: THIS PROJECT WILL CONSTRUCT A SHARED USE PATH/SIDEWALK ALONG HAGGERTY LANE BETWEEN MAIN ST AND ELLIS ST. INFILL OF THIS MISSING CONNECTION HAS BEEN IDENTIFIED AS A PRIORITY BY PTSC. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: INFILL PROJECT THAT CONNECTS HIGH DENSITY HOUSING AND MENTAL HEALTH FACILITIES WITH A COMMERCIAL CENTER, PARKS, AND THE BROADER SIDEWALK NETWORK. IMPROVES SAFETY FOR PEOPLE ALREADY USING THE CORRIDOR ON FOOT AND BIKE. ADDITIONAL OPERATING COST: ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING, PLOWING, STRIPING, AND SIGN MAINTENANCE. ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR LONG TERM REPAIR AND REPLACEMENT. INCREASED MILEAGE OF BICYCLE AND PEDESTRIAN FACILITIES ADJACENT TO CITY PARKS OR UN-ANNEXED PROPERTIES INCREASES THE MILES OF THESE FACILITIES THAT REQUIRE SWEEPING, PLOWING AND LONG-TERM REPLACEMENT BY THE CITY.	300,000 -	\$ 300,000	A&C008

Project Name	Year	Description	Amount	Total	Project #
OAK ST/FLANDERS MILL INTERSECTION	2023	OAK ST/FLANDERS MILL INTERSECTION DESCRIPTION: THIS INTERSECTION IS THE SUBJECT OF SIGNIFICANT PUBLIC COMMENT REGARDING SAFETY. RECENT DEVELOPMENT IN THE AREA, INCLUDING GALLATIN HIGH SCHOOL, HAS GENERATED VOLUMES OF MOTOR VEHICLES ON FLANDERS MILL ROAD THAT ARE HIGHER THAN TYPICAL LOCAL STREETS. SIF138 COTTONWOOD ROAD (OAK TO BAXTER) IS ANTICIPATED TO REDUCE THE DEMAND ON FLANDERS MILL ROAD AFTER IT IS CONSTRUCTED IN FY23. THIS PROJECT PROPOSES TO INSTALL INTERIM MEASURES DESIGNED TO ADDRESS SAFETY CONCERNS UNTIL COTTONWOOD RD IS OPEN AND DEMAND DECREASES. THIS MOST LIKELY ENTAILS CLOSING THE MEDIAN OPENING TO MOTOR VEHICLES WHILE IMPROVING SAFETY FOR BICYCLE AND PEDESTRIANS CROSSING HERE TO CONNECT HOMES WITH SCHOOLS AND PARKS. ALTERNATIVES CONSIDERED: DO NOTHING ADVANTAGES OF APPROVAL: IMPROVEMENT OF SAFETY AT THE INTERSECTION. ADDITIONAL OPERATING COST: NONE ANTICIPATED SINCE THIS IS INTENDED AS AN INTERIM SOLUTION.	50,000 - - - - - - - - - - - - - - - - - - -	\$ 50,000	A&C009
E VALLEY CENTER RD/N 27TH AVE INTERSECTION - CONSTRUCTION	UNSCHEDULED	E VALLEY CENTER RD/N 27TH AVE INTERSECTION-CONSTRUCTION DESCRIPTION: SIGNALIZATION OF THE INTERSECTION OF E VALLEY CENTER RD N 27TH AVE. NUMEROUS DEVELOPMENTS IN THIS AREA ARE CONTRIBUTING TO INCREASED DEMAND AT THIS INTERSECTION LIKELY WARRANTING SIGNALIZATION. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL AS IMPROVED LEVEL OF SERVICE FOR USERS UTILIZING N 27TH AVE TO ACCESS BUSINESS AND HEALTH CARE SERVICES AS WELL AS SERVING COMMUTERS USE E VALLEY CENTER RD. ADDITIONAL OPERATING COST: THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS TO THE NEED FOR ADDITIONAL QUALIFIED STAFF AND EQUIPMENT TO OPERATE AND MAINTAIN SIGNALS, ADDITIONAL REPLACEMENT/ UPGRADE COSTS FOR EQUIPMENT, AND INCREASED COST FOR ELECTRICITY TO OPERATE THE SIGNALS.	1,600,000 - - - - - - - - - - - - - - - - - -	\$ 1,600,000	

Project Name	Year	Description	Amount	Total	Project #
E VALLEY CENTER RD/FOWLER AVE (DAVIS LANE) INTERSECTION - DESIGN	2025	E VALLEY CENTER RD/FOWLER AVE (DAVIS LANE) INTERSECTION - DESIGN DESCRIPTION: SIGNALIZATION OF THE INTERSECTION OF E VALLEY CENTER RD AND FOWLER AVE (DAVIS LN). NUMEROUS DEVELOPMENTS IN THIS AREA ARE CONTRIBUTING TO INCREASED DEMAND AT THIS INTERSECTION LEADING TO THE INTERSECTION LIKELY WARRANTING SIGNALIZATION. SIF114 WILL CONNECT E VALLEY CENTER RD WITH HUFFINE LANE VIA FOWLER AVE ADDING TO THE DEMAND AT THIS INTERSECTION. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL AS IMPROVED LEVEL OF SERVICE FOR USERS UTILIZING FOWLER AVE (DAIVS LN) TO ACCESS BUSINESS AND HEALTH CARE SERVICES IN THE AREA AS WELL AS SERVING COMMUTERS USING E VALLEY CENTER RD. ADDITIONAL OPERATING COST: THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS TO THE NEED FOR ADDITIONAL QUALIFIED STAFF AND EQUIPMENT TO OPERATE AND MAINTAIN SIGNALS, ADDITIONAL REPLACEMENT/ UPGRADE COSTS FOR EQUIPMENT, AND INCREASED COST FOR ELECTRICITY TO OPERATE THE SIGNALS.	100,000 -	\$ 100,000	A&C011 (FY25)

Project Name	Year	Description	Amount	Total	Project #
E VALLEY CENTER RD/FOWLER AVE (DAVIS LANE) INTERSECTION - CONSTRUCTION	UNSCHEDULED	E VALLEY CENTER RD/FOWLER AVE (DAVIS LANE)	2,000,000	\$ 2,000,000	A&C011 (UNSCHEDULED)
		INTERSECTION - CONSTRUCTION	-		
		DESCRIPTION:	-		
		SIGNALIZATION OF THE INTERSECTION OF E VALLEY	-		
		CENTER RD AND FOWLER AVE (DAVIS LN). NUMEROUS	-		
		DEVELOPMENTS IN THIS AREA ARE CONTRIBUTING TO	-		
		INCREASED DEMAND AT THIS INTERSECTION LEADING TO	-		
		THE INTERSECTION LIKELY WARRANTING SIGNALIZATION.	-		
		SIF114 WILL CONNECT E VALLEY CENTER RD WITH	-		
		HUFFINE LANE VIA FOWLER AVE ADDING TO THE DEMAND	-		
		AT THIS INTERSECTION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL	-		
		AS IMPROVED LEVEL OF SERVICE FOR USERS UTILIZING	-		
COTTONWOOD RD/FALLON ST INTERSECTION	UNSCHEDULED	FOWLER AVE (DAVIS LN) TO ACCESS BUSINESS AND	-		A&C012
		HEALTH CARE SERVICES IN THE AREA AS WELL AS	-		
		SERVING COMMUTERS USING E VALLEY CENTER RD.	-		
		ADDITIONAL OPERATING COST:	-		
		THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS TO THE	-		
		NEED FOR ADDITIONAL QUALIFIED STAFF AND EQUIPMENT TO	-		
		OPERATE AND MAINTAIN SIGNALS, ADDITIONAL REPLACEMENT/	-		
		UPGRADE COSTS FOR EQUIPMENT, AND INCREASED COST FOR	-		
		ELECTRICITY TO OPERATE THE SIGNALS.	-		
		COTTONWOOD RD/FALLON ST INTERSECTION	1,500,000	\$ 1,500,000	
		DESCRIPTION:	-		
		SIGNALIZATION OF THE INTERSECTION OF COTTONWOOD RD	-		
		AND FALLON ST. NUMEROUS DEVELOPMENTS IN THIS AREA	-		
		ARE CONTRIBUTING TO INCREASED DEMAND AT THIS	-		
		INTERSECTION LEADING TO THE INTERSECTION LIKELY	-		
		WARRANTING SIGNALIZATION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL	-		
		AS IMPROVED LEVEL OF SERVICE.	-		
		ADDITIONAL OPERATING COST:	-		
		THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS TO THE	-		
		NEED FOR ADDITIONAL QUALIFIED STAFF AND EQUIPMENT TO	-		
		OPERATE AND MAINTAIN SIGNALS, ADDITIONAL REPLACEMENT/	-		
		UPGRADE COSTS FOR EQUIPMENT, AND INCREASED COST FOR	-		
		ELECTRICITY TO OPERATE THE SIGNALS.	-		

Project Name	Year	Description	Amount	Total	Project #
FOWLER AVE (DAVIS LANE)/CATTAIL ST INTERSECTION	UNSCHEDULED	FOWLER AVE (DAVIS LANE)/CATTAIL ST INTERSECTION	2,000,000	\$ 2,000,000	A&C013
		DESCRIPTION:	-		
		IMPROVEMENT OF THIS INTERSECTION COULD INCLUDE	-		
		SIGNALIZATION OR A ROUNDABOUT. DEMAND ALONG THE	-		
		FOWLER AVE (DAVIS LANE) CORRIDOR IS INCREASING AND	-		
		WILL LIKELY INCREASE SIGNIFICANTLY AFTER	-		
		COMPLETION OF SIF114 FOLWER AVE CONNECTION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL	-		
		AS IMPROVED LEVEL OF SERVICE.	-		
		ADDITIONAL OPERATING COST:	-		
		THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS	-		
		TO THE NEED FOR ADDITIONAL QUALIFIED STAFF AND	-		
S 19TH AVE/BLACKWOOD ROAD INTERSECTION	UNSCHEDULED	EQUIPMENT TO OPERATE AND MAINTAIN THE SIGNALS,	-		A&C014
		ADDITIONAL REPLACEMENT/UPGRADE COSTS FOR	-		
		EQUIPMENT, AND INCREASED COST FOR ELECTRICITY TO	-		
		OPERATE THE SIGNALS. ROUNDABOUTS REQUIRE	-		
		ADDITIONAL TIME FOR PLOWING AND SWEEPING AS WELL	-		
		AS INCREASED USE OF SAND AND DEICING.	-		
			-		
		S 19TH AVE/BLACKWOOD ROAD INTERSECTION	1,500,000	\$ 1,500,000	
		DESCRIPTION:	-		
		UPGRADES TO THE INTERSECTION OF S 19TH AVE AND	-		
		BLACKWOOD ROAD TO ADDRESS SAFETY AND LEVEL OF	-		
		SERVICE. INCREASED DEVELOPMENT ALONG BLACKWOOD	-		
		ROAD ON BOTH SIDES OF THE INTERSECTION ARE	-		
		CREATING INCREASED DEMAND AT THE INTERSECTION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTION AS WELL	-		
		AS IMPROVED LEVEL OF SERVICE FOR USERS ACCESSING	-		
		AND CROSSING S 19TH AVE.	-		
		ADDITIONAL OPERATING COST:	-		
		THE INCREASING NUMBER OF SIGNALS IN THE CITY ADDS TO THE	-		
		NEED FOR ADDITIONAL QUALIFIED STAFF AND EQUIPMENT TO	-		
		OPERATE AND MAINTAIN SIGNALS, ADDITIONAL REPLACEMENT/	-		
		UPGRADE COSTS FOR EQUIPMENT, AND INCREASED COST FOR	-		
		ELECTRICITY TO OPERATE THE SIGNALS.	-		

[illegible]

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	2024	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	750,000	\$ 1,500,000	SIF114 (FY24)
		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. CONFORMANCE WITH THE	-		
		TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE	-		
		COMPLETION OF THIS PROJECT. OTHER AFFECTED PROJECTS	-		
		INCLUDE INTERSECTION IMPROVEMENTS ON FOWLER AT	-		
		HUFFINE, BABCOCK, DURSTON, AND OAK.	-		
		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.	-		
		ADDITIONAL OPERATING COSTS:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-		
		GENERAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	750,000		
		PRICE INCREASED \$750,000	-		

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (BABCOCK TO HUFFINE) - CONSTRUCTION	2025	FOWLER CONNECTION (BABCOCK TO HUFFINE) - CONSTRUCTION	2,000,000	\$ 2,000,000	SIF114 (FY25)
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		WAIT FOR ADJACENT DEVELOPMENT TO CONSTRUCT THE	-		
		ROAD INCREMENTALLY.	-		
		ADVANTAGES OF APPROVAL:	-		
		COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE	-		
		TRANSPORTATION NETWORK.	-		
BABCOCK (15TH TO 19TH)	2026	ADDITIONAL OPERATING COSTS:	-		SIF118
		INCREMENTAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM FY26 TO FY25	-		
		BABCOCK (15TH TO 19TH)	2,192,308	\$ 2,192,308	
		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	-		
		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 EXPENSES:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING &	-		
		GENERAL MAINTENANCE COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
OAK & 19TH INTERSECTION IMPROVEMENTS	2025	OAK & 19TH INTERSECTION IMPROVEMENTS - DESIGN DESCRIPTION: EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE. ALTERNATIVES CONSIDERED: DO NOTHING. ADDITIONAL OPERATING COSTS: INCREMENTAL INCREASES, GENERAL MAINTENANCE. CHANGES FROM LAST CIP: MOVED FROM FY24 TO FY25	250,000 - - - - - -	\$ 250,000	SIF147 (FY25)
OAK & 19TH INTERSECTION IMPROVEMENTS	2026	OAK & 19TH INTERSECTION IMPROVEMENTS DESCRIPTION: EASTBOUND LANE RECONFIGURATION & SIGNAL UPGRADE. ALTERNATIVES CONSIDERED: DO NOTHING. ADDITIONAL OPERATING COSTS: INCREMENTAL INCREASES. GENERAL MAINTENANCE. CHANGES FROM LAST CIP: MOVED FROM FY25 TO FY26	500,000 - - - - - -	\$ 500,000	SIF147 (FY26)
BABCOCK - 11TH TO 15TH CONSTRUCTION	UNSCHEDULED	BABCOCK - 11TH TO 15TH CONSTRUCTION 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 MAINTENANCE COSTS. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION	500,000 - - - - - - - - - - - - - - - - - - 300,000 -	\$ 800,000	SIF149
N 27TH - BAXTER TO CATTAIL	2027	N 27TH - BAXTER TO CATTAIL DESCRIPTION: CONSTRUCT N 27TH TO A CITY COLLECTOR STREET STANDARD BETWEEN BAXTER AND CATTAIL. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	1,000,000 - - - -	\$ 1,000,000	SIF152

Project Name	Year	Description	Amount	Total	Project #
CATTAIL & 27TH INTERSECTION IMPROVEMENTS	2027	CATTAIL & 27TH INTERSECTION IMPROVEMENTS	300,000	\$ 300,000	SIF154
		DESCRIPTION:	-		
		CONSTRUCT THE INTERSECITON OF DURSTON & 27TH	-		
		ROUNDAABOUT OR SIGNAL.	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM UNSCHEDULED TO FY27	-		
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.	-		
COLLEGE (8TH TO 19TH)	2027	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.	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM FY26 TO FY27	-		

Project Name	Year	Description	Amount	Total	Project #
COLLEGE (8TH TO 19TH) - CONSTRUCTION	UNSCHEDULED	COLLEGE(8TH TO 19TH) - CONSTRUCTION DESCRIPTION: REBUILD 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 CURRENT FAILING CONDITIONS. ADVANTAGE OF APPROVAL: ENHANCES SAFETY AND DRAINAGE, PRESERVES PAVEMENT. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS.	2,200,000 - - - - - - - - - - - - - -	\$ 2,200,000	SIF158
27TH: BAXTER > CATTAIL DESIGN	2026	27TH(BAXTER TO CATTAIL): DESIGN DESCRIPTION: DESIGN INTERSECTION UPGRADES. THIS DOES NOT INCLUDE CONSTRUCTION WORK. CONSTRUCTION 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. CHANGES FROM LAST CIP: COMBINED SIF160 AND SIF162 INTO ONE PROJECT	200,000 - - - - - - - 125,000 -	\$ 325,000	SIF160
CATTAIL/ 27TH INTERSECTION IMPROVEMENTS	2026	CATTAIL & 27TH INTERSECTION - DESIGN DESCRIPTION: DESIGN INTERSECTION UPGRADES. DOES NOT INCLUDE CONSTRUCTION WORK, TO BE SCHEDULED 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.	125,000 - - - - - - -	\$ 125,000	SIF161

Project Name	Year	Description	Amount	Total	Project #
N 11th - DURSTON TO OAK	UNSCHEDULED	N 11TH AVE-DURSTON TO OAK IMPROVEMENTS	750,000	\$ 750,000	SIF163
		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.	-		
		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 IMPROVEMENTS	UNSCHEDULED	S 3RD AVE:GRAF TO KAGY IMPROVEMENTS	1,500,000	\$ 1,500,000	SIF164
		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.	-		
		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 IMPROVEMENTS	UNSCHEDULED	CHURCH:MAIN ST TO KAGY BLVD IMPROVEMENTS 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: 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.	6,000,000 - - - - - - - - - - - -	\$ 6,000,000	SIF165
CATTAIL: 19TH TO 27TH IMPROVEMENTS	2027	CATTAIL ST:19TH TO 27TH IMPROVEMENTS 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 SERVE AS AN EAST/WEST CONNECTION WITHIN THE NORTHERN PORTION OF THE CITY. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	750,000 - - - - - - - - - - - - -	\$ 750,000	SIF166

Project Name	Year	Description	Amount	Total	Project #
LINCOLN: 11TH TO 19TH IMPROVEMENTS	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:	-		
3RD/GRAF/WAGONWHEEL IMPROVEMENTS	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 ST	-		
		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 IMPROVEMENTS	2026	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	-		
DURSTON/LAUREL PARKWAY IMPROVEMENTS	2026	CHANGES FROM LAST CIP:	-		SIF169
		MOVED FROM UNSCHEDULED TO FY26	-		

Project Name	Year	Description	Amount	Total	Project #
BLACKWOOD ROAD - S 11TH TO 3RD AVE - DESIGN	2026	BLACKWOOD ROAD - S 11TH TO S 3RD AVE - DESIGN	100,000	\$ 100,000	SIF187 (FY26)
		DESCRIPTION:	-		
		THIS PROJECT WAS IDENTIFIED IN THE TRANSPORTATION	-		
		MASTER PLAN AS A FUTURE ROAD CONNECTION. THIS PROJECT	-		
		CONSISTS OF CONSTRUCTING BLACKWOOD ROAD FROM JUST	-		
		EAST OF S 11TH AVE TO S 3RD AVE. THE ANNEXATION AND	-		
		CONSTRUCTION OF BLACKWOOD GROVES SUBDIVISION WILL	-		
		COMPLETE BLACKWOOD ROAD FROM S 19TH AVE TO THE	-		
		BOUNDARY OF SACAJAWEA MS. THE ROAD WILL BE BUILT TO A	-		
		THREE-LANE URBAN COLLECTOR STANDARD WHICH INCLUDES	-		
		ONE TRAVEL LANE IN EACH DIRECTION, A TWO-WAY CENTER TURN	-		
		LANE, CURB AND GUTTER, BOULEVARD, AND SEPARATED BIKE AND	-		
		PEDESTRIAN FACILITIES. BOZEMAN SCHOOL DISTRICT HAS	-		
		REQUESTED IMPACT FEE FUNDING BE CONSIDERED FOR THE	-		
		PROJECT AND DEDICATED RIGHT OF WAY FOR THE CONNECTION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS PROJECT WILL COMPLETE AN EAST-WEST CONNECTION	-		
		AT THE SOUTH EDGE OF THE CITY. IT PROVIDES CONNECTIVITY	-		
		BETWEEN S 19TH AND S 3RD AVE INCLUDING DIRECT ACCESS TO	-		
		SACAJAWEA MS FOR FAMILIES IN THE GROWING	-		
		NEIGHBORHOODS WEST OF S 19TH AVE.	-		
		ADDITIONAL OPERATING COST:	-		
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING,	-		
		PLOWING, STRIPING, AND SIGN MAINTENANCE. ADDED	-		
		MILEAGE OF ROADWAYS INCREASES THE NEED FOR LONG TERM	-		
		REPAIR AND REPLACEMENT. INCREASED MILEAGE OF	-		
		BICYCLE AND PEDESTRIAN FACILITIES ADJACENT TO CITY	-		
		PARKS OR UN-ANNEXED PROPERTIES INCREASES THE	-		
		MILES OF THESE FACILITIES THAT REQUIRE SWEEPING,	-		
		PLOWING, AND LONG-TERM REPLACEMENT BY THE CITY.	-		

Project Name	Year	Description	Amount	Total	Project #
BLACKWOOD ROAD - S 11TH TO 3RD AVE - CONSTRUCTION	UNSCHEDULED	BLACKWOOD ROAD - S 11TH TO S 3RD AVE - CONSTRUCTION	1,000,000	\$ 1,000,000	SIF187 (UNSCHEDULED)
		DESCRIPTION:	-		
		THIS PROJECT WAS IDENTIFIED IN THE TRANSPORTATION	-		
		MASTER PLAN AS A FUTURE ROAD CONNECTION. THIS	-		
		PROJECT CONSISTS OF CONSTRUCTING BLACKWOOD ROAD	-		
		FROM JUST EAST OF S 11TH AVE TO S 3RD AVE. THE	-		
		ANNEXATION AND CONSTRUCTION OF BLACKWOOD GROVES	-		
		SUBDIVISION WILL COMPLETE BLACKWOOD ROAD FROM	-		
		S 19TH AVE TO THE BOUNDARY OF SACAJAWEA MS. THE	-		
		ROAD WILL BE BUILT TO A THREE-LANE URBAN COLLECTOR	-		
		STANDARD WHICH INCLUDES ONE TRAVEL LANE IN EACH	-		
		DIRECTION, A TWO-WAY CENTER TURN LANE, CURB AND	-		
		GUTTER, BOULEVARD, AND SEPARATED BIKE AND	-		
		PEDESTRIAN FACILITIES. BOZEMAN SCHOOL DISTRICT HAS	-		
		REQUESTED IMPACT FEE FUNDING BE CONSIDERED FOR THE	-		
		PROJECT AND DEDICATED RIGHT OF WAY FOR THE CONNECTION.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS PROJECT WILL COMPLETE AN EAST-WEST CONNECTION	-		
		AT THE SOUTH EDGE OF THE CITY. IT PROVIDES	-		
		CONNECTIVITY BETWEEN S 19TH AND S 3RD AVE	-		
		INCLUDING DIRECT ACCESS TO SACAJAWEA MS FOR	-		
		FAMILIES IN THE GROWING NEIGHBORHOODS WEST OF	-		
		S 19TH AVE.	-		
		ADDITIONAL OPERATING COST:	-		
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING,	-		
		PLOWING, STRIPING, AND SIGN MAINTENANCE. ADDED	-		
		MILEAGE OF ROADWAYS INCREASES THE NEED FOR LONG TERM	-		
		REPAIR AND REPLACEMENT. INCREASED MILEAGE OF	-		
		BICYCLE AND PEDESTRIAN FACILITIES ADJACENT TO CITY	-		
		PARKS OR UN-ANNEXED PROPERTIES INCREASES THE	-		
		MILES OF THESE FACILITIES THAT REQUIRE SWEEPING,	-		
		PLOWING, AND LONG-TERM REPLACEMENT BY THE CITY.	-		

Project Name	Year	Description	Amount	Total	Project #
OAK ST INTERSECTIONS - IMPLEMENTATION	2024	OAK ST INTERSECTIONS - IMPLEMENTATION	150,000	\$ 150,000	SIF188 (FY24)
		DESCRIPTION:	-		
		THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE,	-		
		AND INVEST IN CRITICAL SAFETY AND OPERATIONAL	-		
		IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST	-		
		CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS	-		
		EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION	-		
		OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME	-		
		CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN	-		
		ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND	-		
		IMPROVED CAPACITY ON OAK ST.	-		
OAK ST INTERSECTIONS - IMPLEMENTATION	2025	ADDITIONAL OPERATING COST:	-		SIF188 (FY25)
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING,	-		
		PLOWING, STRIPING, AND SIGN MAINTENANCE. TURN LANES	-		
		INCREASE THE TIME REQUIRED FOR PLOWING AND SWEEPING.	-		
		OAK ST INTERSECTIONS - IMPLEMENTATION	150,000	\$ 150,000	
		DESCRIPTION:	-		
		THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE,	-		
		AND INVEST IN CRITICAL SAFETY AND OPERATIONAL	-		
		IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST	-		
		CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS	-		
		EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION	-		
		OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME	-		
		CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN	-		
		ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND	-		
		IMPROVED CAPACITY ON OAK ST.	-		
		ADDITIONAL OPERATING COST:	-		
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING,	-		
		PLOWING, STRIPING, AND SIGN MAINTENANCE. TURN	-		
		LANES INCREASE THE TIME REQUIRED FOR PLOWING AND	-		
		SWEEPING.	-		

Project Name	Year	Description	Amount	Total	Project #
OAK ST INTERSECTIONS - IMPLEMENTATION	2026	OAK ST INTERSECTIONS - IMPLEMENTATION	150,000	\$ 150,000	SIF188 (FY26)
		DESCRIPTION:	-		
		THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE,	-		
		AND INVEST IN CRITICAL SAFETY AND OPERATIONAL	-		
		IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST	-		
		CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS	-		
		EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION	-		
		OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME	-		
		CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN	-		
		ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND	-		
		IMPROVED CAPACITY ON OAK ST.	-		
OAK ST INTERSECTIONS - IMPLEMENTATION	2027	OAK ST INTERSECTIONS - IMPLEMENTATION	150,000	\$ 150,000	SIF188 (FY27)
		DESCRIPTION:	-		
		THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE,	-		
		AND INVEST IN CRITICAL SAFETY AND OPERATIONAL	-		
		IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST	-		
		CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS	-		
		EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION	-		
		OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME	-		
		CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN	-		
		ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND	-		
		IMPROVED CAPACITY ON OAK ST.	-		
		ADDITIONAL OPERATING COST:	-		
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING,	-		
		PLOWING, STRIPING, AND SIGN MAINTENANCE. TURN	-		
		LANES INCREASE THE TIME REQUIRED FOR PLOWING AND	-		
		SWEEPING.	-		

Project Name	Year	Description	Amount	Total	Project #
OAK ST INTERSECTIONS - IMPLEMENTATION	UNSCHEDULED	OAK ST INTERSECTIONS - IMPLEMENTATION DESCRIPTION: THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE, AND INVEST IN CRITICAL SAFETY AND OPERATIONAL IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND IMPROVED CAPACITY ON OAK ST. ADDITIONAL OPERATING COST: ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING, PLOWING, STRIPING, AND SIGN MAINTENANCE. TURN LANES INCREASE THE TIME REQUIRED FOR PLOWING AND SWEEPING.	500,000 - - - - - - - - - - - - - - - -	\$ 500,000	SIF188 (UNSCHEDULED)

Building Inspection

BUILDING INSPECTION FUND FINANCIAL SUMMARY

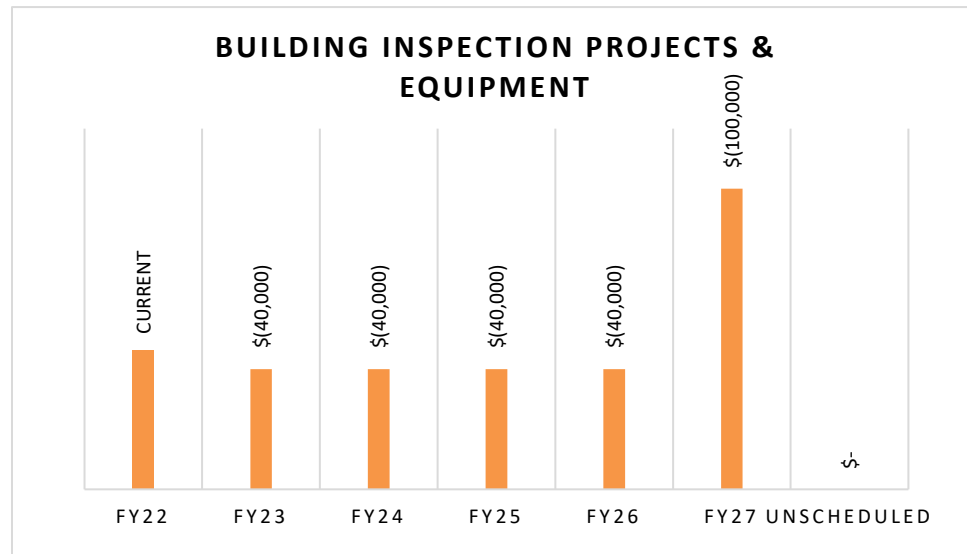
Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 260,000	\$ 227,007	\$ 200,817	\$ 175,041	\$ 149,691	\$ 124,782	
Plus: Building Inspection Revenues Dedicated to CIP	\$ 13,407	\$ 13,810	\$ 14,224	\$ 14,651	\$ 15,090	\$ 15,543	\$ -
Less: FY21 Carry Forward & Scheduled CIP Projects	\$ (46,400)	\$ (40,000)	\$ (40,000)	\$ (40,000)	\$ (40,000)	\$ (100,000)	\$ -
Projected Year-End Cash Dedicated to CIP	\$ 227,007	\$ 200,817	\$ 175,041	\$ 149,691	\$ 124,782	\$ 40,324	

Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Building Inspection Revenues	\$ 2,234,564	\$ 2,234,564	\$ 2,301,601	\$ 2,370,649	\$ 2,441,768	\$ 2,515,021
Estimated Growth in Revenues	0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 2,234,564	\$ 2,301,601	\$ 2,370,649	\$ 2,441,768	\$ 2,515,021	\$ 2,590,472

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	\$ 13,407	\$ 13,810	\$ 14,224	\$ 14,651	\$ 15,090	\$ 15,543



BUILDING INSPECTION FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
BI03	BUILDING INSPECTION STAFF VEHICLES	40,000	40,000	40,000	40,000	40,000	-
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	60,000	-
Fiscal Year Totals		40,000	40,000	40,000	40,000	100,000	-

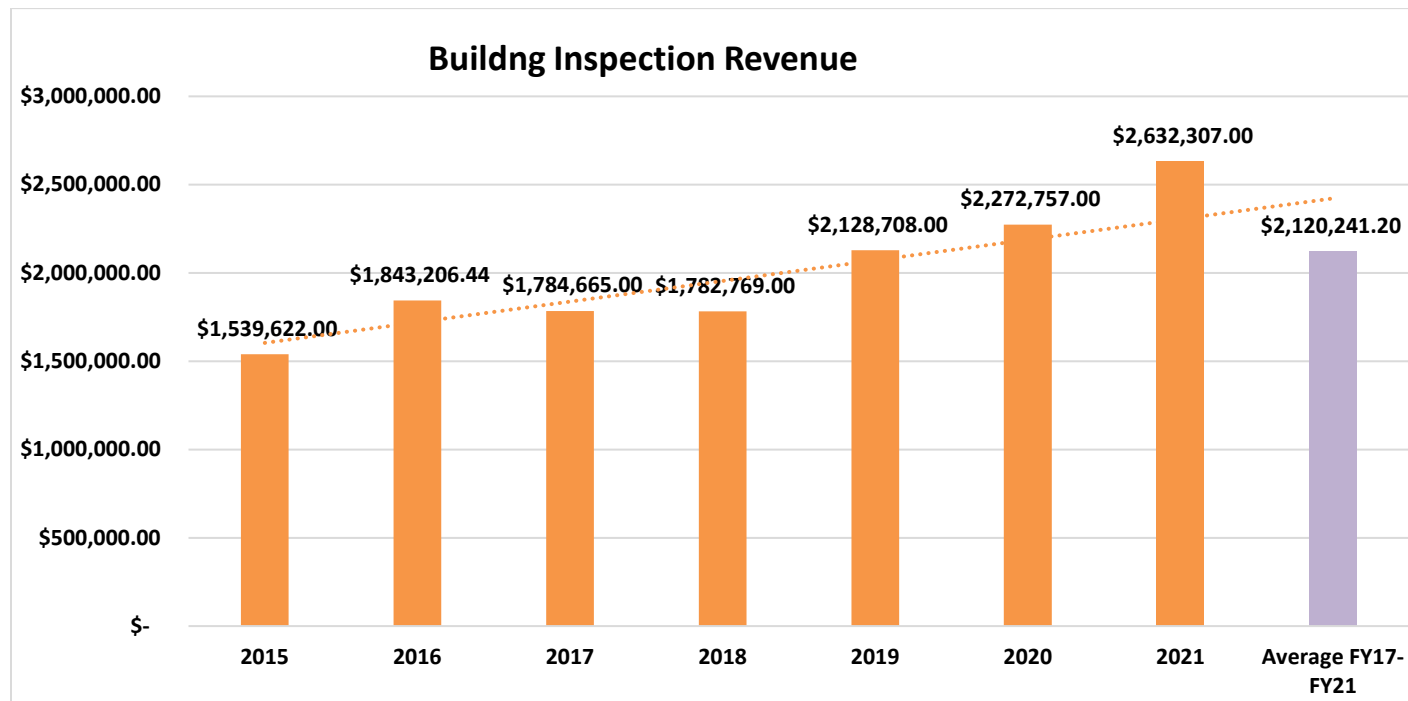
Prior year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	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 scheduled as the older fleet is retired and new inspectors are hired.

Project Name:	Year	DESCRIPTION:	Amount	Total	Project #
BUILDING INSPECTION STAFF VEHICLES	FY23	BUILDING INSPECTION STAFF VEHICLES	40,000	40,000	BI03
	FY24	DESCRIPTION:	-		
	FY25	THIS ITEM IS FOR THE SCHEDULED REPLACEMENT OF	-		
	FY26	BUILDING INSPECTION VEHICLES BASED ON AGE AND USE	-		
	FY27	OF VEHICLE. VEHICLES WILL BE REPLACED ACCORDINGLY	-		
		ALTERNATIVES CONSIDERED:	-		
		INVEST IN EXISTING VEHICLES LONGER	-		
		ADDITIONAL OPERATING COST:	-		
ERP REPLACEMENT/UPGRADE	FY27	ERP REPLACEMENT/UPGRADE	60,000	\$ 60,000	GF277
		DESCRIPTION:	-		
		POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR	-		
		CURRENT VENDOR UPGRADE OR NEW SYSTEM	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP SAME SYSTEM UNTIL UNSUPPORTED	-		
		ADDITIONAL OPERATING COST:	-		
		USUALLY ANNUAL MAINTENANCE COSTS	-		
		FUNDING SPLIT: GF 40% PWADMIN 50% AND CD 10%	-		

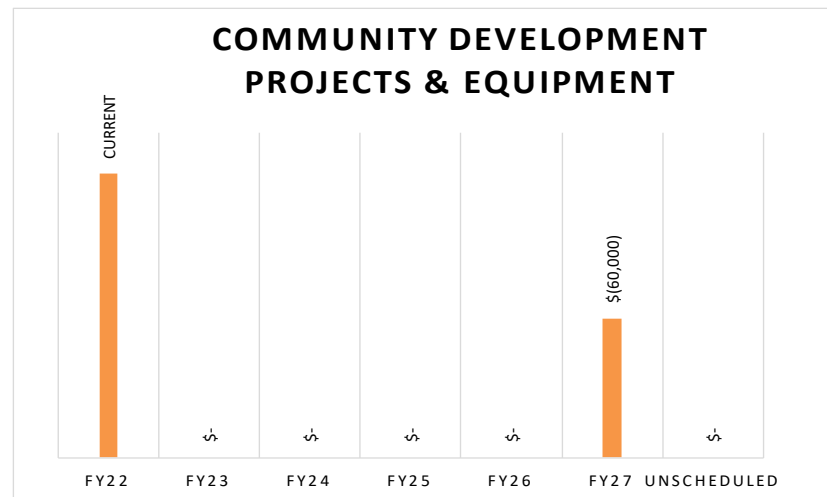
Community Development

COMMUNITY DEVELOPMENT FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 154,466	\$ 112,794	\$ 352,389	\$ 436,660	\$ 522,617	\$ 610,293	
Plus: Planning Revenues Dedicated to CIP	\$ 80,999	\$ 239,595	\$ 84,271	\$ 85,957	\$ 87,676	\$ 89,429	
Less: Scheduled CIP Project Costs	\$ (122,671)	\$ -	\$ -	\$ -	\$ -	\$ (60,000)	\$ -
Projected Year-End Cash Dedicated to CIP	\$ 112,794	\$ 352,389	\$ 436,660	\$ 522,617	\$ 610,293	\$ 639,722	\$ -

Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Community Development Revenues (Excludes interfund transfers)	\$ 1,619,980	\$ 1,619,980	\$ 1,652,380	\$ 1,685,427	\$ 1,719,136	\$ 1,753,518
Estimated Growth in Revenues	-	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 1,619,980	\$ 1,652,380	\$ 1,685,427	\$ 1,719,136	\$ 1,753,518	\$ 1,788,589
Current Revenues Dedicated to CIP %	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Plus: Increase Dedicated to Capital Improvements %	0.0%	9.5%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	5.0%	14.5%	5.0%	5.0%	5.0%	5.0%
Total Estimated Revenues Dedicated to CIP	\$ 80,999	\$ 239,595	\$ 84,271	\$ 85,957	\$ 87,676	\$ 89,429



COMMUNITY DEVELOPMENT FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	60,000	
	Fiscal Year Totals	-	-	-	-	60,000	-

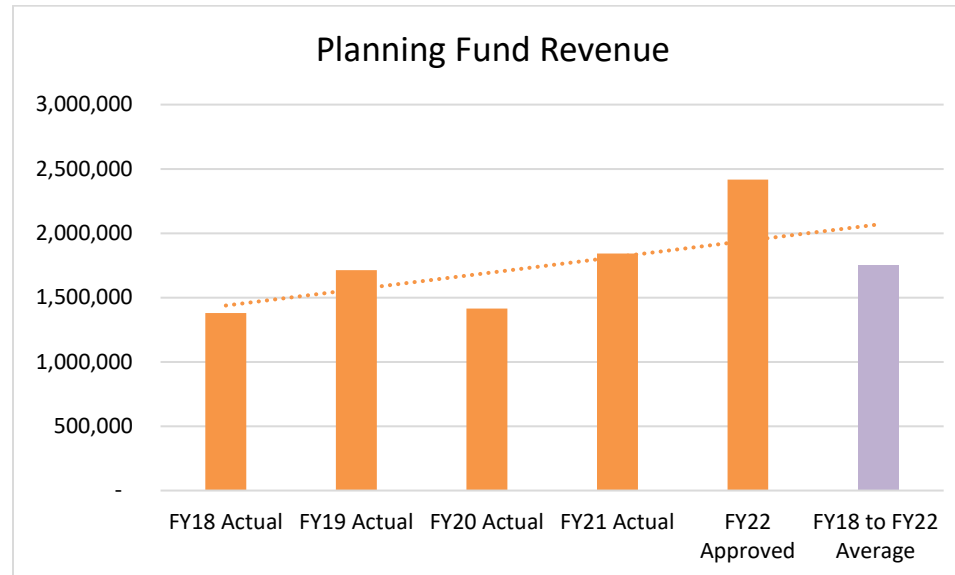
Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	180,000
	Fiscal Year Totals	-	-	-	-	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. Planning fees were part of a Community Development fee study and the Commission adopted new fees for better cost recovery.



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	FY27	ERP REPLACEMENT/UPGRADE	60,000	\$ 60,000	GF277
		DESCRIPTION:	-		
		POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR	-		
		CURRENT VENDOR UPGRADE OR NEW SYSTEM	-		
		ALTERNATIVE:	-		
		KEEP SAME SYSTEM UNTIL UNSUPPORTED	-		
		ADD OPERATING:	-		
		USUALLY ANNUAL MAINTENANCE COSTS	-		
		FUNDING SPLIT: GF 40% PWADMIN 50% AND CD 10%	-		

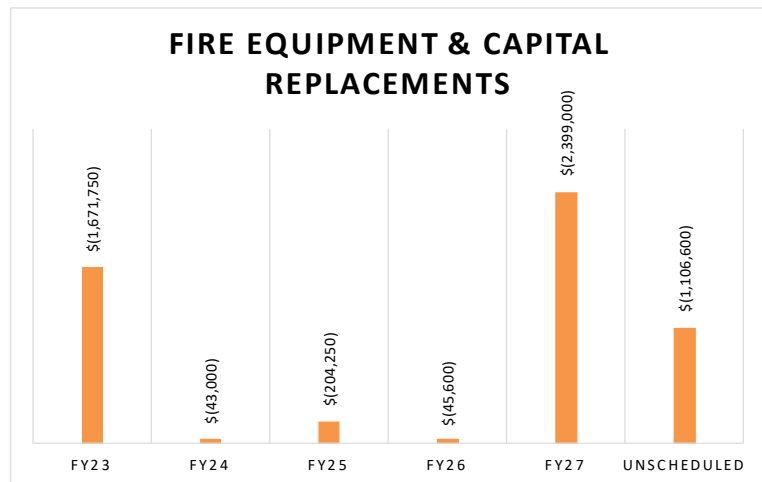
Fire Equipment & Capital

FIRE EQUIPMENT & CAPITAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 553,433	\$ 1,094,845	\$ 63,149	\$ 679,405	\$ 1,154,189	\$ 1,807,994	
Plus: Dedicated Tax Revenues 4 Mills	\$ 621,412	\$ 640,054	\$ 659,256	\$ 679,034	\$ 699,405	\$ 720,387	\$ -
Less: FY21 Carry Forward	\$ -						
Less: Scheduled CIP Project Costs	\$ (80,000)	\$ (1,671,750)	\$ (43,000)	\$ (204,250)	\$ (45,600)	\$ (2,399,000)	\$ (1,106,600)
Projected Year-End Cash Dedicated to CIP	\$ 1,094,845	\$ 63,149	\$ 679,405	\$ 1,154,189	\$ 1,807,994	\$ 129,381	

Assumptions Made for Revenue Estimates:

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Tax Revenues	\$ 621,412	\$ 621,412	\$ 640,054	\$ 659,256	\$ 679,034	\$ 699,405
Estimated Annual Increase		3.0%	3.0%	3.0%	3.0%	3.0%
Total Estimated Revenues	\$ 621,412	\$ 640,054	\$ 659,256	\$ 679,034	\$ 699,405	\$ 720,387
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	\$ 621,412	\$ 640,054	\$ 659,256	\$ 679,034	\$ 699,405	\$ 720,387



FIRE EQUIPMENT & CAPITAL FUND PROJECT SUMMARY

Current Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
FE06	RADIO REPLACEMENT PROGRAM	50,000	-	-	-	672,000	-
FE07	FIRE STAFF VEHICLE REPLACEMENT	-	-	-	-	-	275,000
FE10	SELF-CONTAINED BREATHING	-	-	-	-	-	507,000
FE12	PERSONAL PROTECTIVE EQUIPMENT	41,750	43,000	44,250	45,600	47,000	324,600
FE18	LIGHT DUTY VEHICLES	180,000	-	160,000	-	80,000	-
FE20	FIRE ENGINE REPLACEMENT	1,400,000	-	-	-	1,600,000	-
Fiscal Year Totals		1,671,750	43,000	204,250	45,600	2,399,000	1,106,600

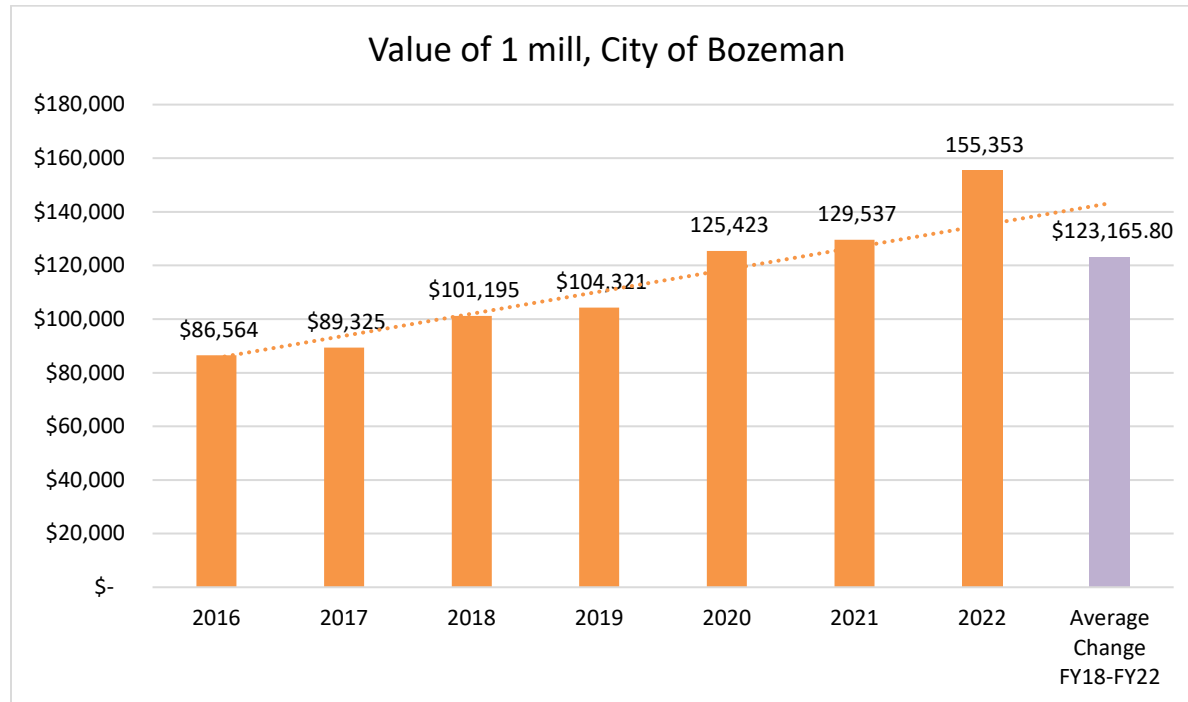
Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
FE07	FIRE STAFF VEHICLE REPLACEMENT	-	-	-	-	275,000
FE10	SELF-CONTAINED BREATHING	-	-	-	-	507,000
FE12	PERSONAL PROTECTIVE EQUIPMENT	41,750	43,000	44,250	44,250	324,600
FE18	LIGHT DUTY VEHICLES	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		1,488,750	91,000	93,250	44,250	3,178,600

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 12%; the highest rate during that period was for the 2020 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. Light duty vehicle in FY-23 is for Battalion of Support Services. Dependent on staffing is approval as it would be our Accreditation Manager which is needed for this project. Working towards **Strategic Plan 3.1.f** Obtain Fire Department Accreditation. These vehicles are also depended on the staffing plan.



Later in the plan includes radio replacements and more Fire Engine replacements.



Project Name	Year	Description	Amount	Total	Project #
Radio Replacement Program	2023	MOBILE / PORTABLE RADIOS DESCRIPTION:	50,000 -	50,000	FE06
Radio Replacement Program	2027	MOBILE / PORTABLE RADIOS DESCRIPTION:	672,000 -	672,000	FE06
Vehicle Replacment	UNSCHEDULED	REPLACEMENT OF EXISTING LIGHT DUTY VEHICLES ON A ROTATING SCHEDULE.	275,000 -	275,000	FE07
Self Contained Breathing Apparatus	UNSCHEDULED	SELF-CONTAINED BREATHING APPARATUS DESCRIPTION: SCBA ARE WORN BY THE FIREFIGHTERS FOR RESPIRATORY PROTECTION WHEN IN IMMEDIATELY DANGEROUS TO LIFE AND HEALTH (IDLH) ENVIRONMENTS AS REQUIRED BY OSHA THE ANTICIPATED LIFE SPAN OF A SCBA IS 10-12 YEARS THE DEPARTMENT LAST PURCHASED SCBAS IN 2017. SCBAS REQUIRE ANNUAL MAINTENANCE BY A LICENSED THIRD PARTY. THIS PURCHASE WOULD BE FOR NEW SCBA INCLUDING FRAMES, BOTTLES, FACEPIECE, AND REGULATORS.	507,000 - - - - - - - - -	507,000	FE10
Personal Protective Equipment	2023	PERSONAL PROTECTIVE EQUIPMENT 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 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. ALTERNATIVES CONSIDERED: USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND ADVANTAGES OF APPROVAL: EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE ADDITIONAL OPERATING COSTS: NONE	41,750 - - - - - - - - - - - - - - -	41,750	FE12 (FY23)

Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	2024	PERSONAL PROTECTIVE EQUIPMENT	43,000	43,000	FE12 (FY24)
		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	-		
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
ADVANTAGES OF APPROVAL:	-				
EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-				
ADDITIONAL OPERATING COSTS:	-				
NONE	-				
Personal Protective Equipment	2025	PERSONAL PROTECTIVE EQUIPMENT	44,250	44,250	FE12 (FY25)
		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	-		
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
ADVANTAGES OF APPROVAL:	-				
EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-				
ADDITIONAL OPERATING COSTS:	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	2026	PERSONAL PROTECTIVE EQUIPMENT	45,600	45,600	FE12 (FY26)
		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	-		
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
ADVANTAGES OF APPROVAL:	-				
EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-				
ADDITIONAL OPERATING COSTS:	-				
NONE	-				
Personal Protective Equipment	2027	PERSONAL PROTECTIVE EQUIPMENT	47,000	47,000	FE12 (FY27)
		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	-		
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND	-		
ADVANTAGES OF APPROVAL:	-				
EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE	-				
ADDITIONAL OPERATING COSTS:	-				
NONE	-				

Project Name	Year	Description	Amount	Total	Project #
Personal Protective Equipment	Unscheduled	PERSONAL PROTECTIVE EQUIPMENT FY27-FY31 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 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. ALTERNATIVES CONSIDERED: USE OTHER FUNDING SOURCES SUCH AS GENERAL FUND ADVANTAGES OF APPROVAL: EQUIPMENT WILL REMAIN UP TO DATE AND EFFECTIVE ADDITIONAL OPERATING COSTS: NONE	324,600 - - - - - - - - - - - - - -	324,600	FE12 (Unscheduled)
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.	180,000 - - - -	180,000	FE18 (FY23)
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.	160,000 - - - -	160,000	FE18 (FY25)
Light Duty Vehicles	2027	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.	80,000 - - - -	80,000	FE18 (FY27)

Project Name	Year	Description	Amount	Total	Project #
FIRE ENGINE REPLACEMENT	2023	REPLACEMENT OF ENGINE 1 AND ENGINE 2 DESCRIPTION: ENGINE 1 WILL BE 13 YEARS OLD AND 2 IS 12 YEARS OLD. THE EXPECTED LIFESPAN OF A FIRE ENGINE IS 10 YEARS. FURTHER EVALUATION OF MILEAGE, ENGINE HOURS, AND SERVICE AND REPAIR RECORDS WILL OCCUR TO SUPPORT OR POSTPONE THIS PURCHASE ALTERNATIVES CONSIDERED: DELAY PURCHASE ADVANTAGES OF APPROVAL: NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN AND IS MORE RELIABLE IN AN EMERGENCY SITUATION. ADDITIONAL OPERATING COSTS: REDUCED MAINTENANCE COST	1,400,000 - - - - - - - - - -	1,400,000	FE20
FIRE ENGINE REPLACEMENT	2027	REPLACEMENT OF THE 2013 LADDER TRUCK DESCRIPTION: EXPECTED LIFESPAN OF A FIRE ENGINE IS 10 YEARS. FURTHER EVALUATION OF MILEAGE, ENGINE HOURS, AND SERVICE AND REPAIR RECORDS WILL OCCUR TO SUPPORT OR POSTPONE THIS PURCHASE. ALTERNATIVES CONSIDERED: DELAY PURCHASE ADVANTAGES OF APPROVAL: NEWER EQUIPMENT IS MORE COST EFFECTIVE TO MAINTAIN AND IS MORE RELIABLE IN AN EMERGENCY SITUATION. ADDITIONAL OPERATING COSTS: REDUCED MAINTENANCE COST	1,600,000 - - - - - - - - - -	1,600,000	FE20

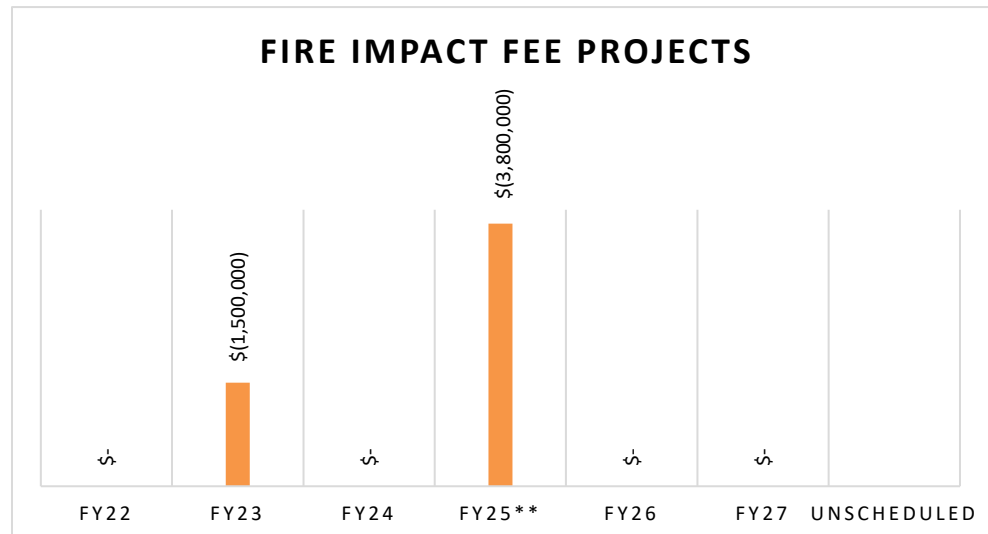
Fire Impact Fee

FIRE IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25**	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 3,240,071	\$ 3,787,527	\$ 2,851,407	\$ 3,432,204	\$ 230,424	\$ 846,591	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 547,456	\$ 563,880	\$ 580,796	\$ 598,220	\$ 616,167	\$ 634,652	\$ -
Less: Scheduled CIP Project Costs	\$ -	\$ (1,500,000)	\$ -	\$ (3,800,000)	\$ -	\$ -	
Projected Year-End Cash Dedicated to CIP	\$ 3,787,527	\$ 2,851,407	\$ 3,432,204	\$ 230,424	\$ 846,591	\$ 1,481,243	

Assumptions Made for Revenue Estimates:

	Current Year	Projected					
	FY22	FY23	FY24	FY25**	FY26	FY27	
Estimated Annual Fire Impact Fee Revenues	\$ 547,456	\$ 547,456	\$ 563,880	\$ 580,796	\$ 598,220	\$ 616,167	
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%	
Total Estimated Revenues	\$ 547,456	\$ 563,880	\$ 580,796	\$ 598,220	\$ 616,167	\$ 634,652	
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	\$ 547,456	\$ 563,880	\$ 580,796	\$ 598,220	\$ 616,167	\$ 634,652	



** FY25 Fire Station 4 total cost is \$8,080,000 with the General Fund bonding for \$5,280,000

FIRE IMPACT FEE FUND PROJECT SUMMARY

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
FIF06	FIRE STATION 4	1,500,000	-	2,800,000	-	-	-
FIF07	RESPONSE APPARATUS	-	-	1,000,000	-	-	-
Fiscal Year Totals		1,500,000	-	3,800,000	-	-	-

Prior Year CIP Requests

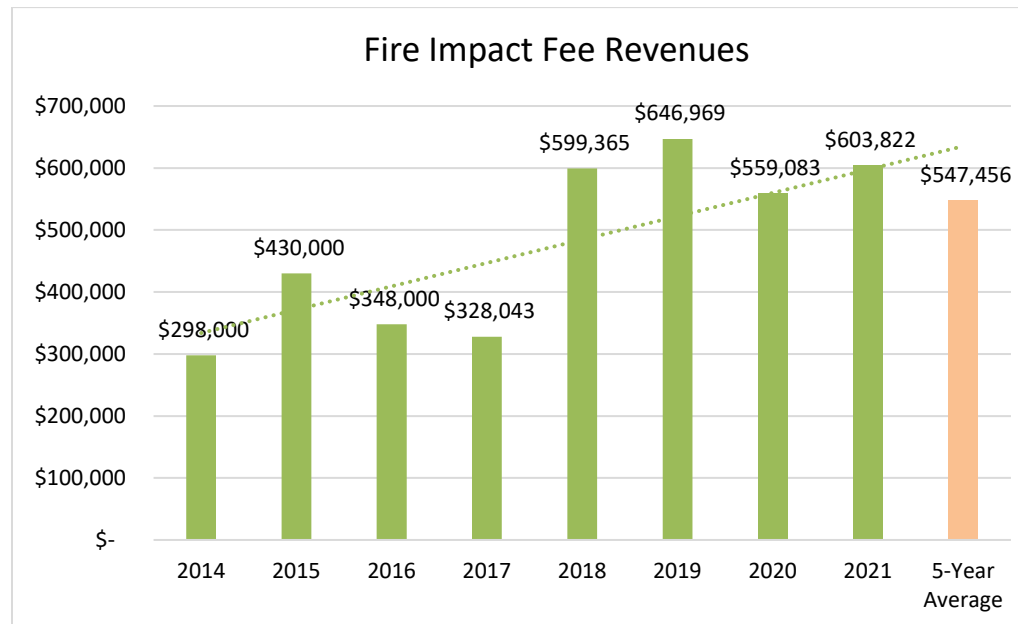
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
FIF06	FIRE STATION 4	-	-	-	-	6,565,000
FIF07	RESPONSE APPARATUS	-	-	-	-	700,000
Fiscal Year Totals		-	-	-	-	7,265,000

FIRE IMPACT FEE FUND DETAIL

BACKGROUND

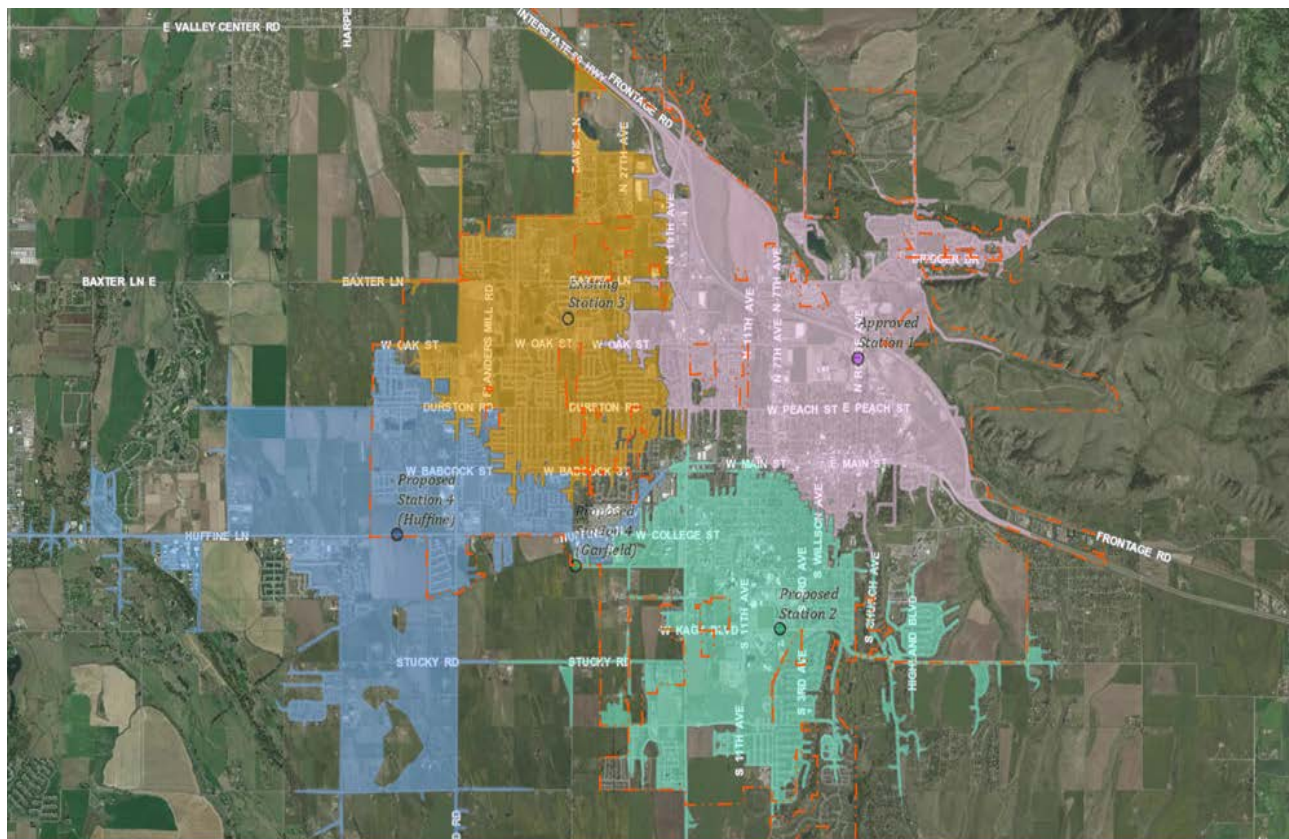
Our Fire Master Plan, which just recently has been adopted, proposed relocation of Station 1 and Station 2 to handle capacity expansion rather than build station

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



CAPITAL PLAN SUMMARY

Fire Station 4 and apparatus are scheduled in this plan. We are currently strategizing the placement of this fire station and have scheduled the land purchase in FY23.



Station 4 and the apparatus are schedule in FY25 with part of the station being funded in the General Fund with bonds, which will have to go to the voters for approval along with an operating levy. The operating levy would support the staffing and operations of this additional station. This works towards the Strategic Plan vision **3) A Safe, Welcoming Community**.



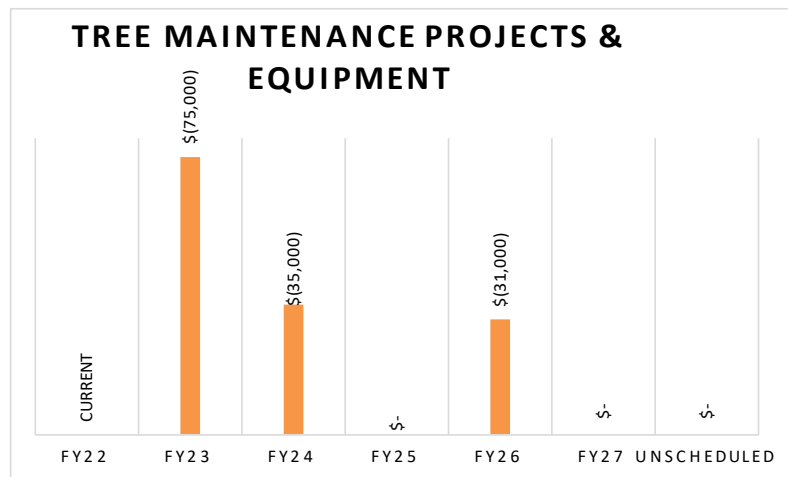
Name	Year	Description	Amount	Total	Project #
Fire Station 4	2023	FIRE STATION 4 LAND ACQUISITION AND DESIGN DESCRIPTION: THE FIRE MASTER PLAN WAS COMPLETED AND ADOPTED 4/2017. THE MASTER PLAN INCLUDES A COMPREHENSIVE REVIEW OF THE CITY ALONG WITH RECOMMENDATIONS FOR NEW FIRE FIRE STATIONS. FIRE STATION 1 IS BEING RELOCATED WITH THE BPSC AND THE RELOCATION OF FIRE STATION 2 IS PLANNED IN THE GENERAL FUND FOR FY23. ALTERNATIVES CONSIDERED: NONE ADDITIONAL OPERATING COST: THE ADDITIONAL FIRE STATION WOULD HAVE ANNUAL OPERATING COSTS THAT INCLUDES PERSONNEL.	1,500,000 - - - - - - - -	\$ 1,500,000	FIF06 (FY23)
Fire Station 4	FY25	FIRE STATION CONSTRUCTION / EXPANSION / RELOCATION DESCRIPTION: THE FIRE MASTER PLAN WAS 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. ALTERNATIVES CONSIDERED: NONE ADDITIONAL OPERATING COST: THE ADDITIONAL FIRE STATION WOULD HAVE ANNUAL OPERATING COSTS THAT INCLUDES PERSONNEL TOTAL \$8,080,000 WITH 1% FOR ART GF TO BOND FOR REMAINING 5,280,000 WILL REQUIRE OPERATING LEVY TO STAFF	2,800,000 - - - - - - - - - - - -	\$ 2,800,000	FIF06 (FY25)
Response Apparatus	FY25	FIRE DEPARTMENT RESPONSE APPARATUS DESCRIPTION: FIRE STATION 4 WILL NEED RESPONSE APPARATUS THIS COULD INCLUDE RANGING FROM SUVS TO FIRE ENGINES TO LADDER TRUCKS TO HANDLE THE CITY'S EMERGENCY RESPONSE LOAD.	1,000,000 - - - -	\$ 1,000,000	FIF07

Forestry

FORESTRY FUND (TREE MAINTENANCE) FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 440,781	\$ 408,206	\$ 391,781	\$ 416,526	\$ 477,467	\$ 508,626	\$ -	
Plus: Tree Mtc Revenues Dedicated to CIP	\$ 57,426	\$ 58,574	\$ 59,746	\$ 60,941	\$ 62,159	\$ 63,403	\$ -	
Less: FY21 Carry Forward	\$ (90,000)							
Less: Scheduled CIP Project Costs	\$ -	\$ (75,000)	\$ (35,000)	\$ -	\$ (31,000)	\$ -	\$ -	
Projected Year-End Cash Dedicated to CIP	\$ 408,206	\$ 391,781	\$ 416,526	\$ 477,467	\$ 508,626	\$ 572,029		

Assumptions Made for Revenue Estimates	Current Year	Projected					
	FY22	FY23	FY24	FY25	FY26	FY27	
Estimated Annual Tree Mtc Revenues	\$ 820,366	\$ 820,366	\$ 836,773	\$ 853,509	\$ 870,579	\$ 887,991	
Estimated Annual Increase - Attributed to Annexations	0%	2%	2%	2%	2%	2%	
Total Estimated Revenues	\$ 820,366	\$ 836,773	\$ 853,509	\$ 870,579	\$ 887,991	\$ 905,750	
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	\$ 57,426	\$ 58,574	\$ 59,746	\$ 60,941	\$ 62,159	\$ 63,403	



FORESTRY FUND (TREE MAINTENANCE) PROJECT SUMMARY

Current Forestry CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
FOR17	Forestry Brush Chipper	75,000	-	-	-	-	-
FOR18	Forestry Half-ton Pickup	-	-	-	31,000	-	-
FOR19	FORESTRY 3/4 TON PICKUP	-	35,000	-	-	-	-
Fiscal Year Totals		75,000	35,000	-	31,000	-	-

Prior Year Forestry CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
FOR16	ToolCat Utility Machine	65,000	-	-	-	-
FOR17	Forestry Brush Chipper	-	75,000	-	-	-
FOR18	Forestry Half-ton Pickup	-	-	-	42,000	-
Fiscal Year Totals		65,000	75,000	-	42,000	-

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 2% 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, FOR17- Forestry Brush Chipper FY23 and FOR18 and FOR19 vehicle replacements.



Project Name:	Year	DESCRIPTION:	Amount	Total	Project #
FORESTRY BRUSH CHIPPER	2023	FORESTRY BRUSH CHIPPER 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 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.	75,000 - - - - - - - - - - - -	75,000 - - - - - - - - - - - -	FOR17
FORESTRY HALF TON PICK UP	2026	FORESTRY HALF-TON PICKUP DESCRIPTION: REPLACE 1999 F150. SMALL PICKUPS ARE STILL NEEDED FOR SOLO WORK AND TRANSPORTING EQUIPMENT. ALTERNATIVES CONSIDERED: CONTINUE USING EXISTING FLEET ADD OPERATING COSTS: FUEL AND MAINTENANCE	31,000 - - - - - - -	31,000 - - - - - - -	FOR18
FORESTRY 3/4 TON PICK UP	2024	FORESTRY 3/4-TON PICKUP DESCRIPTION: LARGER PICKUP TRUCK FOR TREE PLANTING AND OTHER OPERATIONS. CREW & EQUIPMENT HAULING, GREATER TOWING CAPACITY THAN HALF-TON PICKUPS. TO REPLACE 2004 F250. ALTERNATIVES CONSIDERED: CONTINUE EXISTING TRUCKS OPERATING COSTS: FUEL & MAINTENANCE CHANGES FROM LAST CIP: PRIORITY OVER FOR16 TOOLCAT (DELETED) \$30K SAVINGS	35,000 - - - - - - - - - - -	35,000 - - - - - - - - - - -	FOR18

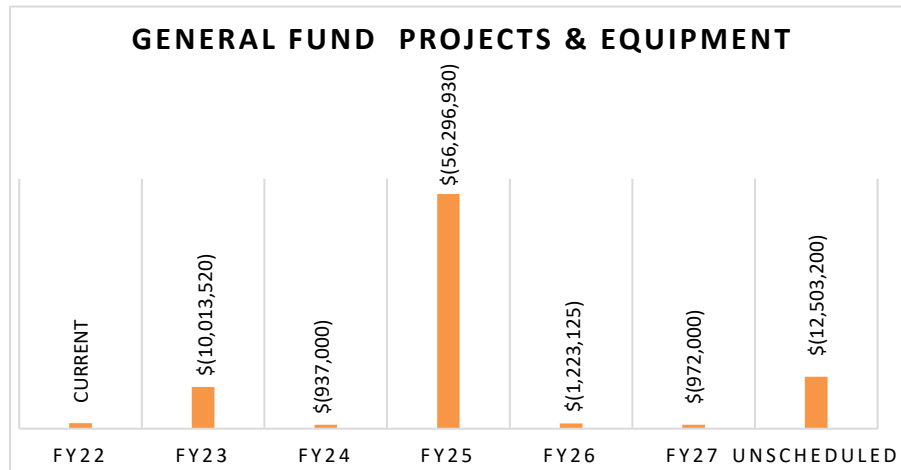
General Fund

GENERAL FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Balance Dedicated to CIP	\$ -	\$ (0)	\$ (29,846)	\$ 16,565	\$ (7,120)	\$ 37,932		
Plus: General Fund Revenues Dedicated to CIP	\$ 906,051	\$ 973,674	\$ 983,411	\$ 993,245	\$ 1,003,177	\$ 1,013,209	\$ -	
Plus: ONE-TIME FUNDING: CARES	\$ 435,000							
Plus: GF Facility Bond Issue: GF305/GF137/GF140/GF209/GF238		\$ 9,010,000						
Plus: Other funds funding of GF362					\$ 265,000			
Plus:Westside Rec/Library Bond Issue: GF355				\$ 50,000,000				
Plus:WBond Issue: FIF06				\$ 5,280,000				
Less: Scheduled CIP Project Costs	\$ (1,341,051)	\$ (10,013,520)	\$ (937,000)	\$ (56,296,930)	\$ (1,223,125)	\$ (972,000)	\$ (12,503,200)	
Projected Year-End Cash Dedicated to CIP	\$ (0)	\$ (29,846)	\$ 16,565	\$ (7,120)	\$ 37,932	\$ 79,141		

Assumptions Made for Revenue Estimates:

	Current Year	Projected					
	FY22	FY23	FY24	FY25	FY26	FY27	
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 %	2.8%	2.8%	3.0%	3.0%	3.0%	3.0%	
Plus: Increase Dedicated to Capital Improvements %	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
Total % Dedicated to CIP*	2.8%	3.0%	3.0%	3.0%	3.0%	3.0%	
Total Estimated Revenues Dedicated to CIP**	\$ 906,051	\$ 973,674	\$ 983,411	\$ 993,245	\$ 1,003,177	\$ 1,013,209	



GENERAL FUND PROJECT SUMMARY

Project #	Project Name	FY23	FY24	FY25	FY26	FY27	Unscheduled
CEMETERY							
GF083	CEMETERY BACKHOE	-	-	-	-	120,000	-
GF116	CEMETERY VEHICLE REPLACEMENT	63,000	-	-	60,000	-	-
GF252	CEMETERY COLUMBARIUMS	-	-	60,000	-	-	-
GF268	SW MT VETERAN'S CEMETERY	-	360,000	-	-	-	-
Department Subtotal		63,000	360,000	60,000	60,000	120,000	-
CITY ATTORNEY							
GF337	HIGH DENSITY FILE STORAGE SYSTEM	25,000	-	-	-	-	-
Department Subtotal		25,000	-	-	-	-	-
CITY COMMISSION							
GF356	COMMISSION ROOM TECH	-	-	-	-	-	175,000
Department Subtotal		-	-	-	-	-	175,000
ECONOMIC DEVELOPMENT							
GF275	FIBER OPTIC CONDUIT AND VAULTS	40,000	40,000	40,000	-	-	-
Department Subtotal		40,000	40,000	40,000	-	-	-
FACILITIES MANAGEMENT							
GF157	SENIOR CENTER ELEVATOR	-	-	125,000	-	-	-
GF325	NEW DEPARTMENT VEHICLE	-	-	-	50,000	-	-
GF328	VEHICLE REPLACEMENT	37,000	-	-	-	-	-
GF329	VEHICLE REPLACEMENT	-	37,000	-	-	-	-
GF343	NEW DEPARTMENT VEHICLE	-	-	50,000	-	-	-
GF344	NEW DEPARTMENT VEHICLE	-	37,000	-	-	-	-
GF345	VEHICLE REPLACEMENT	-	37,000	-	-	-	-
GF346	FACILITY CONDITION INVENTORY	-	-	-	-	75,000	-
GF360	LED LIGHTING UPGRADE - PROF	-	30,000	-	-	-	-
GF361	1% ART LIBRARY EXPANSION	40,000	-	-	-	-	-
GF363	SENIOR CENTER REIMAGINING PROJ	-	-	-	-	-	10,000,000
Department Subtotal		77,000	141,000	175,000	50,000	75,000	10,000,000

Project #	Project Name	FY23	FY24	FY25	FY26	FY27	Unscheduled
FINANCE							
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	420,000	-
	Department Subtotal	-	-	-	-	420,000	-
FIRE							
GF305	FIRE STATION 2 RELOCATION	\$ 6,730,000	-	-	-	-	-
FIF06	FIRE STATION 4	-	-	5,280,000	-	-	-
	Department Subtotal	6,730,000	-	5,280,000	-	-	-
INFORMATION TECHNOLOGY							
GF080	CITY-WIDE SWITCHES&ROUTRS	55,000	55,000	60,000	60,000	65,000	-
GF233	IT VEHICLE REPLACEMENT	30,000	-	-	-	30,000	-
GF265	SERVER REPLACEMENT GF	50,000	85,000	72,000	70,000	-	-
GF289	SERVER FARM SOFTWARE UPGRADES	-	-	-	35,000	-	-
GF313	POLICE VIDEO EVIDENCE STORAGE	40,000	-	-	-	-	-
	Department Subtotal	175,000	140,000	132,000	165,000	95,000	-
POLICE							
GF052	UNMARKED VEHICLE REPLCMNT	-	-	-	-	-	100,000
GF053	PATROL CAR & EQUIP RPLCMT	189,000	126,000	192,000	192,000	195,000	855,000
GF166	COUNTY RADIO LEASE	-	-	-	-	-	616,200
GF292	MOBILE DATA EQUIP	-	-	86,000	86,000	-	175,000
GF294	PATROL CAR - ADDITIONAL	-	63,000	-	-	-	132,000
GF316	POLICE BODY CAMERA SYSTEM	146,000	67,000	67,000	67,000	67,000	450,000
	Department Subtotal	335,000	256,000	345,000	345,000	262,000	2,328,200
RECREATION							
GF137	SWIM CENTER - FACILITY	1,265,400	-	-	-	-	-
GF140	LINDLEY PARKING LOT RESURFACING	82,320	-	-	-	-	-
GF209	LINDLEY CENTER FULL UPGRADE	335,000	-	-	-	-	-
GF238	BOGERT POOL RENOVATION	585,800	-	-	-	-	-
GF334	SMCC MEETING ROOM RENOVATION	-	-	65,460	-	-	-
GF336	SMCC OFFICE HVAC SYSTEM	-	-	199,470	-	-	-
GF355	WESTSIDE REC & LIBRARY	200,000	-	50,000,000	-	-	-
	Department Subtotal	2,468,520	-	50,264,930	-	-	-
Sustainability							
GF362	SOLAR PANEL ARRAYS	100,000	-	-	603,125	-	-
	Department Subtotal	100,000	-	-	603,125	-	-
General Fund Totals		10,013,520	937,000	56,296,930	1,223,125	972,000	12,503,200

General Fund Overall Summary

Current Year CIP General Fund

DEPARTMENT	FY23	FY24	FY25	FY26	FY27	Unscheduled
CEMETERY	63,000	360,000	60,000	60,000	120,000	-
CITY ATTORNEY	25,000	-	-	-	-	-
CITY COMMISSION	-	-	-	-	-	175,000
ECONOMIC DEVELOPMENT	40,000	40,000	40,000	-	-	-
FACILITIES MANAGEMENT	77,000	141,000	175,000	50,000	75,000	10,000,000
FINANCE	-	-	-	-	420,000	-
FIRE	6,730,000	-	5,280,000	-	-	-
INFORMATION TECHNOLOGY	175,000	140,000	132,000	165,000	95,000	-
POLICE	335,000	256,000	345,000	345,000	262,000	2,328,200
RECREATION	2,468,520	-	50,264,930	-	-	-
SUSTAINABILITY	100,000	-	-	603,125	-	-
TOTAL	10,013,520	937,000	56,296,930	1,223,125	972,000	12,503,200

Prior Year CIP General Fund

DEPARTMENT	FY23	FY24	FY25	FY26	Unscheduled
CEMETERY	120,000	419,000	360,000	60,000	-
CITY ATTORNEY	25,000	-	-	-	-
ECONOMIC DEVELOPMENT	40,000	40,000	40,000	-	-
FACILITIES MANAGEMENT	111,000	74,000	237,000	-	-
FINANCE	-	-	-	-	420,000
FIRE	6,565,000	-	-	-	-
INFORMATION TECHNOLOGY	201,000	205,000	200,000	-	-
POLICE	296,000	364,000	367,000	-	1,743,000
RECREATION	2,280,900	82,320	50,243,060	-	-
SUSTAINABILITY	-	-	-	-	-
TOTAL	9,638,900	1,184,320	51,447,060	972,000	2,163,000

Department/Division	Fund	CIP		Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry Forward Amount	Budget coding	Expected completion date
		Project Number							
CEMETERY	10	GF 268	SWMTVETS cemetery phase III		45,000	5,000	40,000	010-7210-452-80-90	Fall 2022
Recreation	10	GF205	PROST Plan Update		57,000	-	57,000	010-8010-456.50-10	June of 2022
Recreation	10	GF333	SMCC Gym Ventilation System		120,000	-	120,000	010-8040-456.80-80	March of 2022
Police	10	GF053	Patrol car and equip replacement		183,000	147,139	35,861	010-3010-421-8010	10/1/2021
Facilities	10	GF001	Elevator Replacement - Stiff		125,000	-	125,000	010-1840-413.80.80	6/30/2022
Facilities	10	n/a	ADA Transition Plan		25,000	-	25,000	010-1840-413.50-10	6/30/2022
Facilities	10	GF241	Replacement of City Hall AC Condensing Unit - Roof Top		90,000	36,550	53,450	010-1810-413.80-90	8/31/2021
Facilities	10	GF303	City Hall Expansion Remodel of Storage Areas into Offices		250,000	-	250,000	010-1810-413.80-80	12/31/2022
Finance	10	GF308	Finance Office Remodel - Cashier Window		75,000	-	75,000	010-1510-405.80-80	12/31/2022
Sustainability	10	n/a	Solar PV Site Assessments for City Facilities		17,300	-	17,300	010-8250-459.50-10	9/30/2021
Sustainability	10	n/a	Green Tariff Development Interlocal Agreement		80,105	9,895	70,210	010-8250-459.50-10	6/30/2022
City Clerk	10	GF284	Laserviche Software Upgrade		58,000	12,308	45,692	010-1220-402-50-10	6/30/2022
Various/City Manager	10	COVIDN	Non Profit Grants		2,142,355	1,842,355	300,000	010-8940-471.70-99	FY22
Various/City Manager	10	COVIDC	City Projects without CIP #		526,200	259,200	267,000	010-8940-471.70-99	FY22
10 Total							1,481,514		

GENERAL FUND DETAIL

BACKGROUND

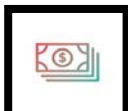
The General fund is funded through General fund revenues, which are primarily taxes. In order to continue to make the necessary improvements and equipment purchases, we need to make increased funding available for capital projects in the General Fund.

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:

- **VOTER APPROVED! 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**. 
- **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**. 
- 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. 
- The Plan has two projects that align with the Commission Priority of **Climate Action** and **Strategic Plan 6.3**. GF360 Professional building LED lighting upgrade in FY24 and GF362 Solar Panel Arrays on Select City Building in FY26 also aligns with the **Climate Plan 2.F.1** (Plan and Install Renewable Energy Projects for City Facilities). 

Department	Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY BACKHOE	2027	CEMETERY BACKHOE DESCRIPTION: 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 ALTERNATIVES CONSIDERED: CONTINUE TO UTILIZE EXISTING BACHOE ADVANTAGES OF APPROVAL: INCREASED RELIABILITY AND STAFF SAFETY ADDITIONAL OPERATING COST: DECREASE WITH NEW MACHINERY	120,000 - - - - - - - -	\$ 120,000	GF083
CEMETERY	CEMETERY VEHICLE REPLACEMENT	2023	CEMETERY VEHICLE REPLACEMENT DESCRIPTION: VEHICLE REPLACEMENT OF 2001 1 TON DODGE WITH 53,000 MILES. VEHICLE USED FOR BURIALS, HAULING MATERIAL, AND WINTER TIME SNOW PLOWING ALTERNATIVES CONSIDERED: KEEP USING AND REPAIRING THE OLDER EQUIPMENT ADDITIONAL OPERATING COST: MINIMAL	63,000 - - - - - -	\$ 63,000	GF116 (FY23)
CEMETERY	CEMETERY VEHICLE REPLACEMENT	2026	CEMETERY VEHICLE REPLACEMENT DESCRIPTION: REPLACEMENT OF OLDER VEHICLE IN THE CEMETERY FLEET USED IN BURIAL OPERATIONS AND PLOWING ALTERNATIVES CONSIDERED: KEEP DRIVING AND REPAIRING OLDER VEHICLES REPAIRING OLDER VEHICLES ADDITIONAL OPERATING COST: MORE EFFICIENT AND SAFER THAN THE AGING FLEET	60,000 - - - - - -	\$ 60,000	GF116 (FY26)

Department	Name	Year	Description	Amount	Total	Project #
CEMETERY	CEMETERY COLUMBARIUMS	2025	CEMETERY COLUMBARIUM DESCRIPTION: ADDING AN ADDITIONAL EIGHTY NICHES IN 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 OPERATIONAL AND POPULAR ALTERNATIVES CONSIDERED: DO NOT ADD ANY COLUMBARIUMS TO THE CEMETERY AND 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. ADDITIONAL OPERATING COSTS: MINIMAL, IF ANY	60,000 - - - - - - - - - - -	\$ 60,000	GF252 (FY25)
CEMETERY	SOUTHWEST MONTANA VETERAN'S CEMETERY	2024	SOUTHWEST MONTANA VETERAN'S CEMETERY- CONT'D DESCRIPTION: CONTINUING ITEM/ASSETS ADDED TO VETERAN'S CEMETERY COMMITTAL SHELTER ALTERNATIVES CONSIDERED: NO SHELTER FROM THE WEATHER ADVANTAGES OF APPROVAL: CONTROLLED ENVIRONMENT FOR MEMORIAL SERVICES ADDITIONAL OPERATING COST: MINIMAL CUSTODIAL WORK	360,000 - - - - - - -	\$ 360,000	GF268 (FY24)

Department	Name	Year	Description	Amount	Total	Project #
CITY ATTORNEY	HIGH DENSITY STORAGE	2023	HIGH DENSITY FILE STORAGE SYSTEM	22,085	\$ 25,000	GF337
			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	-		
			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	-		
			ADDITIONAL OPERATING COSTS:	-		
			TEMP STAFF AND SUPPLIES WILL BE ONE TIME	-		
			INCREASE IN COST ESTIMATE	2,915.00		
CITY COMMISSION	COMMISSION ROOM TECH	Unscheduled	HARDWARE REPLACEMENT FOR COMMISSION RM TECHNOLOGY	175,000	\$ 175,000	GF356
			ANNUAL MAINTENANCE COST APPROX 13000	-		

Department	Name	Year	Description	Amount	Total	Project #
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	-		
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2024	ADDITIONAL OPERATING COSTS:	-		GF275 (FY24)
			COST OF DESIGN AND INSTALLATION	-		
			DECREASE	(10,000)		
			FIBER OPTIC CONDUIT AND VAULTS	25,000	\$ 40,000	
			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:	-		
ECONOMIC DEVELOPMENT	FIBER OPTIC CONDUIT AND VAULTS	2025	PROVIDES FUNDING FOR THE PURCHASE OF FIBER CONDUIT	-		GF275 (FY25)
			AND VAULTS IN FURTHERANCE OF A FUTURE CONDUIT	-		
			POLICY.	-		
			ADDITIONAL OPERATING COSTS:	-		
			COST OF DESIGN AND INSTALLATION.	-		
			INCREASE	15,000		
			FIBER OPTIC CONDUIT AND VAULTS	40,000	\$ 40,000	
			DESCRIPTION:	-		
			FUTURE CITY CONDUIT POLICY WILL DRIVE THE FUTURE	-		
			INVESTMENT IN CITY OWNED CONDUIT.	-		

[illegible]

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2023	VEHICLE REPLACEMENT	35,000	\$ 37,000	GF328
			DESCRIPTION:	-		
			DEPARTMENT VEHICLE ASSET # 2756 IS 23YRS OLD	-		
			AND IS REACHING THE END OF ITS 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 PERFORMING IN	-		
			ALL WEATHER CONDITIONS. BED SHELL AND LINER WILL	-		
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2024	VEHICLE REPLACEMENT	35,000	\$ 37,000	GF329
			DESCRIPTION:	-		
			DEPARTMENT VEHICLE ASSET #2971 IS 23 YEARS 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 PERFORMING IN ALL	-		
			WEATHER CONDITIONS. BED SHELL AND LINER WILL BE	-		
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2025	NEW DEPARTMENT VEHICLE	37,000	\$ 50,000	GF343
			DESCRIPTION:	-		
			PER THE PROPOSED 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 OPERATIONS	-		
			SUCH AS HAULING MATERIALS, PULLING TRAILERS, AND	-		
			PERFORMING IN ALL WEATHER CONDITIONS. TRUCK, BED	-		
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2025	VEHICLE PRICES IS \$33,000, SHELL, LINER AND DECALS \$4000	-		GF343
			CHANGES FROM LAST CIP:	13,000		
			INCREASE DUE TO FUTURE COST OF MOVE TO	-		
			ELECTRIC VEHICLE. MOVE FROM FY23 TO FY25	-		
			TO REALIGNMENT WITH PROPOSED STAFFING PLAN	-		

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	NEW DEPARTMENT VEHICLE	2024	NEW DEPARTMENT VEHICLE 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 PERFORMING 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 ADDITIONAL OPERATING COSTS: FUELS AND GENERAL MAINTENANCE COST \$1000 CHANGES FROM LAST CIP: INCREASE DUE TO CURRENT INFLATION.	35,000 - - - - - - - - - - - - - - 2,000 -	\$ 37,000 - - - - - - - - - - - - - - -	GF344
FACILITIES MANAGEMENT	VEHICLE REPLACEMENT	2024	VEHICLE REPLACEMENT DESCRIPTION: DEPARTMENT VEHICLE ASSET # 3079 IS 23YRS OLD AND IS REACHING THE END OF IT'S LIFECYCLE AND SHOULD BE REPLACED. CURRENT VEHICLE IS TOO SMALL TO SAFELY TOW REQUIRED DEPARTMENT EQUIPMENT. REQUIREMENTS WILL BE A FOUR WHEEL DRIVE FULL SIZE TRUCK W/SHELL TO SUPPORT DEPARTMENT OPERATIONS SUCH AS HAULING MATERIALS, PULLING TRAILERS, AND PERFORMING IN ALL WEATHER CONDITIONS. BED SHELL AND LINER WILL BE INCLUDED ON THIS PURCHASE. BASE VEHICLE PRICE IS \$31,000 SHELL & LINER \$4,000 CHANGES FROM LAST CIP: INCREASE DUE TO CURRENT INFLATION.	35,000 - - - - - - - - - - - - - - 2,000 -	\$ 37,000 - - - - - - - - - - - - - - -	GF345

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	FACILITY CONDITION INVENTORY	2027	FACILITY CONDITION INVENTORY	75,000	\$ 75,000	GF346
			DESCRIPTION:	-		
			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 CONSIDERED:	-		
			CONTINUE TO RESPOND TO UNPLANNED MAINTENANCE NEEDS	-		
			ADVANTAGES OF APPROVAL:	-		
			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	-		
FACILITIES MANAGEMENT	LED LIGHTING UPGRADE - PROF	2024	LIFECYCLE COSTS.	-		GF360
			ADDITIONAL OPERATING COSTS:	-		
			NONE.	-		
			LED LIGHTING UPGRADE - PROF	30,000	\$ 30,000	
			DESCRIPTION:	-		
			ACTION 1.A.1 OF THE BOZEMAN CLIMATE	-		
			PLAN CALL FOR INCREASING ENERGY EFFICIENCY AT	-		
			CITY FACILITIES. IN 2020, A MAJORITY OF EXISTING	-		
			LIGHT FIXTURES WITHIN THE ALFRED M. STIFF	-		
			PROFESSIONAL BUILDING WERE UPGRADED AS PART	-		
			OF A REMODEL PROJECT. THIS PROJECT COMPLETES THE	-		
			BALANCE OF WORK REMAINING NEEDED TO	-		
			TRANSITION ALL LIGHT FIXTURES WITHIN THE BUILDING	-		
			TO LED. APPROXIMATELY 129 FIXTURES WILL BE	-		
			UPGRADED.	-		
			ALTERNATIVES CONSIDERED:	-		
			AS SUGGESTED BY THE CITY COMMISSION	-		
			ADDITIONAL OPERATING COSTS:	-		
			THERE ARE NO ADDITIONAL OPERATING COST ASSOCIATED	-		
			WITH THIS PROJECT	-		

Department	Name	Year	Description	Amount	Total	Project #
FACILITIES MANAGEMENT	1% ARTS LIBRARY EXPANSION	2023	1% ARTS LIBRARY EXPANSION DESCRIPTION: ORDINACE NO. 2056 REQUIRES ONE PERCENT OF CONSTRUCTION COSTS BE FOR ART IN ALL NEW AND NEWLY REMODELED, CITY-OWNED PUBLIC SPACES AND STRUCTURES OVER \$500,000 BASED ON ELIGIBLE CONSTRUCTION COSTS. THIS PROJECT WILL PROVIDE ART FOR THE BOZEMAN PUBLIC LIBRARY EXPANSION EFFORT. A CALL FOR ARTISTS WILL BE ADVERTISED DURING THE FINAL DESIGN PHASE, WITH ART INSTALLATION OCCURRING IN LATE 2022 OR EARLY 2023. ALTERNATIVES CONSIDERED: AS SUGGESTED BY THE CITY COMMISSION. ADDITIONAL OPERATING COSTS: UP TO TWENTY PERCENT (20%) OF THE TOTAL AMOUNT WILL BE HELD IN A PUBLIC ART OPERATIONS FUND TO BE USED FOR PROGRAM ADMINISTRATION AND MAINTENANCE OF THE ART.	40,000 - - - - - - - - - - -	\$ 40,000	GF361
FACILITIES MANAGEMENT	SENIOR CENTER REIMAGINING	UNSCHEDULED	SENIOR CENTER REIMAGINING PROJECT DESCRIPTION: COMMISSION HAS IDENTIFIED THE OPPORTUNITY TO EXPLORE WAYS TO ENHANCE THE EXISTING SENIOR CENTER FACILITY. PROJECT AIMS TO INVESTIGATE HOW THE CENTER COULD BE REIMAGINED TO BETTER SERVE THE COMMUNITY.	10,000,000 - - - - -	\$ 10,000,000	GF363
FINANCE	ERP REPLACEMENT/UPGRADE	2027	ERP REPLACEMENT/UPGRADE DESCRIPTION: POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR CURRENT VENDOR UPGRADE OR NEW SYSTEM FUNDING SPLIT: GF 40% PWADMIN 50% AND CD 10% ALTERNATIVES CONSIDERED: KEEP SAME SYSTEM UNTIL UNSUPPORTED ADDITIONAL OPERATING COST: USUALLY ANNUAL MAINTENANCE COSTS	420,000 - - - - - - -	\$ 420,000	GF277

Department	Name	Year	Description	Amount	Total	Project #
FIRE	FIRE STATION 2 - RELOCATION	2023	FIRE STATION 2- RELOCATION	6,500,000	\$ 6,730,000	GF305
			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	-		
			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.	-		
			ADDITIONAL OPERATING COSTS:	-		
			GENERAL OPERATING COST	-		
			BUDGETED IN THE FIRE DEPARTMENT GENERAL FUND	-		
			BUDGET.	-		
			Closing costs	165,000		
			1% FOR ART	65,000		

Department	Name	Year	Description	Amount	Total	Project #
FIRE	FIRE STATION 4	2025	FIRE STATION CONSTRUCTION / EXPANSION / RELOCATION	5,280,000	\$ 5,280,000	FIF06
			DESCRIPTION:	-		
			THE FIRE MASTER PLAN WAS 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.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL OPERATING:	-		
			THE ADDITIONAL FIRE STATION WOULD HAVE ANNUAL	-		
			OPERATING COSTS THAT INCLUDES PERSONNEL	-		
			TOTAL \$8,080,000 WITH 1% FOR ART	-		
			GF TO BOND FIRE IMPACT FEE MAINING 2,800,000	-		
			WILL REQUIRE OPERATING LEVY TO STAFF	-		

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 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. CHANGES FROM LAST CIP: ADD 5K	50,000 - - - - - - - - - - - - - - - - - -	\$ 55,000	GF080 (FY23)
				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	55,000	\$ 55,000	GF080 (FY24)
			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.	-		
			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	-		
INFORMATION TECHNOLOGY	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2025	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	60,000	\$ 60,000	GF080 (FY25)
			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.	-		

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 REPLACEMENT	60,000	\$ 60,000	GF080 (FY26)
			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	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENTS	2027	REMOTE CLOSET SWITCHES, ROUTER AND WIRELESS AP REPLACEMENT	65,000	\$ 65,000	GF080 (FY27)
			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.	-		

Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2023	VEHICLE REPLACEMENT	26,000	\$ 30,000	GF233 (FY23)
			DESCRIPTION:	-		
			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	-		
INFORMATION TECHNOLOGY	IT VEHICLE REPLACEMENT	2027	VEHICLE REPLACEMENT	30,000	\$ 30,000	GF233 (FY27)
			DESCRIPTION:	-		
			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	-		
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2023	GENERAL FUND SERVER REPLACEMENT	50,000	\$ 50,000	GF265 (FY23)
			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.	-		

Department	Name	Year	Description	Amount	Total	Project #
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.	- - -		
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	- - -		
INFORMATION TECHNOLOGY	SERVER REPLACEMENT GF	2026	GENERAL FUND SERVER REPLACEMENT	70,000	\$ 70,000	GF265 (FY26)
			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	- - -		

Department	Name	Year	Description	Amount	Total	Project #
INFORMATION TECHNOLOGY	SERVER FARM SOFTWARE UPGRADE	2026	SERVER FARM SOFTWARE UPGRADES	35,000	\$ 35,000	GF289
			DESCRIPTION:	-		
			UPGRADING OUR VM FARM AND SQL CLUSTER TO THE	-		
			NEWEST VERSIONS FOR CURRENT AND FUTURE	-		
			COMPATIBILITY	-		
			ALTERNATIVES CONSIDERED:	-		
			STAY ON OUR CURRENT VERSIONS UNTIL FORCED TO	-		
			UPGRADE	-		
			ADVANTAGES OF APPROVAL:	-		
			WILL KEEP THE CITY CURRENT WITH SUPPORTED VERSIONS	-		
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.	-		
				-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	UNMARKED VEHICLE REPLCMNT	UNSCHEDULED	UNMARKED VEHICLE REPLACEMENTS:	100,000	\$ 100,000	GF052
			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:	-		
			CONTINUE UTILIZING THE EXISTING VEHICLES, SOME OF	-		
			WHICH BECOME UNSAFE AND UNUSABLE EVEN FOR ROUTINE	-		
			DRIVING, ESPECIALLY OUT OF THE CITY LIMITS.	-		
			ADDITIONAL 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	2023	TWO REPLACEMENT PATROL VEHICLES	126,000	\$ 189,000	GF053 (FY23)
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR A	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			INCREASED BUDGET REQUEST:	63,000		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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	GF053 (FY24)
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			INCREASED BUDGET REQUEST:	2,000		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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	GF053 (FY25)
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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	GF053 (FY26)
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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	2027	THREE REPLACEMENT PATROL VEHICLES	195,000	\$ 195,000	GF053 (FY27)
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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 REPLCMT	UNSCHEDULED	PATROL CAR & EQUIPMENT REPLACEMENT	855,000	\$ 855,000	GF053 (UNSCHEDULED)
			DESCRIPTION:	-		
			TEN REPLACEMENT PATROL VEHICLES:	-		
			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, ETC	-		
			COMPONENTS MOUNTED INSIDE THE CAR CAN SOMETIMES BE	-		
			TRANSFERRED FROM THE OLD CAR TO THE NEW CAR,	-		
			DEPENDING ON THE CONDITION.	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR OVER 50,000	-		
			CALLS EACH YEAR. THEY ARE GENERALLY SHARED BY	-		
			2-3 OFFICERS, MEANING THEY ARE OFTEN RUN FOR	-		
			COUPLE SHIFTS EACH DAY, AVERAGING OVER 20,000	-		
			MILES PER YEAR.	-		
			VEHICLES EARMARKED FOR REPLACEMENT ARE REACHING	-		
			THE POINT WHERE THEY SHOULD NO LONGER BE USED	-		
			AS EMERGENCY RESPONSE VEHICLES.	-		
			AT THIS POINT, THERE ARE 10 MARKED PATROL VEHICLES	-		
			UNSCHEDULED FOR REPLACEMENT.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		
			ADDITIONAL 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.	-		
POLICE	COUNTY RADIO LEASE	UNSCHEDULED	MOBILE RADIO REPLACEMENT	616,200	\$ 616,200	GF166
			DESCRIPTION:	-		
			THE BOZEMAN POLICE DEPARTMENT USES PORTABLE	-		
			RADIOS AS THE PRIMARY TOOL FOR COMMUNICATIONS	-		
			DURING THEIR WORK DAY, INCLUDING NORMAL AND	-		
			EMERGENCY SITUATIONS. PORTABLE RADIOS ARE	-		
			ESSENTIAL FOR OFFICER SAFETY AND FOR PROVIDING	-		
			REAL TIME INFORMATION AS EVENTS HAPPEN, AND IS ONE	-		
			OF THE MOST IMPORTANT PIECES OF EQUIPMENT	-		
			USED BY OFFICERS. THE USEFUL LIFE OF A PORTABLE	-		
			RADIO IS ESTIMATED TO BE APPROXIMATELY TEN YEARS.	-		
			ALTERNATIVES CONSIDERED:	-		
			NONE	-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	PATROL CAR AUX EQUIP	2025	FIVE MOBILE DATA TERMINALS FOR PATROL VEHICLES	86,000	\$ 86,000	GF292 (FY25)
			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	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND:	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			ALTERNATIVES CONSIDERED:	-		
			CONTINUE TO USE THE EXISTING MDTs, ALTHOUGH THEY	-		
			OFTEN BECOME NEARLY UNUSABLE DUE TO POOR CONNECTIVITY	-		
			AND MUCH SLOWER SPEEDS.	-		
			ADDITIONAL 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	86,000	\$ 86,000	GF292 (FY26)
			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	-		
			PORTABLE, SMALLER, REMOVABLE MDT WHICH WILL	-		
			INCREASE EFFICIENCY BY ALLOWING OFFICERS TO	-		
			REMOVE THEM FROM THE PATROL VEHICLE AND:	-		
			UTILIZE IT MORE FREQUENTLY AND IN A WIDER VARIETY	-		
			OF WAYS. THIS DIRECTION MAY ALSO LEAD TO LESS	-		
			DESKTOP COMPUTERS BEING PURCHASED.	-		
			ALTERNATIVES CONSIDERED:	-		
			CONTINUE TO USE THE EXISTING MDTs, ALTHOUGH THEY	-		
			OFTEN BECOME NEARLY UNUSABLE DUE TO POOR CONNECTIVITY	-		
			AND MUCH SLOWER SPEEDS.	-		
			ADDITIONAL 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	GF292 (UNSCHEDULE D)
			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	-		
			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:	-		
			CONTINUE TO USE THE EXISTING MDTs, ALTHOUGH THEY	-		
			OFTEN BECOME NEARLY UNUSABLE DUE TO POOR CONNECTIVITY	-		
			AND MUCH SLOWER SPEEDS.	-		
			ADDITIONAL 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 - ADDITIONAL	2024	ONE ADDITIONAL PATROL VEHICLE	62,000	\$ 63,000	GF294 (FY24)
			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, ETC)	-		
			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.	-		
			INCREASED BUDGET REQUEST:	1,000		
			ALTERNATIVES CONSIDERED:	-		
			CONTINUE PATROL RESPONSE WITH EXISTING PATROL CARS	-		
			RESULTING IN HIGHER MILEAGE/ANNUUM FOR EACH CAR	-		
			AND DIFFICULTY AT TIMES TO HAVE SUFFICIENT VEHICLE	-		
			AVAILABLE.	-		
			ADDITIONAL 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:	132,000	\$ 132,000	GF294 (UNSCHEDULED)
			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, ETC)	-		
			PATROL VEHICLES ARE AN ESSENTIAL ITEM,	-		
			BEING THE PRIMARY TOOL USED FOR LIKELY 60,000	-		
			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.	-		
			ALTERNATIVES CONSIDERED:	-		
			CONTINUE PATROL RESPONSE WITH EXISTING PATROL CARS	-		
			RESULTING IN HIGHER MILEAGE/ANNUUM FOR EACH VEHICLE	-		
			AND DIFFICULTY AT TIMES TO HAVE SUFFICIENT VEHICLE	-		
			AVAILABLE	-		
			ADDITIONAL 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	2023	BODY CAMERA SYSTEM	140,000	\$ 146,000	GF316 (FY23)
			DESCRIPTION:	-		
			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 NECESSITATES A ROBUST SOFTWARE	-		
			SYSTEM, CAPABLE OF ORGANIZING, STORING, AND	-		
			SUBMITTING VIDEO FILES AS PART OF CRIMINAL	-		
			CASES. IT ALSO REQUIRES INTEGRATION WITH THE VIDEO	-		
			SYSTEMS IN THE PATROL CARS, THE	-		
			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.	-		
			CHANGES FROM LAST CIP:	6,000		
			INCREASE DUE TO CURRENT INFLATION.	-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	POLICE BODY CAMERA SYSTEM	2024	BODY CAMERA SYSTEM	67,000	\$ 67,000	GF316 (FY24)
			DESCRIPTION:	-		
			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 NECESSESSITATES A ROBUST SOFTWARE	-		
			SYSTEM, CAPABLE OF ORGANIZING, STORING, AND	-		
			SUBMITTING VIDEO FILES AS PART OF CRIMINAL	-		
			CASES. IT ALSO REQUIRES INTEGRATION WITH THE VIDEO	-		
			SYSTEMS IN THE PATROL CARS, THE	-		
			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:	-		
			DELAY THE IMPLEMENTATION OF A SYSTEM.	-		

Department	Name	Year	Description	Amount	Total	Project #
POLICE	POLICE BODY CAMERA SYSTEM	2025	BODY CAMERA SYSTEM DESCRIPTION: 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 NECESSESSITATES A ROBUST SOFTWARE SYSTEM, CAPABLE OF ORGANIZING, STORING, AND SUBMITTING VIDEO FILES AS PART OF CRIMINAL CASES. IT ALSO REQUIRES INTEGRATION WITH THE VIDEO SYSTEMS IN THE PATROL CARS, THE 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.	67,000 - - - - - - - - - - - - - - -	\$ 67,000	GF316 (FY25)
POLICE	POLICE BODY CAMERA SYSTEM	2026	BODY CAMERA SYSTEM DESCRIPTION: 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 NECESSESSITATES A ROBUST SOFTWARE SYSTEM, CAPABLE OF ORGANIZING, STORING, AND SUBMITTING VIDEO FILES AS PART OF CRIMINAL CASES. IT ALSO REQUIRES INTEGRATION WITH THE VIDEO SYSTEMS IN THE PATROL CARS, THE 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.	67,000 - - - - - - - - - - - - - - -	\$ 67,000	

Department	Name	Year	Description	Amount	Total	Project #
POLICE	POLICE BODY CAMERA SYSTEM	2027	BODY CAMERA SYSTEM DESCRIPTION: 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 NECESSESSITATES A ROBUST SOFTWARE SYSTEM, CAPABLE OF ORGANIZING, STORING, AND SUBMITTING VIDEO FILES AS PART OF CRIMINAL CASES. IT ALSO REQUIRES INTEGRATION WITH THE VIDEO SYSTEMS IN THE PATROL CARS, THE 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.	67,000 - - - - - - - - - - - - - - -	\$ 67,000	GF316 (FY27)
POLICE	POLICE BODY CAMERA SYSTEM	UNSCHEDULED	BODY CAMERA SYSTEM DESCRIPTION: INTEGRATED BODY WORN CAMERA PROGRAM: BODY WORN CAMERA SYSTEMS HAVE BECOME INCREASINGLY IMPORTANT IN LAW ENFORCEMENT. OUR DEPARTMENT ANTICIPATES THE NEED FOR SIGNIFICANT ONGOING FUNDING TO MAINTAIN THIS SYSTEM EACH YEAR. ASIDE FROM THE COST OF THE CAMERAS THEMSELVES, THIS PROGRAM NECESSESSITATES A ROBUST SOFTWARE SYSTEM, CAPABLE OF ORGANIZING, STORING, AND SUBMITTING VIDEO FILES AS PART OF CRIMINAL CASES. IT ALSO REQUIRES 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.	450,000 - - - - - - - - - - - - - - -	\$ 450,000	

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	SWIM CENTER - FACILITY	2023	SWIM CENTER - FACILITY REPAIRS AND REPLACEMENTS 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; REPLACEMENT OF CEILING TILES; HVAC UNIT REPLACEMENT; ALTERNATIVES CONSIDERED: NONE 1% FOR ART CLOSING COSTS FOR BOND SALE	1,090,000 - - - - - - - - 10,900 164,500	\$ 1,265,400	GF137
RECREATION	LINDLEY CENTER PARKING LOT RESURFACING	2023	LINDLEY CENTER PARKING LOT RESURFACING DESCRIPTION: CURB AND OVERLAY, INCLUDE ADA PARKING STALLS, AND LIGHTS. ALTERNATIVES CONSIDERED: KEEP LOT GRAVEL ADVANTAGES OF APPROVAL: COMPLY WITH CITY CODE, MORE ORGANIZED PARKING, SAFER, ACCESSIBILITY ADD OPERATING COSTS: STRIPPING & PERIODIC OVERLAYS CHANGES FROM LAST CIP: 4% INCREASE FOR INFLATION	75,388 - - - - - 6,932	\$ 82,320	GF140

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	LINDLEY CENTER FULL UPGRADE	2023	LINDLEY CENTER FULL UPGRADE	335,000	\$ 335,000	GF209
			DESCRIPTION:	-		
			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	-		
			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.	-		
			ADDITIONAL OPERATING COSTS:	-		
			MINIMAL ROUTINE MAINTENANCE	-		

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	BOGERT POOL RENOVATION	2023	BOGERT POOL RENOVATION	585,800	\$ 585,800	GF238
			DESCRIPTION:	-		
			BOGERT POOL IS BEGINNING TO SHOW ITS WEAR FASTER	-		
			EVERY YEAR. THIS PROJECT WOULD REPLACE THE COPING	-		
			AROUND THE POOL THAT IS CRACKED IN SEVERAL AREAS	-		
			AND THE POOL GUTTERS THAT ARE CRACKING, CRUMBLING,	-		
			AND/OR LIFTING FROM THE POOL EDGE. ALL OF THE	-		
			LEAKS THAT COULD BE PATCHED WITHOUT DIGGING UP THE	-		
			BOTTOM OF THE POOL HAVE BEEN PATCHED. THERE IS	-		
			MINIMAL LEAKING IN THE RETURN PIPES TO THE POOL	-		
			BUT WE RECOMMEND REPAIRING THE LEAKS IN THE	-		
			RETURNING PIPING THAT WERE IDENTIFIED IN MAY OF	-		
			2015, BEFORE THE POOL IS BLASTED WITH SAND OR HIGH	-		
			PRESSURE WATER, PREPPED, AND RESURFACED. THE	-		
			RETAINING WALL IS GOING TO BE REPLACED WITH A	-		
			WROUGHT IRON FENCE TO ALLOW MORE VISIBILITY TO	-		
			THE FACILITY AT NIGHT AND PROVIDE MORE STRUCTURE,	-		
			AS THE CURRENT WALL IS WEAKENING. THE SECTIONS OF	-		
			THE DECKING IN FRONT OF THE LOCKER ROOMS HAVE	-		
			SUNKEN OVER THE YEARS AND WILL ALSO BE REPLACED.	-		
			THE BOGERT POOL RENOVATION OR REPLACEMENT WITH AN	-		
			ALTERNATE WATER FEATURE WOULD BE ADDED TO THE BOND	-		
			INITIATIVE FOR THE INDOOR/OUTDOOR AQUATIC CENTER.	-		
			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	-		
			DOESN'T 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.	-		

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	STORY MILL COMMUNITY CENTER MEETING ROOM RENOVATION	2025	STORY MILL COMMUNITY CENTER MEETING ROOM 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 ADDITIONAL CITY MEETING ROOM. ADDITIONAL OPERATING COSTS: ROUTINE MAINTENANCE CHANGES FROM LAST CIP: 9% INCREASE FOR INFLATION	60,060 - - - - - - - 5,400 -	\$ 65,460 - - - - - - - -	GF334
RECREATION	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE	2025	HVAC SYSTEM FOR STORY MILL COMMUNITY CENTER OFFICE 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, INCREASE IN COSTS.	183,000 - - - - - - - 16,470 - -	\$ 199,470 - - - - - - - - -	GF336

Department	Name	Year	Description	Amount	Total	Project #
RECREATION	WESTSIDE REC & LIBRARY-DESIGN	2023	WESTSIDE RECREATION AND LIBRARY-DESIGN DESCRIPTION: RECREATION AND AQUATICS CENTER WITH A LIBRARY 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.	200,000 - - - - - - - - - - -	\$ 200,000	GF355
RECREATION	WESTSIDE REC & LIBRARY	2025	WESTSIDE RECREATION AND LIBRARY DESCRIPTION: RECREATION AND AQUATICS CENTER WITH A LIBRARY 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.	50,000,000 - - - - - - - - - - -	\$ 50,000,000	

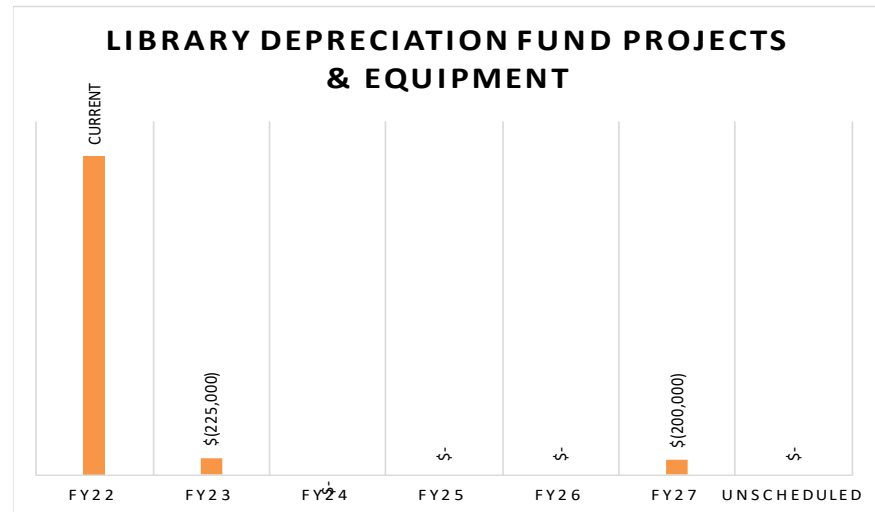
Department	Name	Year	Description	Amount	Total	Project #
SUSTAINABILITY	SOLAR PANEL ARRAYS	2023	SOLAR PANEL ARRAYS FOR CITY FACILITIES DESCRIPTION: ACTION 2.F.1 OF THE BOZEMAN CLIMATE PLAN CALLS FOR 100% NET CLEAN ELECTRICITY FOR CITY OPERATIONS BY 2025. THIS PROJECT WILL SUPPORT THE INSTALLATION OF SOLAR PANEL ARRAYS AT THE STORY MILL COMMUNITY CENTER (\$92,622) AND CONTINGENCY (\$7,378) COST ESTIMATE DOES NOT INCLUDE STRUCTURAL REINFORCEMENT OR UTILITY SERVICE UPGRADES THAT MAY BE NEEDED. ALTERNATIVES CONSIDERED: AS SUGGESTED BY THE CITY COMMISSION. ADDITIONAL OPERATING COST: THE RECOMMENDED SOLAR MODULES INCLUDE A 25-YEAR WARRANTY. TO DEFRAY AN ESTIMATED 5 TO 10 PERCENT OF PROJECT COSTS, STAFF WILL PURSUE GRANT FUNDING THROUGH NORTHWESTERN ENERGY'S UNIVERSAL SYSTEM BENEFITS PROGRAM FOR RENEWABLE ENGERY CIVIC PROJECTS.	100,000	\$ 100,000	GF362 (FY23)
				-		
				-		
				-		
				-		
				-		
				-		
				-		
				-		
				-		
SUSTAINABILITY	SOLAR PANEL ARRAYS	2026	SOLAR PANEL ARRAYS FOR CITY FACILITIES DESCRIPTION: ACTION 2.F.1 OF THE BOZEMAN CLIMATE PLAN CALLS FOR 100% NET CLEAN ELECTRICITY FOR CITY OPERATIONS BY 2025. THIS PROJECT WILL SUPPORT THE INSTALLATION OF SOLAR PANEL ARRAYS AT THE FOLLOWING LOCATIONS: CITY HALL (\$149,310), STIFF PROFESSIONAL BUILDING (\$149,310), VEHICLE MAINTENANCE SHOP (\$171,580), BOZEMAN PUBLIC LIBRARY (\$88,220), CONTINGENCY (\$44,705) COST ESTIMATES DO NOT INCLUDE STRUCTURAL REINFORCEMENT OR UTILITY SERVICE UPGRADES THAT MAY BE NEEDED. ALTERNATIVES CONSIDERED: AS SUGGESTED BY THE CITY COMMISSION. ADDITIONAL OPERATING COST: THE COMPLETE PROJECT WILL RESULT IN ENERGY SAVINGS OF APPROXIMATELY \$25,253 PER YEAR WITH A 19-YEAR SIMPLE RETURN ON INVESTMENT. THE RECOMMENDED SOLAR MODULES INCLUDE A 25-YEAR WARRANTY. TO DEFRAY AN ESTIMATED 5 TO 10 PERCENT OF PROJECT COSTS, STAFF WILL PURSUE GRANT FUNDING THROUGH NORTHWESTERN ENERGY'S UNIVERSAL SYSTEM BENEFITS PROGRAM FOR RENEWABLE ENGERY CIVIC PROJECTS.	603,125	\$ 603,125	GF362 (FY26)
				-		
				-		
				-		
				-		
				-		
				-		
				-		
				-		
				-		

Library Depreciation

LIBRARY DEPRECIATION FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 212,454	\$ 190,907	\$ 17,368	\$ 69,859	\$ 123,399	\$ 178,011	
Plus: Estimated Annual Unspent Appropriations	\$ 50,452	\$ 51,462	\$ 52,491	\$ 53,541	\$ 54,611	\$ 55,704	\$ -
Plus: Donations	\$ 4,000,000	\$ -					
Less: Scheduled CIP Project Costs	\$ (4,072,000)	\$ (225,000)	\$ -	\$ -	\$ -	\$ (200,000)	\$ -
Projected Year-End Cash Dedicated to CIP	\$ 190,907	\$ 17,368	\$ 69,859	\$ 123,399	\$ 178,011	\$ 33,714	

Assumptions Made for Revenue Estimates:	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Library Budget	\$ 2,522,624	\$ 2,573,076	\$ 2,624,538	\$ 2,677,029	\$ 2,730,569	\$ 2,785,181
Estimated Amount of Budget left Unused	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Estimated Annual Unspent Appropriations	\$ 50,452	\$ 51,462	\$ 52,491	\$ 53,541	\$ 54,611	\$ 55,704
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	\$ 50,452	\$ 51,462	\$ 52,491	\$ 53,541	\$ 54,611	\$ 55,704



LIBRARY DEPRECIATION FUND PROJECT SUMMARY

Current Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
LIB29	EXPANSION OF AMH	50,000	-	-	-	-	-
LIB30	LIGHTING UPGRADE BPL	175,000	-	-	-	-	-
LIB31	AIRCOOLED CHILLER REPLACE	-	-	-	-	200,000	-
Fiscal Year Totals		225,000	-	-	-	200,000	-

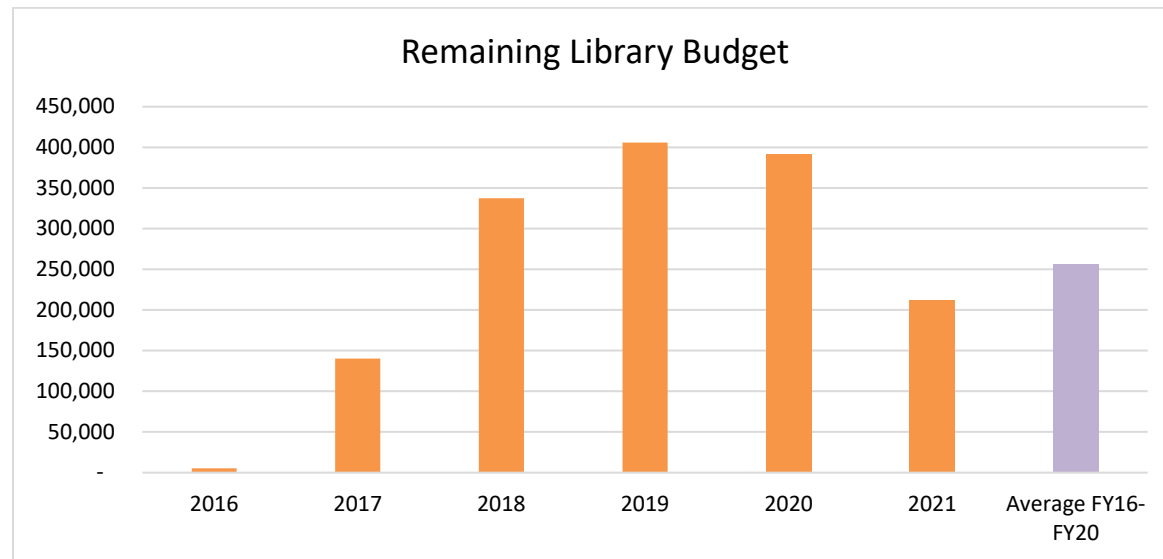
Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
LIB22	NEW CARPET PUBLIC AREA	72,000	-	-	-	-
Fiscal Year Totals		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 2% of the annual budget will remain unspent – to be transferred to this fund.



CAPITAL PLAN SUMMARY

The plan addresses lighting that needs upgraded for more visibility and functionality in FY23 along with expansion of the automated sorted. In the last year the chiller is scheduled to reach the end of its useful life and needs to be planned for.

Project Name	Year	Description	Amount	Total	Project #
EXPANSION OF AMH	2023	EXPANSION OF AUTOMATED MATERIAL HANDLER DESCRIPTION: THE BOZEMAN PUBLIC LIBRARY PURCHASED AN AUTOMATED MATERIAL HANDLER IN FY2020. WE ALREADY SEE A NEED FOR EXPANSION AS WE PLAN FOR THE FUTURE. WE ARE ALREADY FILLING UP WHOLE BINS VERY QUICKLY AND WHEN WE HAVE A BRANCH AND JOIN A STATEWIDE SHARING GROUP, WE WILL NEED MORE BINS TO SORT OUR MATERIALS. ALTERNATIVES CONSIDERED: AS SUGGESTED BY CITY COMMISSION. ADDITIONAL OPERATING COST: NONE	50,000 - - - - - - - - -	50,000	LIB29
LIGHTING UPGRADE BPL	2023	LIGHTING UPGRADES FOR BOZEMAN PUBLIC LIBRARY DESCRIPTION: ADEQUATE LIGHTING IS A FREQUENT COMPLAINT OF PATRONS VISITING THE BOZEMAN PUBLIC LIBRARY. ENERGY SAVINGS AND OVERALL LIGHTING QUALITY IMPROVEMENTS WERE IDENTIFIED IN A 2021 ASSESSMENT CONDUCTED IN SUPPORT OF PLANNED RENOVATIONS. THIS PROJECT REPLACES FIXTURES THROUGHOUT THE FACILITY, INCLUDING RETROFITS TO EXTERIOR LIGHTING AND LIGHTING CONTROL IMPLEMENTATION. ALTERNATIVES CONSIDERED: PURSUE LAMP REPLACEMENT ONLY, INSTEAD OF REPLACING THE ENTIRE FIXTURE. SIGNIFICANT MAINTENANCE ISSUES PERSIST WITH THE EXISTING TROUGH LIGHTS. ADDITIONAL OPERATING COST: REDUCED ENERGY COSTS	175,000 - - - - - - - - - - - - - -	175,000	LIB30

Project Name	Year	Description	Amount	Total	Project #
AIRCOOLED CHILLER REPLACE	2027	AIR-COOLED CHILLER REPLACEMENT	200,000	200,000	LIB31
		DESCRIPTION:	-		
		THE BOZEMAN PUBLIC LIBRARY COOLING SYSTEM CONSISTS	-		
		OF A SINGLE AIR-COOLED CHILLER WHICH PROVIDES	-		
		CRITICAL ENVIRONMENTAL CONTROLS FOR THE FACILITY.	-		
		THE AVERAGE LIFE EXPECTANCY OF AN AIR-COOLED	-		
		CHILLER IS 15-20 YEARS. ORIGINALLY INSTALLED IN	-		
		2006, THE AIR-COOLED CHILLER IS LIKELY NEARING THE	-		
		END OF ITS EXPECTED LIFE.	-		
		ALTERNATIVES CONSIDERED:	-		
		AS SUGGESTED BY CITY COMMISSION.	-		
		ADDITIONAL OPERATING COST:	-		
		SAME AS PREVIOUS COOLER	-		

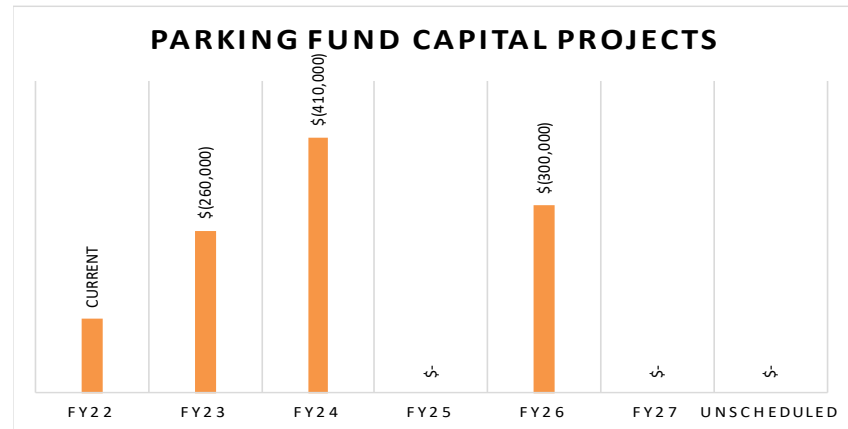
Parking

PARKING FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Balance Dedicated to CIP	\$ 511,561	\$ 716,561	\$ 535,679	\$ 206,871	\$ 290,199	\$ 75,727		
Plus: Parking Revenues Dedicated to CIP	\$ 315,000	\$ 69,118	\$ 71,192	\$ 73,328	\$ 75,528	\$ 77,793		
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.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Less: Scheduled CIP Project Costs (adjusted)	\$ (120,000)	\$ (260,000)	\$ (410,000)	\$ -	\$ (300,000)	\$ -	\$ -	
Projected Year-End Cash Dedicated to CIP	\$ 716,561	\$ 535,679	\$ 206,871	\$ 290,199	\$ 75,727	\$ 163,520		

Assumptions Made for Revenue Estimates:

	Current Year	Projected					
	FY22	FY23	FY24	FY25	FY26	FY27	
Estimated Annual Parking Fund Revenues	\$ 1,118,421	\$ 1,118,421	\$ 1,151,974	\$ 1,186,533	\$ 1,222,129	\$ 1,258,793	
Estimated Growth in Revenues	0%	3%	3%	3%	3%	3%	
Total Estimated Revenues	\$ 1,118,421	\$ 1,151,974	\$ 1,186,533	\$ 1,222,129	\$ 1,258,793	\$ 1,296,556	
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	\$ 67,105	\$ 69,118	\$ 71,192	\$ 73,328	\$ 75,528	\$ 77,793	



PARKING FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
P024	BLACK LOT IMPROVEMENTS	-	410,000	-	-	-	-
P025	REPLACEMENT VEHICLE	50,000	-	-	-	-	-
P2201	PAY STATIONS	100,000	-	-	-	-	-
P2202	MAINTENANCE MANUAL	50,000	-	-	-	-	-
P2203	LOT OCCUPANCY TECH	60,000	-	-	-	-	-
P2601	WILSON LOT REDISGN	-	-	-	300,000	-	-
Fiscal Year Totals		260,000	410,000	-	300,000	-	-

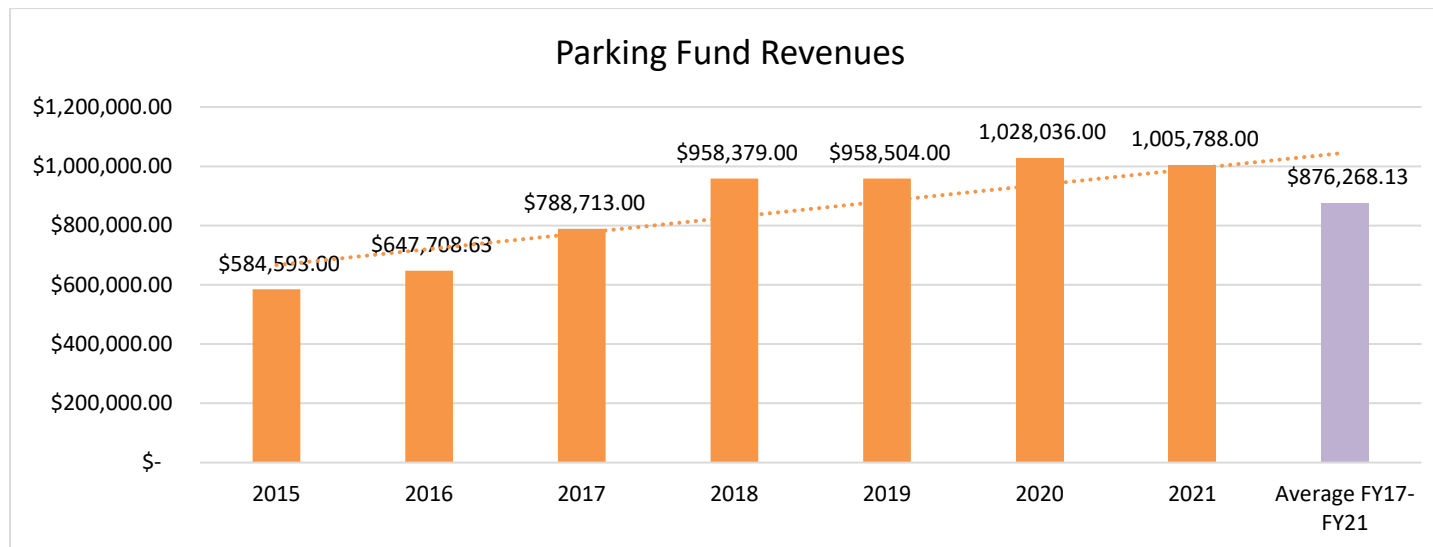
Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
P001	WILLSON LOT REDESIGN	300,000	-	-	-	-
P024	BLACK LOT IMPROVEMENTS	-	410,000	-	-	-
Fiscal Year Totals		300,000	410,000	-	-	-

PARKING FUND DETAIL

BACKGROUND

Parking Revenues are unpredictable; a large portion of the funds (roughly 50%) comes from parking enforcement (ticket/fine) revenues. The Parking Fund must rely on some funding from the Downtown Tax Increment Finance (TIF) District and other savings found in its budget such as vacancy savings to support its capital plan.



CAPITAL PLAN SUMMARY

The Parking plan has pushed out the rotation of parking lot re-design and resurfacing. The plan includes needed maintenance for the Parking garage, vehicle replacements and technology for pay stations.



Project Name	Year	Description	Amount	Total	Project #
BLACK LOT IMPROVEMENTS	2024	BLACK LOT IMPROVEMENTS	410,000	410,000	P024
		DESCRIPTION:	-		
		IMPROVE THE PARKING LOT LAYOUT, SET-BACKS,	-		
		LANDSCAPING, SIGNAGE, LIGHTING, REQUIRED STORM	-		
		WATER TREATMENT INFRASTRUCTURE REQUIREMENTS AND	-		
		PARKING KIOSK.	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP LOT AS IS	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVED FUNCTIONING OF PARKING LOT	-		
REPLACEMENT VEHICLE	2023	ADDITIONAL OPERATING COSTS:	-		P025
		MINIMAL	-		
		REPLACEMENT VEHICLE	50,000	50,000	
		DESCRIPTION:	-		
		FORD ESCAPE HYBRID AND LPR TECH REINSTALL	-		
		DIVISION NEEDS NEW ENFORCEMENT VEHICLE AS CURRENT	-		
		VEHICLES ARE APPROACHING THE END OF THEIR USEFUL LIFE	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE USING EXISTING VEHICLES	-		
		PURCHASE LESS EXPENSIVE VEHICLE	-		
PAY STATIONS	2023	ADDITIONAL OPERATING COSTS:	-		P2201
		ONGOING VEHICLE MAINTENANCE	-		
		PAY STATIONS FOR ON STREET PARKING	100,000	100,000	
		DESCRIPTION:	-		
			-		

Project Name	Year	Description	Amount	Total	Project #
MAINTENANCE MANUAL	2023	GARAGE MAINTENANCE MANUAL--FIRST PROJECTS	50,000	50,000	P2202
		THE RECOMMENDATION FOR AN GARAGE MAINT.	-		
		MANUAL ALIGNS WITH THE STAFFING REQUEST FOR .5 FTE	-		
		FROM FACILITIES (PAID FOR BY PARKING) TO BETTER	-		
		MANAGE THE GARAGE STRUCTURE ON AN ONGOING	-		
		BASIS. ADDRESS CRITICAL NEEDS IDENTIFIED BY THE	-		
		MAINTENANCE MANUAL.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE TO POSTPONE CRITICAL GAGRAGE MAINT.	-		
		ADDITIONAL OPERATING COSTS:	-		
LOT OCCUPANCY TECH	2023	VEHICLE COUNTERS IN REMAINING SURFACE LOTS	45,000	60,000	P2203
		VEHICLE COUNTERS IN THE GARAGE	15,000		
		DESCRIPTION:	-		
		VECHICLE COUNTERS WILL MEASURE OCCUPANCY IN CITY	-		
		MANAGED PARKING FACILITIES (LOTS AND GARAGE)	-		
		ALTERNATIVES CONSIDERED:	-		
		EXPANDING LPR SYSYEM TO INCLUDE CAMERAS AT	-		
		SURFACE LOTS. THIS SOLUTION IS MORE EXPENSIVE	-		
		THAN THE PROPOSED VEHICLE COUNTERS.	-		
		ADDITIONAL OPERATING COSTS:	-		
WILLSON LOT REDESIGN	2026	SUBSCRIPTION TO SOFTWARE TO MANAGE TECH	-		P2601
		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:	-		
		KEEP LOT AS IS	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVED FUNCTIONING OF PARKING LOT	-		
		ADDITIONAL OPERATING COSTS:	-		
		MINIMAL	-		

Parks & Trails Maintenance District

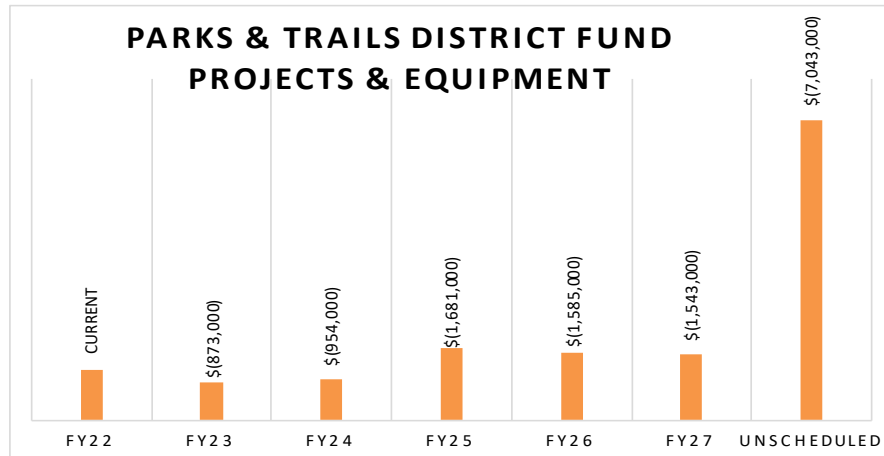
PARKS & TRAILS DISTRICT FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Balance Dedicated to CIP	\$ 626,150	\$ 31,931	\$ 366,112	\$ 703,796	\$ 404,897	\$ 298,746		
Plus: P&T District Fund Revenues Dedicated to CIP	\$ 742,781	\$ 1,207,181	\$ 1,291,684	\$ 1,382,101	\$ 1,478,849	\$ 1,552,791	\$ -	
Less: FY21 Carry Forward	\$ (152,000)							
Less: Scheduled CIP Project Costs	\$ (1,185,000)	\$ (873,000)	\$ (954,000)	\$ (1,681,000)	\$ (1,585,000)	\$ (1,543,000)	\$ (7,043,000)	
Projected Year-End Cash Dedicated to CIP	\$ 31,931	\$ 366,112	\$ 703,796	\$ 404,897	\$ 298,746	\$ 308,537		

Assumptions Made for Revenue Estimates:

	Current Year	Projected					
	FY2	FY23	FY24	FY25	FY26	FY27	
Estimated Annual Assessment Fund Revenues	\$ 3,713,907	\$ 4,734,043	\$ 4,828,724	\$ 5,166,735	\$ 5,528,406	\$ 5,915,394	
Estimated Growth		2%	2%	2%	2%	2%	
Estimated rate increase		5%	5%	5%	5%	3%	
Total Estimated P&T District Fund Revenues	\$ 3,713,907	\$ 4,828,724	\$ 5,166,735	\$ 5,528,406	\$ 5,915,394	\$ 6,211,164	
Current Revenues Dedicated to CIP %	20.0%	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	20.0%	25.0%	25.0%	25.0%	25.0%	25.0%	

Total Estimated Revenues Dedicated to CIP \$ 742,781 \$ 1,207,181 \$ 1,291,684 \$ 1,382,101 \$ 1,478,849 \$ 1,552,791



PARKS & TRAILS DISTRICT PROJECT SUMMARY

Current Year Parks & Trails District

Project #	Project Name	FY23	FY24	FY25	FY26	FY27	Unscheduled
GF031	PARK IMPROVEMENT GRANT	150,000	-	-	-	-	-
GF034	LARGE DECK MOWER	-	64,000	-	-	-	-
GF092	PLAYGROUND EQUIPMENT	130,000	130,000	-	-	-	-
GF108	PARK SIDEWALK REPLACEMENTS	-	-	-	-	-	88,000
GF115	PARK VEHICLE REPLACEMENTS	47,000	42,000	46,000	-	-	-
GF191	SOFTBALL LIGHTING	-	-	-	-	-	1,200,000
GF260	SPORTS PARK INFRASTRUCTURE	-	370,000	-	-	-	-
GF270	SNOW PLOW VEHICLE	-	-	-	-	-	75,000
GF290	IRRIGATION SYSTEM	-	-	-	-	-	1,000,000
PTD01	LARGE DECK MOWER	70,000	-	70,000	-	70,000	-
PTD02	PARKS RESTROOMS UPGRADES	80,000	-	275,000	-	-	-
PTD03	PLAYGROUND EQUIPMENT	210,000	-	340,000	215,000	300,000	500,000
PTD04	PARK VEHICLES	106,000	84,000	50,000	90,000	93,000	150,000
PTD05	TOOLCAT MULTI PURPOSE VEHICLE	80,000	80,000	-	80,000	80,000	80,000
PTD06	PARK SHELTER REPLACEMENTS	-	54,000	300,000	-	-	320,000
PTD07	MAINTENANCE BUILDING	-	-	-	-	-	1,000,000
PTD08	BRIDGE REPLACEMENTS	-	-	300,000	-	-	500,000
PTD09	DEFERRED MAINTENANCE	-	-	300,000	1,200,000	1,000,000	2,000,000
PTD10	PARKS GARBAGE TRUCK	-	130,000	-	-	-	-
PTD11	PARKS BACKHOE	-	-	-	-	-	130,000
Fiscal Year Totals		873,000	954,000	1,681,000	1,585,000	1,543,000	7,043,000

Prior Year Parks & Trails District

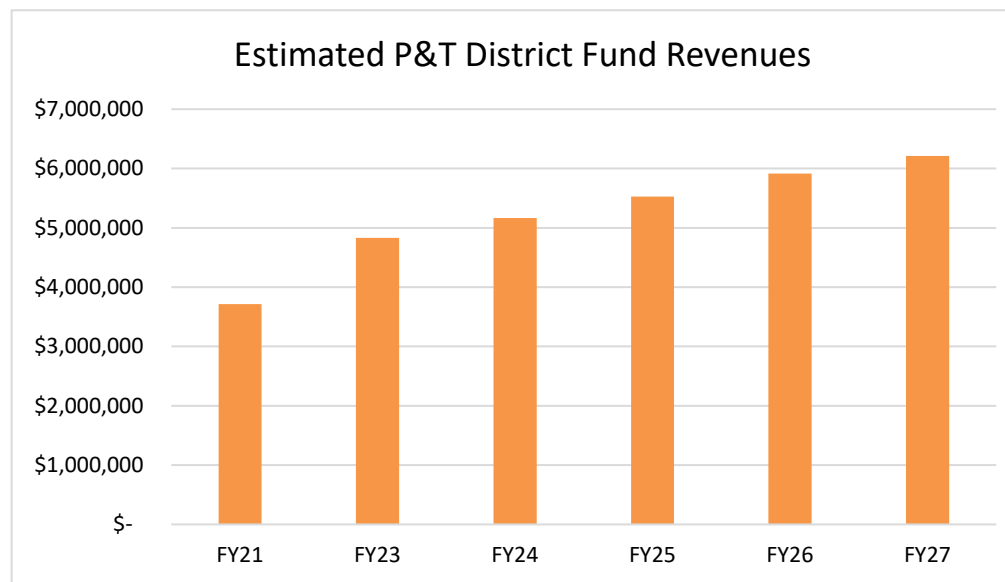
Project #	Project Name	FY23	FY24	FY25	FY26	Unscheduled
GF031	PARK IMPROVEMENT GRANT	150,000	-	-	-	-
GF034	LARGE DECK MOWER	-	64,000	-	-	-
GF092	PLAYGROUND EQUIPMENT	100,000	130,000	-	-	-
GF108	PARK SIDEWALK REPLACEMENTS	88,000	120,000	-	-	-
GF115	PARK VEHICLE REPLACEMENTS	42,000	42,000	32,000	-	-
GF191	SOFTBALL LIGHTING	-	-	-	-	1,200,000
GF260	SPORTS PARK INFRASTRUCTURE	-	370,000	-	-	-
GF270	SNOW PLOW VEHICLE	-	-	-	-	75,000
GF290	IRRIGATION SYSTEM	-	-	-	-	1,000,000
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
	Fiscal Year Totals	868,000	944,000	1,549,600	1,500,000	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. 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.



CAPITAL PLAN SUMMARY

The capital plan includes items that are originally part of the Parks plan when included with the General fund, their numbered using GF. 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 that are being addressed are playgrounds, shelter and restroom updates are in the plan along with a generic deferred maintenance with some of the HOA parks having unknown issues.



There are many items that aid in strategic plan efforts for **3.4 Active Recreation**, with playground updates, sport park infrastructure and maintaining our Parks throughout the City.



Project Name	Year	Description	Amount	Total	Project #
PARK IMPROVEMENT GRANT	2023	PARK IMPROVEMENT GRANTS	150,000	150,000	GF031
		DESCRIPTION:	-		
		THIS GRANT PROGRAM IS A MATCHING FUNDS PROGRAM	-		
		IN WHICH THE CITY RECEIVES A MINIMUM 1 TO 1	-		
		MATCH FROM THE RECIPIENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		HANDLE PARK EQUIPMENT AND IMPROVEMENT REQUESTS ON	-		
		AN ADHOC BASIS, AS VARIOUS DONORS OR SERVICE	-		
		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.	-		
		ADDITIONAL 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	2024	LARGE DECK MOWER	64,000	64,000	GF034 (FY24)
		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	-		
		REDUCE MAINTENANCE COSTS AND DECREASE THE	-		
		NUMBER OF BREAKDOWNS WE HAVE BEEN	-		
		EXPERIENCING. WELL MOWED PARKS ARE AN IMPORTANT	-		
		REFLECTION ON OUR CITY AND HOW IT IS PERCEIVED BY	-		
		VISITORS AND CITIZENS. NEW MOWERS WILL BE MORE	-		
		RELIABLE, SAFER, PRODUCTIVE, AND WILL REDUCE THE	-		
		WORKLOAD ON THE VEHICLE MAINTENANCE SHOP	-		
		PERSONNEL. WELL MAINTAINED SPORTS FIELDS HAVE	-		
		PROVEN TO BE A VITAL COMPONENT TO THE ECONOMIC	-		
		GROWTH OF OUR COMMUNITY, BY ATTRACTING REGIONAL	-		
		AND STATE TOURNAMENTS TO BOZEMAN.	-		
		ADDITIONAL OPERATING COSTS:	-		
		IMPROVE SCHEDULING OF MOWING AND INCREASE CREW	-		
		EFFICIENCY BECAUSE OF RELIABLE EQUIPMENT.	-		

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

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLE REPLACEMENTS	2025	VEHICLE REPLACEMENT- 1/2 TON PICK-UP TRUCK DESCRIPTION: REPLACEMENT OF A 1/2 PICK-UP TRUCK USED FOR VARIOUS PARK OPERATIONS. A NUMBER OF PARK TRUCKS HAVE EXCEEDED 160,000 MILES. ALTERNATIVES CONSIDERED: CONTINUE TO OPERATE AND REPAIR AS NEEDED ON OUR EXISTING VEHICLES ADDITIONAL OPERATING COSTS: DECREASED COST DUE TO REPAIR AND OVERALL IMPROVED FUNCTION, LESS DOWN TIME	46,000 - - - - - - - -	46,000	GF115 (FY25)
SOFTBALL LIGHTING	UNSCHEDULED	SOFTBALL COMPLEX LIGHTING DESCRIPTION: REPLACE THE CURRENT FIELD LIGHTS AT THE SOFTBALL COMPLEX WITH APPROPRIATE FIELD LIGHTS. ALTERNATIVES CONSIDERED: CONTINUE TO USE THE OLD LIGHTS. ADVANTAGES OF APPROVAL: EFFICIENT LED LIGHTING THAT IS DARK SKY COMPLIANT AND DOES NOT PRODUCE LIGHT POLLUTION. ADDITIONAL OPERATING COSTS: LESS THAN WITH THE CURRENT SYSTEM	1,200,000 - - - - - - - -	1,200,000	

Project Name	Year	Description	Amount	Total	Project #
SPORTS COMPLEX	2024	SPORTS COMPLEX - CONSTRUCTION OF 'PROJECT RELATED' COTTONWOOD ROAD AREA WATER & WASTEWATER IMPRMTS	370,000 -	370,000	GF260
		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.	-		
		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.	-		
		ADDITIONAL 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 DESCRIPTION: MULTI-PURPOSE MACHINE USED FOR TRAIL WORK, SNOW REMOVAL FROM SIDEWALKS AND VARIOUS PARK- RELATED TASKS. ALTERNATIVES CONSIDERED: CONTINUED USE OF THE OLDER TOOLCATS AND REPAIR AS NEEDED. ADDITIONAL OPERATING COSTS: MINIMAL COMPARED WITH UTILIZING AND REPAIRING OLDER EQUIPMENT.	75,000 - - - - - - - -	75,000	GF270
IRRIGATION SYSTEM	UNSCHEDULED	IRRIGATION SYSTEM UPGRADES 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: EFFICIENT AND UPDATED SYSTEMS THAT MONITOR ET RATES, SHUT DOWN WHEN RAINING AND ARE IN LINE WITH THE CITY'S WATER CONSERVATION EFFORTS. ADDITIONAL OPERATING COSTS: REDUCED DRAMATICALLY WITH NEW SYSTEMS THAT TAKE ADVANTAGE OF TODAY'S TECHNOLOGY TO REDUCE WATER USAGE AND LABOR	1,000,000 - - - - - - - - - - - -	1,000,000	GF290
LARGE DECK MOWER	2023	LARGE DECK MOWER DESCRIPTION: LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO ADJUST TO TAKING OVER HOA PARKS ALTERNATIVES CONSIDERED: CONTINUE TO CONTRACT SERVICES ADDITIONAL OPERATING COSTS: MAINTENANCE AND REPAIRS CHANGES FROM LAST CIP: INCREASE DUE TO CURRENT INFLATION.	60,000 - - - - - 10,000 -	70,000	PTD01 (FY23)

Project Name	Year	Description	Amount	Total	Project #
LARGE DECK MOWER	2025	LARGE DECK MOWER DESCRIPTION: LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO ADJUST TO TAKING OVER HOA PARKS ALTERNATIVES CONSIDERED: CONTINUE TO CONTRACT SERVICES ADDITIONAL OPERATING COSTS: MAINTENANCE AND REPAIRS	70,000 - - - - -	70,000	PTD01 (FY25)
LARGE DECK MOWER	2027	LARGE DECK MOWER DESCRIPTION: LARGE-DECK FORMAL TURF MOWER, ANTICIPATED TO ADJUST TO TAKING OVER HOA PARKS ALTERNATIVES CONSIDERED: CONTINUE TO CONTRACT SERVICES ADDITIONAL OPERATING COSTS: MAINTENANCE AND REPAIRS	70,000 - - - - -	70,000	PTD01 (FY27)
PARKS RESTROOMS UPGRADES	2023	PARKS RESTROOM UPGRADES DESCRIPTION: THIS PROJECT IS THE GENERAL REPLACEMENT AND UPGRADING OF THE CITY PARKS PUBLIC RESTROOM FACILITIES. ALTERNATIVES CONSIDERED: PORT-POTTIES ADDITIONAL OPERATING COSTS: OPERATING AND REPAIR COSTS ARE EXPECTED	80,000 - - - - - -	80,000	PTD02 (FY23)
PARKS RESTROOMS UPGRADES	2025	PARKS RESTROOM UPGRADES DESCRIPTION: THIS PROJECT IS THE GENERAL REPLACEMENT AND UPGRADING OF THE CITY PARKS PUBLIC RESTROOM FACILITIES. ALTERNATIVES CONSIDERED: PORT-POTTIES ADDITIONAL OPERATING COSTS: OPERATING AND REPAIR COSTS ARE EXPECTED	275,000 - - - - - -	275,000	PTD02 (FY25)

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	2023	PLAYGROUND EQUIPMENT DESCRIPTION: PLAYGROUND EQUIPMENT WILL EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP TO TODAY'S STANDARDS AND REDUCE SAFETY AND LIABILITY CONCERNS. ALTERNATIVES CONSIDERED: KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE GO. ADVANTAGES OF APPROVAL: INCREASED SAFETY FOR COMMUNITY MEMBERS. ADDITIONAL OPERATING COSTS: MINIMAL.	210,000 - - - - - - - - - - -	210,000	PTD03 (FY23)
PLAYGROUND EQUIPMENT	2025	PLAYGROUND EQUIPMENT DESCRIPTION: PLAYGROUND EQUIPMENT WILL EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP TO TODAY'S STANDARDS AND REDUCE SAFETY AND LIABILITY CONCERNS. ALTERNATIVES CONSIDERED: KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE GO. ADVANTAGES OF APPROVAL: INCREASED SAFETY FOR COMMUNITY MEMBERS. ADDITIONAL OPERATING COSTS: MINIMAL.	340,000 - - - - - - - - - - -	340,000	PTD03 (FY25)

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	2026	PLAYGROUND EQUIPMENT	215,000	215,000	PTD03 (FY26)
		DESCRIPTION:	-		
		PLAYGROUND EQUIPMENT WILL	-		
		EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND	-		
		CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP	-		
		TO TODAY'S STANDARDS AND REDUCE SAFETY AND	-		
		LIABILITY CONCERNS.	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE	-		
		GO.	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASED SAFETY FOR COMMUNITY MEMBERS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		MINIMAL.	-		
PLAYGROUND EQUIPMENT	2027	PLAYGROUND EQUIPMENT	300,000	300,000	PTD03 (FY27)
		DESCRIPTION:	-		
		PLAYGROUND EQUIPMENT WILL	-		
		EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND	-		
		CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP	-		
		TO TODAY'S STANDARDS AND REDUCE SAFETY AND	-		
		LIABILITY CONCERNS.	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE	-		
		GO.	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASED SAFETY FOR COMMUNITY MEMBERS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		MINIMAL.	-		

Project Name	Year	Description	Amount	Total	Project #
PLAYGROUND EQUIPMENT	UNSCHEDULED	PLAYGROUND EQUIPMENT	500,000	500,000	PTD03 (UNSCHEDULED)
		DESCRIPTION:	-		
		PLAYGROUND EQUIPMENT WILL	-		
		EVENTUALLY NEED TO BE REPLACED DUE TO ITS AGE AND	-		
		CONDITION: REPLACEMENT WILL BRING EQUIPMENT UP	-		
		TO TODAY'S STANDARDS AND REDUCE SAFETY AND	-		
		LIABILITY CONCERNS.	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP EXISTING EQUIPMENT IN PLACE, MAINTAIN AS WE	-		
		GO.	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASED SAFETY FOR COMMUNITY MEMBERS.	-		
PARK VEHICLES	2023	ADDITIONAL OPERATING COSTS:	-		PTD04 (FY23)
		MINIMAL.	-		
		PARK VEHICLES	98,000	106,000	
		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	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICES	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE	-		
		CHANGES FROM LAST CIP:	8,000		
		INCREASE DUE TO CURRENT INFLATION.	-		
			-		

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLES	2024	PARK VEHICLES	84,000	84,000	PTD04 (FY24)
		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	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICES	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE	-		
PARK VEHICLES	2025	PARK VEHICLES	50,000	50,000	PTD04 (FY25)
		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	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICES	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE	-		

Project Name	Year	Description	Amount	Total	Project #
PARK VEHICLES	2026	PARK VEHICLES 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 COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICES ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: THIS INSURES SAFE AND RELIABLE VEHICLES ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	90,000 - - - - - - - - - - - - -	90,000	PTD04 (FY26)
PARK VEHICLES	2027	PARK VEHICLES 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 COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICES ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: THIS INSURES SAFE AND RELIABLE VEHICLES ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	93,000 - - - - - - - - - - - - -	93,000	

Project Name	Year	Description	Amount	Total	Project #
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	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICE.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE	-		
TOOLCAT MULTI PURPOSE	2023	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	-		
		COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO	-		
		SILVER LEVEL OF SERVICE.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS INSURES SAFE AND RELIABLE VEHICLES	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE	-		

Project Name	Year	Description	Amount	Total	Project #
TOOLCAT MULTI PURPOSE	2024	TOOLCAT MULTI PURPOSE VEHICLE 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 COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICE. ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: THIS INSURES SAFE AND RELIABLE VEHICLES ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	80,000 - - - - - - - - - - -	80,000	PTD05 (FY24)
TOOLCAT MULTI PURPOSE	2026	TOOLCAT MULTI PURPOSE VEHICLE 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 COMING ONLINE WITH THE DISTRICT RAMP UP PLAN TO SILVER LEVEL OF SERVICE. ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: THIS INSURES SAFE AND RELIABLE VEHICLES ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	80,000 - - - - - - - - - - -	80,000	PTD05 (FY26)

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

Project Name	Year	Description	Amount	Total	Project #
BRIDGE REPLACEMENTS	UNSCHEDULED	BRIDGE REPLACEMENTS DESCRIPTION: REPLACING AGING STRUCTURES. ALTERNATIVES CONSIDERED: REMOVE STRUCTURE ADVANTAGES OF APPROVAL: PARK OR TRAIL AMENITY ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	500,000 - - - - - -	500,000	PTD08 (UNSCHEDULED)
DEFERRED MAINTENANCE	2025	DEFERRED MAINTENANCE DESCRIPTION: PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	300,000 - -	300,000	PTD09 (FY25)
DEFERRED MAINTENANCE	2026	DEFERRED MAINTENANCE DESCRIPTION: PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	1,200,000 - -	1,200,000	PTD09 (FY26)
DEFERRED MAINTENANCE	2027	DEFERRED MAINTENANCE DESCRIPTION: PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	1,000,000 - -	1,000,000	PTD09 (FY27)
DEFERRED MAINTENANCE	UNSCHEDULED	DEFERRED MAINTENANCE DESCRIPTION: PLACEHOLDER FOR HOW WE IMPLEMENT THE DISTRICT	2,000,000 - -	2,000,000	PTD09 (UNSCHEDULED)
PARKS GARBAGE TRUCK	2024	GARGABE TRUCK DESCRIPTION: NEW SMALL GARBAGE TRUCK TO TAKE ON EXPANDED GARBAGE AND DOG STATIONS BROUGHT ON BY THE PARKS DISTRICT. ALTERNATIVES CONSIDERED: CONTINUE TO USE UNCOVERED VEHICLES TO PICK UP PARK TRASH AND DOG WASTE. REPLACE EXISTING TRASH BINS WITH DUMPSTERS AND HAVE SANATAION TAKE OVER MORE PARK AREAS THAN THEY CURRENTLY ARE. ADDITIONAL OPERATING COSTS: REPAIR AND MAINTENANCE	130,000 - - - - - - - - - -	130,000	PTD10

Project Name	Year	Description	Amount	Total	Project #
PARKS BACKHOE	UNSCHEDULED	BACKHOE	130,000	130,000	PTD11
		DESCRIPTION:	-		
		THIS PIECE OF EQUIPMENT WOULD REPLACE THE	-		
		CURRENT PARKS BACKHOE (1992- 4455 HOURS)	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE TO UTILIZE THE OLDER BACKHOE AND REPAIR	-		
		FROM ANOTHER DEPARTMENT.	-		
		ADDITIONAL OPERATING COSTS:	-		
		REPAIR AND MAINTENANCE LOWER THAN EXISTING	-		

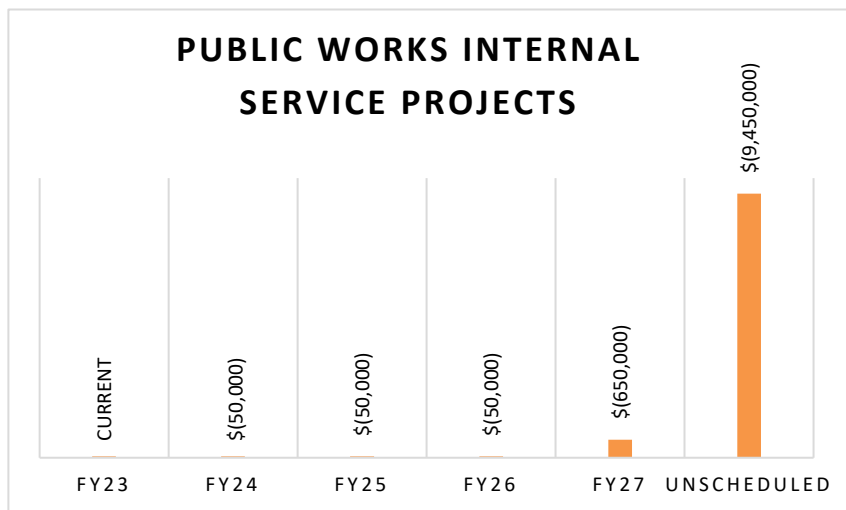
Public Works Admin

PUBLIC WORKS ADMINISTRATION INTERNAL SERVICE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Plus: Internal Allocation/Billing Dedicated to CIP	\$ 204,504	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 650,000	\$ -
Less: FY21 Carry Forward	\$ (169,504)						
Less: Scheduled CIP Project Costs	\$ (35,000)	\$ (50,000)	\$ (50,000)	\$ (50,000)	\$ (50,000)	\$ (650,000)	\$ (9,450,000)
Projected Year-End Cash Dedicated to CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Public Works allocation	\$ 4,796,831	\$ 4,796,831	\$ 4,892,768	\$ 4,990,623	\$ 5,090,435	\$ 5,192,244
Estimated Annual Increase	0.0%	2%	2%	2%	2%	2%
Total Estimated Revenues	\$ 4,796,831	\$ 4,892,768	\$ 4,990,623	\$ 5,090,435	\$ 5,192,244	\$ 5,296,089
Current Revenues Dedicated to CIP %	4.3%	1.0%	1.0%	1.0%	1.0%	12.3%
Plus: Increase Dedicated to Water Capacity Expansion CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	4.3%	1.0%	1.0%	1.0%	1.0%	12.3%
Total Estimated Revenues Dedicated to CIP	\$ 204,504	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 650,000



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	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
GIS04	AERIAL PHOTOGRAPHY	50,000	50,000	50,000	50,000	50,000	-
GF277	ERP REPLACEMENT/UPGRADE	-	-	-	-	600,000	-
PWAD01	PW COST ACCT & FLEET SW	-	-	-	-	-	250,000
PWAD02	SHOPS/STORAGE LOWER YARDS	-	-	-	-	-	6,142,000
PWAD03	SHOPS/STORAGE LAUREL GLEN	-	-	-	-	-	3,058,000
	Fiscal Year Totals	50,000	50,000	50,000	50,000	650,000	9,450,000

Prior Year CIP Requests						
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	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 PROJECT 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

This year's Capital Plan includes two, new projects from the Public Work's Facilities Master Plan; **PWAD02** and **PWAD03**. These unscheduled projects will address needs for heated shop and storage space for Public Works. Also in this plan, **GIS04** Aerial Photography has been expanded to include funding each fiscal year to address the growing needs for aerial photography. This project aids in the efforts towards the Strategic Plan **4.1 c GIS Land Use & Infrastructure Development Tracking**.



Project Name	Year	Description	Amount	Total	Project #
AERIAL PHOTOGRAPHY	2023-2027	AERIAL PHOTOGRAPHY DESCRIPTION: AERIAL PHOTOGRAPHY CONTINUES TO SEE AN INCREASE IN DEMAND YEAR-OVER-YEAR AS MORE TOOLS AND RESOURCES RELY ON CURRENT IMAGERY IMAGERY TO INFORM DECISIONS. AERIAL PHOTOGRAPHY IS USED ON A DAILY BASIS TO SUPPORT A WIDE VARIETY OF CITY OPERATIONS, INCLUDING PUBLIC ACCESS TO RAW DATA DOWNLOADS AND HISTORICAL ARCHIVES. ALTERNATIVES CONSIDERED; LOWER RESOLUTION SATELLITE IMAGERY ALONG WITH EXTERNAL PARTNERSHIPS HAVE BEEN EXPLORED, WHICH MAY RESULT IN LOWER QUALITY IMAGERY AND UNFAVORABLE GROUND CONDITIONS. ADVANTAGES OF APPROVAL: THIS PROJECT BENEFITS THE ORGANIZATION AND THE COMMUNITY BY PROVIDING A CLEAR AND ACCURATE REPRESENTATION OF CURRENT CONDITIONS IN ADDITION TO SERVING AS AN IMPORTANT HISTORICAL RECORD DURING TIMES OF HIGH GROWTH. MEASUREMENTS AND LAND USE DETERMINATIONS CAN BE MADE WITHOUT REQUIRING EXTENSIVE TIME IN THE FIELD. ADDITIONAL OPERATING COST: THIS PROJECT WILL NOT RESULT IN ANY ADDITIONAL OPERATING COSTS. CHANGES FROM LAST CIP: \$50,000 ANNUALLY INSTEAD OF \$65,000 EVERY 3 YEARS	50,000 - - - - - - - - - - - - - - - - - -	50,000	GIS04 (FY23-FY27)
ERP REPLACEMENT/UPGRADE	2027	ERP REPLACEMENT/UPGRADE DESCRIPTION: POSSIBLE EXAMINATION OF CURRENT ERP SYSTEM FOR CURRENT VENDOR UPGRADE OR NEW SYSTEM ALTERNATIVES CONSIDERED: KEEP SAME SYSTEM UNTIL UNSUPPORTED ADDITIONAL OPERATING COST: USUAL ANNUAL MAINTENANCE COSTS FUNDING SPLIT: GF 40% PWADMIN 50% AND CD 10%	600,000 - - - - - - - - - -	\$ 600,000	

Project Name	Year	Description	Amount	Total	Project #
PUBLIC WORKS INTEGRATED COST-ACCOUNTING & FLEET	UNSCHEDULED	PUBLIC WORKS INTEGRATED COST-ACCOUNTING & FLEET	250,000	\$ 250,000	PWAD01
		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	-		
		MORE EFFICIENT AND EFFECTIVE IN SERVING THE COMMUNITY.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE KEEP STATUS QUO	-		
		ADDITIONAL OPERATING COST:	-		
		ANNUAL SOFTWARE MAINTENANCE CHARGES	-		
SHOPS/STORAGE LOWER YARDS	UNSCHEDULED	HEATED SHOPS/VEHICLE STORAGE AT LOWER YARDS	6,142,000	\$ 6,142,000	PWAD02
		DESCRIPTION:	-		
		CONSTRUCTION OF ESTIMATED 22,500 SQ FT HEATED SHOP SPACE AND	-		
		VEHICLE STORAGE BUILDING AT THE LOWER YARDS PROPERTY AT	-		
		1810 NORTH ROUSE AVENUE. THE BUILDING WOULD HOUSE STREET	-		
		DEPARTMENT VEHICLES AND EQUIPMENT AND SERVE AS THE MAIN	-		
		SHOP SPACE FOR FACILITIES MAINTENANCE CREWS (CURRENTLY	-		
		IN THE BASEMENT OF THE STIFF BUILDING.)	-		
		ALTERNATIVES CONSIDERED:	-		
		ALTERNATIVES WERE CONSIDERED DURING THE	-		
		DEVELOPMENT OF THE FACILITY MASTER PLAN.	-		
		ADDITIONAL OPERATING COST:	-		
		NO ESTIMATE AVAILABLE AT THIS TIME. LATER STAGES OF BUILDING	-		
		DESIGN WILL INCLUDE ESTIMATED OPERATING COST.	-		
SHOPS/STORAGE LAUREL GLEN	UNSCHEDULED	HEATED SHOPS/VEHICLE STORAGE AT LAUREL GLEN SITE	3,058,000	\$ 3,058,000	PWAD03
		DESCRIPTION:	-		
		CONSTRUCTION OF ESTIMATED 11,750 SQ FT HEATED SHOP SPACE AND	-		
		VEHICLE STORAGE AT THE LAUREL GLEN SHOP AT LAUREL PARKWAY AND	-		
		OAK STREET. THERE IS AN IMMEDIATE NEED FOR ADDITIONAL HEATED	-		
		VEHICLE STORAGE SPACE FOR PUBLIC WORKS EQUIPMENT. THE LAUREL	-		
		GLEN SITE IS EXPECTED TO OPERATE, LONG-TERM, AS A STRATEGICALLY	-		
		LOCATED SATELLITE STATION FOR PUBLIC WORKS EQUIPMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		ALTERNATIVES WERE CONSIDERED DURING THE	-		
		DEVELOPMENT OF THE FACILITY MASTER PLAN.	-		
		ADDITIONAL OPERATING COST:	-		
		NO ESTIMATE AVAILABLE AT THIS TIME. LATER STAGES OF BUILDING	-		
		DESIGN WILL INCLUDE ESTIMATED OPERATING COST.	-		

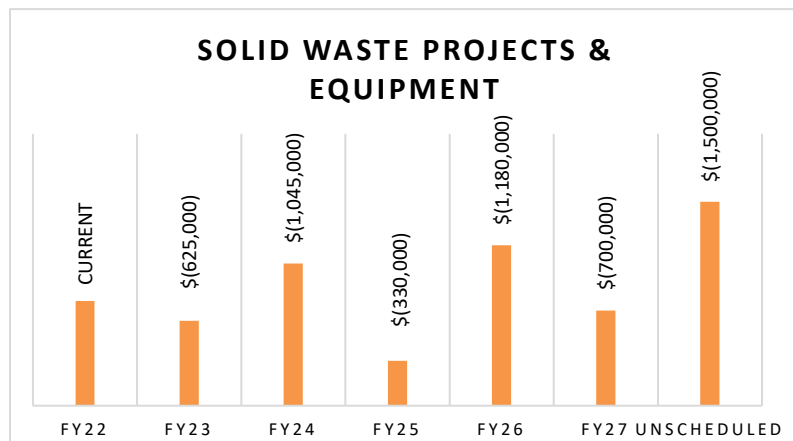
Solid Waste

SOLID WASTE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 740,456	\$ 646,860	\$ 718,557	\$ 391,154	\$ 800,280	\$ 381,579	\$ -
Plus: Revenues Dedicated to CIP	\$ 676,404	\$ 696,697	\$ 717,597	\$ 739,125	\$ 761,299	\$ 784,138	\$ -
Less: FY21 Carry Forward	\$ -						
Less: Scheduled CIP Project Costs	\$ (770,000)	\$ (625,000)	\$ (1,045,000)	\$ (330,000)	\$ (1,180,000)	\$ (700,000)	\$ (1,500,000)
Projected Year-End Cash Dedicated to CIP	\$ 646,860	\$ 718,557	\$ 391,154	\$ 800,280	\$ 381,579	\$ 465,717	

Assumptions are made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Revenues	\$ 4,831,460	\$ 4,831,460	\$ 4,976,404	\$ 5,125,696	\$ 5,279,467	\$ 5,437,851
Estimated Annual Increase in Revenues	0.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total Estimated Revenues	\$ 4,831,460	\$ 4,976,404	\$ 5,125,696	\$ 5,279,467	\$ 5,437,851	\$ 5,600,986
Current Revenues Dedicated to CIP %	14.0%	14.0%	14.0%	14.0%	14.0%	14.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	14.0%	14.0%	14.0%	14.0%	14.0%	14.0%
Total Estimated Revenues Dedicated to CIP	\$ 676,404	\$ 696,697	\$ 717,597	\$ 739,125	\$ 761,299	\$ 784,138



SOLID WASTE FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
SW50	SIDE LOAD TRUCK	-	325,000	-	-	-	-
SW51	SIDE LOAD TRUCK- RECYCLING	325,000	-	-	-	-	-
SW56	FRONT LOAD TRUCK	300,000	-	-	-	-	-
SW58	ROLL-OFF TRUCK	-	250,000	-	-	-	-
SW59	RATE STUDY	-	70,000	-	-	-	-
SW60	SIDE LOAD TRUCK- GARBAGE	-	-	330,000	-	-	-
SW63	FRONT LOAD TRUCK	-	-	-	-	350,000	-
SW64	SIDE LOAD TRUCK	-	-	-	-	350,000	-
SW65	SIDE LOAD TRUCK - RECYCLING	-	-	-	330,000	-	-
SW66	SWD WASH BUILDING	-	400,000	-	-	-	-
SW67	HEATED VEHICLE STORAGE	-	-	-	850,000	-	-
SW68	TRUCK WASH/PAINT BOOTH	-	-	-	-	-	1,500,000
Fiscal Year Totals		625,000	1,045,000	330,000	1,180,000	700,000	1,500,000

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
SW50	SIDE LOAD TRUCK	-	325,000	-	-	-
SW51	SIDE LOAD TRUCK- RECYCLING	325,000	-	-	330,000	-
SW56	FRONT LOAD TRUCK	300,000	-	-	-	-
SW58	ROLL-OFF TRUCK	-	250,000	-	-	-
SW59	RATE STUDY	-	70,000	-	-	-
SW60	SIDE LOAD TRUCK- GARBAGE	-	-	330,000	-	-
Fiscal Year Totals		625,000	645,000	330,000	330,000	-

SOLID WASTE FUND DETAIL

BACKGROUND

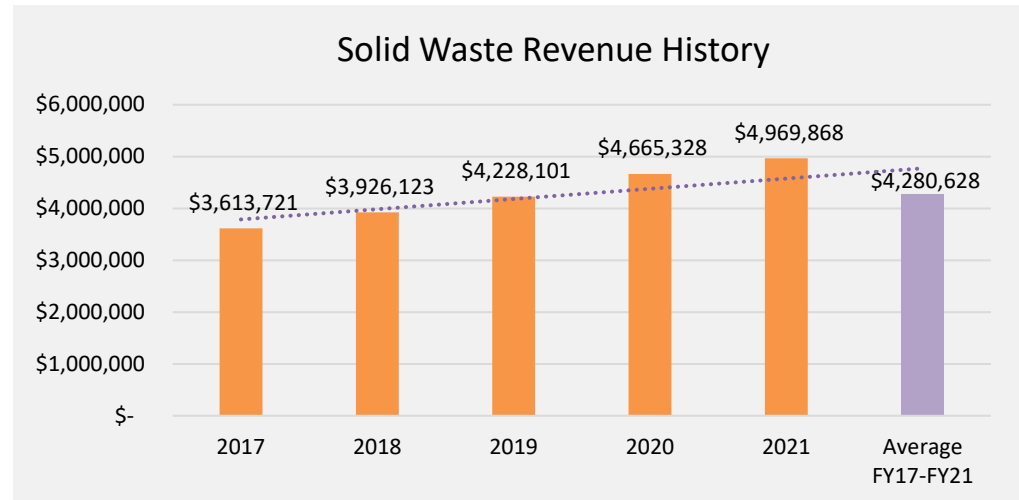
The City's Solid Waste Fund is an enterprise fund that accounts for the garbage and recycling services. Revenues are comprised of solid waste and recycling fees. Solid Waste Fund revenues have averaged 9.0% growth per year over the past 5 years. The Capital Plan estimates future revenues at 3% per year for the next 5 years.

CAPITAL PLAN SUMMARY

This Capital Plan is for the equipment and capital needs of the Solid Waste Fund. In order to continually ensure that customers are appropriately charged for their garbage and recycling services, the next rate study is planned in FY24. The plan also includes three, new items for expanding shop and storage space, as identified in the Public Works Facilities Master Plan. **SW66** Solid Waste Wash Building (FY24) will provide an area devoted to tote washing and storage during post-trip inspections/maintenance of equipment. This addition will free up storage space for other equipment. **SW67** Heated Vehicle Storage (FY26) will address the need for expanded, heated storage to support growth within the department as well as improving ease of operations in the winter months. **SW68** Truck Wash / Paint Booth (Unscheduled) will provide a dedicated wash bay to clean trucks as well as a dedicated paint booth area for repainting commercial dumpsters. These areas will allow the department to conduct regular washing and painting throughout the year, in an increasingly safe and efficient manner. The remainder of the capital items in the plan are vehicles required to keep up with the demand for solid waste services.



In FY23 and FY26, the Capital Plan includes purchases of side load trucks specifically for recycling services. The acquisition of these trucks aid in our efforts toward Strategic Plan **6.3 b Increase Solid Waste Recycling Services**.



Project Name	Year	Description	Amount	Total	Project #
FRONT LOAD TRUCK	2023	ADDITIONAL FRONT LOAD TRUCK (ADDITIONAL ROUTE) DESCRIPTION: FRONT LOAD GARBAGE TRUCK USED IN THE COLLECTION OF COMMERCIAL TRASH. ALTERNATIVES CONSIDERED: LEASING OF FRONT LOAD TRUCK ADVANTAGES OF APPROVAL: THIS EQUIPMENT IS CRITICAL TO THE OPERATION OF THE SOLID WASTE DIVISION. CUSTOMERS DEPEND ON REFUSE REMOVAL ON THEIR COLLECTION DAY. RELIABLE EQUIPMENT TO ENSURE ROUTES COMPLETED IN AN EFFICIENT MANNER. MAINTENANCE COST OF NEW EQUIPMENT WILL BE LOWER. ADDITIONAL OPERATING COST: \$10,000 ANNUALLY	300,000 - - - - - - - - -	300,000 - - - - - - - - -	SW56
ROLL OFF TRUCK	2024	ROLL OFF HOOK TRUCK - REPLACEMENT DESCRIPTION: THIS REPLACEMENT TRUCK IS USED FOR INDUSTRIAL & CONSTRUCTION APPLICATIONS. THIS TRUCK WILL BE REPLACING A 2004 TRUCK. 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 CUSTOMERS IN A TIMELY MANNER. ADDITIONAL OPERATING COST: \$20,000 ANNUALLY	250,000 - - - - - - - - -	250,000 - - - - - - - - -	SW58

Project Name	Year	Description	Amount	Total	Project #
SIDE LOAD TRUCK	2027	SIDE LOAD TRUCK DESCRIPTION: THIS SIDE LOAD TRUCK IS CRITICAL TO COMPLETE RESIDENTIAL GARBAGE COLLECTION SERVICE. AS PER THE APPROVED 6-YEAR REPLACEMENT SCHEDULE, GARBAGE TRUCK, ASSET #4361, WILL BE PLACED AS A BACKUP TRUCK FOR THE DIVISION. ALTERNATIVES CONSIDERED: LEASE A SIDE LOAD TRUCK ADVANTAGES OF APPROVAL: RELIABLE EQUIPMENT TO ENSURE ROUTES ARE COMPLETED IN AN EFFICIENT MANNER. MAINTENANCE COSTS OF NEW EQUIPMENT WILL BE LOWER. ADDITIONAL OPERATING COST: ANNUAL OPERATING AND MAINTENANCE COST \$30,000	350,000 - - - - - - - - - - - - -	350,000	SW64
SIDE LOAD TRUCK - RECYCLING	2026	SIDE LOAD TRUCK - RECYCLING DESCRIPTION: THIS WOULD BE A NEW TRUCK TO ACCOMMODATE A SECOND RECYCLING ROUTE. WITH A STEADY INCREASE IN CUSTOMERS EACH YEAR, A NEW ROUTE WILL BE CRITICAL TO MAINTAINING OUR RECYCLING SCHEDULE. ALTERNATIVES CONSIDERED: LEASE A SIDE LOAD TRUCK. DECREASE OUR CURRENT LEVEL OF SERVICE FOR RECYCLING CUSTOMERS. ADVANTAGES OF APPROVAL: ALLOWS FOR THE ADDITION OF A RECYCLING ROUTE TO ACCOMMODATE EXISTING AND NEW CUSTOMERS. ADDITIONAL OPERATING COST: GENERAL MAINTENANCE COST	330,000 - - - - - - - - - - - - -	330,000	SW65

Project Name	Year	Description	Amount	Total	Project #
SWD WASH BUILDING	2024	SOLID WASTE DIVISION WASH BUILDING	400,000	400,000	SW66
		DESCRIPTION:	-		
		THE CURRENT HEADQUARTERS FOR THE SOLID WASTE	-		
		DIVISION IS LOCATED AT THE OLD CITY OF BOZEMAN	-		
		LANDFILL SITE, 2143 STORY MILL RD. THE CONTAINER	-		
		WASH BUILDING WAS IDENTIFIED IN THE 2020 PUBLIC	-		
		WORKS FACILITY MASTER PLAN. CURRENTLY THE TOTE	-		
		WASH AREA & TOTE STORAGE IS WITHIN THE EQUIPMENT	-		
		STORAGE AREA USING 1/3 OF AVAILABLE EQUIPMENT	-		
		STORAGE FOR TOTE MAINTENANCE NEEDS. BUILDING A	-		
		SEPARATE TOTE WASH BUILDING WOULD POSTPONE THE	-		
		NEED FOR ADDITIONAL TRUCK STORAGE ADDITIONS.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH STATUS QUO, WHICH A BUILDING	-		
		ADDITION WOULD BE NEEDED FOR EQUIPMENT STORAGE.	-		
		ADVANTAGES OF APPROVAL:	-		
		WOULD FREE UP VALUABLE EQUIPMENT STORAGE SPACE	-		
		AND ALLOW FOR TOTE WASHING TO TAKE PLACE DURING	-		
		POST-TRIP INSPECTIONS/MAINTENANCE OF EQUIPMENT.	-		
		ADDITIONAL OPERATING COST:	-		
		ELECTRICITY AND HEATING COST ASSOCIATED WITH THIS	-		
		SEPARATE BUILDING.	-		

Project Name	Year	Description	Amount	Total	Project #
HEATED VEHICLE STORAGE BUILDING	2026	HEATED VEHICLE STORAGE BUILDING	850,000	850,000	SW67
		DESCRIPTION:	-		
		THE PUBLIC WORKS FACILITIES MASTER PLAN OF 2020 CALLS	-		
		OUT THE NEED FOR EXPANDING THE HEATED VEHICLE STORAGE	-		
		BUILDING. THIS BUILDING IS USED FOR OVERNIGHT PARKING	-		
		OF COLLECTION EQUIPMENT TO ENSURE SEAMLESS STARTUP	-		
		OPERATION FOR COMPLETION OF ROUTES. THE EXPANSION IS	-		
		DUE TO THE GROWTH OF THE DIVISION WHICH EQUATES TO	-		
		ADDING ADDITIONAL EQUIPMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		THE DEVELOPMENT OF A TRANSFER STATION WOULD DELAY THIS	-		
		PROJECT 5 YEARS. CONTINUE WITH STATUS QUO, DECISIONS	-		
		WOULD HAVE TO BE MADE TO MOVE EQUIPMENT OUTSIDE	-		
		FOR OVERNIGHT STORAGE. THIS WOULD INCREASE OUR	-		
		STARTUP OPERATION, WINTER MONTHS EQUIPMENT WOULD	-		
		HAVE TO IDLE LONGER TO REACH OPERATING TEMPERATURE.	-		
		ADVANTAGES OF APPROVAL:	-		
		SECURING OVERNIGHT, INDOOR STORAGE FOR EQUIPMENT HAS	-		
		MANY ADVANTAGES. REDUCED CHANCES OF THEFT, VANDALISM,	-		
		RODENT ISSUES, AND FREEZE UP OF DIESEL FUEL AND HYDRAULICS.	-		
		PROBLEM FREE STARTUP AND PROVIDING DRIVERS WITH THE	-		
		BEST VISIBILITY TO COMPLETE ROUTES.	-		
		ADDITIONAL OPERATING COST:	-		
		ELECTRICITY AND HEATING COST ASSOCIATED WITH THIS	-		
		EXPANDED AREA	-		

Project Name	Year	Description	Amount	Total	Project #
TRUCK WASH/PAINT BOOTH	UNSCHEDULED	TRUCK WASH/PAINT BOOTH	1,500,000	1,500,000	SW68
		DESCRIPTION:	-		
		THE PUBLIC WORKS FACILITIES MASTER PLAN OF 2020 IDENTIFIES	-		
		THE NEED FOR A TRUCK WASH BAY AND PAINT BOOTH.	-		
		CURRENTLY, TRUCKS ARE WASHED IN THE CENTER OF THE	-		
		INDOOR TRUCK STORAGE BUILDING. ISSUES INCLUDE OVERSPRAY	-		
		WHICH DEPOSITS DEBRIS ON SURROUNDING EQUIPMENT NEAR	-		
		THE WASH AREA, AND SAFETY PROTOCOL REQUIRES PERSONNEL	-		
		TO STAY CLEAR OF WASHING ACTIVITY AREA. CURRENTLY, WE	-		
		HAVE TO REPAINT OUR COMMERCIAL DUMPSTERS. WE PERFORM	-		
		THIS ACTIVITY OUTDOORS SO WEATHER PLAYS A MAJOR ROLE	-		
		IN OUR ABILITY TO COMPLETE THIS TASK. ADDING A PROPER	-		
		PAINT FACILITY WOULD ALLOW US TO PERFORM THIS ACTIVITY	-		
		YEAR-ROUND. HAVING PROPER VENTILATION, A CLEAN LOCATION,	-		
		AND LIGHT WOULD MAKE THE PROCESS MORE EFFICIENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTRACTING THE TRUCK WASH OUT TO A PROPER FACILITY.	-		
		THIS WOULD REQUIRE TRANSPORTING EQUIPMENT TO ANOTHER	-		
		LOCATION, INCREASING COSTS OF TRANSIT.	-		
		WE HAVE LOOKED INTO CONTRACTING PAINTING OF	-		
		COMMERCIAL DUMPSTERS, AND IT IS NOT COST BENEFICIAL	-		
		FOR US. REPAINT COSTS EXCEED THE COST OF A NEW DUMPSTER.	-		
		ADVANTAGES OF APPROVAL:	-		
		SECURING A TRUCK WASH AREA THAT IS SEPARATE FROM	-		
		OPERATIONS WOULD BE MORE PRODUCTIVE AND WOULD	-		
		ALSO CREATE A SAFER WORK ENVIRONMENT. ITEMS THAT ARE	-		
		RELATED TO TRUCK WASHING CAN BE STORED IN THE WASH BAY	-		
		ENSURING FUTURE EASE OF ACCESSIBILITY AND FUNCTION.	-		
		A PAINT BOOTH WOULD ALLOW YEAR-ROUND FLEXIBILITY	-		
		AS WINTER IS THE BEST TIME FOR STAFF TO PERFORM THIS	-		
		FUNCTION. HAVING THIS IN A REGULATED INDOOR SETTING	-		
		WILL ALLOW A SCHEDULED APPROACH TO THIS ISSUE. ALSO,	-		
		ITEMS RELATED TO THIS ACTIVITY WILL BE STORED IN THE PAINT	-		
		BOOTH AREA DECREASING SETUP AND CLEANUP TIME.	-		
		ADDITIONAL OPERATING COST:	-		
		ELECTRICITY AND HEATING COST ASSOCIATED WITH THIS AREA.	-		

Stormwater

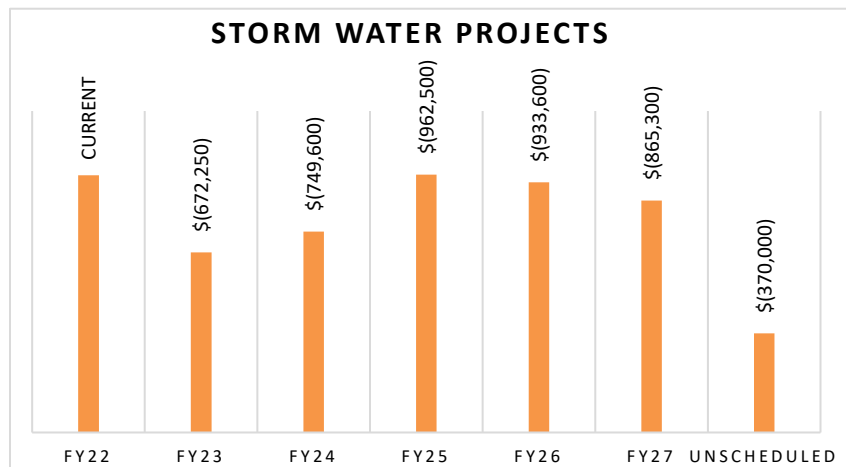
STORM WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 862,700	\$ (528,332)	\$ (268,297)	\$ 26,261	\$ 191,452	\$ 475,758	
Plus: Storm Water Utility Fees Dedicated to Capital	\$ 832,397	\$ 932,284	\$ 1,044,158	\$ 1,127,691	\$ 1,217,906	\$ 1,315,339	
Less: FY21 Carry Forward	\$ (1,263,428)						
Less: Scheduled CIP Project Costs	\$ (960,000)	\$ (672,250)	\$ (749,600)	\$ (962,500)	\$ (933,600)	\$ (865,300)	\$ (370,000)
Projected Year-End Cash Dedicated to CIP	\$ (528,332)	\$ (268,297)	\$ 26,261	\$ 191,452	\$ 475,758	\$ 925,796	

Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Storm Water Utility Revenue	\$ 1,664,793	\$ 1,664,793	\$ 1,864,568	\$ 2,088,316	\$ 2,255,382	\$ 2,435,812
Estimated Annual Increase - Attributed to Growth		3%	3%	3%	3%	3%
Estimated Annual Increase - Rate Increase		9%	9%	5%	5%	5%
Total Estimated Revenues	\$ 1,664,793	\$ 1,864,568	\$ 2,088,316	\$ 2,255,382	\$ 2,435,812	\$ 2,630,677
Current Revenues Dedicated to CIP %	45.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Plus: Increase Dedicated to Capital	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Total Estimated Revenues Dedicated to CIP \$ 832,397 \$ 932,284 \$ 1,044,158 \$ 1,127,691 \$ 1,217,906 \$ 1,315,339



STORM WATER FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
STDM06	N 9TH DITCH REHAB	-	-	-	-	-	125,000
STDM07, 10, 15, 20	HISTORIC PIPE REPLACE PRG	310,000	350,000	360,500	339,000	373,000	-
STDM08, 11, 16, 21	ANNUAL UNPLANNED PIPE REH	47,250	49,600	52,000	54,600	57,300	-
STDM09	MIDDLE CREEK DITCH REHAB	-	-	-	-	-	175,000
STDM17	STORMWATER FACILITY PLAN PH2	175,000	-	-	-	-	-
STDM18	STORMWATER RATE MODEL STUDY	-	50,000	-	-	-	-
STDM19	DOWNTOWN STORM WTR CAPACITY	-	-	-	-	400,000	-
STOP04	PIPE INSPECTION VAN	-	-	300,000	-	-	-
STOP06	STORMWATER VEHICLE	-	-	-	-	35,000	-
STOP07	STORMWATER SVC VEHICLE	-	-	-	-	-	70,000
STOP08	VACUUM & JETTING TRUCK	-	-	-	540,000	-	-
STOP09	STORMWATER SIDEWALK MACHINE	140,000	-	-	-	-	-
STRH02	DOWNTOWN MECH STORM PH4	-	300,000	250,000	-	-	-
Fiscal Year Totals		672,250	749,600	962,500	933,600	865,300	370,000

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
STDM04, 07, 10 ,15	HISTORIC PIPE REPLACE PRG	310,000	530,000	735,000	767,115	-
STDM05, 08, 11, 16	ANNUAL UNPLANNED PIPE REH	47,250	49,612	52,093	54,697	-
STDM06	N 9TH DITCH REHAB	125,000	-	-	-	-
STDM09	MIDDLE CREEK DITCH REHAB	-	175,000	-	-	-
STOP04	PIPE INSPECTION VAN	-	-	290,000	-	-
STOP06	STORMWATER VEHICLE	-	-	-	-	35,000
STOP07	STORMWATER SVC VEHICLE	-	-	-	-	50,000
STOP08	VACUUM & JETTING TRUCK	-	-	-	527,000	-
STRH02	DOWNTOWN MECH STORM PH4	250,000	-	-	-	-
Fiscal Year Totals		732,250	754,612	1,077,093	1,348,812	85,000

STORM WATER FUND DETAIL

BACKGROUND

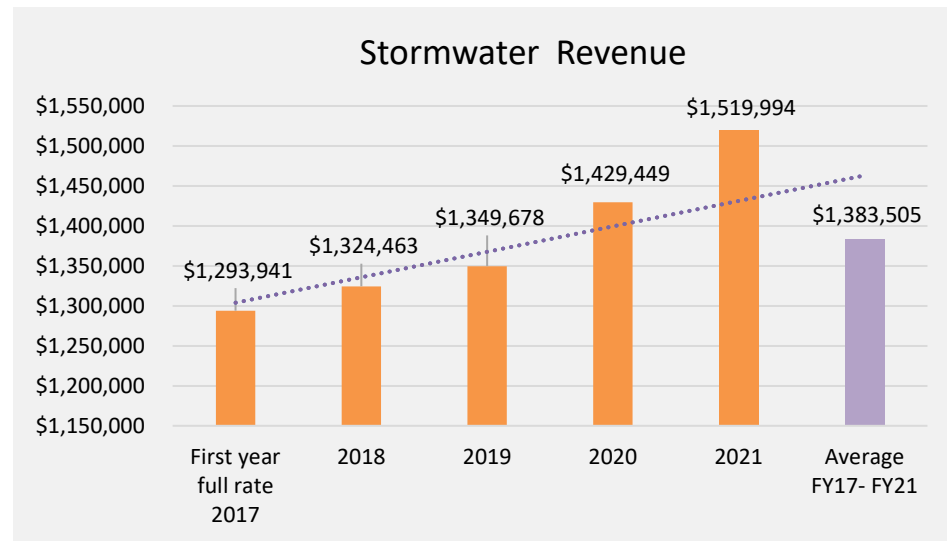
The City's Stormwater Fund is an enterprise fund that collects revenue primarily through monthly stormwater service charges based on the total impervious area contained within individual lots. Over the past five years, changes in fund revenue have resulted from sustained community growth and associated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

Staff is basing the FY23-27 revenue estimates on annual customer growth of 3% per year and an approved 9% rate increase in FY23 and FY24. For fiscal years 25-27, an annual rate increase of 5% has been incorporated to support the capital needs of the department. 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 FY23-27 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.

The first phase of the Facility Plan is currently underway in FY22. As results and recommendations from the first phase are made available, the scope of the second phase will develop with greater detail. **STDM17**, planned for FY23, includes funding for the second phase of the facility plan. Following the completion of the Stormwater Facility Plan, a rate study (**STDM18**) will be conducted in FY24. The study will provide the City with a better model to determine capacity, identify future capital needs, and ensure proper allocation of resources.



STORM WATER FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP	FY21	FY22 Carry		Expected Completion
				Budget	Spending	Forward Amount	Budget coding	
Stormwater Division	670	STRM39	Mechanical Separation Units - Downtown Stormwater	113,975	80,641	33,334	670-4530-435.80-90	6/30/2022
Stormwater Division	670	STDM01	Deferred Maintenance Projects: Downtown Trunk Line	364,067	94,710	269,357	670-4530-435.80-90	10/31/2021
Stormwater Division	670	STDM02	Deferred Maintenance Project - Manley Ditch Rehabili	36,610	29,580	7,031	670-4530-435.80-90	6/30/2022
Stormwater Division	670	STUO01	Utility Operation Project: Stormwater Facility Plan Upd	250,000	-	250,000	670-4530-435.80-90	6/30/2022
Stormwater Division	670	STDM03	Downtown Truck Line PH2	350,000	-	350,000	670-4510-435.80-90	10/31/2021
Stormwater Division	670	STRH01	Downtown Mech Storm PH3	300,000	-	300,000	670-4510-435.80-90	6/30/2022
Engineering Division	670	STRM48	Annual Inlet Replacement Program	100,000	61,293	38,707	670-4530-435.80-99	Ongoing
PW/Engineering	670	STRM57	Downtown Bozeman Creek Culvert Assessment	15,000	-	15,000	670-4510-435-5050	Fall 2022
670 Total						1,263,428		

Project Name	Year	Description	Amount	Total	Project #
N 9TH DITCH REHAB	UNSCHEDULED	DEFERRED MAINTENANCE PROJECT	125,000	125,000	STDM06
		NORTH 9TH AVENUE DITCH REHABILITATION	-		
		DESCRIPTION:	-		
		REHABILITATION OF 1,500 FT 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:	-		
		DEVELOPMENT OF A FACILITY PLAN AND MODELING	-		
		WILL INFORM THE EXTENT OF THIS PROJECT.	-		
		ADVANTAGES OF APPROVAL:	-		
		REHABILITATION WILL REDUCE RISKS BY ADDRESSING	-		
		STRUCTURAL AND CAPACITY DEFICIENCIES.	-		
		ADDITIONAL OPERATING COST:	-		
HISTORIC PIPE REPLACE PRG	2023	DEFERRED MAINTENANCE PROJECT	310,000	310,000	STDM07
		HISTORIC PIPE REPLACEMENT PROGRAM	-		
		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 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.	-		
		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:	-		
		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	STDM08
		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	-		
		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.	-		
MIDDLE CREEK DITCH REHAB	UNSCHEDULED	DEFERRED MAINTENANCE PROJECT	175,000	175,000	STDM09
		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:	-		
		DEVELOPMENT OF A FACILITY PLAN AND	-		
		MODELING WILL INFORM THE EXTENT OF THIS PROJECT	-		
		ADVANTAGES OF APPROVAL:	-		
		REHABILITATION WILL REDUCE RISKS BY ADDRESSING STRUCTURAL	-		
		AND CAPACITY DEFICIENCIES	-		
		ADDITIONAL OPERATING COST:	-		
		STORMWATER PERSONNEL OR CONTRACTORS	-		
		WILL COMPLETE MAINTENANCE ON A REOCCURRING	-		
		SCHEDULE, INCLUDING INSPECTION AND CLEARING.	-		

Project Name	Year	Description	Amount	Total	Project #
UNPLANNED PIPE REHAB/DRAI	2024	DEFERRED MAINTENANCE	49,600	49,600	STDM11 (FY24)
		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	-		
		REDUCE CAPACITY APPLIED TOWARDS CRITICAL SERVICES.	-		
		ADVANTAGES OF APPROVAL:	-		
		UNPLANNED FUNDS ALLOW STAFF TO BE RESPONSIVE TO	-		
		ESSENTIAL NEEDS, INCREASING CUSTOMER SERVICE, IMPROVING	-		
		SYSTEM EFFICIENCY, AND REDUCING CITY LIABILITY.	-		
UNPLANNED PIPE REHAB/DRAI	2025	ADDITIONAL OPERATING COST:	-		STDM11 (FY25)
		STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE	-		
		OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE	-		
		CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	-		
		DEFERRED MAINTENANCE	52,000	52,000	
		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	-		
		REDUCE CAPACITY APPLIED TOWARDS CRITICAL 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 #
HIST PIPE REPLACE PRG	2026	DEFERRED MAINTENANCE PROJECT-HISTORIC PIPE REPLACEMENT PROGRAM DESCRIPTION: REHABILITATION 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. 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: STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON A REOCCURRING SCHEDULE, INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	339,000 - - - - - - - - - - - - - - - - -	339,000	STDM15
UNPLANNED PIPE REHAB/DRAI	2026	DEFERRED MAINTENANCE-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 REDUCE CAPACITY APPLIED TOWARDS CRITICAL 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.	54,600 - - - - - - - - - - - - - - - - -	54,600	STDM16

Project Name	Year	Description	Amount	Total	Project #
HIST PIPE REPLACE PRG	2027	DEFERRED MAINTENANCE PROJECT-HISTORIC PIPE REPLACEMENT PROGRAM DESCRIPTION: REHABILITATION 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. 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: STORMWATER PERSONNEL WILL COMPLETE MAINTENANCE ON A REOCCURRING SCHEDULE, INCLUDING FLUSHING, VACUUMING, AND INSPECTION.	373,000 - - - - - - - - - - - - - - - - -	373,000	STDM20
UNPLANNED PIPE REHAB/DRAI	2027	DEFERRED MAINTENANCE-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 REDUCE CAPACITY APPLIED TOWARDS CRITICAL 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 COSTS: STORMWATER PERSONNEL WILL COMPLETE THE MAINTENANCE OF REHABILITATED, REPAIRED, OR NEW INFRASTRUCTURE CONCURRENTLY WITH EXISTING PUBLIC ASSETS.	57,300 - - - - - - - - - - - - - - - - -	57,300	STDM21

Project Name	Year	Description	Amount	Total	Project #
STORMWATER FACILITY PLAN - PHASE 2	2023	STORMWATER FACILITY PLAN - PHASE 2	175,000	175,000	STDM17
		DESCRIPTION:	-		
		THE FIRST PHASE OF THE FACILITY PLAN IS UNDER WAY	-		
		FOR 2022. RESULTS WILL BETTER INFORM THE SCOPE OF	-		
		THE SECOND PHASE AND COMPLETE A NUMBER OF	-		
		RECOMMENDATIONS BASED ON MODELING AND COMPARISON	-		
		TO STRATEGIES AND TECHNOLOGIES USED IN OTHER CITIES.	-		
		ALTERNATIVES CONSIDERED:	-		
		STATUS QUO REQUIRES MORE STAFF INPUT AND LESS	-		
		INFORMED DECISION MAKING.	-		
		ADVANTAGES OF APPROVAL:	-		
		DIRECTION FOR FUTURE CAPITAL PROJECTS, BETTER MODEL TO	-		
		TO DETERMINE CAPACITY, AND OTHER RESULTS WILL LEAD TO MORE	-		
STORMWATER RATE MODEL STUDY	2024	STORMWATER RATE MODEL STUDY	50,000	50,000	STDM18
		DESCRIPTION:	-		
		RATE MODEL STUDY WILL FOLLOW FACILITY PLAN COMPLETION. ANY	-		
		GAP BETWEEN LEVEL OF SERVICE AND OTHER GOALS FROM CURRENT	-		
		STATUS WILL BE COVERED BY FUTURE RATES.	-		
		ALTERNATIVES CONSIDERED:	-		
		RATES FUND THE STORMWATER DIVISION. DELAYING THE FUNDING	-		
		OF CAPITAL PROJECTS WILL INCREASE INFRASTRUCTURE	-		
		FAILURE AND LIMIT THE ABILITY TO PERFORM WORK.	-		
		ADVANTAGES OF APPROVAL:	-		
		ADEQUATE RATES WILL ALLOW CAPITAL PLAN	-		
		TO KEEP UP WITH GROWTH, IMPROVE WATER QUALITY,	-		
		PUBLIC SAFETY AND MAINTAIN COMPLIANCE WITH PERMITS	-		
		ADDITIONAL OPERATING COST:	-		
		THIS PROJECT WILL FUND THE DIVISION	-		

Project Name	Year	Description	Amount	Total	Project #
DOWNTOWN STORMWATER WTR CAPACITY	2027	DOWNTOWN STORMWATER WTR CAPCITY DESCRIPTION: RESULTS OF THE STORMWATER FACILITY PLAN IN FY23 WILL RECOMMEND WAYS TO INCREASE CAPACITY AND IMPROVE WATER QUALITY IN THE DOWNTOWN AREA. ALTERNATIVES CONSIDERED: TO BE DETERMINED BY FACILITY PLAN UPDATE AND FUTURE DECISIONS ON LEVEL OF SERVICE. ADVANTAGES OF APPROVAL: BETTER LEVEL OF SERVICE, PUBLIC SAFETY AND WATER QUALITY DEPENDING ON WHICH TECHNOLOGY IS UTILIZED. ADDITIONAL OPERATING COST: THIS PROJECT WILL FUND THE DIVISION	400,000 - - - - - - - - -	400,000	STDM19
PIPE INSPECTION VAN	2025	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 MAINTENANCE. ADVANTAGES OF APPROVAL: THE VEHICLE FACILITATES THE CITY'S PIPE INSPECTION PROGRAM WHICH IDENTIFIES MAINTENANCE NEEDS, LOCATES STRUCTURAL DEFICIENCIES, AND DETECTS ILLEGAL CONNECTIONS. ADDITIONAL OPERATING COST: THE STORMWATER DIVISION WILL FUND OPERATION AND MAINTENANCE COSTS. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION.	290,000 - - - - - - - - - 10,000 -	300,000	STOP04

Project Name	Year	Description	Amount	Total	Project #
STORMWATER VEHICLE	2027	OPERATION SUPPORT PROJECT 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. 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: THE STORMWATER DIVISION WILL FUND OPERATION AND MAINTENANCE COSTS.	35,000 - - - - - - - - - -	35,000	STOP06
STORMWATER SVC VEHICLE	UNSCHEDULED	OPERATION SUPPORT PROJECT 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. 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: THE STORMWATER DIVISION WILL FUND OPERATION AND MAINTENANCE COSTS. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION.	50,000 - - - - - - - - - - 20,000 -	70,000	STOP07

Project Name	Year	Description	Amount	Total	Project #
VACUUM & JETTING TRUCK	2026	OPERATION SUPPORT PROJECT	527,000	540,000	STOP08
		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	-		
		ADVANTAGES OF APPROVAL:	-		
		THE VEHICLE FACILITATES INFRASTRUCTURE MAINTENANCE,	-		
		POLLUTION EVENT CLEANUP, AND VACUUM EXCAVATION FOR	-		
		PIPE REPAIRS.	-		
		ADDITIONAL OPERATING COST:	-		
STORMWATER SIDEWALK MACHINE	2023	THE STORMWATER DIVISION WILL FUND OPERATION AND	-		STOP09
		MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	13,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		
		STORMWATER SIDEWALK MACHINE	140,000	140,000	
		DESCRIPTION:	-		
		NEW MACHINE TO FACILITATE THE MAINTENANCE OF	-		
		PERMEABLE PAVERS AND IMPROVE CLEANING OF TIGHT	-		
		SPACES THAT STANDARD STREET SWEEPERS CANNOT REACH	-		
		ALTERNATIVES CONSIDERED:	-		
		BOTH SMALLER AND LARGER OPTIONS EXIST TO MAINTAIN THESE	-		
		SURFACES. SMALLER OPTIONS ARE VERY LABOR INTENSIVE. LARGER	-		
		EQUIPMENT REQUIRES MORE SPACE, COST AND MAINTENANCE AND	-		
		ARE LESS VERSATILE.	-		STOP09
		ADVANTAGES OF APPROVAL:	-		
		IMPROVE WATER QUALITY, PUBLIC SAFETY AND APPEARANCE OF	-		
		PUBLIC SPACES.	-		
		ADDITIONAL OPERATING COST:	-		
		THE STORMWATER DIVISION WILL FUND OPERATION AND	-		
		MAINTENANCE COSTS.	-		

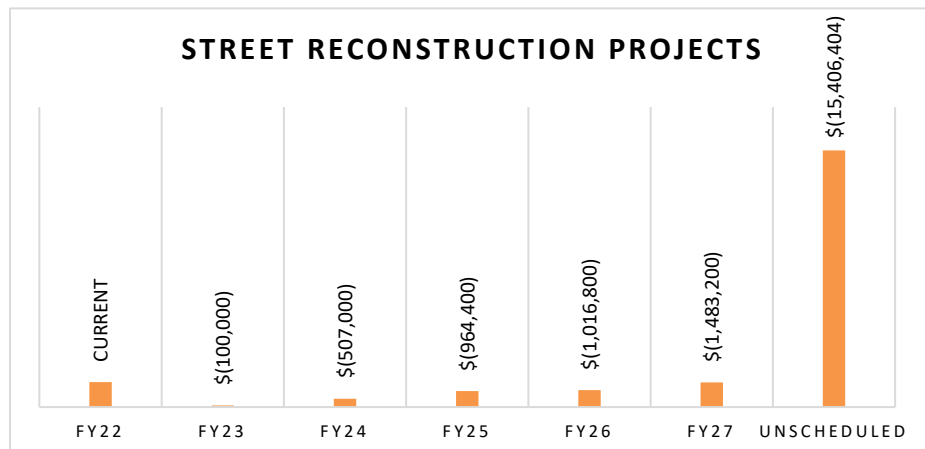
Street & Curb Reconstruction

STREET & CURB RECONSTRUCTION FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected					Unscheduled
	FY22		FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 2,470,262	\$	(530,771)	\$ 160,092	\$ 613,672	\$ 799,023	\$ 967,551	
Plus: Street Maintenance Assessments Dedicated	\$ 738,101	\$	752,863	\$ 767,920	\$ 783,279	\$ 798,944	\$ 814,923	
Plus: SID	\$ 568,660	\$	38,000					
Plus: SID for Bogert Place (Church to Story)				\$ 192,660				
Plus: SID for W Story (4th to 8th)					\$ 366,472			
Plus: SID for S Black (Babcock to Story)						386,384		
Plus: SID for W Dickerson (Willson to 8th)							563,616	
Less: FY21 Carry Forward	\$ (2,811,320)							
Less: Scheduled CIP Project Costs	\$ (1,496,474)	\$	(100,000)	\$ (507,000)	\$ (964,400)	\$ (1,016,800)	\$ (1,483,200)	\$ (15,406,404)
Projected Year-End Cash Dedicated to CIP	\$ (530,771)	\$	160,092	\$ 613,672	\$ 799,023	\$ 967,551	\$ 862,891	

Assumptions Made for Revenue Estimates

	Current Year		Projected				
	FY22	FY23	FY24	FY25	FY26	FY27	
Total Estimated Annual Street Assessment Revenue	\$ 738,101	\$ 738,101	\$ 752,863	\$ 767,920	\$ 783,279	\$ 798,944	
Estimated Annual Increase - Attributed to Annexations	0.0%	2%	2%	2%	2%	2%	
Total Estimated Revenues	\$ 738,101	\$ 752,863	\$ 767,920	\$ 783,279	\$ 798,944	\$ 814,923	
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	\$ 738,101	\$ 752,863	\$ 767,920	\$ 783,279	\$ 798,944	\$ 814,923	



STREET & CURB RECONSTRUCTION FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
SCR01	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRA	100,000	105,000	110,000	115,000	120,000	-
SCR23	UNSCHEDULED STREET RECONSTRUCTION PROJECTS	-	-	-	-	-	15,406,404
SCR26	BOGERT PLACE - CHURCH TO STORY	-	402,000	-	-	-	-
SCR27	W STORY - 4TH TO 8TH	-	-	854,400	-	-	-
SCR28	S BLACK - BABCOCK TO STORY	-	-	-	901,800	-	-
SCR29	W DICKERSON - WILLSON TO 8TH	-	-	-	-	1,363,200	-
Fiscal Year Totals		100,000	507,000	964,400	1,016,800	1,483,200	15,406,404

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
SCR01	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRA	60,000	60,000	60,000	60,000	-
SCR13	S 6TH (BABCOCK TO CLEVELAND)-DESIGN & CONSTRUCTION	2,328,908	-	-	-	-
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		2,388,908	2,112,724	1,861,763	2,041,640	9,402,000

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	2023	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	100,000	
		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 CURB 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	-		
		CHANGES FROM LAST CIP:	40,000		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	2024	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	105,000	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	-		
		CHANGES FROM LAST CIP:	45,000		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	2025	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	110,000	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	-		
		CHANGES FROM LAST CIP:	50,000		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	2026	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	60,000	115,000	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	-		
		CHANGES FROM LAST CIP:	55,000		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	2027	ANNUAL CURB REPLACEMENT & CONCRETE REPAIR PROGRAM	120,000	120,000	SCR01 (FY27)
		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	-		
UNSCHEDULED STREET RECONSTRUCTION PROJECTS	UNSCHEDULED	UNSCHEDULED STREET RECONSTRUCTION PROJECTS -	15,406,404	15,406,404	SCR23
		DESIGN & CONSTRUCTION:	-		
		N GRAND (BEALL TO PEACH) \$756,000	-		
		S GRAND (OLIVE TO COLLEGE) \$1,308,000	-		
		S GRAND (COLLEGE TO GARFIELD) \$858,600	-		
		SHORT (3RD TO BLACK) \$838,200	-		
		W LAMME (7TH TO TRACY) \$1,353,000	-		
		S 5TH (OLIVE TO COLLEGE) \$1,320,600	-		
		S 5TH (COLLEGE TO GARFIELD) \$876,600	-		
		S 3RD (OLIVE TO HARRISON) \$1,552,200	-		
		BOND STREET (ROUSE TO GOLD) \$460,200	-		
		IDA STREET (FRONT TO DAVIS) \$1,220,400	-		
		N 5TH (MAIN TO LAMME) \$230,004	-		
		W OLIVE (8TH TO TRACY) \$1,622,400	-		
		W KOCH (8TH TO TRACY) \$1,635,600	-		
		W HARRISON (WILLSON TO 8TH) \$1,374,600	-		

Project Name	Year	Description	Amount	Total	Project #
BOGERT PLACE - CHURCH TO STORY	2024	BOGERT PLACE - CHURCH TO STORY	402,000	402,000	SCR26
		DECSRIPTION:	-		
		RECONSTRUCTION OF BOGERT PLACE FROM CHURCH	-		
		STREET TO STORY STREET, 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 UNSAFE TO	-		
		MAINTAIN AND KEEP OPEN TO PUBLIC USE. THIS PROJECT	-		
		WILL PROVIDE A CITY STANDARD STREET SECTION, WITH	-		
		ADA COMPLIANT PEDESTRIAN RAMPS, PAVEMENT MARKINGS	-		
		AND SIGNAGE WHICH WILL IMPROVE PEDESTRIAN	-		
		SAFETY. ALSO, NEW ASPHALT AND DRAINAGE	-		
		IMPROVEMENTS WILL ELIMINATE POTHOLES AND MINIMIZE	-		
		ICE BUILDUP. ADA COMPLIANCE AND MS4 PERMIT	-		
		COMPLIANCE WILL BE MET AT COMPLETION. THIS PROJECT	-		
		WILL TRIGGER WATER, SEWER, AND STORM DRAIN	-		
		IMPROVEMENT PROJECTS WITHIN THE RECONSTRUCTION	-		
		AREA. FOR PLANNING PURPOSES, PROJECT ESTIMATES	-		
		UTILIZE THE MOST RECENT ADJUSTMENTS TO LOCAL	-		
		STREET RECONSTRUCTION FUNDING VIA A SPECIAL	-		
		IMPROVEMENT DISTRICT ASSESSMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE CURRENT OPERATIONS	-		
		ADDITIONAL OPERATING COST:	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
W STORY - 4TH TO 8TH	2025	W STORY - 4TH TO 8TH	854,400	854,400	SCR27
		DESCRIPTION:	-		
		RECONSTRUCTION OF W STORY STREET FROM 4TH AVE TO	-		
		8TH AVE, 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 COMPLAINT	-		
		PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE	-		
		WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW	-		
		ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE	-		
		POTHoles AND MINIMIZE ICE BUILDUP. ADA COMPLIANCE	-		
		AND MS4 PERMIT COMPLIANCE WILL BE MET AT	-		
		COMPLETION. THIS PROJECT WILL TRIGGER WATER, SEWER	-		
		AND STORM DRAIN IMPROVEMENT PROJECTS WITHIN	-		
		THE RECONSTRUCTION AREA. FOR PLANNING PURPOSES,	-		
		PROJECT ESTIMATES UTILIZE THE MOST RECENT ADJUSTMENTS	-		
		TO LOCAL STREET RECONSTRUCTION FUNDING VIA A SPECIAL	-		
		IMPROVEMENT DISTRICT ASSESSMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE CURRENT OPERATIONS	-		
		ADDITIONAL OPERATING COST:	-		
		COST OF MATERIALS	-		

Project Name	Year	Description	Amount	Total	Project #
S BLACK - BABCOCK TO STORY	2026	S BLACK - BABCOCK TO STORY	901,800	901,800	SCR28
		DESCRIPTION:	-		
		RECONSTRUCTION OF S BLACK AVE FROM BABCOCK ST TO	-		
		STORY ST, 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 COMPLAINT	-		
		PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE	-		
		WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW	-		
		ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE	-		
		POTHOLE 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 UTILIZE THE MOST RECENT ADJUSTMENTS	-		
		TO LOCAL STREET RECONSTRUCTION FUNDING VIA A SPECIAL	-		
		IMPROVEMENT DISTRICT ASSESSMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE CURRENT OPERATIONS	-		
		ADDITIONAL OPERATING COST:	-		
		COST OF MATERIALS	-		

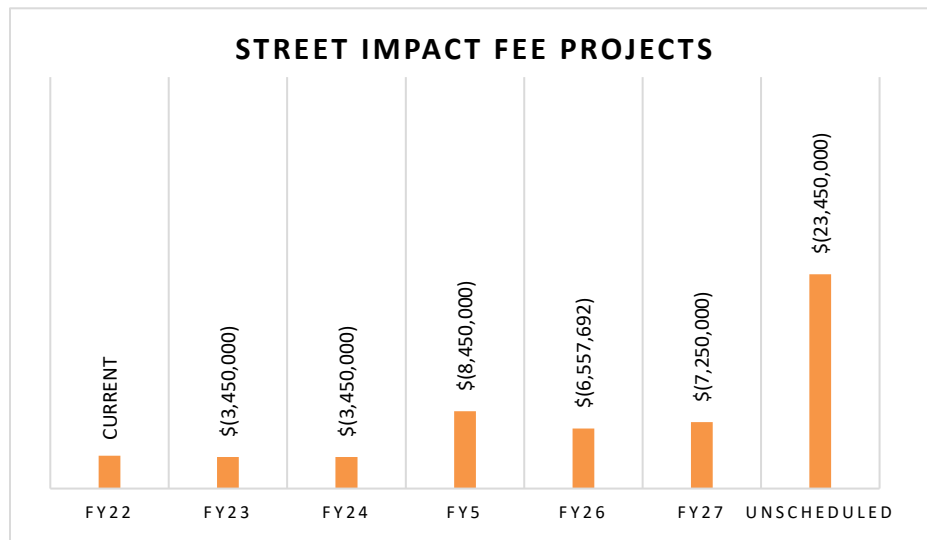
Project Name	Year	Description	Amount	Total	Project #
W DICKERSON - WILLSON TO 8TH	2027	W DICKERSON - WILLSON TO 8TH	1,363,200	1,363,200	SCR29
		DESCRIPTION:	-		
		RECONSTRUCTION OF W DICKERSON ST FROM WILLSON	-		
		AVE TO 8TH AVE, INCLUDING REPAIRS TO FAILED CURBS	-		
		AND GUTTERS. THIS STREET IS ALREADY 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 COMPLAINT	-		
		PEDESTRIAN RAMPS, PAVEMENT MARKINGS, AND SIGNAGE	-		
		WHICH WILL IMPROVE PEDESTRIAN SAFETY. ALSO, NEW	-		
		ASPHALT AND DRAINAGE IMPROVEMENTS WILL ELIMINATE	-		
		POTHoles AND MINIMIZE ICE BUILDUP. ADA COMPLIANCE	-		
		AND MS4 PERMIT COMPLIANCE WILL BE MET AT	-		
		COMPLETION. THIS PROJECT WILL TRIGGER WATER, SEWER	-		
		AND STORM DRAIN IMPROVEMENT PROJECTS WITHIN	-		
		THE RECONSTRUCTION AREA. FOR PLANNING PURPOSES,	-		
		PROJECT ESTIMATES UTILIZE THE MOST RECENT ADJUSTMENTS	-		
		TO LOCAL STREET RECONSTRUCTION FUNDING VIA A SPECIAL	-		
		IMPROVEMENT DISTRICT ASSESSMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE CURRENT OPERATIONS	-		
		ADDITIONAL OPERATING COST:	-		
		COST OF MATERIALS	-		

Street Impact Fee

STREET IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY5	FY26	FY27		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 8,005,407	\$ (1,243,111)	\$ 1,383,544	\$ 4,192,498	\$ 2,189,221	\$ 2,271,654		
Plus: Impact Fee Revenues Dedicated to CIP	\$ 7,400,018	\$ 6,076,655	\$ 6,258,954	\$ 6,446,723	\$ 6,640,125	\$ 6,839,329	\$ -	
Less: FY21 Carry Forward	\$ (7,610,883)							
Less: Scheduled CIP Project Costs	\$ (3,600,000)	\$ (3,450,000)	\$ (3,450,000)	\$ (8,450,000)	\$ (6,557,692)	\$ (7,250,000)	\$ (23,450,000)	
Less: FY22 Budget Amendment(s)	\$ (5,437,653)							
Projected Year-End Cash Dedicated to CIP	\$ (1,243,111)	\$ 1,383,544	\$ 4,192,498	\$ 2,189,221	\$ 2,271,654	\$ 1,860,983		

Assumptions Made for Revenue Estimates	Current Year	Projected					
	FY22	FY23	FY24	FY5	FY26	FY27	
Estimated Annual Street Impact Fee Revenues	\$ 5,727,830	\$ 5,899,665	\$ 6,076,655	\$ 6,258,954	\$ 6,446,723	\$ 6,640,125	
Estimated Annual Increase **	3.0%	3%	3%	3%	3%	3%	
Total Estimated Revenues	\$ 5,899,665	\$ 6,076,655	\$ 6,258,954	\$ 6,446,723	\$ 6,640,125	\$ 6,839,329	
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	\$ 5,899,665	\$ 6,076,655	\$ 6,258,954	\$ 6,446,723	\$ 6,640,125	\$ 6,839,329	



STREET IMPACT FEE FUND PROJECT SUMMARY

Current CIP Requests							
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
SIF001	RIGHT OF WAY ACQUISITION	400,000	450,000	500,000	550,000	600,000	-
SIF001	RIGHT OF WAY ACQUISITION - BABCOCK 11TH TO 15TH	-	-	1,200,000	-	-	-
SIF001	RIGHT OF WAY ACQUISITION - FOWLER	1,000,000	-	-	-	-	-
SIF009	KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	-	-	3,000,000	2,000,000	-	-
SIF112	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	-	-	-	850,000	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK)	2,000,000	3,000,000	3,000,000	-	-	-
SIF118	BABCOCK - 15TH TO 19TH	-	-	-	1,607,692	-	-
SIF144	HAGGERTY/MAIN INTERSECTION IMPROVEMENTS	-	-	-	-	-	2,000,000
SIF147	OAK & 19TH INTERSECTION IMPROVEMENTS	-	-	750,000	-	-	-
SIF149	BABCOCK - 11TH TO 15TH	-	-	-	-	300,000	1,800,000
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	-	-	-	325,000	-	-
SIF161	CATTAIL/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	-	-
SIF187	BLACKWOOD - 11TH TO 3RD	-	-	-	100,000	-	1,000,000
SIF188	OAK ST INTERSECTIONS - DESIGN	50,000	-	-	-	-	-
Fiscal Year Totals		3,450,000	3,450,000	8,450,000	6,557,692	7,250,000	23,450,000

Prior Year CIP Requests

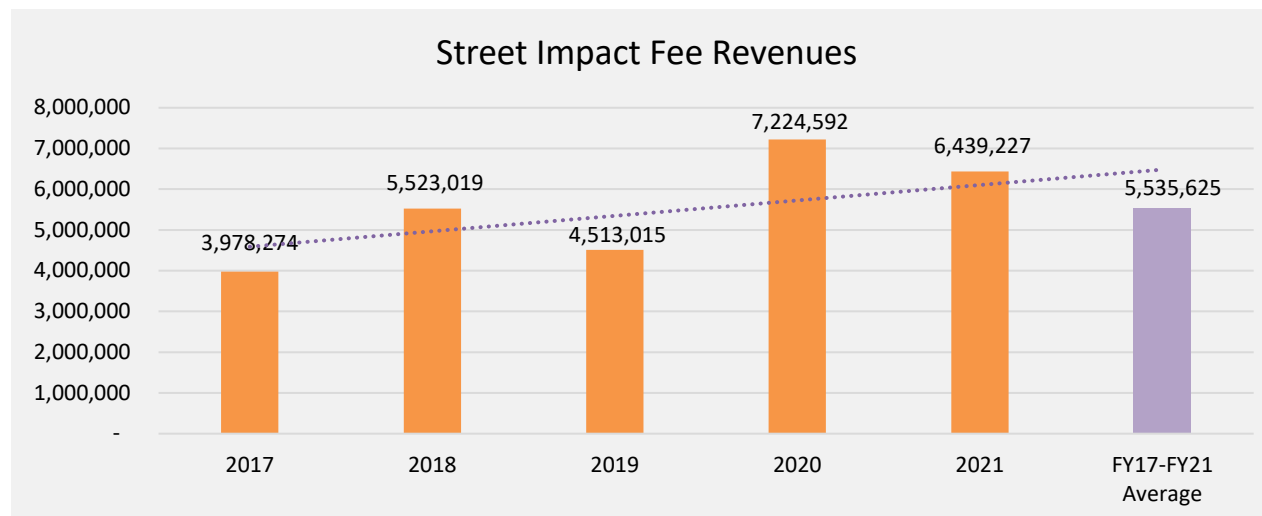
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
SIF001	RIGHT OF WAY ACQUISITION	400,000	450,000	500,000	550,000	-
SIF009	KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	-	2,000,000	1,000,000	-	-
SIF086	BAXTER & COTTONWOOD (INTERSECTION IMPROVEMENTS)	2,000,000	-	-	-	-
SIF112	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	-	-	850,000	-	-
SIF114	FOWLER CONNECTION (HUFFINE TO OAK)	3,750,000	1,250,000	-	3,000,000	-
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	8,900,000	3,700,000	2,650,000	5,900,000	27,600,000

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 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 projects, 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 average revenue being \$5.5 million, we have used a growth rate of 3%.



CAPITAL PLAN SUMMARY

We have made some changes from last year's plan. Additional funds have been appropriated to **SIF001** Right of Way Acquisition for two projects; **SIF114** (Fowler) and **SIF118** Babcock (11th to 15th). These costs are based on a recent evaluation of the cost to acquire the right of way for both projects.



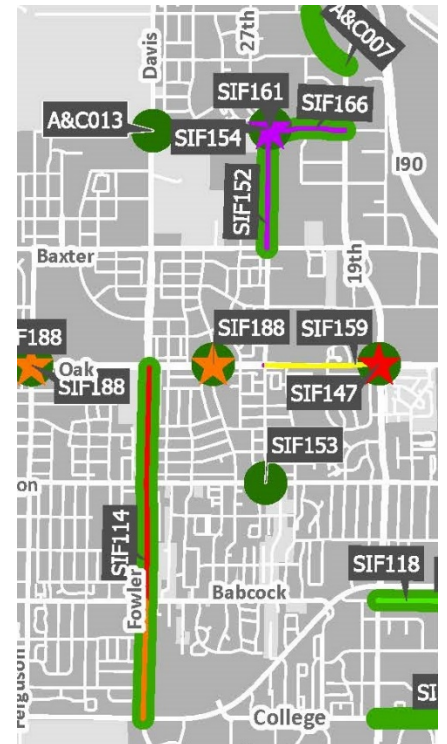
SIF114 Fowler Connection (Huffine to Oak) scheduled for FY23, FY24 and FY25 will increase capacity and extend an important north-south corridor.

SIF009 Kagy (Wilson to 19th) will include reconstructing Kagy, from Wilson Ave. to S 19th Ave., to have four lanes with dedicated bike lanes and sidewalks. The City of Bozeman is partnering with Montana Department of Transportation (MDT) on this project. MDT will use federal urban highway funds in addition to funds scheduled in the capital plan. In this year's plan, the total allocation for the project has been increased from \$3 million to \$5 million, with construction scheduled in FY25 and FY26.

In FY27, projects **SIF152** and **SIF154** have been moved from unscheduled for construction. These two projects will provide improvements to N 27th from Baxter to Cattail, including the intersection of Cattail and 27th.



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.

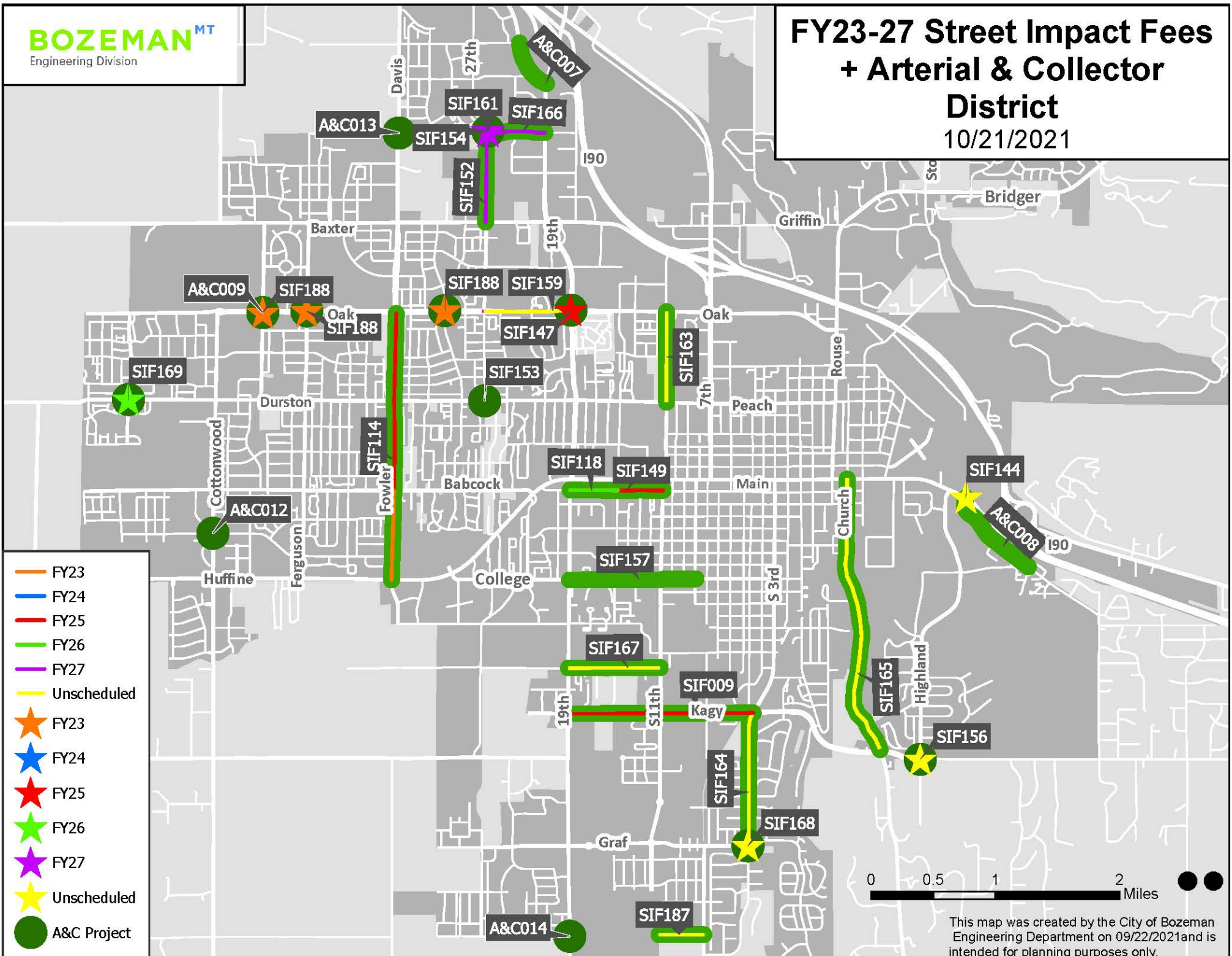


This plan was presented to the Impact Fee Advisory Committee (IFAC) on October 29, 2021. IFAC recommended the approval of the plan as presented.

STREET IMPACT FEE FUND AND ARTERIAL & COLLECTOR COMBINED SUMMARY

PROJECT	A&C	SIF	TOTAL
SIF009	\$ 500,000	\$ 5,000,000	\$ 5,500,000
SIF114	\$ 3,500,000	\$ 8,000,000	\$ 11,500,000
SIF118	\$ 2,192,308	\$ 1,607,692	\$ 3,800,000
SIF147	\$ 750,000	\$ 750,000	\$ 1,500,000
SIF149	\$ 800,000	\$ 2,100,000	\$ 2,900,000
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	\$ 325,000	\$ 325,000	\$ 650,000
SIF161	\$ 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
SIF187	\$ 1,100,000	\$ 1,100,000	\$ 2,200,000
SIF188	\$ 1,100,000	\$ 50,000	\$ 1,150,000
TOTAL	\$ 24,192,308	\$ 41,257,692	\$ 65,450,000

FY23-27 Street Impact Fees + Arterial & Collector District 10/21/2021



STREET IMPACT FEE FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry		Expected Completion
						Forward Amount	Budget coding	
PW/Engineering	114	SIF001	Right of Way Acquisition	300,000	1,560	298,440	114-4110-433.80-70	Ongoing
PW/Engineering	114	SIF076	Fowler (Huffine to Oak) Design	500,000	-	500,000	114-4110-433.80-90	Fall 2022
PW/Engineering	114	SIF110	Manley and Griffin (Intersection Improvements) - Con:	3,200,000	-	3,200,000	114-4110-433.80-90	Summer 2022
PW/Engineering	114	SIF113	Griffin (7th to Rouse) Design	900,000	193,266	706,734	114-4110-433.80-90	Fall 2023
PW/Engineering	114	SIF114	Fowler Connection (Huffine to Oak)	1,000,000	33,446	966,554	114-4110-433.80-90	Fall 2023
PW/Engineering	114	SIF116	Bridger Dr & Story Mill Rd (Intersection)	1,200,000	-	1,200,000	114-4110-433.80-90	Fall 2022
PW/Engineering	114	SIF117	Story Mill (Griffin to Bridger)	250,000	-	250,000	114-4110-433.80-90	Fall 2022
PW/Engineering	114	SIF118	Babcock (15th to 19th)	200,000	45,242	154,758	114-4110-433.80-90	Fall 2022
PW/Engineering	114	SIF141	Cottonwood Road (Oak to Baxter) Design	197,661	176,930	20,730	114-4130-433.80-90	Winter 2021
PW/Engineering	114	SIF146	Kagy/11th Interim Improvements	100,000	36,333	63,667	114-4110-433.80-90	Jun-22
PW/Engineering	114	SIF150	15th - Patrick to Baxter Improvements	250,000	-	250,000	114-4110-433.80-90	Summer 2022
114 Total						7,610,883		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2023	ANNUAL RIGHT OF WAY ACQUISITION	400,000	\$ 1,400,000	SIF001 (FY23)
		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:	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		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:	-		
		STREET IMPACT FEES CANNOT BE SPENT ON OPERATING &	-		
		MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A	-		
		VERY MINIMAL, INCREMENTAL COST TO THE STREET	-		
		MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		
		CHANGES FROM LAST CIP:	1,000,000		
		ADDITION OF ROW ACQUISITION FOR FOWLER.	-		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2024	ANNUAL RIGHT OF WAY ACQUISITION	450,000	\$ 450,000	SIF001 (FY24)
		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:	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		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:	-		
		STREET IMPACT FEES CANNOT BE SPENT ON OPERATING &	-		
		MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A	-		
		VERY MINIMAL, INCREMENTAL COST TO THE STREET	-		
		MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2023	ANNUAL RIGHT OF WAY ACQUISITION	400,000	\$ 1,400,000	SIF001 (FY23)
		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:	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		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:	-		
		STREET IMPACT FEES CANNOT BE SPENT ON OPERATING &	-		
		MAINTAINING FACILITIES. THERE IS EXPECTED TO BE A	-		
		VERY MINIMAL, INCREMENTAL COST TO THE STREET	-		
		MAINTENANCE DISTRICT FROM THIS EXPENDITURE.	-		
		CHANGES FROM LAST CIP:	1,000,000		
		ADDITION OF ROW ACQUISITION FOR FOWLER.	-		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2026	ANNUAL RIGHT OF WAY ACQUISITION	550,000	\$ 550,000	SIF001 (FY26)
		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.	-		
		OTHER STREET IMPACT FEE PROJECTS COULD POTENTIALLY	-		
		BE AFFECTED BY R/W ACQUISITION.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONDEMN PROPERTY FOR RIGHT-OF-WAY; PAY COURT COSTS	-		
		AS WELL AS APPRAISED VALUE OF PROPERTY. TIME	-		
		CONSUMING FOR CITY STAFF AND A RELATIVELY	-		
		EXPENSIVE PROCESS. WAIT FOR ADJACENT PROPERTY	-		
		OWNERS TO DEDICATE R/W AS PART OF THE ANNEXATION/	-		
		DEVELOPMENT PROCESS.	-		
		ADVANTAGES OF APPROVAL:	-		
		PROVIDES DOLLARS FOR THE PURCHASE OF NECESSARY R/W	-		
		AS IT BECOMES AVAILABLE ON THE MARKET. AVOIDS THE	-		
		EXPENSIVE, ANTAGONISTIC CONDEMNATION PROCESS WHERE	-		
		POSSIBLE OR HAVING TO WAIT FOR VOLUNTARY	-		
		DEDICATIONS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		THERE IS EXPECTED TO BE A VERY MINIMAL, INCREMENTAL	-		
		COST TO THE STREET MAINTENANCE DISTRICT.	-		

Project Name	Year	Description	Amount	Total	Project #
RIGHT OF WAY ACQUISITION	2027	ANNUAL RIGHT OF WAY ACQUISITION	600,000	\$ 600,000	SIF001 (FY27)
		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	-		
		AFFECTED BY ROW ACQUISITION.	-		
		ALTERNATIVES CONSIDERED:	-		
		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	2025	KAGY(WILLSON TO 19TH)DESIGN & CONSTRUCTION	2,000,000	\$ 3,000,000	SIF009 (FY25)
		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,	-		
		WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE	-		
		PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE	-		
		UNIVERSITY'S MAJOR ATHLETIC FACILITIES. THE LEVEL	-		
		OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE	-		
		WITH THE TRANSPORTATION MASTER PLAN WILL BE	-		
		ATTAINED WITH THIS PROJECT. OTHER AFFECTED	-		
		PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT KAGY	-		
		& 19TH, KAGY & 7TH, KAGY & 11TH, AND KAGY & WILLSON.	-		
		ALTERNATIVES CONSIDERED:	-		
		SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY	-		
		ADJACENT DEVELOPMENT.	-		
		ADDITIONAL OPERATING COSTS:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL	-		
		MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	1,000,000		
		MOVED FROM FY24 TO FY25 AND \$1,000,000 INCREASE	-		

Project Name	Year	Description	Amount	Total	Project #
KAGY (WILLSON TO 19TH) DESIGN & CONSTRUCTION	2026	KAGY(WILLSON TO 19TH)DESIGN & CONSTRUCTION	1,000,000	\$ 2,000,000	SIF009 (FY26)
		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,	-		
		WILLSON AVE, AND S 19TH. IT ALSO SERVES AS THE	-		
		PRIMARY ACCESS TO MONTANA STATE UNIVERSITY AND THE	-		
		UNIVERSITY'S MAJOR ATHLETIC FACILITIES. THE LEVEL	-		
		OF SERVICE (LOS) STANDARD (BMC) AND CONFORMANCE	-		
		WITH THE TRANSPORTATION MASTER PLAN WILL BE	-		
		ATTAINED WITH THIS PROJECT. OTHER AFFECTED	-		
		PROJECTS INCLUDE INTERSECTION IMPROVEMENTS AT KAGY	-		
		& 19TH, KAGY & 7TH, KAGY & 11TH, AND KAGY & WILLSON.	-		
		ALTERNATIVES CONSIDERED:	-		
		SID, URBAN FUNDS, INCREMENTAL CONSTRUCTION BY	-		
		ADJACENT DEVELOPMENT.	-		
		ADDITIONAL OPERATING COSTS:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING & GENERAL	-		
		MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	1,000,000		
		MOVED FROM FY25 TO FY26 AND \$1,000,000 INCREASE	-		

Project Name	Year	Description	Amount	Total	Project #
HIGHLAND & MAIN INTERSECTION REIMBURSEMENT	2026	HIGHLAND & MAIN INTERSECTION REIMBURSEMENT DESCRIPTION: CITY COMMISSION DIRECTION, DEVELOPER TO BE REIMBURSED IN 2 FISCAL YEARS. \$130K IN FY21 & \$850 K IN FY25. ALTERNATIVES CONSIDERED: NONE - PER COMMISSION DIRECTION ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: MOVED FROM FY25 TO FY26	850,000 - - - - - -	\$ 850,000	SIF112
FOWLER CONNECTION (OAK TO BABCOCK) - CONSTRUCTION	2023	FOWLER CONNECTION (OAK TO BABCOCK) - CONSTRUCTION DESCRIPTION: COMPLETE THE SECTION OF FOWLER BTW OAK & BABCOCK. THIS PROJECT ALLOWS FOR EXTENSION OF FOWLER, WHICH WILL DIRECTLY INCREASE CAPACITY, AND IT EXTENDS AN IMPORTANT NORTH-SOUTH CORRIDOR ON THE WEST SIDE OF THE CITY. FUTURE DEVELOPMENTS WHICH IMPACT THIS INTERSECTION AREA MAY NOT BE ALLOWED TO PROCEED UNTIL IMPROVEMENTS ARE IN PLACE. FUNCTIONALITY OF THE NETWORK AT LARGE IS DEPENDENT ON THIS ELEMENT FUNCTIONING AS INTENDED. THE INCOMPLETE TRANSPORTATION NETWORK IN THIS VICINITY IS PUTTING UNNECESSARY DEMAND ON THOSE ELEMENTS OF THE STREET NETWORK THAT ARE IN PLACE. CONFORMANCE WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED AT THE COMPLETION OF THIS PROJECT. 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. ADDITIONAL OPERATING COSTS: INCREMENTAL INCREASES IN SWEEPING, PLOWING AND GENERAL MAINTENANCE COSTS. *PROJECT HAS BEEN SPLIT INTO MULTIPLE SECTIONS FOR FUNDING PURPOSES. CHANGES FROM LAST CIP: REDUCED \$1,750,000	3,750,000 -	\$ 2,000,000	SIF114 (FY23)

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	2024	FOWLER CONNECTION (HUFFINE TO OAK) - CONSTRUCTION	1,250,000	\$ 3,000,000	SIF114 (FY24)
		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. CONFORMANCE	-		
		WITH THE TRANSPORTATION MASTER PLAN WILL BE ATTAINED	-		
		AT THE COMPLETION OF THIS PROJECT. OTHER AFFECTED	-		
		PROJECTS INCLUDE INTERSECTION IMPROVEMENTS ON FOWLER	-		
		AT HUFFINE, BABCOCK, DURSTON, AND OAK.	-		
		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.	-		
		ADDITIONAL OPERATING COSTS:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING AND	-		
		GENERAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	1,750,000		
		INCREASED \$1,750,000	-		

Project Name	Year	Description	Amount	Total	Project #
FOWLER CONNECTION (BABCOCK TO HUFFINE) - CONSTRUCTION	2025	FOWLER CONNECTION - BABCOCK TO HUFFINE	3,000,000	\$ 3,000,000	SIF114 (FY25)
		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 CONSTRUCT THE	-		
		ROAD INCREMENTALLY.	-		
		ADVANTAGES OF APPROVAL:	-		
		COMPLETES AN IMPORTANT NORTH-SOUTH LINK IN THE	-		
BABCOCK (15TH TO 19TH)	2026	TRANSPORTATION NETWORK.	-		SIF118
		ADDITIONAL OPERATING COSTS:	-		
		INCREMENTAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM FY26 TO FY25	-		
		BABCOCK (15TH TO 19TH) 1,607,692.00	1,607,692	\$ 1,607,692	
		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	-		
		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 EXPENSES:	-		
		INCREMENTAL INCREASES IN SWEEPING, PLOWING &	-		
		GENERAL MAINTENANCE COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
BABCOCK - 11TH TO 15TH	UNSCHEDULED	BABCOCK - 11TH TO 15TH CONSTRUCTION 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 MAINTENANCE COSTS. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION AND MOVED TO UNSCHEDULED.	1,500,000 - - - - - - - - - - - - - - - - - 300,000.00 - -	\$ 1,800,000	SIF149 (UNSCHEDULED)
N 27TH - BAXTER TO CATTAIL	2027	N 27TH - BAXTER TO CATTAIL DESCRIPTION: CONSTRUCT N 27TH TO A CITY COLLECTOR STREET STANDARD BETWEEN BAXTER AND CATTAIL. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	4,000,000 - - - -	\$ 4,000,000	SIF152
CATTAIL & 27TH INTERSECTION IMPROVEMENTS	2027	CATTAIL & 27TH INTERSECTION IMPROVEMENTS DESCRIPTION: CONSTRUCT THE INTERSECTION OF CATTAIL & 27TH ROUNDABOUT OR SIGNAL. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	1,200,000 - -	\$ 1,200,000	SIF154
HIGHLAND/KAGY INTERSECTION IMPROVEMENTS	UNSCHEDULED	HIGHLAND/KAGY INTERSECTION IMPROVEMENTS DESCRIPTION: UPGRADES TO THE INTERSECTION OF HIGHLAND AND KAGY, MOST LIKELY A SIGNALIZED INTERSECTION TO ADDRESS LEVEL OF SERVICE ALTERNATIVES CONSIDERED: DO NOTHING. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	2,000,000 - - - - - -	\$ 2,000,000	SIF156

Project Name	Year	Description	Amount	Total	Project #
OAK - 27TH TO 19TH WIDENING	2027	OAK (27TH-19TH) WIDENING & SHARED USE PATH-DESIGN 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. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: IMPROVE TRAFFIC FLOW AND SAFETY. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS. CHANGES FROM LAST CIP: MOVED FROM FY26 TO FY27	400,000 - - - - - - - -	\$ 400,000 	SIF159 (FY27)
OAK - 27TH TO 19TH WIDENING	UNSCHEDULED	OAK (27TH-19TH) WIDENING & SHARED USE PATH-DESIGN 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. ALTERNATIVES CONSIDERED: DO NOTHING. ADVANTAGES OF APPROVAL: IMPROVE TRAFFIC FLOW AND SAFETY. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS.	3,400,000 - - - - - - - -	\$ 3,400,000 	SIF159 (UNSCHEDULED)
27TH: BAXTER > CATTAIL DESIGN	2026	27TH(BAXTER TO CATTAIL): DESIGN DESCRIPTION: DESIGN INTERSECTION UPGRADES. THIS DOES NOT INCLUDE CONSTRUCTION WORK. CONSTRUCTION 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. CHANGES FROM LAST CIP: COMBINED SIF160 AND SIF162 INTO ONE PROJECT	200,000 - - - - - - - 125,000 -	\$ 325,000 	SIF160

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, 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.	-		
N 11th - DURSTON TO OAK	UNSCHEDULED	N 11TH AVE-DURSTON TO OAK IMPROVEMENTS	750,000	\$ 750,000	SIF163
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
S 3RD - KAGY TO GRAF IMPROVEMENTS	UNSCHEDULED	DO NOTHING.	-		SIF164
		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 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 3RD	-		
		FROM GRAF TO KAGY BLVD TO A 3-LANE URBAN ARTERIAL ROAD-	-		
		WAY. INCLUDES ONE TRAVEL LANE IN EACH DIRECTION, BIKE LANES	-		
		ON EACH SIDE, CURB & GUTTER, SIDEWALKS AND A RAISED MEDIAN.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		THIS PROJECT SERVES TO ACCOMMODATE DEVELOPMENT IN	-		
		THE REGION AND SERVE NORTH-SOUTH TRAFFIC FLOW	-		
		AROUND THE SOUTHERN PORTIONS OF THE CITY.	-		

Project Name	Year	Description	Amount	Total	Project #
CHURCH: MAIN TO KAGY IMPROVEMENTS	UNSCHEDULED	CHURCH:MAIN ST TO KAGY BLVD IMPROVEMENTS 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: 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.	9,000,000	\$ 9,000,000	SIF165
CATTAIL: 19TH TO 27TH IMPROVEMENTS	2027	CATTAIL ST:19TH TO 27TH IMPROVEMENTS DESCRIPTION: THIS PROJECT IS IDENTIFIED IN THE TRANSPORTATION MASTER PLAN AS MSN-34. THIS PROJECT WILL CONSTRUCT CATTAIL ST FROM 19TH TO 27TH TO A 3-LANE URBAN COLLECTOR. IT 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 PROJECT IS NECESSITATED BY GROWTH IN THE AREA AND WILL SERVE AS AN EAST/WEST CONNECTION IN THE NORTHERN PORTION OF THE CITY. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY27	750,000	\$ 750,000	SIF166

Project Name	Year	Description	Amount	Total	Project #
LINCOLN: 11TH TO 19TH IMPROVEMENTS	UNSCHEDULED	LINCOLN:S 19TH TO 11TH IMPROVEMENTS 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.	1,000,000 - - - - - - - - - -	\$ 1,000,000	SIF167
3RD/GRAF/WAGONWHEEL IMPROVEMENTS	UNSCHEDULED	3RD/GRAF/WAGONWHEEL INTERSECTION IMPROVEMENTS 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.	1,000,000 - - - - -	\$ 1,000,000	SIF168
DURSTON/LAUREL PARKWAY IMPROVEMENT	2026	DURSTON/LAUREL PARKWAY INTERSECTION IMPROVEMENTS 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. CHANGES FROM LAST CIP: MOVED FROM UNSCHEDULED TO FY26	1,000,000 - - - - - - - - -	\$ 1,000,000	SIF169

Project Name	Year	Description	Amount	Total	Project #
OAK ST INTERSECTIONS	2023	OAK ST INTERSECTIONS - ANALYSIS & DESIGN	50,000	\$ 50,000	SIF188
		DESCRIPTION:	-		
		THIS LONG RANGE PROJECT WILL IDENTIFY, PRIORITIZE,	-		
		AND INVEST IN CRITICAL SAFETY AND OPERATIONAL	-		
		IMPROVEMENTS TO INTERSECTIONS ALONG THE OAK ST	-		
		CORRIDOR. ONE OF THE MAIN IMPROVEMENTS THAT IS	-		
		EXPECTED TO COME WITH THIS PROJECT IS THE ADDITION	-		
		OF LEFT TURN LANES AT SOME INTERSECTIONS. IN SOME	-		
		CASES THIS WILL REQUIRE WORKING WITH NORTHWESTERN	-		
		ENERGY TO RELOCATE MAJOR TRANSMISSION LINE POLES.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVEMENT OF SAFETY AT THE INTERSECTIONS AND	-		
		IMPROVED CAPACITY ON OAK ST.	-		
		ADDITIONAL OPERATING COST:	-		
		ADDED MILEAGE OF ROADWAYS INCREASES THE NEED FOR	-		
		ADDITIONAL STAFF AND EQUIPMENT FOR SWEEPING, PLOWING,	-		
		STRIPING, AND SIGN MAINTENANCE. TURN LANES INCREASE	-		
		THE TIME REQUIRED FOR PLOWING AND SWEEPING.	-		

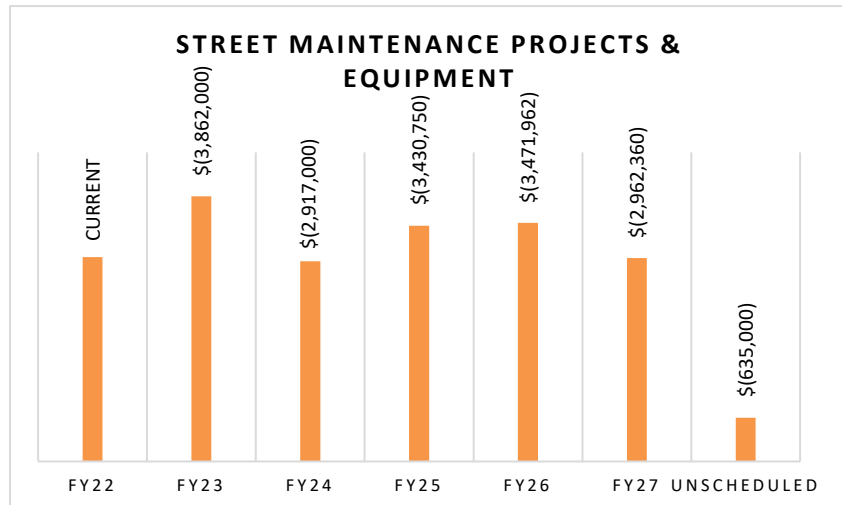
Street Maintenance

STREET MAINTENANCE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 1,249,902	\$ 508,260	\$ (92,178)	\$ 305,616	\$ 243,955	\$ 196,464	
Plus: Street Mtc Revenues Dedicated to CIP	\$ 2,464,410	\$ 2,661,562	\$ 2,714,794	\$ 2,769,089	\$ 2,824,471	\$ 2,880,961	\$ -
Plus: Gas Tax	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Plus: SID Revolving Loan	\$ 500,000						
Less: FY21 Carry Forward	\$ (1,332,013)						
Less: Scheduled CIP Project Costs	\$ (2,974,039)	\$ (3,862,000)	\$ (2,917,000)	\$ (3,430,750)	\$ (3,471,962)	\$ (2,962,360)	\$ (635,000)
Projected Year-End Cash Dedicated to CIP	\$ 508,260	\$ (92,178)	\$ 305,616	\$ 243,955	\$ 196,464	\$ 715,065	

Assumptions are made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Undesignated Annual Street Mtc Revenues	\$ 7,041,170	\$ 7,041,170	\$ 7,604,464	\$ 7,756,553	\$ 7,911,684	\$ 8,069,918
Estimated Annual Increase - Attributed to Annexations		2%	2%	2%	2%	2%
Annual Increase in pavement maintenance		6%	6%	6%	6%	6%
Total Estimated Revenues	\$ 7,041,170	\$ 7,604,464	\$ 7,756,553	\$ 7,911,684	\$ 8,069,918	\$ 8,231,316
Current Revenues Dedicated to CIP %	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Plus: Increase Dedicated to CIP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total % Dedicated to CIP	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Total Estimated Revenues Dedicated to CIP	\$ 2,464,410	\$ 2,661,562	\$ 2,714,794	\$ 2,769,089	\$ 2,824,471	\$ 2,880,961



STREET MAINTENANCE FUND PROJECT SUMMARY

Current CIP Requests							
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
STR20	ANNUAL BIKE PATH IMPROVEMENT	50,000	50,000	50,000	50,000	50,000	-
STR22	GRADER LEASE	80,000	80,000	80,000	80,000	80,000	-
STR30	ANNUAL MEDIAN & BOULEVARD	75,000	80,000	85,000	90,000	95,000	-
STR34	SWEEPERS	100,000	100,000	100,000	100,000	100,000	-
STR40	DUMP TRUCK PLOW SANDER	230,000	-	-	230,000	-	-
STR49	SANDERS	27,000	27,000	30,000	31,000	31,000	-
STR58	TANDEM AXLE DUMP TRUCK	-	280,000	-	290,000	-	-
STR71	MAINTENANCE & REHAB (MILL & OVERLAY)	1,200,929	1,147,500	1,053,006	1,169,420	1,033,180	-
STR75	ANNUAL PEDESTRIAN RAMP REPAIR	105,000	110,000	115,000	120,000	125,000	-
STR84	PLUG IN ELECTRIC WORK TRUCK	-	70,000	-	70,000	-	-
STR90	STREETS CHIP SEAL	499,071	637,500	821,244	798,542	1,033,180	-
STR92	OAK ST MEDIAN LANDSCAPING & IRRIGATION (DAVIS TO FURG)	60,000	60,000	-	-	-	-
STR93	SNOW BLOWER	-	-	-	130,000	-	-
STR94	MASTIC PATCH MACHINE	-	70,000	-	-	-	-
STR103	HAWK SIGNAL AT NEW BHS	-	-	-	150,000	-	-
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	-	-	-
STR114	MAG CHLORIDE CONTAINMENT	-	-	-	-	-	75,000
STR115	COTTONWOOD MEDIAN LANDSCAPE	100,000	-	-	-	-	-
STR116	ANNUAL BICYCLE BOULEVARD PROJECT	25,000	50,000	50,000	50,000	50,000	-
STR117	ANNUAL SIDEWALK FUND	25,000	30,000	31,500	33,000	35,000	-
STR118	SAFETY TRUCK	100,000	-	-	-	-	-
STR119	TRACTOR TRUCK FOR TRAILER	160,000	-	-	-	-	-
STR120	SIDE DUMP TRAILER	80,000	-	-	-	-	-
STR121	SMART GRADER SKID STEER ATTACHMENT	45,000	-	-	-	-	-
STR122	RIGHT OF WAY MOWING EQUIPMENT	110,000	-	-	-	-	-
STR123	LIGHT DUTY FLEET ADDITIONS	60,000	60,000	-	-	-	60,000
STR124	SIGNAL TRAFFIC CENTER	180,000	-	-	-	-	-
STR125	LOWBOY EQUIPMENT TRAILER	-	65,000	-	-	-	-
STR126	LOADER	-	-	180,000	-	-	-

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
STR127	PATCH TRUCK	-	-	230,000	-	-	-
STR128	SKID STEER WITH ASPHALT MILLING MACHINE	-	-	115,000	-	-	-
STR129	LIGHT DUTY REPLACE 3345	-	-	-	80,000	-	-
STR130	LIGHT DUTY REPLACE 3666	-	-	-	-	80,000	-
STR131	TOW PLOW	-	-	-	-	-	500,000
STR132	BIKE & PED IMPROVEMENT PROJECT	500,000	-	-	-	-	-
Fiscal Year Totals		3,862,000	2,917,000	3,430,750	3,471,962	2,962,360	635,000

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
STR20	ANNUAL BIKE PATH IMPROVEMENT	50,000	50,000	50,000	50,000	-
STR22	GRADER LEASE	60,000	60,000	60,000	65,000	-
STR30	ANNUAL MEDIAN & BOULEVARD	75,000	80,000	85,000	90,000	-
STR34	SWEEPERS	100,000	100,000	100,000	100,000	-
STR40	DUMP TRUCK PLOW SANDER	210,000	-	-	230,000	-
STR49	SANDERS	27,000	27,000	30,000	31,000	-
STR58	TANDEM AXLE DUMP TRUCK	-	260,000	-	270,000	-
STR71	MAINTENANCE & REHAB (MILL & OVERLAY)	1,035,000	495,000	980,000	950,000	-
STR75	ANNUAL PEDESTRIAN RAMP REPAIR	100,000	100,000	100,000	100,000	-
STR84	PLUG IN ELECTRIC WORK TRUCK	-	70,000	-	70,000	-
STR90	STREETS CHIP SEAL	205,000	784,000	420,000	450,000	-
STR92	OAK ST MEDIAN LANDSCAPING & IRRIGATION (DAVIS TO FURG)	60,000	60,000	-	-	-
STR93	SNOW BLOWER	110,000	-	-	130,000	-
STR94	MASTIC PATCH MACHINE	-	70,000	-	-	-
STR103	HAWK SIGNAL AT NEW BHS	-	-	-	150,000	-
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	-	-
STR114	MAG CHLORIDE CONTAINMENT	-	-	-	-	75,000
STR115	COTTONWOOD MEDIAN LANDSCAPE	100,000	-	-	-	-
STR116	ANNUAL BICYCLE BOULEVARD PROJECT	25,000	25,000	25,000	25,000	-
STR117	ANNUAL SIDEWALK FUND	25,000	25,000	25,000	25,000	-
Fiscal Year Totals		2,232,000	2,206,000	2,365,000	2,736,000	325,000

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. Over the past five fiscal years, the assessment has been increased to help fund the road maintenance with special attention on capital projects directly addressing pavement maintenance. In order to support the capital projects included in this plan, we have estimated an annual 6% increase in pavement maintenance.

CAPITAL PLAN SUMMARY

Pavement maintenance projects over the next five years include mill and overlay at over \$1,000,000 annually. Annual allocations for street chip seals is scheduled to increase, reaching just over \$1,000,000 per year in FY27. Routine replacement of equipment such as graders, sweepers, trucks, plows, etc. in the normal course of street maintenance is included. Several replacement vehicles and equipment are new to the plan in FY23. This equipment includes a tractor truck and side dump trailer to improve efficiency within the

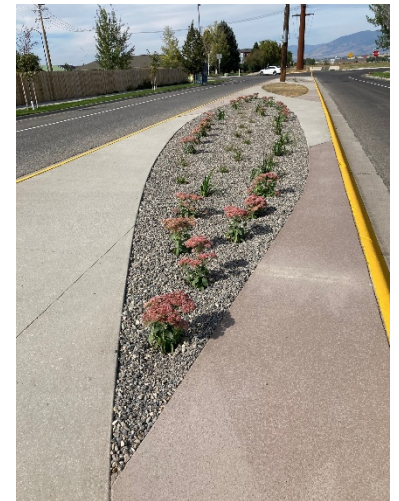
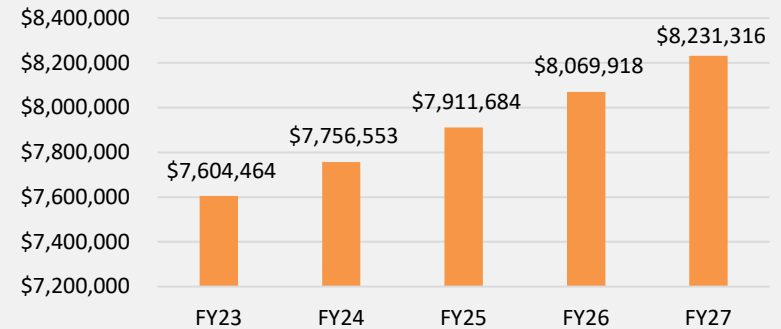


department as well as modernized mowing equipment. Utilizing this newer equipment will allow for more frequent and precise mowing throughout the city. Also new to FY23 is project **STR124** Signal Traffic Center. This technology will allow the department to monitor traffic signals in real time and address problems that currently require a callout from the office. The integration of this project is estimated to greatly improve response time to outages and other issues.



The Street Maintenance fund includes annual allocations of \$75,000 to \$100,000 (STR20 & STR116), and an increasing annual allocation for sidewalk improvements (STR117), reaching \$35,000 per year in FY27, all of which aid in our efforts towards the Strategic Plan **4.5 a Enhance Non-motorized Transportation**.

Street Maintenance
Total Estimated Revenues



STREET MAINTENANCE FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry Forward Amount	Budget coding	Expected Completion
PW/Engineering	110	STR91	MSU Kagy Ped Crossing	80,000	-	80,000	110-4120-433.80-90	Maybe already
110 Total						80,000		
Streets	111	STR39	Truck Mounted Tack Oil Distributor	210,000	-	210,000	111-4110-433.80-20	12/1/2021
Streets	111	STR83	N. 27th Median Landscaping & Irrigation (Oak to Baxter	99,840	-	99,840	111-4110-433.80-90	On going
Streets	111	STR92	Oak St Median Landscaping & irrigation (Davis to Fergu	160,000	-	160,000	111-4110-433.80-90	On going
Streets	111	STR20	Annual Bike Path Improvement	50,000	-	50,000	111-4110-433.80-90	On going
Streets	111	STR22	Grader Lease	60,000	-	60,000	111-4110-433.80-60	On going
Streets	111	STR30	Annual Median & Boulevard	65,000	-	65,000	111-4110-433.80-90	On going
Streets	111	STR34	Sweepers	100,000	-	100,000	111-4110-433.80-20	On going
Streets	111	STR40	Dump Truck Plow Sander	200,000	-	200,000	111-4110-433.80-20	Early 2022
Streets	111	STR99	Replace #3250-Light Duty	45,000	-	45,000	111-4110-433.80-10	Delivered
Streets	111	STR73	Replace Skid Steer	90,000	42,827	47,173	111-4110-433.80-20	Delivered
PW/Engineering	111	STR105	Pavement Condition Assessment	200,000	-	200,000	111-4110-433.80-90	Jun. 2022
PW/Engineering	111	STR76	Downtown Bozeman Creek Culvert Assessment	15,000	-	15,000	111-4110-433.80-90	Fall 2022
PW/Engineering	111	STR91	MSU Kagy Ped Crossing	80,000	-	80,000	111-4110-433.80-90	Maybe already
111 Total						1,332,013		

Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2023-2027	ANNUAL BIKE PATH IMPROVEMENTS	50,000	50,000	STR20 (FY23-FY27)
		DESCRIPTION:	-		
		THIS ITEM WOULD PROVIDE FOR BIKE-RELATED INFRASTRUCTURE	-		
		INCLUDING, BUT NOT LIMITED TO, RACK, SIGNS, STRIPING, CURB-CUTS,	-		
		AND SEPARATED PATHWAYS. THE 2017 TRANSPORTATION MASTER PLAN	-		
		INCLUDED RECOMMENDATIONS FOR IMPROVEMENTS TO THE RECYCLE	-		
		FACILITIES. THE BOZEMAN AREA BICYCLE ADVISORY BOARD (BABAB)	-		
		WILL PROVIDE THE CITY WITH THEIR PRIORITY LIST.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE.	-		
		ADVANTAGES OF APPROVAL:	-		
Grader Lease	2023-2027	GRADER LEASE	60,000	80,000	STR22 (FY23-FY27)
		DESCRIPTION:	-		
		THIS IS A REQUEST TO ESTABLISH, AT A MINIMUM, A 20-YR REPLACEMENT	-		
		SCHEDULE FOR OUR GRADERS. THIS IS THE REPLACEMENT OF THE 2014	-		
		GRADER. GRADING THE RESIDENTIAL STREETS IS CRITICAL TO SAFE TRAVEL	-		
		OF OUR CITIZENS. PULLING THE SNOW OUT FROM THE CURB SO IT CAN	-		
		BE BLOWN INTO TRUCKS AND HAULED AWAY IS IMPORTANT TO PARKING	-		
		IN THE DOWNTOWN AND OTHER BUSINESS AREAS. THESE GRADERS WILL	-		
		BE ALL-WHEEL DRIVE, WHICH INCREASES OUR PRODUCTIVITY. NEWER	-		
		EQUIPMENT HAS FEWER BREAKDOWNS AND BETTER FUEL ECONOMY	-		
		WHICH MEANS LESS TIMES IN THE SHOP AND 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.	-		
		CHANGES FROM LAST CIP:	20,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		

Project Name	Year	Description	Amount	Total	Project #
Annual Median & Boulevard	2023	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	75,000	75,000	STR30 (FY23)
		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	-		
		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 AND INSTALL LOW-WATER,	-		
		EASILY-MAINTAINED MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE	-		
Annual Median & Boulevard	2024	ON OUR ESTABLISHED MEDIANS.	-		STR30 (FY24)
		ADD OPERATING COSTS:	-		
		NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	-		
		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:	-		
		NONE	-		
		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 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	2025	ANNUAL MEDIAN & BOULEVARD MAINTENANCE	85,000	85,000	STR30 (FY25)
		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	-		
		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 AND INSTALL LOW-WATER,	-		
		EASILY-MAINTAINED MEDIANS. ALSO CONTRACT OUT THE MAINTENANCE	-		
Annual Median & Boulevard	2026	ON OUR ESTABLISHED MEDIANS.	-		STR30 (FY26)
		ADD OPERATING COSTS:	-		
		NONE. LOWER WATER USE MEANS LOWER UTILITY COSTS.	-		
		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	-		
		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 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 #
Dump Truck Plow Sander	2023	DUMP TRUCK WITH PLOW & SANDER - 2 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. THIS TRUCK WILL 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. ADDITIONAL OPERATING COST: LESS THAN CURRENT MODEL. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION.	210,000 - - - - - - - - 20,000 -	230,000	STR40 (FY23)
Dump Truck Plow Sander	2026	DUMP TRUCK WITH PLOW & SANDER DESCRIPTION: SINGLE AXLE DUMP TRUCK FUELED WITH ALTERNATIVE FUEL SUCH AS BIODIESEL. TRUCK WILL BE AVAILABLE FOR USE BY OTHER DEPARTMENTS. ALTERNATIVES CONSIDERED: CONTINUE USING AGING EQUIPMENT. ADVANTAGES OF APPROVAL: EFFICIENCY, LESS EMISSIONS, SAFETY, FUEL SAVINGS, RELIABILITY ADDITIONAL OPERATING COSTS: GENERAL MAINTENANCE COSTS.	230,000 - - - - - - -	230,000	
Sanders	2023	SANDERS 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 DEICER DURING THE WINTER, WE FAIL TO SERVICE OUR CITIZENS. ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE OF A STORM ADD OPERATING COSTS: DECREASE IN MAINTENANCE COSTS.	27,000 - - - - - - - -	27,000	

Project Name	Year	Description	Amount	Total	Project #
Sanders	2024	SANDERS	27,000	27,000	STR49 (FY24)
		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 YEARS (WE NOW HAVE 8	-		
		SANDERS), WE CAN AVOID HAVING A SEASON ENDING FAILURE. SANDERS	-		
		ARE ABOUT 6 MONTHS OUT WHEN ORDERING SO WE WOULD NEVER GET	-		
		A NEW ONE IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
Sanders	2025	MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE OF A STORM	-		STR49 (FY25)
		ADDITIONAL OPERATING COSTS:	-		
		DECREASE IN MAINTENANCE COSTS.	-		
		SANDERS	30,000	30,000	
		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 YEARS (WE NOW HAVE 8	-		
		SANDERS), WE CAN AVOID HAVING A SEASON ENDING FAILURE. SANDERS	-		
		ARE ABOUT 6 MONTHS OUT WHEN ORDERING SO WE WOULD NEVER GET	-		
		A NEW ONE IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT.	-		
		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	STR49 (FY26)
		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 YEARS (WE NOW HAVE 8	-		
		SANDERS), WE CAN AVOID HAVING A SEASON ENDING FAILURE. SANDERS	-		
		ARE ABOUT 6 MONTHS OUT WHEN ORDERING SO WE WOULD NEVER GET	-		
		A NEW ONE IN THE SAME SEASON THAT WE NEEDED A REPLACEMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
Sanders	2027	MORE RELIABLE SANDERS. LESS FAILURES IN THE MIDDLE OF A STORM	-		STR49 (FY27)
		ADDITIONAL OPERATING COSTS:	-		
		DECREASE IN MAINTENANCE COSTS.	-		
		SANDERS	31,000	31,000	
		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 DEICER DURING THE	-		
		WINTER, WE FAIL TO SERVICE OUR CITIZENS.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADDITIONAL OPERATING COSTS:	-		
		DECREASE IN MAINTENANCE COSTS.	-		

Project Name	Year	Description	Amount	Total	Project #
Tandem Axle Dump Truck	2024	TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER	260,000	280,000	STR58 (FY24)
		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 PLOWING & SANDING	-		
		ROUTINES IS CRITICAL TO MAINTAINING OUR SERVICE TO THE PUBLIC.	-		
		DURING PAVING OPERATIONS, BEING ABLE TO HAUL TWICE AS MUCH	-		
		ASPHALT CUTS DOWN ON THE NUMBER OF TRIPS TO THE ASPHALT PLANT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH EXISTING FLEET.	-		
		ADVANTAGES OF APPROVAL:	-		
Tandem Axle Dump Truck	2026	INCREASES CREW EFFICIENCY AND REDUCES FUEL COSTS.	-		STR58 (FY26)
		CHANGES FROM LAST CIP:	20,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		
		TANDEM AXLE DUMP TRUCK WITH PLOW & SANDER	270,000	290,000	
		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. DURING PAVING OPERATIONS,	-		
		BEING ABLE TO HAUL TWICE AS MUCH ASPHALT CUTS DOWN ON THE	-		
		NUMBER OF TRIPS TO THE ASPHALT PLANT. THIS MAKES THE PAVING	-		
		CREW MORE EFFICIENT AND USES LESS FUEL.	-		
		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.	-		
		CHANGES FROM LAST CIP:	20,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2023	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (MILL & OVERLAY) - FY23	1,035,000	1,200,929	STR71 (FY23)
		DESCRIPTION:	-		
		MILL AND OVERLAYS ARE A CRITICAL COMPONENT TO OUR PAVEMENT PRESERVATION PROGRAM. WE PLAN TO MILL AND OVERLAY 5.5 MILES IN FY23. THIS INCLUDES: WESTGLEN SUBDIVISION, MICHAELS GROVE FROM BABCOCK TO DURSTON, HUNTERS WAY FROM BABCOCK TO DURSTON, GREENWAY SUBDIVISION, N 25TH FROM BABCOCK TO DURSTON, N 24TH FROM BABCOCK TO BEALL, N 11TH FROM DICKERSON TO KOCH, S 13TH FROM DICKERSON TO KOCH, AND S 12TH FROM DICKERSON TO KOCH. THERE IS POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME PROJECTS, AND THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENTS PROJECTS.	-		
		ALTERNATIVES CONSIDERED:	-		
		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.	-		
		CHANGES FROM LAST CIP:	165,929		
		PRICE INCREASE DUE TO CURRENT INFLATION AND UPDATED SCHEDULE OF WORK	-		
			-		
Maintenance & Rehabilitation (Mill & Overlay)	2024	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION MILL & OVERLAY	495,000	1,147,500	STR71 (FY24)
		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 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.	-		
		CHANGES FROM LAST CIP:	652,500		
		PRICE INCREASE DUE TO CURRENT INFLATION AND UPDATED SCHEDULE OF WORK.	-		
			-		

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2025	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	980,000	1,053,006	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 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.	-		
Maintenance & Rehabilitation (Mill & Overlay)	2026	CHANGES FROM LAST CIP:	73,006		STR71 (FY26)
		PRICE INCREASE DUE TO CURRENT INFLATION AND	-		
		UPDATED SCHEDULE OF WORK.	-		
		STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	950,000	1,169,420	
		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	-		STR71 (FY26)
		NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASES THE LIFE OF THE STREETS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NONE	-		
		CHANGES FROM LAST CIP: 219,420.00	219,420		
		PRICE INCREASE DUE TO CURRENT INFLATION AND	-		
		UPDATED SCHEDULE OF WORK.	-		

Project Name	Year	Description	Amount	Total	Project #
Maintenance & Rehabilitation (Mill & Overlay)	2027	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	1,033,180	1,033,180	STR71 (FY27)
		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.	-		
Annual Pedestrian Ramp Repair	2023	ADDITIONAL OPERATING COSTS:	-		STR75 (FY23)
		NONE	-		
		ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	105,000	
		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 TYPES OF PED FACILITIES TO BE ADA COMPLIANT.	-		
		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.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NO ADDITIONAL OPERATING COSTS.	-		
		CHANGES FROM LAST CIP:	5,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2024	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	110,000	STR75 (FY24)
		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 TYPES OF PED FACILITIES TO BE ADA COMPLIANT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS	-		
		ADVANTAGES OF APPROVAL:	-		
Annual Pedestrian Ramp Repair	2025	UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		STR75 (FY25)
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NO ADDITIONAL OPERATING COSTS.	-		
		CHANGES FROM LAST CIP:	10,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		
		ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	115,000	
		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 TYPES OF PED FACILITIES TO BE ADA COMPLIANT.	-		
		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.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NO ADDITIONAL OPERATING COSTS.	-		
		CHANGES FROM LAST CIP:	15,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		

Project Name	Year	Description	Amount	Total	Project #
Annual Pedestrian Ramp Repair	2026	ANNUAL PEDESTRIAN RAMP REPLACEMENT PROGRAM	100,000	120,000	STR75 (FY26)
		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 TYPES OF PED FACILITIES TO BE ADA COMPLIANT.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE, AND NOT	-		
		MEET CURRENT ADA REGULATORY STANDARDS	-		
		ADVANTAGES OF APPROVAL:	-		
Annual Pedestrian Ramp Repair	2027	UPGRADING THE CURB RAMPS WILL INCREASE SAFETY FOR	-		STR75 (FY27)
		COMMUNITY MEMBERS AND VISITORS WITH DISABILITIES.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NO ADDITIONAL OPERATING COSTS.	-		
		CHANGES FROM LAST CIP:	20,000		
		PRICE INCREASE DUE TO CURRENT INFLATION.	-		
		ANNUAL PEDESTRIAN RAMP REPAIR	125,000	125,000	
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE WITH EXISTING INFRASTRUCTURE & NOT MEET	-		
		CURRENT ADA REGULATORY STANDARDS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
Plug In Electric Work Truck	2024	PLUG IN ELECTRIC WORK TRUCK 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: CONTINUE WITH GAS POWERED TRUCKS. 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.	70,000 - - - - - - - - - -	70,000	STR84 (FY24)
Plug In Electric Work Truck	2026	PLUG IN ELECTRIC WORK TRUCK DESCRIPTION: REQUEST TO ADD AN ELECTRIC WORK TRUCK. 1/2 TON 4-WHEEL DRIVE TRUCK IS ESTIMATED TO GET UP TO 80 MILES BETWEEN CHARGES COST PER DAY TO CHARGE IS ABOUT \$4.00. ALTERNATIVES CONSIDERED: CONTINUE WITH GAS POWERED TRUCKS. ADVANTAGES OF APPROVAL: LOWER OPERATING COSTS. LESS EMISSIONS. ADDITIONAL OPERATING COSTS: DECREASE IN FUEL COSTS. WOULD NEED A CHARGING STATION IF PREVIOUS REQUESTS FOR PLUG IN ELECTRIC VEHICLES WERE DENIED.	70,000 - - - - - - - - - -	70,000	

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2023	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION (CHIP SEAL) - FY23	205,000	499,071	STR90 (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 SUBS:	-		
		LOYAL GARDEN SUBDIVISION & SOUTHBRIDGE SUBDIVISION. THERE IS	-		
		POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME AND	-		
		THEY WILL BE COORDINATED WITH ANY NECESSARY UTILITY	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASES THE LIFESPAN OF STREETS WITHIN THE CITY OF BOZEMAN.	-		
		ADDITIONAL OPERATING COSTS:	-		
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PAVEMENT REPLACEMENT PROJECTS.	-		
		ALTERNATIVES CONSIDERED:	-		
Streets Chip Seal	2024	NONE	-		STR90 (FY24)
		CHANGES FROM LAST CIP:	294,071		
		PRICE INCREASE DUE TO CURRENT INFLATION AND	-		
		UPDATED SCHEDULE OF WORK.	-		
		STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	784,000	637,500	
		CHIP SEAL - FY24	-		
		DESCRIPTION:	-		
		CHIP SEALS ARE A CRITICAL COMPONENT TO OUR PAVEMENT	-		
		PAVEMENT PRESERVATION PROGRAM. WE PLAN TO CHIP SEAL 11.2 MILES	-		
		IN FY24. THIS INCLUDES CITY MAINTAINED PORTIONS OF THE	-		
		FOLLOWING SUBDIVISIONS: WEST WINDS, CROSSING 2, DURSTON	-		
		MEADOWS, ROSE PARK, BRENTWOOD, STONERIDGE, AND ANNIE, AND	-		
		OAK FROM 7TH TO ROUSE. THERE IS POTENTIAL FOR BIKE LANE STRIPING	-		
		ENHANCEMENTS WITH SOME PROJECTS AND THEY WILL BE	-		
		COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
		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.	-		
		CHANGES FROM LAST CIP:	(146,500)		
		PRICE DECREASE DUE TO UPDATED SCHEDULE	-		

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2025	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	420,000	821,244	STR90 (FY25)
		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 SUBS:	-		
		WESTRIDGE, THOMPSON ADDITION TO BOZEMAN NO 3, WESTFIELD,	-		
		WESTFIELD SOUTH, WOODRIDGE, AND ALDER CREEK. THERE IS	-		
		POTENTIAL FOR BIKE LANE STRIPING ENHANCEMENTS WITH SOME	-		
		PROJECTS AND THEY WILL BE COORDINATED WITH ANY NECESSARY	-		
		UTILITY REPLACEMENT PROJECTS.	-		
		ALTERNATIVES CONSIDERED:	-		
		NONE	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASES THE LIFESPAN OF STREET WITHIN THE CITY.	-		
Streets Chip Seal	2026	ADDITIONAL OPERATING COSTS:	-	798,542	STR90 (FY26)
		THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE	-		
		COSTS OVER THE LIFECYCLE OF ALL PAVEMENT.	-		
		CHANGES FROM LAST CIP:	401,244		
		PRICE INCREASE DUE TO CURRENT INFLATION AND	-		
		UPDATED SCHEDULE OF WORK.	-		
		STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	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 THEY WILL	-		
		BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
		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.	-		
		CHANGES FROM LAST CIP:	348,542		
		PRICE INCREASE DUE TO CURRENT INFLATION AND	-		
		UPDATED WORK SCHEDULE.	-		

Project Name	Year	Description	Amount	Total	Project #
Streets Chip Seal	2027	STREET IMPROVEMENTS - MAINTENANCE & REHABILITATION	1,033,180	1,033,180	STR90 (FY27)
		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 THEY WILL	-		
		BE COORDINATED WITH ANY NECESSARY UTILITY REPLACEMENT PROJECTS.	-		
		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)	2023-2024	OAK ST MEDIAN LANDSCAPING & IRRIGATION FROM DAVIS TO FERGUSON	60,000	60,000	STR92 (FY23-FY24)
		DESCRIPTION:	-		
		INSTALL WATER EFFICIENT LANDSCAPING & IRRIGATION WHICH UTILIZES BEST MANAGEMENT PRACTICES TO REDUCE OVERALL WATER USE AND MAINTENANCE ASSOCIATED WITH THE LANDSCAPE. 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. FINALLY, THE LANDSCAPE AESTHETICS WILL EXEMPLIFY THE BEAUTY OF DROUGHT TOLERANT LANDSCAPES, CONTRIBUTE TO QUALITY OF LIFE FOR BOZEMAN RESIDENTS AND DEMONSTRATE THE CITY'S COMMITMENT TO WATER STEWARDSHIP. AS FIFTY PERCENT OF TOTAL WATER SUPPLIES GO TO OUTDOOR WATERING IN THE SUMMER, IT IS ESSENTIAL TO BOZEMAN'S WATER. RESILIENCY THAT OUTDOOR WATER USE IS REDUCED. THIS PROJECT PARTNERS WITH THE CITY'S WATER CONSERVATION DIVISION & STREET DEPARTMENT. WATER EFFICIENT LANDSCAPE AND IRRIGATION DESIGNS TO BE UTILIZED FOR THESE MEDIANS WERE A DELIVERABLE FROM THE WATER FUND WC01 CIP PROJECT.	-		
		ALTERNATIVES CONSIDERED:	-		
		1) NO ACTION. MEDIANS REMAIN UNLANDSCAPED AND UNSIGHTLY AND MOWING & SPRAYING WEEDS CONTINUES.	-		
		2) TRADITIONAL TURFGRASS IS INSTALLED AND UNLIKE NATIVE OR LOW WATER SHRUBS AND PERENNIALS, REQUIRES FREQUENT MOWING, FERTILIZING, 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 MEDIAN MAINTENANCE CONTRACT.	-		

Project Name	Year	Description	Amount	Total	Project #
Snow Blower	2026	SNOW BLOWER	130,000	130,000	STR93 (FY26)
		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 30 BLOCKS A	-		
		NIGHT VS. 9 BLOCKS A NIGHT WITH A LOADER BUCKET.	-		
		ADVANTAGES OF APPROVAL:	-		
		BLOWER ALLOWS SNOW REMOVAL TO THE CURB INCREASING SAFETY	-		
		IN THE DOWNTOWN AREA AND SCHOOL DROP OFF AREAS. CITY PARKING	-		
Mastic Patch Machine	2024	LOTS ARE CLEARED SOONER.	-		STR94
		ADDITIONAL OPERATING COSTS:	-		
		GENERAL MAINTENANCE COSTS.	-		
		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	-		STR94
		INCLUDE AGGREGATE.	-		
		ALTERNATIVES CONSIDERED:	-		
		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 ~\$20,000	-		

Project Name	Year	Description	Amount	Total	Project #
Hawk Signal at New BHS	2026	HAWK SIGNAL AT NEW BOZEMAN HIGH SCHOOL 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. ADDITIONAL OPERATING COSTS: MINIMAL MAINTENANCE COSTS & POWER FOR SIGNAL. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION AND	110,000 - - - - - - - 40,000	150,000 - - - - - - - -	STR103
Bridger Creek Stabilization	2023	BRIDGER CREEK STABILIZATION-BOYLAN ROAD IN LEGENDS II SUBDIVISION-CONSTRUCTION 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. ADDITIONAL OPERATING COSTS: NONE	50,000 - - - - - - - -	50,000 - - - - - - - -	STR104
Asphalt Roller	2025	ASPHALT ROLLER 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: 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.	100,000 - - - - - - - - - - - - - - - - -	100,000 - - - - - - - - - - - - - - - - -	STR106

Project Name	Year	Description	Amount	Total	Project #
Portable Emulsion Tank	2025	PORTABLE EMULSION TANK	38,000	38,000	STR110
		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 FOR USE. THEY THEN NEED TO BE STIRRED AND	-		
		HEATED BEFORE THEY ARE PUT IN THE PATCH TRUCK. WITH THIS TANK,	-		
		WE WILL BE ABLE TO TRANSFER IT TO THE TANK UPON DELIVERY, HEAT IT	-		
		AND CIRCULATE IT TO KEEP IT IN SUSPENSION. WE WILL ALWAYS HAVE	-		
Paint Truck	2027	OIL READY TO USE.	-		STR111
		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.	-		
		ALTERNATIVES CONSIDERED;	-		
		CONTINUE TO DEPEND ON MDT OR CONTRACT OUT.	-		
		ADVANTAGES OF APPROVAL:	-		
Spray Patch Truck	2025	WE CAN PAINT ON OUR SCHEDULE AND PAINT MORE THAN	-		STR112
		ONCE A YEAR IF NEEDED.	-		
		ADDITIONAL OPERATING COSTS:	-		
		THE TRUCK WILL HAVE TO BE IN HEATED STORAGE AND	-		
		NORMAL MAINTENANCE COSTS.	-		
		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	-		STR112
		MOUNTED PATCHER. THE TRAILER MOUNTED UNIT WILL	-		
		HAVE OVER 3000 HOURS ON IT AT TIME OF REPLACEMENT.	-		
		ALTERNATIVES CONSIDERED:	-		
		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 #
Annual Bike Path Improvement	2023	ANNUAL BICYCLE BOULEVARD FUND DESCRIPTION: FACILITATES IMPLEMENTATION OF TRANSPORTATION MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL STREETS WHICH LEAVES US NO OPPORTUNITY TO IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA BICYCLE ADVISORY BOARD.	25,000 - - - - - - - -	25,000	STR116 (FY23)
Annual Bike Path Improvement	2024	ANNUAL BICYCLE BOULEVARD FUND DESCRIPTION: FACILITATES IMPLEMENTATION OF TRANSPORTATION MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL STREETS WHICH LEAVES US NO OPPORTUNITY TO IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA BICYCLE ADVISORY BOARD. CHANGES FROM LAST CIP: INCREASED ANNUAL ALLOCATION.	25,000 - - - - - - - - 25,000 -	50,000	
Annual Bike Path Improvement	2025	ANNUAL BICYCLE BOULEVARD FUND DESCRIPTION: FACILITATES IMPLEMENTATION OF TRANSPORTATION MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING, AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL STREETS WHICH LEAVES US NO OPPORTUNITY TO IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA BICYCLE ADVISORY BOARD. CHANGES FROM LAST CIP: INCREASED ANNUAL ALLOCATION.	25,000 - - - - - - - - 25,000 -	50,000	

Project Name	Year	Description	Amount	Total	Project #
Annual Bike Path Improvement	2026	ANNUAL BICYCLE BOULEVARD FUND	25,000	50,000	STR116 (FY26)
		DESCRIPTION:	-		
		FACILITATES IMPLEMENTATION OF TRANSPORTATION	-		
		MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREET	-		
		INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING,	-		
		AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE	-		
		HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL	-		
		STREETS WHICH LEAVES US NO OPPORTUNITY TO	-		
		IMPLEMENT THE TMP RECOMMENDATIONS. PRIORITY	-		
		PROJECTS WILL BE ESTABLISHED WORKING WITH THE	-		
Annual Bike Path Improvement	2027	BOZEMAN AREA BICYCLE ADVISORY BOARD.	-		STR116 (FY27)
		CHANGES FROM LAST CIP:	25,000		
		INCREASED ANNUAL ALLOCATION.	-		
		ANNUAL BICYCLE BOULEVARD FUND	50,000	50,000	
		DESCRIPTION:	-		
		FACILITATES IMPLEMENTATION OF TRANSPORTATION	-		
		MASTER PLAN (TMP) RECOMMENDATIONS ON LOCAL STREETS	-		
		INCLUDING BUT NOT LIMITED TO SIGNAGE, WAYFINDING,	-		
		AND STREET RECONFIGURATIONS. WITHOUT THIS FUND, WE	-		
		HAVE NO WAY TO FUND THESE RECOMMENDATIONS ON LOCAL	-		
Annual Sidewalk Fund	2023	STREETS WHICH LEAVES NO OPPORTUNITY TO IMPLEMENT	-		STR117 (FY23)
		THE TMP RECOMMENDATIONS. PRIORITY PROJECTS WILL BE	-		
		ESTABLISHED WORKING WITH THE BOZEMAN AREA BICYCLE	-		
		ADVISORY BOARD.	-		
		ANNUAL SIDEWALK FUND	25,000	25,000	
		DESCRIPTION:	-		
		THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR &	-		
		CONSTRUCTION. PRIORITY PROJECTS WILL BE	-		
		ESTABLISHED WORKING WITH THE BOZEMAN AREA	-		
		PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS	-		
		COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS	-		
		OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO	-		
		DO SIDEWALKS AT THE SAME TIME.	-		
			-		

Project Name	Year	Description	Amount	Total	Project #
Annual Sidewalk Fund	2024	ANNUAL SIDEWALK FUND DESCRIPTION: THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & CONSTRUCTION. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO DO SIDEWALKS AT THE SAME TIME. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION AND	25,000 - - - - - - 5,000 -	30,000	STR117 (FY24)
Annual Sidewalk Fund	2025	ANNUAL SIDEWALK FUND DESCRIPTION: THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & CONSTRUCTION. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO DO SIDEWALKS AT THE SAME TIME. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION AND	25,000 - - - - - - 6,500 -	31,500	
Annual Sidewalk Fund	2026	ANNUAL SIDEWALK FUND DESCRIPTION: THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & CONSTRUCTION. PRIORITY PROJECTS WILL BE ESTABLISHED WORKING WITH THE BOZEMAN AREA PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS COULD BE USED TO SUPPLEMENT ORDERING IN SIDEWALKS OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO DO SIDEWALKS AT THE SAME TIME. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION AND	25,000 - - - - - - 8,000 -	33,000	
Annual Sidewalk Fund	2027	ANNUAL SIDEWALK FUND DESCRIPTION: THIS WILL ALLOW FOR BROADER SIDEWALK REPAIR & CONSTRUCTION PRIORITY PROJECTS WILL BE ESTABLISHED WITH THE BOZEMAN AREA PEDESTRIAN AND TRAFFIC SAFETY COMMITTEE. THIS COULD BE USE TO SUPPLEMENT ORDERING IN SIDEWALKS OR COMBINED WITH STREET RECONSTRUCTION PROJECTS TO DO SIDEWALKS AT THE SAME TIME.	35,000 - - - - -	35,000	

Project Name	Year	Description	Amount	Total	Project #
SAFETY TRUCK	2023	SAFETY TRUCK DESCRIPTION: PROTECTING OUR EMPLOYEES IN WORK ZONES IS THE MOST IMPORTANT FUNCTION OF OUR JOB. WE OFTEN WORK IN A LANE CLOSURE WITH ONLY CONES FOR PROTECTION. THIS TRUCK WOULD HAVE ATTENUATION, MESSAGE BOARD, AND BE BIG ENOUGH THAT A DISTRACTED OR SPEEDING DRIVER WOULD BE STOPPED BEFORE HITTING OUR WORKERS. ALTERNATIVES CONSIDERED: CONTINUE WITH CONES AND BARRICADES ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	100,000 - - - - - - -	100,000	STR118
TRACTOR TRUCK FOR TRAILER PULLING	2023	TRACTOR TRUCK FOR TRAILER PULLING DESCRIPTION: CURRENTLY, WE HAUL EQUIPMENT WITH A DUMP TRUCK THAT ALSO WILL BE USED IN THE PROJECT. A SEPARATE TRUCK AND TRAILER WOULD BE MORE EFFICIENT. THIS WOULD TOW THE SIDE DUMP TRAILER FOR SWEEPINGS AND SNOW. ALTERNATIVES CONSIDERED: CONTINUE TO SHUTTLE EQUIPMENT AND TRAILERS TO JOBSITES MAKING MULTIPLE TRIPS INSTEAD OF ONE. ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	160,000 - - - - - - - -	160,000	STR119
SIDE DUMP TRAILER	2023	SIDE DUMP TRAILER DESCRIPTION: THIS TRAILER WOULD ALLOW US TO HAUL UP TO THREE TRUCKS AT ONCE WHICH WOULD INCREASE OUR EFFICIENCY AND GREATLY REDUCE EMISSIONS. THIS TRAILER WITH THE TRACTOR TRUCK WOULD HAUL THE SAME AMOUNT OF SWEEPINGS IN 60 MILES VS. 180 MILES FOR 3 TRUCKS ALTERNATIVES CONSIDERED: CONTINUE TO USE 3 TRUCKS TO HAUL SWEEPINGS TO LOGAN LANDFILL. ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	80,000 - - - - - - -	80,000	STR120
GRADER SKID STEER ATTACHMENT WITH GRADE CONTROL	2023	SMART GRADER SKID STEER ATTACHMENT W GRADE CONTROL DESCRIPTION: THIS WOULD REPLACE OUR CURRENT ATTACHMENTS FOR GRADING ALLEYS. CURRENTLY, WE "EYEBALL" THE GRADE AND DRAINAGE AND HOPE FOR THE BEST, OFTEN RETURNING SEVERAL TIMES TO CORRECT. ALTERNATIVES CONSIDERED: CONTINUE TO USE CURRENT METHODS ADDITIONAL OPERATING COST: NONE	45,000 - - - - - - -	45,000	STR121

Project Name	Year	Description	Amount	Total	Project #
ROW MOWING EQUIPMENT	2023	RIGHT OF WAY MOWING EQUIPMENT DESCRIPTION: WE ARE USING 19TH CENTURY TECHNOLOGY TO MOW. WHILE A SICKLE BAR MAKES NICE YARD ART, IT WILL ONLY MOW IF VEGETATION IS TALL AND DRY. WITH THIS SETUP, WE COULD MOW BEFORE THE GRASS GETS TO 3 FEET AND MORE OFTEN, IN ALL WEATHER. ALTERNATIVES CONSIDERED: CONTINUE MOWING WITH A SICKLE BAR ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	110,000 - - - - - - -	110,000	STR122
LIGHT DUTY FLEET ADDITION	2023	LIGHT DUTY FLEET ADDITIONS DESCRIPTION: BEING ABLE TO RESPOND TO REQUESTS AND JOBSITES WITH A SMALLER TRUCK LESSENS OUR CARBON FOOTPRINT AND IS EASIER TO DRIVE AROUND TOWN THAN A FULL-SIZE DUMP TRUCK. ALTERNATIVES CONSIDERED: CONTINUE TO USE OVERSIZED EQUIPMENT FOR SMALLER JOBS. ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	60,000 - - - - - - -	60,000	STR123 (FY23)
LIGHT DUTY FLEET ADDITION	2024	LIGHT DUTY FLEET ADDITIONS DESCRIPTION: BEING ABLE TO RESPOND TO REQUESTS AND JOBSITES WITH A SMALLER TRUCK LESSENS OUR CARBON FOOTPRINT AND IS EASIER TO DRIVE AROUND TOWN THAN A FULL-SIZE DUMP TRUCK. ALTERNATIVES CONSIDERED: CONTINUE TO USE OVERSIZED EQUIPMENT FOR SMALLER JOBS. ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	60,000 - - - - - - -	60,000	STR123 (FY24)
LIGHT DUTY FLEET ADDITION	UNSCHEDULED	LIGHT DUTY FLEET ADDITIONS DESCRIPTION: BEING ABLE TO RESPOND TO REQUESTS AND JOBSITES WITH A SMALLER TRUCK LESSENS OUR CARBON FOOTPRINT AND IS EASIER TO DRIVE AROUND TOWN THAN A FULL-SIZE DUMP TRUCK. ALTERNATIVES CONSIDERED: CONTINUE TO USE OVERSIZED EQUIPMENT FOR SMALLER JOBS. ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	60,000 - - - - - - -	60,000	STR123 (UNSCHEDULED)

Project Name	Year	Description	Amount	Total	Project #
SIGNAL TRAFFIC CENTER	2023	SIGNAL TRAFFIC CENTER DESCRIPTION: THIS WOULD ALLOW US TO MONITOR TRAFFIC SIGNALS IN REAL TIME. CURRENTLY, WE CALL OUT SIGNAL TECHS EVERY TIME WE GET A CALL ABOUT A SIGNAL NOT CHANGING OR IS IN FLASH. WE ARE WORKING WITH OUR IT AND SCADA TEAM WHO IS WORKING WITH OUR SIGNAL CABINET VENDOR ON THE LOGISTICS. THIS WILL BE A NECESSITY WHEN WE GO TO AN AUTONOMOUS TRAFFIC MANAGEMENT SYSTEM TO HELP WITH CONGESTION AND GIVE PRIORITY TO ALTERNATIVE PROPELLED VEHICLES. ALTERNATIVES CONSIDERED: CONTINUE WITH CURRENT CALLOUT AND RESPONSE ADDITIONAL OPERATING COST: LESS MAINTENANCE. ABLE TO CORRECT AND/OR MONITOR PROBLEMS FROM THE OFFICE AND BY WAY OF PHONES.	180,000 - - - - - - - - - - -	180,000	STR124
LOWBOY EQUIPMENT TRAILER	2024	LOWBOY EQUIPMENT TRAILER DESCRIPTION: THIS TRAILER WOULD BE TOWED BY THE TRACTOR TRUCK AND WOULD REPLACE OUR TILT TRAILER. WE CURRENTLY ARE OVERLOADING OUR EQUIPMENT TRAILER ON POUNDS PER SQUARE FOOT. THIS WOULD ALSO GIVE US A WAY TO HAUL EQUIPMENT TO DEALERS IN BILLINGS FOR REPAIR. CURRENT TOW CHARGE IS \$4,000. ALTERNATIVES CONSIDERED: CONTINUE TO TOW EQUIPMENT TO BILLINGS WITH THE CURRENT TRAILER. WHILE OUR CURRENT TRAILER ISN'T UNSAFE, BY CONCENTRATING ALL THE WEIGHT IN A SMALL FOOTPRINT, WE ARE SHORTENING THE LIFE OF THE TRAILER ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	65,000 - - - - - - - - - - -	65,000	STR125
LOADER	2025	LOADER DESCRIPTION: REPLACE 1992 LOADER. EMISSIONS AND FUEL USE REDUCTIONS WOULD BE SIGNIFICANT. ALTERNATIVES CONSIDERED: CONTINUE TO USE 30+ YEAR OLD LOADER ADDITIONAL OPERATING COST: DECREASE IN MAINTENANCE AND MAJOR REPAIRS	180,000 - - - - - -	180,000	STR126

Project Name	Year	Description	Amount	Total	Project #
PATCH TRUCK	2025	PATCH TRUCK DESCRIPTION: REPLACE 2005 UNIT THAT IS PROPANE HEATED AND SWITCH TO PTO POWERED GENERATOR ELECTRIC HEAT. LOWER TRUCK EMISSIONS AND PATCH UNIT EMISSIONS. ALTERNATIVES CONSIDERED: CONTINUE TO USE PROPANE UNIT THAT HAS TO BE WARMED BY BURNING PROPANE FOR HOURS. ADDITIONAL OPERATING COST: LESS MAINTENANCE	230,000 - - - - - - -	230,000 - - - - - - -	STR127
SKID STEER WITH ASPHALT MILLING MACHINE	2025	SKID STEER WITH ASPHALT MILLING MACHINE DESCRIPTION: REPLACE 2003 SKID STEER AND SMALL MILLING ATTACHMENT. BOTH HAVE REACHED THEIR USEFUL LIFE. ALTERNATIVES CONSIDERED: CONTINUE TO USE UNTIL CATASTROPHIC FAILURE ADDITIONAL OPERATING COST: LESS MAINTENANCE	115,000 - - - - - - -	115,000 - - - - - - -	STR128
LIGHT DUTY REPLACE 3345	2026	LIGHT DUTY REPLACE 3345 DESCRIPTION: REPLACE 2006 ONE-TON, UPGRADING TO SLIGHTLY LARGER PAYLOAD. ALTERNATIVES CONSIDERED: CONTINUE TO USE OUTDATED EMISSIONS, TECHNOLOGY AND SAFETY TRUCK UNTIL IT DIES. ADDITIONAL OPERATION COST: LESS MAINTENANCE	80,000 - - - - - - -	80,000 - - - - - - -	STR129
LIGHT DUTY REPLACE 3666	2027	LIGHT DUTY REPLACE 3666 DESCRIPTION: REPLACE 2013 ONE-TON, UPGRADING TO SLIGHTLY LARGER PAYLOAD. ALTERNATIVES CONSIDERED: CONTINUE TO USE OUTDATE EMISSIONS, TECHNOLOGY AND SAFETY TRUCK UNTIL IT DIES. ADDITIONAL OPERATING COST: LESS MAINTENANCE	80,000 - - - - - - -	80,000 - - - - - - -	STR130

Project Name	Year	Description	Amount	Total	Project #
TOW PLOW	UNSCHEDULED	TOW PLOW	500,000	500,000	STR131
		DESCRIPTION:	-		
		THIS UNIT IS TOWED BY A TRUCK, AND WHEN COMBINED WITH THE	-		
		TRUCK'S PLOW, CAN REMOVE THE SAME AS TWO TRUCKS. THIS WOULD	-		
		BE USED ON OAK, S. 19TH, KAGY, DURSTON, ETC.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE TO MAKE TWICE AS MANY PASSES TO CLEAR	-		
		OUT MULTI-LANE STREETS.	-		
BIKE & PED IMPROVEMENT PROJECT	2023	ADDITIONAL OPERATING COST:	-		STR132
		NORMAL MAINTENANCE	-		
		BIKE AND PEDESTRIAN IMPROVEMENT PROJECT 500,000.00	500,000	500,000	
		DESCRIPTION:	-		
		ONE-TIME PROJECT FOCUSED ON BIKE AND PEDESTRIAN	-		
		IMPROVEMENTS THROUGHOUT THE CITY OF BOZEMAN.	-		
		FUNDING WILL BE PROVIDED BY THE SID RESURFACING FUND.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		

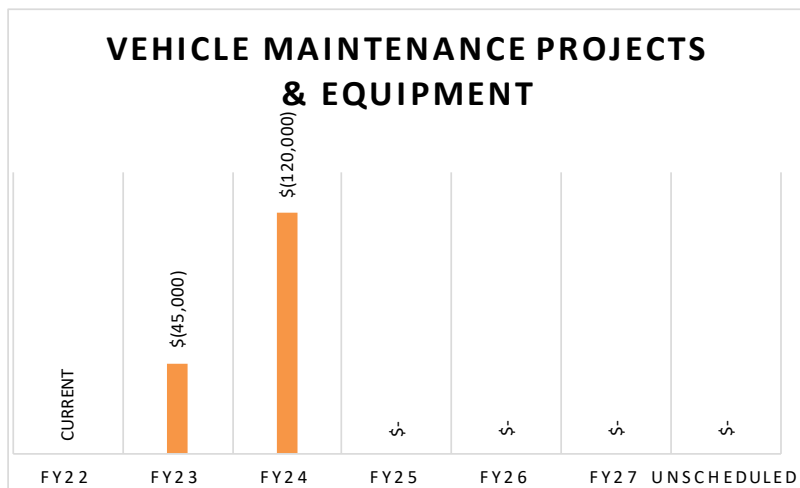
Vehicle Maintenance

VEHICLE MAINTENANCE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Plus: Internal Allocation/Billing Dedicated to CIP		\$ 45,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -
Less: Scheduled CIP Costs	\$ -	\$ (45,000)	\$ (120,000)	\$ -	\$ -	\$ -	\$ -
Projected Year-End Cash Dedicated to CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Assumptions are made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Vehicle Mtc Billings	\$ 1,776,144	\$ 1,793,905	\$ 1,811,844	\$ 1,829,963	\$ 1,848,263	\$ 1,866,745
Estimated Annual increase	0%	1%	1%	1%	1%	1%
Total Estimated Revenues	\$ 1,776,144	\$ 1,811,844	\$ 1,829,963	\$ 1,848,263	\$ 1,866,745	\$ 1,885,413
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 CIP Requests							
Project #	Project Name	FY23	FY24	FY25	FY26	FY27	Unscheduled
VM04	FORKLIFT REPLACE	45,000	-	-			-
VM05	VEHICLE MAINTENANCE SERVICE TRUCK	-	120,000	-	-	-	-
Fiscal Year Totals		45,000	120,000	-	-	-	-

Prior Year CIP Requests						
Project #	Project Name	FY23	FY24	FY25	FY26	Unscheduled
VM04	FORKLIFT REPLACE	45,000	-	-		-
Fiscal Year Totals		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 and a replacement service truck is scheduled for FY24.

Project Name	Year	Description	Amount	Total	Project #
FORKLIFT REPLACE	2023	REPLACE FORKLIFT	45,000	45,000	VM04
		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.	-		
		ALTERNATIVES CONSIDERED:	-		
		KEEP USING IT IF IT STARTS AND RUNS.	-		
		ADVANTAGES OF APPROVAL:	-		
		A SAFER AND MORE RELIABLE PIECE OF EQUIPMENT.	-		
VEHICLE MAINTENANCE SERVICE TRUCK	2024	ADDITIONAL OPERATING COSTS:	-		VM05
		NORMAL MAINTENANCE AND REPAIRS. LESS THAN THE	-		
		CURRENT FORKLIFT.	-		
		VEHICLE MAINTENANCE SERVICE TRUCK	120,000	120,000	
		DESCRIPTION:	-		
		REPLACE OUR 2004 SIX-LITER SERVICE TRUCK THAT HAS	-		
		THE POWER TO PULL OUT OF THE LOGAN LANDFILL,	-		
		DOESN'T SPEW MORE EMISSIONS THAN A COAL-FIRED	-		
		POWER PLANT, AND CAN CARRY ALL THE TOOLS	-		
		NECESSARY TO RESPOND TO ANY EMERGENCY, ANYWHERE.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE TO USE UNDER-PERFORMING EMERGENCY	-		
		RESPONSE TRUCK. IF MT HAD EMISSIONS TESTING, OUR	-		
		CURRENT TRUCK WOULD NOT PASS.	-		
		ADDITIONAL OPERATING COSTS:	-		
		LESS MAINTENANCE	-		

Wastewater

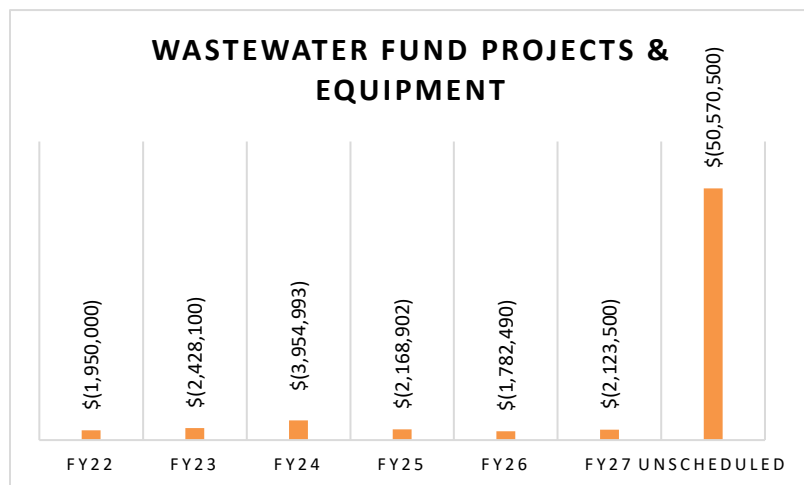
WASTEWATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 4,101,524	\$ 4,345,671	\$ 6,599,068	\$ 5,406,018	\$ 6,081,917	\$ 7,229,572	\$ -
Plus: Wastewater Revenues Dedicated to CIP	\$ 2,603,396	\$ 2,681,498	\$ 2,761,943	\$ 2,844,801	\$ 2,930,145	\$ 3,018,049	\$ -
Plus: ARPA	\$ 2,000,000	\$ 2,000,000					
Less: FY21 Carry Forward	\$ (2,409,249)						
Less: Scheduled CIP Project Costs	\$ (1,950,000)	\$ (2,428,100)	\$ (3,954,993)	\$ (2,168,902)	\$ (1,782,490)	\$ (2,123,500)	\$ (50,570,500)
Projected Year-End Cash Dedicated to CIP	\$ 4,345,671	\$ 6,599,068	\$ 5,406,018	\$ 6,081,917	\$ 7,229,572	\$ 8,124,121	

Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Wastewater Revenues	\$ 10,413,583	\$ 10,413,583	\$ 10,725,990	\$ 11,047,770	\$ 11,379,203	\$ 11,720,579
Estimated Annual Increase - Rate Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 10,413,583	\$ 10,725,990	\$ 11,047,770	\$ 11,379,203	\$ 11,720,579	\$ 12,072,197
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 \$ 2,603,396 \$ 2,681,498 \$ 2,761,943 \$ 2,844,801 \$ 2,930,145 \$ 3,018,049



WASTEWATER FUND PROJECT SUMMARY

Current CIP Requests							
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	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	150,000	150,000	150,000	150,000	-
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	-	2,250,000	-	-	-	-
WW100	REPLACE BACKHOE 2683	137,500	-	-	-	-	-
WW101	REPLACE SEWER JETTER	360,600	-	-	-	-	-
WW102	SEWER BYPASS PUMP	55,000	-	-	-	-	-
WW103	REPLACE DUMP TRUCK 3415	-	-	229,075	-	-	-
WW104	REPLACE SEWER TV VAN	-	319,993	-	-	-	-
WW105	REPLACE VACTOR	-	-	579,827	-	-	-
WW108	SOLIDS PIPE RENOVATION	-	-	100,000	-	-	-
WW109	GODWIN BYPASS PUMP	-	-	-	50,000	-	-
WW112	E GALLATIN RIVER DATA COL	60,000	60,000	-	-	-	-
WW113	SKID STEER LOADER REPLACEMENT	-	-	-	72,490	-	-
WW114	KENWORTH DUMP TRUCK	-	-	-	235,950	-	-
WW115	3/4 TON PICKUP REPLACEMENT #3232	-	-	-	39,050	-	-
WW116	PEPS LOWER REBUILD	-	-	-	-	300,000	-
WW117	BOILER REPLACEMENT	-	-	-	-	-	400,000
WW118	REPLACE #3360 3/4 TON	-	-	-	-	55,000	-
WW119	REPLACE #3620 1 TON	-	-	-	-	71,500	-
WW120	REPLACE SEWER JETTER	-	-	-	-	462,000	-
WW121	SCADA MOTOR CONTROL CENTER #1	90,000	-	-	-	-	-
WW122	SCADA MOTOR CONTROL CENTER #2	-	90,000	-	-	-	-
WW123	REPLACE GENERATOR	-	-	25,000	-	-	-
WW125	N TRACY SEWER MAIN OVERSIZING	120,000	-	-	-	-	-
WWIF49	WRF CAPACITY & NUTRIENT	-	-	-	-	-	50,000,000
WWW1	WHEELED EXCAVATOR	-	-	-	-	-	170,500
Fiscal Year Totals		2,428,100	3,954,993	2,168,902	1,782,490	2,123,500	50,570,500

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	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	-	-	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	-
WW112	E GALLATIN RIVER DATA COL	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	-	-	-
WWW1	WHEELED EXCAVATOR	-	-	-	-	155,000
	Fiscal Year Totals	2,217,818	2,905,903	2,040,365	1,720,900	50,155,000

WASTEWATER FUND DETAIL

BACKGROUND

This enterprise fund revenue source is rate fees charged to users. Based on the recent update to the wastewater rate study, we are recommending an annual 3% rate increase. With that, we estimate that an annual 25% of the utility's revenue dedicated to the capital plan will support the planned projects.

CAPITAL PLAN SUMMARY

The plan has several recurring items, such as **WW07** and **WW08**

Wastewater Pipe Replacements, **WW69** Small Works Projects, and **WW70** WRF Facility Engine Optimization. These projects make up an annual allocation of approximately \$1.2 million FY24-FY27. Beginning in FY24, **WW69** is increased from \$120,000 to \$130,000. Wastewater Operations has replacement vehicles and equipment throughout the plan. Some larger equipment that has been added to the plan (FY23-FY25) includes **WW100** to replace a backhoe, **WW101** to replace a sewer jetter, **WW104** to replace a sewer TV van, and **WW105** to replace a vactor.



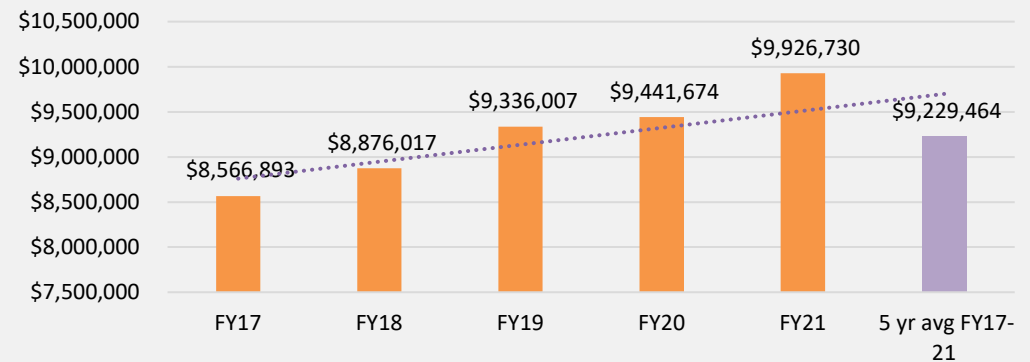
At the Water Reclamation Facility, the UFAT Gravity Thickener, pictured on the right, is a crucial part of the solids treatment process that operates continuously. **WW83** will replace the drive mechanism. New to the plan in the fifth year (FY25) is **WW97** Digester #4 which includes the

construction a new digester which will add redundancy to the facility. The cost of this project will be split between the Wastewater Fund and the Wastewater Impact Fee Fund.



This plan includes an annual allocation of \$1.25 million for design and construction for the wastewater pipe replacement program. This annual program aids in our efforts towards Strategic Plan **2.2 Infrastructure Investments**.

Wastewater Fund Revenue



WASTEWATER FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry Forward Amount	Budget coding	Expected Completion
Public Works/SCADA	620	N/A	Baxter Lift Station Hazardous Gas Mitigation	20,000	-	20,000	620-5610-445.	6/1/2022
PW/Engineering	620	WW49	WRF Solids Handling Expansion	1,378,995	26,671	1,352,324	620-5610-445.80-80	Aug. 2022
PW/Engineering	620	WW69	Small Works Projects	120,000	8,075	111,925	620-5610-445.80-80	Jun. 2022
PW/Engineering	620	WW71	WRF Facility Plan Update	300,000	-	300,000	620-5610-445.80-90	Jun. 2022
PW/Engineering	620	WW76	Third Pretreatment Screen	500,000	-	500,000	620-5610-445.80-80	Aug. 2022
PW/Engineering	620	WWIF47	WW Collection Plan Update	125,000	-	125,000	620-5210-444.80-90	Jun. 2022
620 Total						2,409,249		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN	2023-2027	ANNUAL WASTEWATER PIPE REPLACEMENT PROGRAM-DESIGN 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 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	25,000 - - - - - - - - - -	25,000	WW07 (FY23-FY27)
WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION	2023-2027	WASTEWATER PIPE REPLACEMENT PROGRAM-CONSTRUCTION DESCRIPTION: THIS PROJECT WOULD COMPLETE DESIGN, BID & BEGIN CONSTRUCTION IN SPRING/SUMMER OF EACH FISCAL YEAR. PRIORITY WILL BE PLACED ON SEWER REPLACEMENT IN THE SECTION OF STREET TO BE REPLACED THIS FISCAL YEAR IN THE STREET RECONSTRUCTION PROGRAM. THE REMAINING BALANCE WILL BE USED TO CONTINUE SEWER REPLACEMENT ON SEGMENTS IDENTIFIED AS NEEDING REPAIRS. THE CONDITION OF THE SEWER SYSTEM IS ANALYZED NIGHTLY TO ACCOUNT FOR DAILY UPDATES FROM THE WASTEWATER OPERATIONS DIVISION. ALTERNATIVES CONSIDERED: NONE ADDITIONAL OPERATING COSTS: THIS PROJECT RESULTS IN A NET DECREASE IN OVERALL MAINTENANCE COSTS OVER THE LIFECYCLE OF ALL PIPES.	1,000,000 - - - - - - - - - - - -	1,000,000	

Project Name	Year	Description	Amount	Total	Project #
SMALL WORKS PROJECTS	2023	WRF FACILITY R & R 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: NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED MAINTENANCE. ADDITIONAL OPERATING COSTS: NONE	120,000 - - - - - - - - - - -	120,000	WW69 (FY23)
SMALL WORKS PROJECTS	2024-2026	WRF FACILITY R & R 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: NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED MAINTENANCE. ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: INCREASED BY \$30,000 FOR ANTICIPATED INFLATION FOR SERVICES AND MATERIALS	120,000 - - - - - - - - - - - 30,000 - -	150,000	WW69 (FY24-FY26)

Project Name	Year	Description	Amount	Total	Project #	
SMALL WORKS PROJECTS	2027	WRF FACILITY R & R 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: NOT HAVING THIS FUND WOULD DEFER OTHER NEEDED MAINTENANCE. ADDITIONAL OPERATING COSTS: NONE	150,000 - - - - - - - - -	150,000	WW69 (FY27)	
WRF FACILITY ENGINEERING & OPTIMIZATION	2023-2027	WRF FACILITY ENGINEERING & OPTIMIZATION DESCRIPTION: THIS WILL ALLOW ENGINEERING TO BE COMPLETED ON NEEDED PROJECTS AND TO STUDY PLANT OPTIMIZATION. ALTERNATIVES CONSIDERED: HIRE MORE IN-HOUSE ENGINEERS TO COMPLETE THESE TASKS ADDITIONAL OPERATING COST: UNKNOWN	60,000 - - - - -	60,000		WW70 (FY23-FY27)
UFAT GRAVITY THICKENER DR	2023	UFAT GRAVITY THICKENER DR DESCRIPTION: REPLACEMENT OF DETERIORATED GRAVITY THICKENER MECHANISM. THIS THICKENING EQUIPMENT IS A CRUCIAL PART OF THE SOLIDS TREATMENT PROCESS AND MUST OPERATE CONTINUOUSLY. ALTERNATIVES CONSIDERED: NONE, THIS IS A NECESSARY SPECIALIZED PROCESS. ADDITIONAL OPERATING COST: NONE	400,000 - - - - - -	400,000		

Project Name	Year	Description	Amount	Total	Project #
REPLACE SEWER JETTER	2023	REPLACE SEWER JETTER 3031	327,818	360,600	WW101
		DESCRIPTION	-		
		REPLACE 2003 SEWER JETTER WITH 52679 MILES	-		
		ALTERNATIVES CONSIDERED	-		
		LEASE	-		
		ADDITIONAL OPERATING COSTS	-		
		NONE	-		
		CHANGES FROM LAST CIP	32,782		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
SEWER BYPASS PUMP	2023	SEWER BYPASS PUMP	50,000	55,000	WW102
		DESCRIPTION	-		
		6" BYPASS PUMP TO BACKUP EXISTING PUMP AND TO	-		
		ALLOW INCREASED PUMPING OF DAVIS LN LIFT STATION	-		
		ALTERNATIVES CONSIDERED	-		
		RENT OR LEASE	-		
		ADDITIONAL OPERATING COSTS	-		
		NONE	-		
		CHANGES FROM LAST CIP	5,000		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
REPLACE DUMP TRUCK 3415	2025	REPLACE DUMP TRUCK 3415	208,250	229,075	WW103
		DESCRIPTION	-		
		REPLACE 2008 DUMP TRUCK WITH 30311 MILES	-		
		ALTERNATIVES CONSIDERED	-		
		RENT OR LEASE	-		
		ADDITIONAL OPERATING COSTS	-		
		NONE	-		
		CHANGES FROM LAST CIP	20,825		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
REPLACE SEWER TV VAN	2024	REPLACE SEWER TV VAN 3406	290,903	319,993	WW104
		DESCRIPTION	-		
		REPLACE 2008 TV VAN WITH 31244 MILES.	-		
		THIS UNIT HAS BEEN REFURBISHED ONCE ALREADY.	-		
		ALTERNATIVES CONSIDERED	-		
		NONE	-		
		ADDITIONAL OPERATING COSTS	-		
		NONE	-		
		CHANGES FROM LAST CIP	29,090		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
REPLACE VACTOR	2025	REPLACE VACTOR DESCRIPTION REPLACE 2015 VACTOR ALTERNATIVES CONSIDERED RENT OR LEASE ADDITIONAL OPERATING COSTS NONE CHANGES FROM LAST CIP PRICE INCREASE DUE TO CURRENT INFLATION	527,115 - - - - - 52,712 -	579,827	WW105
SOLIDS PIPE RENOVATION	2025	DESCRIPTION: 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. ADDITIONAL OPERATING COSTS: SHOULD IMPROVE PUMP EFFICIENCY AND HAVE SOME ENERGY SAVINGS.	100,000 - - - - - - - - -	100,000	WW108
GODWIN BYPASS PUMP	2026	DESCRIPTION: THIS PUMP WOULD ENABLE THE CREW TO DRAIN THE BASINS WHEN NECESSARY FOR EMERGENCY AND ROUTINE REPAIRS. ALTERNATIVES: USE RENTALS, HOWEVER LEAD TIME IS OFTEN HOURS OR DAYS. OPERATING COST: NONE	50,000 - - - - -	50,000	WW109
E GALLATIN RIVER DATA COL	2023-2024	EAST GALLATIN RIVER DATA COLLECTION & MODELING TO 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 SUPPORT SELECTION OF OUR MPDES PERMIT LIMITS FOR THE STATE AND EPA. ADVANTAGES OF APPROVAL: SETTING APPROPRIATE PERMIT LIMITS WITH THE POTENTIAL TO SAVE TENS OF MILLIONS.	60,000 - - - - - - - -	60,000	WW112 (FY23-FY24)

Project Name	Year	Description	Amount	Total	Project #
SKID STERR LOADER REPLACEMENT	2026	SKID STEER LOADER	65,900	72,490	WW113
		DESCRIPTION:	-		
		REPLACE #3030 SKID STEER. WE USE THIS PRIMARILY	-		
		FOR MANHOLE AND VALVE ADJUSTING, SITE CLEANUP,	-		
		PAVING, LOADING, AND SNOW REMOVAL.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE USING 2001 SKID STEER LOADER.	-		
		ADVANTAGES OF APPROVAL:	-		
		INCREASED RELIABILITY AND EFFICIENCY.	-		
		ADDITIONAL OPERATING COSTS:	-		
KENWORTH DUMP TRUCK	2026	REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS.	-		WW114
		CHANGES FROM LAST CIP:	6,590		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
		KENWORTH DUMP TRUCK	214,500	235,950	
		DESCRIPTION:	-		
		REPLACE #3549 TANDEM AXLE DUMP TRUCK. THIS TRUCK	-		
		IS PRIMARILY USED FOR HAULING MATERIALS ASSOCIATED WITH	-		
		EXCAVATION. THE STREET DIVISION ALSO USES IT TO HAUL SNOW.	-		
		ALTERNATIVES CONSIDERED:	-		
		CONTINUE USING EXISTING 2011 DUMP TRUCK.	-		
3/4 TON PICKUP REPLACEMENT	2026	ADVANTAGES OF APPROVAL:	-		WW115
		RELIABILITY AND EFFICIENCY.	-		
		ADDITIONAL OPERATING COSTS:	-		
		REDUCED REPAIR COSTS. GENERAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	21,450		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
		3/4 TON PICKUP	35,500	39,050	
		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 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.	-		
		CHANGES FROM LAST CIP:	3,550		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
PEPS LOWER REBUILD	2027	PEPS LOWER REBUILD DESCRIPTION: PRIMARY EFFLUENT PUMPS LOWER END PUMP SECTION TO BE PULLED, INSPECTED, AND REPAIRED/REPLACED. ALTERNATIVES CONSIDERED: ALLOW TO RUN UNTIL FAILURE. THESE PUMPS MOVE ONE PROCESS TO THE NEXT PROCESS. WITHOUT WORKING PUMPS, THE PROCESS FAILS AND BACKS UP. ADDITIONAL OPERATING COSTS: NONE	300,000 - - - - - - -	300,000	WW116
BOILER REPLACEMENT	UNSCHEDULED	BOILER REPLACEMENT DESCRIPTION: PLANT CURRENTLY HAS 3 BOILERS (2 CONVENTIONAL AND 1 CONDENSING). DUE TO THE CORROSIVE SULFURIC ACID BYPRODUCT OF METHANE COMBUSTION, BOILERS ARE DETERIORATING. ALTERNATIVES CONSIDERED: NONE ADDITIONAL OPERATING COST: NONE	400,000 - - - - - - -	400,000	WW117
REPLACE #3360 3/4 TON	2027	REPLACE #3360 3/4 PICKUP DESCRIPTION: REPLACE 3/4 TON PICKUP PRIMARILY USED FOR FLOWING HYDRANTS AND SNOW PLOWING. ALTERNATIVES CONSIDERED: LEASE OR RENT ADDITIONAL OPERATING COST: NONE	55,000 - - - - - -	55,000	WW118
REPLACE #3620 1 TON	2027	REPLACE #3620 1 TON PICKUP DESCRIPTION: REPLACE 1 TON SERVICE TRUCK FOR WATER AND SEWER OPS ALTERNATIVES CONSIDERED: LEASE OR RENT ADDITIONAL OPERATING COST: NONE	71,500 - - - - -	71,500	WW119

Project Name	Year	Description	Amount	Total	Project #
REPLACE SEWER JETTER	2027	REPLACE SEWER JETTER #3675 DESCRIPTION: REPLACE SEWER JETTER TRUCK. ALTERNATIVES CONSIDERED: LEASE OR RENT ADDITIONAL OPERATING COST: NONE	462,000 - - - - -	462,000	WW120
REPLACE WRF MOTOR CONTROL CENTER #1	2023	REPLACE WRF MOTOR CONTROL CENTER #1 DESCRIPTION: REPLACE AGING/OBSOLETE MOTOR CONTROL CENTER (MCC) IDENTIFIED IN SCADA MASTER PLAN AS HIGHEST PRIORITY FOR REPLACEMENT. ALTERNATIVES CONSIDERED: CONTINUED OPERATION OF MCC WHICH IS PAST ITS EXPECTED LIFESPAN. ADVANTAGES OF APPROVAL: INCREASED SAFETY AND RELIABILITY OF WRF OPERATIONS REDUCED MAINTENANCE COSTS. ADDITIONAL OPERATING COSTS: REPLACEMENT OF EXISTING EQUIPMENT, NO ADDITIONAL OPERATING COSTS.	90,000 - - - - - - - - - - -	90,000	WW121
REPLACE WRF MOTOR CONTROL CENTER #2	2024	REPLACE WRF MOTOR CONTROL CENTER #2 DESCRIPTION: REPLACE AGING/OBSOLETE MOTOR CONTROL CENTER (MCC) IDENTIFIED IN SCADA MASTER PLAN AS HIGHEST PRIORITY FOR REPLACEMENT. ALTERNATIVES CONSIDERED: CONTINUED OPERATION OF MCC WHICH IS PAST ITS EXPECTED LIFESPAN. ADVANTAGES OF APPROVAL: INCREASED SAFETY AND RELIABILITY OF WRF OPERATIONS REDUCED MAINTENANCE COSTS. ADDITIONAL OPERATING COSTS: REPLACEMENT OF EXISTING EQUIPMENT, NO ADDITIONAL OPERATING COSTS.	90,000 - - - - - - - - - - -	90,000	WW122

Project Name	Year	Description	Amount	Total	Project #
REPLACE GENERATOR	2025	REPLACE GENERATOR DESCRIPTION: REPLACE GENERATOR FOR WASTEWATER LIFT STATION THAT IS BEGINNING TO FAIL. ALTERNATIVES CONSIDERED: CONTINUE WITHOUT REPLACEMENT AND RISK FAILURE ADDITIONAL OPERATING COST: NORMAL MAINTENANCE	25,000 - - - - - -	25,000	WW123
NORTH TRACY SEWER MAIN OVERSIZING	2023	NORTH TRACY SEWER MAIN OVERSIZING DESCRIPTION: SEWER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. ALTERNATIVES CONSIDERED: DO NOTHING. REDUCTION IN SERVICE LEVELS. ADVANTAGES OF APPROVAL: ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR A PAYBACK DISTRICT. ADDITIONAL OPERATING COST: INCREMENTAL INCREASES IN OPERATING COST.	120,000 - - - - - - -	120,000	WW125
WRF CAPACITY & NUTRIENT UPGRADES	UNSCHEDULED	WRF CAPACITY & NUTRIENT UPGRADES 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 MORE STRINGENT PERMIT REQUIREMENTS.	50,000,000 - - - - -	50,000,000	WWIF49
WHEELED EXCAVATOR	UNSCHEDULED	WHEELED EXCAVATOR DESCRIPTION: EXCAVATOR WILL ALLOW US TO DIG DOWN TO 20FT CURRENTLY WE ARE LIMITED TO 12FT /SPLIT WITH WW OPS ALTERNATIVES CONSIDERED RENT OR LEASE ADDITIONAL OPERATING COSTS NONE CHANGES FROM LAST CIP PRICE INCREASE DUE TO CURRENT INFLATION	155,000 - - - - - - 15,500 -	170,500	WWW1

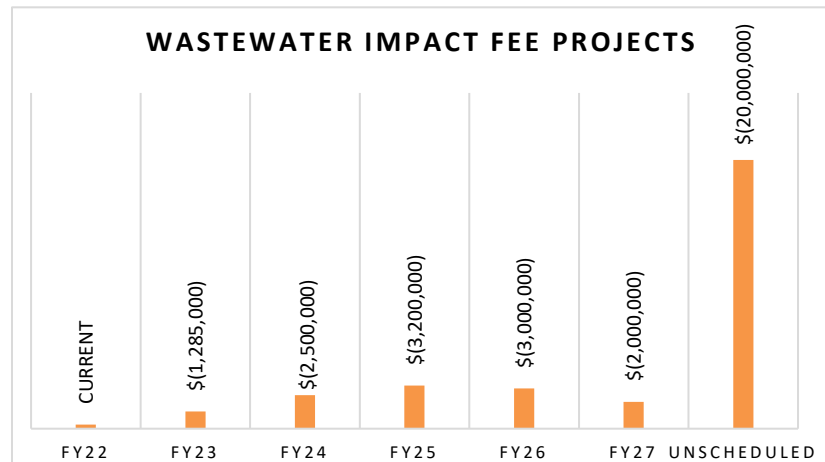
Wastewater Impact Fee

WASTEWATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year		Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 3,638,187	\$ 5,389,128	\$ 6,834,834	\$ 7,362,151	\$ 4,987,477	\$ 2,862,253	\$ -	
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: ARPA	\$ 2,000,000	\$ 2,000,000						
Plus: Loan or Financing for Digester #4 WW97			\$ 2,250,000					
Less: FY21 Carry Forward	\$ (557,511)							
Less: Debt payments (WWIF11, 24,38)	\$ (900,000)	\$ (823,000)	\$ (823,000)	\$ (823,000)	\$ (823,000)	\$ (823,000)		
Less: Scheduled CIP Project Costs	\$ (300,000)	\$ (1,285,000)	\$ (2,500,000)	\$ (3,200,000)	\$ (3,000,000)	\$ (2,000,000)	\$ (20,000,000)	
Projected Year-End Cash Dedicated to CIP	\$ 5,389,128	\$ 6,834,834	\$ 7,362,151	\$ 4,987,477	\$ 2,862,253	\$ 1,787,962		

Assumptions Made for Revenue Estimates

	Current Year		Projected				
	FY22	FY23	FY24	FY25	FY26	FY27	
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	FY2023	FY2024	FY2025	FY2026	FY2027	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	-	-	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	-	-	-
WWIF56	BUFFALO RUN SEWER MAIN OVERSIZING	35,000	-	-	-	-	-
WW97	DIGESTER #4	-	2,250,000	-	-	-	-
Fiscal Year Totals		1,285,000	2,500,000	3,200,000	3,000,000	2,000,000	20,000,000

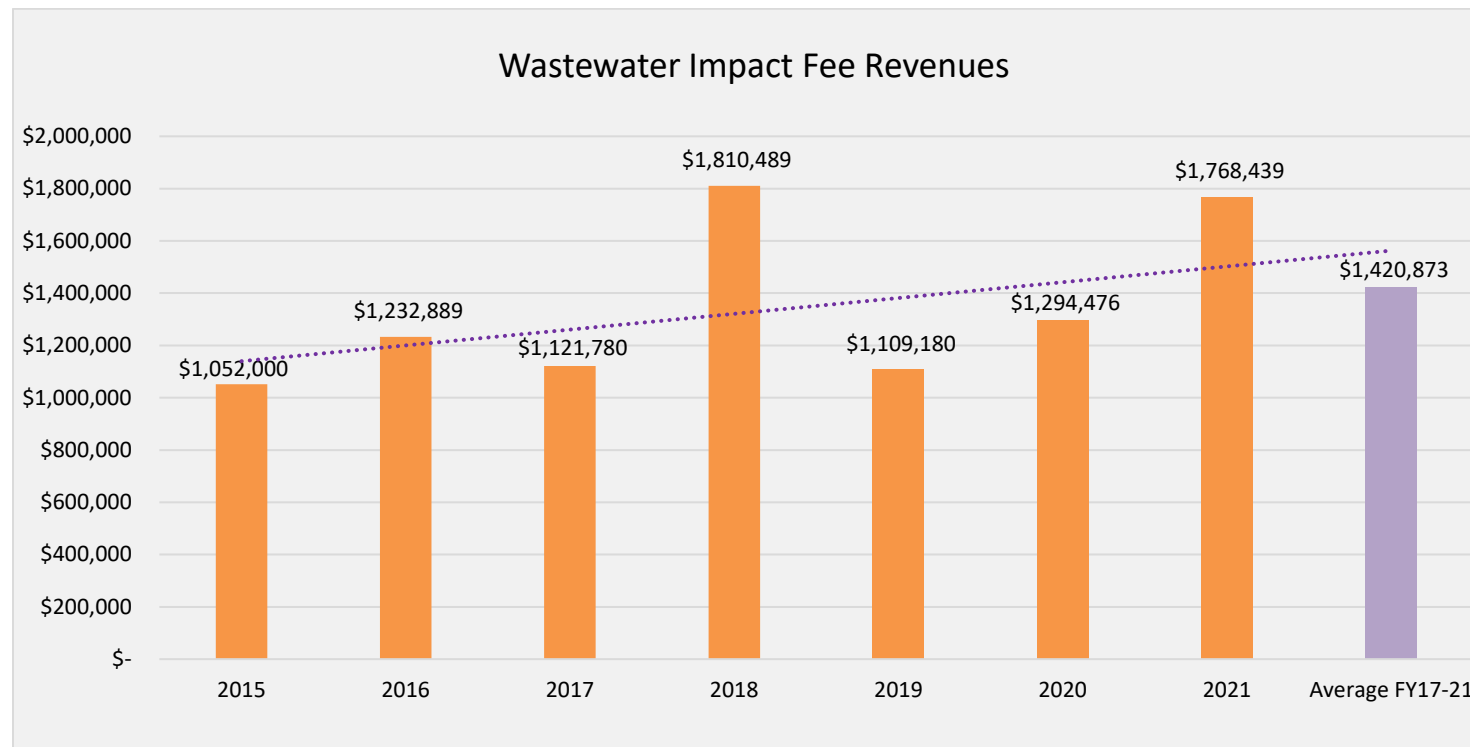
Prior Year CIP Requests

Project #	Project Name	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	-	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		1,500,000	3,200,000	-	5,000,000	20,000,000

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. Revenues have grown on average by 13.4% per year, over the past 5 years. For the CIP, we have estimated a 3% growth each year FY23 to FY27.

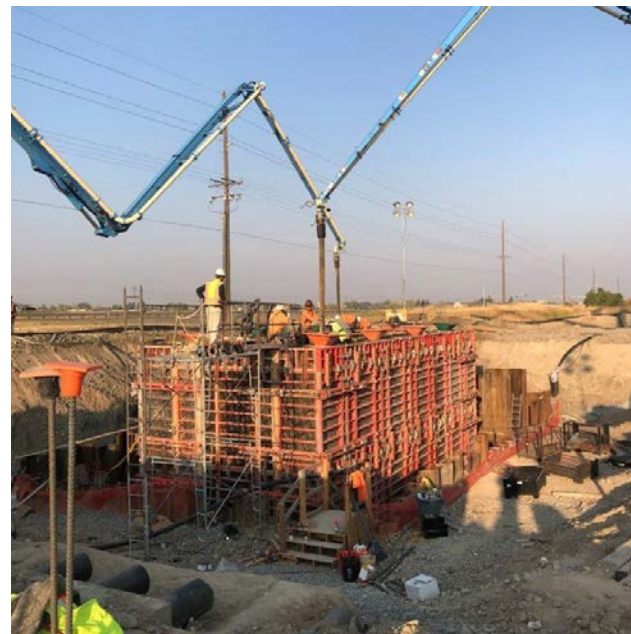


CAPITAL PLAN SUMMARY

The next major project for the plan is **WWIF20** 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** Water Reclamation Facility (WRF) Interceptor will expand capacity upgrading from a thirty-inch outfall to a 48-inch main. Design is scheduled in FY24 with construction to take place in FY25.

Now planned for FY25, **WWIF45** Biotrain #1 Retro Fit 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.

WWIF53 Cottonwood Road (Babcock to Huffine) Sanitary Sewer Capacity Increase will address the missing link of sanitary sewer identified in the Wastewater Collection Facility Master Plan. This project is anticipated to encourage development south of Huffine. The project has been delayed one year to FY27.



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.

This plan was presented to the Impact Fee Advisory Committee (IFAC) on October 29, 2021. IFAC recommended the approval of the plan as presented.

WASTEWATER IMPACT FEE FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP	FY21	FY22 Carry		Expected Completion
				Budget	Spending	Forward Amount	Budget coding	
PW/Engineering	630	WWIF39	Sewer Hydraulic Model	229,285	196,774	32,511	630-5210-444.50-10	Jun. 2022
PW/Engineering	630	WWIF47	Wastewater Collection Plan Undate	125,000	-	125,000	630-5210-444.80-90	Jun. 2022
PW/Engineering	630	WWIF51	Cottonwood Sub Sewer Oversizing	400,000	-	400,000	630-5210-444.80-90	
630 Total						557,511		

Project Name	Year	Description	Amount	Total	Project #
NORTH FRONTAGE ROAD INTERCEPTOR	2026	N FRONTAGE RD INTERCEPTOR DESCRIPTION: THIS PROJECT WILL REPLACE OR PARALLEL 11,500' OF THE NORTH FRONTAGE ROAD INTERCEPTOR BETWEEN SPRINGHILL ROAD AND BRIDGER DRIVE. PORTIONS OF THE INTERCEPTOR ARE AT OR VERY NEAR CAPACITY, AND UNLESS 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 LACK OF WASTEWATER COLLECTION CAPACITY. THIS PROJECT WILL CONFORM TO THE CITY'S WASTEWATER MASTER PLAN. IT IS ESTIMATED THAT 70% OF THESE PROJECT COSTS WILL BE DUE TO CAPACITY EXPANSION AND WILL BE ELIGIBLE FOR WASTEWATER IMPACT FEES. THE REMAINING 30% OF THE PROJECT COSTS WILL NEED TO BE PROVIDED BY A "LOCAL SHARE" CONTRIBUTION OR OTHER SOURCE ALTERNATIVES CONSIDERED: LIMIT FUTURE DEVELOPMENT IN THE AREA. ADVANTAGES OF APPROVAL: IF CONSTRUCTED TO THE LINE SIZES MASTER PLANNED IN THE CITY'S WASTEWATER FACILITIES PLAN, CAPACITY WILL BE PROVIDED FOR FUTURE GROWTH TRIBUTARY TO THIS MAIN. ADDITIONAL OPERATING COSTS: INCREMENTAL MAINTENANCE COSTS.	3,000,000 -	3,000,000	WWIF20

Project Name	Year	Description	Amount	Total	Project #
BIOTRAIN #1 RETROFIT	2025	BIOTRAIN #1 RETRO DESCRIPTION: THIS IS A RETROFIT TO OUR OLDEST TREATMENT TRAIN (BIOTRAIN #1). THIS IS AN ESSENTIAL CAPACITY UPGRADE TO THE WRF TO ALLOW FOR GROWTH IN THE CITY ALTERNATIVES CONSIDERED: NONE ADVANTAGES OF APPROVAL: THIS PROJECT WILL ALLOW FOR ADDITIONAL CAPACITY. ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: MOVED FROM FY24 TO FY25	2,500,000 - - - - - - - - -	2,500,000	WWIF45
DOWNTOWN SEWER MAIN UPGRADES	UNSCHEDULED	DOWNTOWN SEWER MAIN UPGRADES 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.	3,000,000 - - - -	3,000,000	WWIF46
HIDDEN VALLEY LIFT STATION	UNSCHEDULED	HIDDEN VALLEY LIFT STATION 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 FLOW FROM THE HIDDEN VALLEY LIFT STATION WHEN THEN LIFT STATION IS 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.	7,000,000 - - - - - - - - -	7,000,000	WWIF48
WRF CAPACITY & NUTRIENT UPGRADES	UNSCHEDULED	WRF CAPACITY & NUTRIENT UPGRADES 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 MORE STRINGENT. THIS UPGRADE WILL INCLUDE TECHNOLOGY UPGRADES FOR MORE STRINGENT PERMIT REQUIREMENTS.	10,000,000 - - - - -	10,000,000	WWIF49

Project Name	Year	Description	Amount	Total	Project #
BLACKWOOD GROVES SEWER MAIN OVERSIZING	2024	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	2027	COTTONWOOD ROAD (BABCOCK TO HUFFINE) SANITARY SEWER CAPACITY INCREASE	2,000,000	2,000,000	WWIF53
		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	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM FY26 TO FY27	-		

Project Name	Year	Description	Amount	Total	Project #
NORTHWEST CROSSING SUBDIVISION SANITARY SEWER MAIN	2025	NORTHWEST CROSSING SUBDIVISION SANITARY SEWER MAIN 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. CHANGES FROM LAST CIP: MOVED FROM FY24 TO FY25	200,000 - - - - - - - - - -	200,000	WWIF54
BUFFALO RUN SEWER MAIN OVERSIZING	2023	BUFFALO RUN SEWER MAIN OVERSIZING DESCRIPTION: SEWER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. ALTERNATIVES CONSIDERED: DO NOTHING. DEVELOPER COVERS ENTIRE COST. ADVANTAGES OF APPROVAL: ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR A PAYBACK DISTRICT. ADDITIONAL OPERATING COST: INCREMENTAL INCREASES IN OPERATING COST.	35,000 - - - - - - -	35,000	WWIF56
DIGESTER #4	2024	DIGESTER #4 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 DILLEMA IF DIGESTER #3 IS EVER OUT OF SERVICE. THERE IS NO BYPASS OR WORK AROUND ON THIS CRITICAL PROCESS. ADDITIONAL OPERATING COST: UNKNOWN	2,250,000 - - - - - - -	2,250,000	WW97

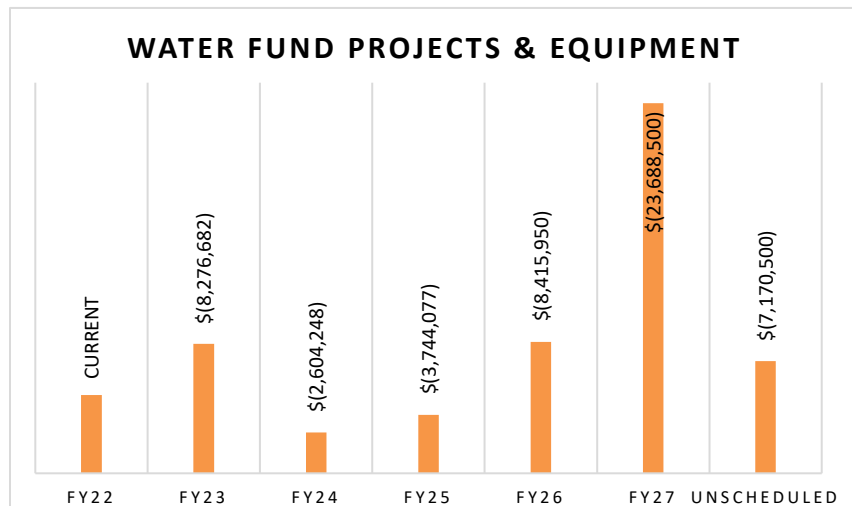
Water

WATER FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected						Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27		
Projected Beginning Reserve Balance Dedicated to CIP	\$ 4,262,467	\$ 3,075,067	\$ 767,492	\$ 1,307,998	\$ 803,017	\$ 1,973,336	\$ -	
Plus: Water Revenues Dedicated to CIP	\$ 2,964,232	\$ 3,969,107	\$ 3,144,754	\$ 3,239,096	\$ 3,336,269	\$ 3,436,357	\$ -	
Plus: Loan or Financing for Hyalite Dam Improvements W79					\$ 3,750,000			
Plus: Loan or Financing for Lyman Tank & Transmis W88					\$ 2,500,000	\$ 14,500,000		
Plus: Loan or Financing for Belt Filter Press W128						\$ 4,000,000		
Plus: ARPA	\$ 3,000,000	\$ 2,000,000						
Less: FY21 Carry Forward	\$ (2,146,131)							
Less: Scheduled CIP Project Costs	\$ (5,005,500)	\$ (8,276,682)	\$ (2,604,248)	\$ (3,744,077)	\$ (8,415,950)	\$ (23,688,500)	\$ (7,170,500)	
Projected Year-End Cash Dedicated to CIP	\$ 3,075,067	\$ 767,492	\$ 1,307,998	\$ 803,017	\$ 1,973,336	\$ 221,193		

Assumptions Made for Revenue Estimates

	Current Year	Projected					
	FY22	FY23	FY24	FY25	FY26	FY27	
Estimated Annual Water Revenues	\$ 11,400,892	\$ 11,400,892	\$ 11,742,919	\$ 12,095,206	\$ 12,458,063	\$ 12,831,804	
Estimated Annual Increase		3.0%	3.0%	3.0%	3.0%	3.0%	
Total Estimated Revenues	\$ 11,400,892	\$ 11,742,919	\$ 12,095,206	\$ 12,458,063	\$ 12,831,804	\$ 13,216,759	
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	\$ 2,964,232	\$ 3,969,107	\$ 3,144,754	\$ 3,239,096	\$ 3,336,269	\$ 3,436,357	



WATER FUND PROJECT SUMMARY

Current CIP Requests							
Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
W03	ANNUAL WATER PIPE REPLACEMENT	25,000	25,000	25,000	25,000	25,000	-
W04-23-27	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	-
W71	PRV PHASE 2 - AUTOMATION & INSTRUMENTATION	-	-	-	-	-	7,000,000
W79	HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS	-	250,000	-	3,750,000	-	-
W84	SOURDOUGH TANK INSPECTION	600,000	-	-	-	-	-
W87	LYMAN TANK & TRANSMISSION MAIN	-	-	-	2,500,000	-	-
W88	LYMAN TANK & TRANSMISSION	-	-	-	-	14,500,000	-
W89	MEMBRANE REPLACEMENT	-	500,000	500,000	-	-	-
W90	TOTAL ORGANIC CARBON ANALYZER	40,000	-	-	-	-	-
W93	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT	-	60,000	-	-	-	-
W97	REPLACE 1 TON TRUCK	-	58,300	-	-	-	-
W98	REPLACE 1 TON TRUCK	-	-	58,300	-	-	-
W100	REPLACE #3605 GMC CANYON	-	-	45,000	-	-	-
W101	WTP TANK OUTLET MONITOR	-	100,000	-	-	-	-
W102	REPLACE BACKHOE 1772	156,259	-	-	-	-	-
W103	REPLACE DUMP TRUCK 3157	145,423	-	-	-	-	-
W104	REPLACE BACKHOE 3293	-	160,948	-	-	-	-
W105	REPLACE BACKHOE 3419	-	-	165,777	-	-	-
W107	SOURDOUGH INTAKE IMPROVEMENT	5,100,000	-	-	-	-	-
W108	GROUND THAWER REPLACEMENT	-	-	-	90,200	-	-
W110	#3344: 3/4 TON TRUCK REPLACEMENT	-	-	-	39,050	-	-
W111	METER SVC TRUCK REPLACEMENT	-	-	-	51,700	-	-
W113	TRACKED SKID LOADER	-	150,000	-	-	-	-
W114	WTP TANK MIXERS	-	-	-	120,000	-	-
W115	HYALITE INTAKE REHAB	-	-	-	200,000	-	-
W116	REPLACE SCADA VEHICLE	-	-	-	40,000	-	-
W119	PIPE & TANK MONITOR - CONSTRUCTION	-	-	1,750,000	-	-	-
W120	REPLACE SOLENOID VALVES	110,000	-	-	-	-	-
W122	REPLACE FORD ESCAPE #4238	-	-	-	-	50,000	-
W123	CHEMICAL STORAGE TANKS	-	-	-	-	1,000,000	-
W124	REPLACE CHAINS AND PULLEYS	-	-	-	-	100,000	-
W125	SDBP EXPANSION	-	-	-	-	1,000,000	-
W126	WTP SECURITY UPGRADE	-	-	-	-	500,000	-
W127	HILLTOP TANK PAINTING	-	-	-	-	1,000,000	-
W128	BELT FILTER PRESS	-	-	-	-	4,000,000	-
W130	REPLACE #3606 3/4 TON	-	-	-	-	55,000	-

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
W131	REPLACE COMPACTOR BACKHOE	-	-	-	-	187,000	-
W132	REPLACE #3662 1 TON	-	-	-	-	71,500	-
W133	TRANS MAIN WTP TO NASH	-	100,000	-	-	-	-
WIF58	WATER MAINS W/ FOWLER CORR	900,000	-	-	-	-	-
WIF59	WESTERN TRANSMISSION MAIN	-	-	-	400,000	-	-
WWW1	WHEELED EXCAVATOR	-	-	-	-	-	170,500
Fiscal Year Totals		8,276,682	2,604,248	3,744,077	8,415,950	23,688,500	7,170,500

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
W03	ANNUAL WATER PIPE REPLACEMENT	22,500	22,500	22,500	25,000	-
W04-22-26	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	1,200,000	1,200,000	1,200,000	1,200,000	-
W56	WTP FACILITY REPAIR & REPLACEMENT	40,000	40,000	40,000	50,000	-
W57	WTP FACILITY ENGINEERING & OPTIMIZATION	30,000	30,000	30,000	40,000	-
W71	PRV PHASE 2-AUTOMATION &INSTRUMENTATION UPGRADES	-	-	-	-	7,000,000
W79	HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS	4,000,000	-	-	-	-
W88	LYMAN TANK & TRANSMISSION 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	-	-	-
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	-	-
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	-
W113	TRACKED SKID LOADER	-	150,000	-	-	-
W114	WTP TANK MIXERS	-	-	-	120,000	-
W115	HYALITE INTAKE REHAB	-	-	-	100,000	-
W116	REPLCE SCADA VEHICLE	-	-	-	40,000	-
WC02	METER SOFTWARE SUBSCRIPTION	36,000	36,000	36,000	36,000	-
WIF59	WESTERN TRANSMISSION MAIN	-	-	-	400,000	-
WWW1	WHEELED EXCAVATOR	-	-	-	-	155,000
Fiscal Year Totals		7,932,757	9,937,816	2,827,206	4,675,500	7,155,000

WATER FUND DETAIL

BACKGROUND

This enterprise fund revenue source is rate fees charged to water users. We estimate that in FY23 water rates dedicated to capital will need to increase by 7.8%, bringing the proportion of Water utility revenues that support capital to 33.8%. However, this proportion will only be necessary for FY23 as 26% of the utility revenues will cover the scheduled projects for FY24 through FY27. With an average 3% increase in water fund revenues over the last five years, we have assumed a continued 3% annual growth in this plan.

CAPITAL PLAN SUMMARY

Numerous items have been adjusted or added based on current condition

assessments and projections including Water Pipe Replacements projects of \$1,225,000 annually. Four projects require borrowing in the 5-year horizon totaling over \$30 million (**W79, W87, W88, and W128**). The largest project planned is Lyman Tank and Transmission Main (**W87 & W88**) scheduled for design in FY26. This project is to construct a new 5MG storage tank at Lyman. 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.

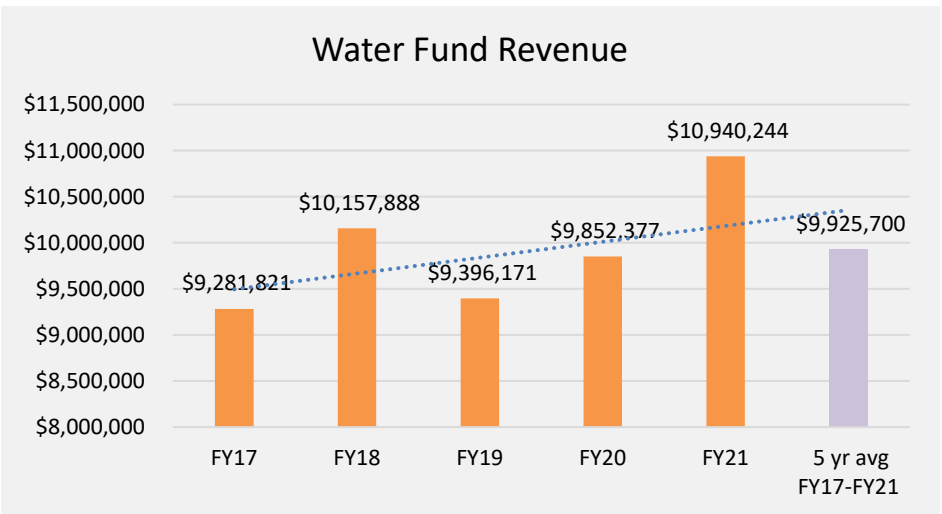


The Sourdough Intake Improvements (**W107**) was previously scheduled in the plan for FY25 (Design) and FY26 (Construction). The total project cost has increased to \$5.1 million and is now planned in FY23. Staff are exploring opportunities for utilizing ARPA (American Rescue Plan Act) funds to cover the cost of the project.

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).

New projects scheduled in FY27 include necessary replacements and upgrades related to the Water Treatment Plant. **W128** Belt Filter Press will assist in mitigating the anticipated increase in sludge production by FY27. The project will add a belt filter press and an associated building.

The projects detailed above aid in our efforts towards Strategic Plan **6.1 Clean Water Supplies**.



WATER FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP	FY21	FY22 Carry		Expected Completion
				Budget	Spending	Forward Amount	Budget coding	
WTP	600	W56	WTP Facility Repair & Replacement	40,000	13,372	26,628	600-4610-441.30-10	6/30/2022
WTP	600	W57	WTP Facility Engineering & Optimization	30,000	1,928	28,072	600-4610-441.50-50	6/30/2022
Water Conservation	600	WC01	Landscape Architect Medians and Boulevards	16,072	-	16,072	600-4640-441.50-10	10/1/2021
Water Conservation	600	WC03	Municipal Watershed Data Collection	50,000	-	50,000	600-4640-441.80-90	12/30/2021
Water Conservation	600	WC05	Landscape Architecture Services Medians Boulevards	50,000	-	50,000	600-4640-441.50-10	6/1/2022
Water Conservation	600	WC06	Water Conservation and Efficiency Plan	60,000	16,984	43,016	600-4640-441.50-10	1/31/2022
Public Works/SCADA	600	N/A	Lyman Water Treatment Plant Panel Replacement	55,000	-	55,000	600-4610-441.	3/1/2022
PW/Engineering	600	W04-21	Water Pipe Replacement Program - Construction	1,200,000	-	1,200,000	600-5040-442.80-90	Ongoing
PW/Engineering	600	W63	Sourdough Fuels Reduction	375,110	59,802	315,307	600-4610-441.50-99	Nov. 2022
PW/Engineering	600	W80	Watershed & Reservoir Optimization Study	150,000	118,815	31,185	600-4610-441.50-10	Mar. 2022
PW/Engineering	600	W96	Sourdough Raw Transmission FCV & Meter	260,850	-	260,850	600-4610-441.80-90	Dec. 2023
PW/Engineering	600	W99	Hyalite Guardrail Extension	70,000	-	70,000	600-4610-441.80-90	Dec. 2021
600 Total						2,146,131		

Project Name	Year	Description	Amount	Total	Project #
ANNUAL WATER PIPE REPLACEMENT	2023-2027	ANNUAL WATER PIPE REPLACEMENT PROGRAM - DESIGN	22,500	25,000	W03 (FY23-FY27)
		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	-		
		CHANGES FROM LAST CIP:	2,500		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	2023-2027	WATER PIPE REPLACEMENT PROGRAM - CONSTRUCTION	1,200,000	1,200,000	W04-23 (FY23-FY27)
		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 #
PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES	UNSCHEDULED	PRV PHASE 2 - AUTOMATION & INSTRUMENTATION UPGRADES	7,000,000	7,000,000	
		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 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.	-		

W71

Project Name	Year	Description	Amount	Total	Project #
HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS DESIGN	2024	HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS-DESIGN 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 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	250,000 -	250,000	W79 (FY24)

Project Name	Year	Description	Amount	Total	Project #
HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS CONSTRUCTION	2026	HYALITE DAM & RESERVOIR OPTIMIZATION IMPROVEMENTS-CONSTR 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 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	3,750,000 -	3,750,000	W79 (FY26)

Project Name	Year	Description	Amount	Total	Project #
SOURDOUGH TANK INSPECTION & IMPROVEMENTS	2023	SOURDOUGH TANK INSPECTION & IMPROVEMENTS	600,000	600,000	W84
		DESCRIPTION:	-		
		THIS PROJECT WOULD ENTAIL TAKING THE SOURDOUGH	-		
		TANK OFFLINE (ONCE THE WTP'S 5.3 MGD STORAGE TANK	-		
		IS ONLINE), INSPECTING IT AND REPAIRING IT AS	-		
		NECESSARY. THIS PROJECT MAY OR MAY NOT INCLUDE	-		
		RECONFIGURATION OF THE INLET/OUTLET CONFIGURATION	-		
		TO PROVIDE FLOW THROUGH HYDRAULICS. THE CONDITION	-		
		OF THE OVERFLOW & INLET/OUTLET PIPES IS POOR. THE	-		
		LAST DIVE INSPECTION FOUND CONCRETE AGGREGATE FROM	-		
		THE CEILING ON THE FLOOR OF THE TANK. THE	-		
		HYDRAULICS TO AND FROM THE TANK ARE SUSPECTED TO	-		
		BE SUBOPTIMAL. AN INSTALLED MIXER WILL ALSO NEED	-		
		TO BE CONSIDERED. THIS PROJECT IS CRITICAL TO ENSURE THAT	-		
		THE SOURDOUGH TANK IS RELIABLE AND OPERATING WELL.	-		
LYMAN TANK & TRANSMISSION MAIN	2026	ALTERNATIVES CONSIDERED:	-		W87
		WAIT FOR CRITICAL FAILURE	-		
		ADVANTAGES OF APPROVAL:	-		
		REHABILITATION OF CRITICAL STORAGE INFRASTRUCTURE	-		
		FOR SEVERAL DECADES TO COME.	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		
		LYMAN TANK & TRANSMISSION MAIN	2,500,000	2,500,000	
		DESCRIPTION:	-		
		CONSTRUCT A NEW 5MG STORAGE TANK AT LYMAN.	-		
		DECOMMISSIONING EXISTING LYMAN STORAGE TANK.	-		
		CONDITION ASSESSMENT-BASED REPAIRS OF THE EXISTING	-		
		LYMAN TANK & TRANSMISSION MAIN DESIGN	-		
		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.	-		
		DESIGN ONLY. NO ADDITIONAL OPERATING COSTS.	-		
		CHANGES FROM LAST CIP:	-		
		REMOVED FROM CARRY FORWARD AND RE-ENTERED TO FY26.	-		

Project Name	Year	Description	Amount	Total	Project #
LYMAN TANK & TRANSMISSION MAIN CONSTRUCTION	2027	LYMAN TANK & TRANSMISSION MAIN CONSTRUCTION	14,500,000	14,500,000	W88
		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. IT WILL ALSO COMPLETE NEW TRANSMISSION & CONDITION ASSESSMENT-BASED REHAB TO EXISTING TRANSMISSION. ALTERNATIVES CONSIDERED: STATUS QUO OPERATION OF EXISTING LYMAN SYSTEM. ADDITIONAL OPERATING COSTS: ANTICIPATED OPERATING COST REDUCTION RELATED TO PEAR STREET BOOSTER DECOMMISSIONING. CHANGES FROM LAST CIP: MOVED TO FY27 AND INCREASED EXPECTED COST.	-	-	
MEMBRANE REPLACEMENT	2024	MEMBRANE MODULE REPLACEMENT	500,000	500,000	W89 (FY24)
		DESCRIPTION: CURRENT MEMBRANES ARE WARRANTIED FOR 10 YEARS. THEY HAVE BEEN IN USE SINCE FALL 2013. REPLACE 372 MODULES IN FY24.	-	-	

Project Name	Year	Description	Amount	Total	Project #
MEMBRANE REPLACEMENT	2025	MEMBRANE MODULE REPLACEMENT DESCRIPTION: CURRENT MEMBRANES ARE WARRANTIED FOR 10 YEARS. THEY HAVE BEEN IN USE SINCE FALL 2013. REPLACE REMAINING 372 MODULES IN FY25.	500,000 - - - -	500,000	W89 (FY25)
TOTAL ORGANIC CARBON ANALYZER	2023	TOC ANALYZER 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 SUBSTANTIALY. 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 CHANGES FROM LAST CIP: 10,000.00 PRICE INCREASE DUE TO CURRENT INFLATION	30,000 - - - - - - - - - - 10,000 -	40,000	
3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT	2024	3/4 TON FORD 4 WHEEL DRIVE REPLACEMENT 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 AND IS USED DAILY. ADVANTAGES OF APPROVAL: REDUCED MAINTENANCE COSTS AND DOWN TIME. ADDITIONAL OPERATING COSTS: NONE	60,000 - - - - - - - - - -	60,000	

Project Name	Year	Description	Amount	Total	Project #
REPLACEMENT 1 TON TRUCK	2024	REPLACE 1 TON TRUCK 3361 DESCRIPTION: REPLACEMENT OF 2006 1 TON SERVICE TRUCK WITH 55,328 MILES ALTERNATIVES CONSIDERED: RENT OR LEASE ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION	53,000 - - - - - 5,300 -	58,300	W97
REPLACEMENT 1 TON TRUCK	2025	REPLACE 1 TON TRUCK 3402 DESCRIPTION REPLACE 2008 1 TON TRUCK WITH 57593 MILES ALTERNATIVES CONSIDERED LEASE OR RENT ADDITIONAL OPERATING COSTS NONE CHANGES FROM LAST CIP PRICE INCREASE DUE TO CURRENT INFLATION	53,000 - - - - - 5,300 -	58,300	W98
REPLACE #3605 GMC CANYON	2025	REPLACE #3605 GMC CANYON DESCRIPTION: THIS VEHICLE REPLACES #3605 THAT HAS BEEN USED ROUTINELY FOR SAMPLING UNTIL 2018. VEHICLE HAS OVER 50,000 MILES ON IT. ALTERNATIVES CONSIDERED: CONTINUE DRIVING #3605 AND RISK BREAK DOWNS & INCREASED MAINTENANCE COSTS ADVANTAGES TO APPROVAL: NEW VEHICLE WILL BE MORE RELIABLE & RESULT IN LOWER MAINTENANCE & REPAIR COSTS ADDITIONAL OPERATING COSTS: MINIMAL MAINTENANCE COSTS	45,000 - - - - - - - - -	45,000	W100

Project Name	Year	Description	Amount	Total	Project #
WTP TANK OUTLET MONITOR	2024	WTP TANK OUTLET MONITORING - DESIGN 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 PIPE WILL ACCOMPLISH THIS. 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	100,000 - - - - - - - - - - - -	100,000	W101
REPLACE BACKHOE 1772	2023	REPLACE BACKHOE 1772 DESCRIPTION: REPLACE 1996 BACKHOE WITH 5007 HOURS ALTERNATIVES CONSIDERED NONE ADDITIONAL OPERATING COSTS NONE CHANGES FROM LAST CIP PRICE INCREASE DUE TO CURRENT INFLATION	142,054 - - - - - 14,205 -	156,259	W102
REPLACE DUMP TRUCK 3157	2023	REPLACE DUMP TRUCK 3157 DESCRIPTION: REPLACE SINGLE AXLE DUMP TRUCK WITH DOUBLE AXLE EXISTING 2004 DUMP TRUCK WITH 34821 MILES ALTERNATIVES CONSIDERED NONE ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION	132,203 - - - - - 13,220 -	145,423	W103

Project Name	Year	Description	Amount	Total	Project #
GROUND THAWER REPLACEMENT	2026	GROUND THAWER	82,000	90,200	W108
		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.	-		
		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	-		
#3344 3/4 TON TRUCK REPLACEMENT	2026	HIGHLY SOUGHT AFTER WHEN THEY ARE NEEDED.	-		W110
		ADDITIONAL OPERATING COSTS:	-		
		GENERAL MAINTENANCE COSTS.	-		
		CHANGES FROM LAST CIP:	8,200		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		
		3/4 TON PICKUP	35,500	39,050	
		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.	-		
		CHANGES FROM LAST CIP:	3,550		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

Project Name	Year	Description	Amount	Total	Project #
METER SVC TRUCK REPLACEMENT	2026	METER SERVICE TRUCK 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. CHANGES FROM LAST CIP: PRICE INCREASE DUE TO CURRENT INFLATION	47,000 - - - - - - - 4,700 -	51,700	W111
TRACKED SKID LOADER	2024	TRACKED SKID LOADER 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 WITH BUCKET, FORKS, SNOWBLOWER/PUSHER, TRAILER. ALTERNATIVES CONSIDERED: KEEP RELYING ON STREETS AVAILABILITY ADVANTAGES OF APPROVAL: OPERATOR SAFETY.	150,000 - - - - - - - - -	150,000	
WTP TANK MIXER	2026	WTP TANK MIXERS DESCRIPTION: TO PREVENT STAGNATION AND IMPROVE WATER QUALITY OF THE 5 MG TANK AT THE WTP. WILL DECREASE DBP LEVELS AND IMPROVE CHLORINE RESIDUAL EXITING THE TANK TO THE DISTRIBUTION SYSTEM. ALTERNATIVES CONSIDERED: STATUS QUO WITH DECREASED WATER QUALITY ADDITIONAL OPERATING COSTS: MINIMAL ELECTRICITY.	120,000 - - - - - - - - -	120,000	

Project Name	Year	Description	Amount	Total	Project #
HYALITE INTAKE REHAB	2026	HYALITE INTAKE REHABILITATION DESCRIPTION: THE CONCRETE DAM/OVERFLOW STRUCTURE OF THE INTAKE ARE SHOWING SIGNS OF AGE AND DEGRADATION. WILL INCLUDE INSPECTION AND REPAIR OF THE DAM STRUCTURE AND DREDGING OF INTAKE IN CONJUNCTION WITH REHABBING THE INTAKE. ALTERNATIVES CONSIDERED: WAIT FOR FAILURE ADVANTAGES OF APPROVAL: EXTEND THE USABLE LIFE OF THE INTAKE STRUCTURE. ADDITIONAL OPERATING COSTS: NONE CHANGES FROM LAST CIP: PRICE INCREASE DUE TO ADDITION OF DREDGING INTAKE	100,000 - - - - - - - - 100,000 -	200,000 - - - - - - - - -	W115
REPLACE SCADA VEHICLE	2026	REPLACE SCADA VEHICLE DESCRIPTION: WILL REPLACE #3722, THE SCADA MANAGER'S VEHICLE, OR PROVIDE A VEHICLE FOR SCADA TECHNICIAN. ALTERNATIVES CONSIDERED: USE OLDER LESS RELIABLE VEHICLES ADDITIONAL OPERATING COSTS: NONE	40,000 - - - - - -	40,000 - - - - - -	W116
PIPE & TANK MONITOR - CONSTRUCTION	2025	PIPE & TANK MONITOR - CONSTRUCTION DESCRIPTION: COMPLETE THE TRANSMISSION MAIN REDUNDANCY FROM WTP TO THE SD TANK. APPROXIMATELY 2000' FROM WTP TO NASH RD IS A SINGLE 30" CONCRETE WRAPPED STEEL PIPE INSTALLED IN THE EARLY 1980S. ONLY PORTION NOT INCLUDED IN PREVIOUS PHASES. CONSTRUCTION OF TRANSMISSION MAIN FROM WTP TO NASH RD ALONG WITH TANK OUTLET MONITORING STRUCTURE TO HOUSE EQUIPMENT AND VALVING MODIFICATIONS. SHOULD BE COORDINATED IN CONJUNCTION WITH W101. ALTERNATIVES CONSIDERED: RISK BREAKAGE AND REDUCED FLOWS ADDITIONAL OPERATING COSTS: NONE	1,750,000 - - - - - - - - - - - - -	1,750,000 - - - - - - - - - - - - -	W119

Project Name	Year	Description	Amount	Total	Project #
REPLACE SOLENOID VALVES	2023	REPLACED RACK SOLENOID VALES DESCRIPTION: MEMBRANE SYSTEM RELIES COMPLETELY ON RACKS OF SOLENOID VALVES TO OPERATE. THE CURRENT VERSION IS OBSOLETE. SHOULD THE VALVES BREAK, A RACK WILL BE INOPERABLE AND COSTLY TO REPLACE ONE AT A TIME. ALTERNATIVES CONSIDERED: RISK BREAKAGE AND PERIODS OF INSUFFICIENT WATER PRODUCTION ADDITIONAL OPERATING COST: NONE	110,000 - - - - - - -	110,000 	 W120
REPLACE FORD ESCAPE	2027	REPLACED FORD ESCAPE #4238 DESCRIPTION: CURRENT FORD ESCAPE #4238 IS USED DAILY FOR SAMPLE ROUTE. THE VEHICLE IS CURRENTLY DRIVEN 35-50 MILES PER DAY. ALTERNATIVES CONSIDERED: CONTINUE USING VEHICLE AND FACE INCREASED MAINTENANCE COSTS. ADDITIONAL OPERATING COST: NONE	50,000 - - - - - - -	50,000 	 W122
CHEMICAL STORAGE TANKS	2027	CHEMICAL STORAGE TANK REPLACEMENT DESCRIPTION: CHLORINE, CAUSTIC, FLUORIDE, ACH, AND CITRIC ACID BULK TANKS WILL BE NEARING END OF USEFUL LIFE. AS TANKS AGE, THE INTERNAL LINING BEGINS TO BREAK DOWN AND LEAK. ONE TANK IS ALREADY STARTING TO LEAK AND HAS BEEN REPAIRED ONCE. OF THE 14 TANKS THAT WILL NEED REPLACEMENT, THIS PROJECT WILL REPLACE SEVEN IN FY27. A LARGE CRANE WILL BE USED TO REMOVE ROOF SECTIONS OVER TANKS FOR REPLACEMENT AND MOVE ROOM VENTILATION EQUIPMENT. ALTERNATIVES CONSIDERED: CONTINUE WITHOUT REPLACEMENT AND FACE INCREASED REPAIR COSTS FOR LEAKING STORAGE TANKS AND CHEMICAL SPILL CLEANUP. ADDITIONAL OPERATING COST: NONE	1,000,000 - - - - - - - - - - - -	1,000,000 	 W123

Project Name	Year	Description	Amount	Total	Project #
REPLACE CHAINS AND PULLEYS	2027	REPLACE FLOCCULATOR CHAINS AND SLUDGE VAC PULLEYS DESCRIPTION: THE FLOCCULATOR DRIVE CHAINS ARE IN USE 24/7 AND WEAR OUT OVER TIME. THE SLUDGE VAC PULLEYS RUN ONCE TO 16 TIMES PER DAY TO REMOVE SLUDGE FROM THE PLATE SETTLERS. AS THE EQUIPMENT AGES, THESE PARTS WILL WEAR OUT AND BREAK. ALTERNATIVES CONSIDERED: CONTINUE USING THE EQUIPMENT AND FACE INCREASED MAINTENANCE COSTS. ADDITIONAL OPERATING COST: NONE	100,000 - - - - - - -	100,000 	 W124
SDBP EXPANSION	2027	SDBP EXPANSION DESCRIPTION: THE SOURDOUGH BYPASS FLOW CONTROL BUILDING IS A BOTTLE-NECK IN DELIVERING WATER TO TOWN. WITH THE ADDITIONAL REDUNDANT TRANSMISSION MAINS FROM THE WTP TO THE SD TANK, THIS IS THE ONLY REMAINING SINGLE MAIN. ADDING AN ADDITIONAL FLOW CONTROL VALVE AND PIPING THROUGH THE BUILDING WILL ALLOW FOR COMPLETE REDUNDANCY. ALTERNATIVES CONSIDERED: REMAIN AS IS AND RESTRICT FLOW TO TOWN. ADDITIONAL OPERATING COST: MINIMAL	1,000,000 - - - - - - - - -	1,000,000 	 W125
WTP SECURITY UPGRADE	2027	WTP SECURITY UPGRADE DESCRIPTION: NEW MOTION DETECTION LIGHTS AT ALL TANKS, IMPROVED FENCING AND CAMERAS, PLC CABINET ALARMS, HARDENED TANK HATCHES WITH ALARMS, AND IMPROVED DOOR ALARMS ON LYMAN, SDBP, AND WTP. ALTERNATIVES CONSIDERED: REMAIN AS IS AND RELY ON OLDER TECHNOLOGY. RISK UNAUTHORIZED TANK ACCESS. ADDITIONAL OPERATING COST: MINIMAL	500,000 - - - - - - - - -	500,000 	 W126

Project Name	Year	Description	Amount	Total	Project #
HILLTOP TANK PAINTING	2027	EXTERIOR HILLTOP TANK PAINTING DESCRIPTION: HILLTOP TANK WAS LAST REHABBED AND PAINTED IN THE EARLY 2000S. WEATHER AND EXTERNAL ATTACHMENTS HAVE CAUSED THE PAINT COATING TO START TO DETERIORATE IN SOME SPOTS. PAINTING THE EXTERIOR WILL PROLONG THE LIFE AND INTEGRITY OF THE TANK. ALTERNATIVES CONSIDERED: LEAVE AS IS. ADDITIONAL OPERATING COST: NONE	1,000,000 - - - - - - - -	1,000,000 - - - - - - - -	W127
BELT FILTER PRESS	2027	BELT FILTER PRESS PIPING AND BUILDING DESCRIPTION: AS WTP PRODUCTION INCREASES, SLUDGE PRODUCTION WILL INCREASE. A BELT FILTER PRESS AND ASSOCIATED BUILDING AND PIPING WILL BE NECESSARY TO ACCOMMODATE THIS. IN CASE OF A FOREST FIRE IN THE WATERSHEDS, EVEN MORE SLUDGE WILL BE PRODUCED WHICH WILL OUT-PACE DRYING BED CAPACITY. ALTERNATIVES CONSIDERED: REMAIN AS IS AND RUN OUT OF DRYING BED CAPACITY. EXPAND DRYING BEDS. ADDITIONAL OPERATING COST: POWER AND MAINTENANCE.	4,000,000 - - - - - - - - - -	4,000,000 - - - - - - - - - -	W128
REPLACE #3606 3/4 TON	2027	REPLACE #3606 2/4 TON DESCRIPTION: REPLACE 3/4 TON PICKUP USED FOR METER DIVISION SERVICE. ALTERNATIVES CONSIDERED: LEASE OR RENT ADDITIONAL OPERATING COST: NONE	55,000 - - - - - - -	55,000 - - - - - - -	W130

Project Name	Year	Description	Amount	Total	Project #
REPLACE COMPACTOR BACKHOE	2027	REPLACE COMPACTOR BACKHOE	187,000	187,000	W131
		DESCRIPTION:	-		
		REPLACE COMPACTOR BACKHOE.	-		
		ALTERNATIVES CONSIDERED:	-		
		LEASE OR RENT	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		
REPLACE #3662 1 TON	2027	REPLACE #3662 1 TON	71,500	71,500	W132
		DESCRIPTION:	-		
		REPLACE 1 TON SERVICE TRUCK FOR WATER AND SEWER OPERATIONS.	-		
		ALTERNATIVES CONSIDERED:	-		
		LEASE OR RENT	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		
TRANS MAIN WTP TO NASH	2024	DESIGN OF TRANSMISSION MAIN WTP TO NASH	100,000	100,000	W133
		DESCRIPTION:	-		
		DESIGN THE REMAINING TRANSMISSION MAIN REDUNDANCY	-		
		FROM THE WTP TO THE SD TANK. APPROXIMATELY 2000' FROM	-		
		THE WTP TO NASH RD IS A SINGLE 30" CONCRETE WRAPPED STEEL	-		
		PIPE INSTALLED IN THE EARLY 1980'S. THIS IS ONLY PORTION NOT	-		
		INCLUDED IN PREVIOUS PHASES. SHOULD BE COMPLETED IN	-		
		CONJUNCTION WITH W101 PROJECT.	-		
		ALTERNATIVES CONSIDERED:	-		
		RISK BREAKING AND REDUCED FLOWS	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		

Project Name	Year	Description	Amount	Total	Project #
WATER MAINS W/ FOWLER CORRIDOR STREET	2023	WATER MAINS WITH FOWLER CORRIDOR STREET IMPROVEMENTS	900,000	900,000	WIF58
		DESCRIPTION:	-		
		CONSTRUCT WATER MAINS IN CONJUNCTION WITH FOWLER	-		
		CORRIDOR STREET IMPACT FEE PROJECT.	-		
		ALTERNATIVES CONSIDERED:	-		
		DO NOTHING.	-		
		ADVANTAGES OF APPROVAL:	-		
		IMPROVE ACCESS TO THE WATER SYSTEM AS WELL AS IMPROVE	-		
WESTERN TRANSMISSION	2026	WESTERN TRANSMISSION MAIN PH 1 - DESIGN	400,000	400,000	WIF59
		DESCRIPTION:	-		
		PROJECT IS IDENTIFIED AS THE NEXT PRIORITY IN THE	-		
		CITY'S WATER FACILITY MASTER PLAN.	-		
WHEELED EXCAVATOR	UNSCHEDULED	WHEELED EXCAVATOR	155,000	170,500	WWW1
		DESCRIPTION:	-		
		EXCAVATOR WILL ALLOW US TO DIG DOWN TO 20FT	-		
		CURRENTLY WE ARE LIMITED TO 12FT /SPLIT WITH WWOPS	-		
		ALTERNATIVES CONSIDERED	-		
		RENT OR LEASE	-		
		ADDITIONAL OPERATING COSTS	-		
		NONE	-		
		CHANGES FROM LAST CIP	15,500		
		PRICE INCREASE DUE TO CURRENT INFLATION	-		

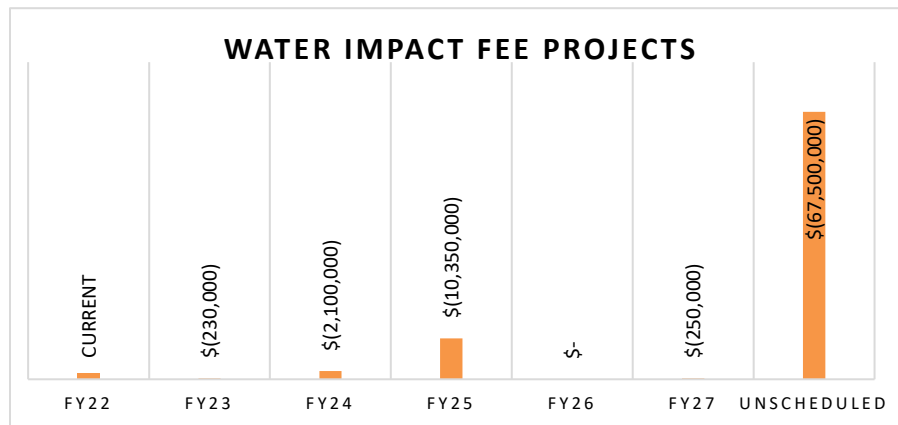
Water Impact Fee

WATER IMPACT FEE FUND FINANCIAL SUMMARY

Financial Summary	Current Year	Projected					Unscheduled
	FY22	FY23	FY24	FY25	FY26	FY27	
Projected Beginning Reserve Balance Dedicated to CIP	\$ 6,378,020	\$ 3,633,558	\$ 6,889,108	\$ 6,337,225	\$ 2,599,785	\$ 3,978,722	\$ -
Plus: Impact Fee Revenues Dedicated to CIP	\$ 2,024,806	\$ 2,085,550	\$ 2,148,117	\$ 2,212,560	\$ 2,278,937	\$ 2,347,305	\$ -
Plus: Loan for Well Field WIF32				\$ 5,000,000			
Plus: ARPA	\$ 2,000,000	\$ 2,000,000					
Less: FY21 Carry Forward	\$ (4,664,268)						
Less: Debt payments (WIF03 WIF 32, and WIF40)	\$ (600,000)	\$ (600,000)	\$ (600,000)	\$ (600,000)	\$ (900,000)	\$ (900,000)	
Less: Scheduled CIP Project Costs	\$ (1,505,000)	\$ (230,000)	\$ (2,100,000)	\$ (10,350,000)	\$ -	\$ (250,000)	\$ (67,500,000)
Projected Year-End Cash Dedicated to CIP	\$ 3,633,558	\$ 6,889,108	\$ 6,337,225	\$ 2,599,785	\$ 3,978,722	\$ 5,176,027	

Assumptions Made for Revenue Estimates

	Current Year	Projected				
	FY22	FY23	FY24	FY25	FY26	FY27
Estimated Annual Water Impact Fee Revenues	\$ 2,024,806	\$ 2,024,806	\$ 2,085,550	\$ 2,148,117	\$ 2,212,560	\$ 2,278,937
Estimated Annual Increase	0.0%	3%	3%	3%	3%	3%
Total Estimated Revenues	\$ 2,024,806	\$ 2,085,550	\$ 2,148,117	\$ 2,212,560	\$ 2,278,937	\$ 2,347,305
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	\$ 2,024,806	\$ 2,085,550	\$ 2,148,117	\$ 2,212,560	\$ 2,278,937	\$ 2,347,305



WATER IMPACT FEE FUND PROJECT SUMMARY

Current CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	FY2027	Unscheduled
WIF32	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	-	-	10,000,000	-	-	-
WIF33	GROUNDWATER WELL FIELD & TRANSMISSION DESIGN	-	1,500,000	-	-	-	-
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	-	-	-	-
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
WIF62	WTP EXPANSION - DESIGN	-	-	-	-	250,000	-
WIF63	WTP EXPANSION - CONSTRUCTION	-	-	-	-	-	25,000,000
WIF64	BUFFALO RUN WATER MAIN OVERSIZING	30,000	-	-	-	-	-
Fiscal Year Totals		230,000	2,100,000	10,350,000	-	250,000	67,500,000

Prior Year CIP Requests

Project #	Project Name	FY2023	FY2024	FY2025	FY2026	Unscheduled
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	-	-	-	-
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		8,300,000	350,000	-	-	42,500,000

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. Revenues have grown on average by 9.5% per year, over the past 5 years. For the CIP, we have estimated a 3% growth each year from FY23 to FY27.

CAPITAL PLAN SUMMARY

WIF32 Groundwater Well Field and Transmission Construction - Water right permitting and mitigation plan with include the purchase of mitigation water right, 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



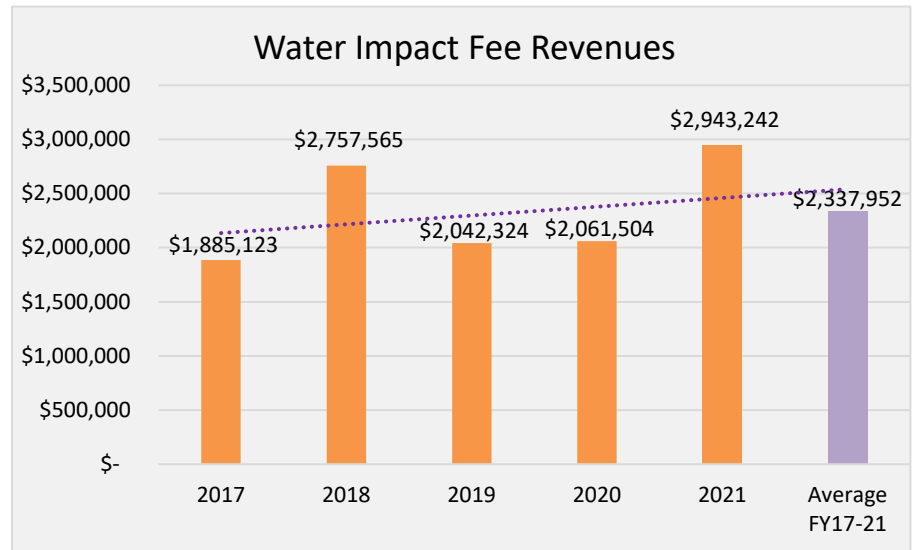
into the existing system. This is critical for meeting long-range water supply needs and enhancing overall water supply

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**.

FY23 projects include **WIF55** Billings Clinic Water Main Oversizing and **WIF64** Buffalo Run Water Main Oversizing. Both projects aim to encourage development their respective areas.

A significant amount of borrowing has been incurred for Projects **WIF03**, and **WIF40** 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.

This plan was presented to the Impact Fee Advisory Committee (IFAC) on October 29, 2021. IFAC recommended the approval of the plan as presented with the additional recommendation of an examination of compliance.



WATER IMPACT FEE FUND CAPITAL CARRY FORWARDS

Department/Division	Fund	CIP #	Project Name	FY21 CIP Budget	FY21 Spending	FY22 Carry Forward Amount	Budget coding	Expected Completion
WTP	610	WIF40	Sourdough Transm Ph2	4,320,000	-	4,320,000	610-4620-441.80-90	6/30/2022
PW/Engineering	610	WIF31	Groundwater Test Well	184,352	15,085	169,268	610-4620-441.50-50	Dec. 2021
PW/Engineering	610	WIF37	Sourdough Canyon Natural Storage - Planning & Desigr	25,000	-	25,000	610-4620-441.80-90	Jun. 2022
PW/Engineering	610	WIF47	Graf & 27 th Water Transmission Main Oversize project	150,000	-	150,000	610-4620-441.80-90	
PW/Engineering	610	WIF32	Groundwater Well Field and Transmission Construction	500,000	-	500,000	610-4620-441.80-90	Dec. 2024
PW/Engineering	610	WIF33	Groundwater Well Field and Transmission Main Planni	500,000	-	500,000	610-4620-441.80-90	Dec. 2023
610 Total						5,664,268		

Project Name	Year	Description	Amount	Total	Project #
GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTION	2025	GROUNDWATER WELL FIELD AND TRANSMISSION CONSTRUCTI	7,500,000	10,000,000	WIF32
		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.	-		
		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 COSTS:	-		
		DEBT SERVICE (IF ANY) TO CONSTRUCT, POWER COSTS,	-		
		SCADA MAINTENANCE, VAULT MAINTENANCE, INSTRUMENT	-		
		MAINTENANCE, PROGRAMMING LIBRARIES	-		
		CHANGES FROM LAST CIP:	2,500,000		
		MOVED FROM FY24 TO FY25 AND INCREASED PLANNED	-		
		EXPENSE.	-		

Project Name	Year	Description	Amount	Total	Project #
GROUNDWATER WELL FIELD & TRANSMISSION MAIN DESIGN	2024	GROUNDWATER WELL FIELD & TRANSMISSION MAIN DESIGN	1,500,000	1,500,000	WIF33
		DESCRIPTION:	-		
		DESIGN OF GROUNDWATER WELL FIELD TRANSMISSION MAIN	-		
		INCLUDING NECESSARY APPURTENANCES, INSTRUMENTATION	-		
		AND CONTROLS, AND DEQ APPROVALS. THIS IS NECESSARY	-		
		FOR CONSTRUCTION OF GROUNDWATER SUPPLY SOURCE,	-		
		BUT WILL REQUIRE DEQ CONSTRUCTION APPROVAL;	-		
		AMENDMENTS IF NEEDED TO OTHER DEQ DOCUMENTS SUCH	-		
		AS SOURCE WATER DELINEATION AND ASSESSMENT REPORT	-		
		AND SOURCE WATER PROTECTION PLAN. THIS PROJECT	-		
		UTILIZES THE HYDROGEOLOGIC MODEL DEVELOPED FOR THE	-		
		GROUNDWATER INVESTIGATION AND TEST WELL DATA.	-		
		ALTERNATIVES CONSIDERED:	-		
		DON'T DEVELOP A GW SUPPLY	-		
		ADVANTAGES OF APPROVAL:	-		
		PROVIDES BID PLANS AND COST ESTIMATES FOR CONSTRUCTION	-		
		AND OBTAINS DEQ APPROVALS NEEDED FOR CONSTRUCTION.	-		
		ADDITIONAL OPERATING COST:	-		
		NONE	-		
		CHANGES FROM LAST CIP:	-		
		MOVED TO FY24	-		

Project Name	Year	Description	Amount	Total	Project #
SOURDOUGH CANYON NATURAL STORAGE - PLANNING & DESIGN	2025	SOURDOUGH CANYON NATURAL STORAGE	150,000	150,000	WIF37
		PLANNING & DESIGN	-		
		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	-		
		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	-		
		ADDITIONAL OPERATING COSTS:	-		
		UNKNOWN	-		
		CHANGES FROM LAST CIP:	-		
		MOVED FROM FY24 TO FY25	-		

Project Name	Year	Description	Amount	Total	Project #
SOURDOUGH CANYON NATURAL STORAGE	UNSCHEDULED	SOURDOUGH CANYON NATURAL STORAGE 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	10,000,000 - - - - - - - - - - - -	10,000,000	WIF51
WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER	2024	WATER MAIN COTTONWOOD ROAD BETWEEN OAK TO BAXTER 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. CHANGES FROM LAST CIP: MOVED FROM FY23 TO FY24	400,000 - - - - - - -	400,000	WIF52
BILLINGS CLINIC WATER MAIN	2023	BILLINGS CLINIC WATER TRANSMISSION MAIN OVERSIZING DESCRIPTION: WATER 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.	200,000 - - - - - - - - -	200,000	WIF55

Project Name	Year	Description	Amount	Total	Project #
BLACKWOOD GROVES WATER MAIN	2024	BLACKWOOD GROVES WATER MAIN OVERSIZING DESCRIPTION: WATER 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. CHANGES FROM LAST CIP: MOVED FROM FY23 TO FY24	200,000 - - - - - - - - -	200,000	WIF56
NW CROSSING WATER MAIN	2025	NORTHWEST CROSSING WATER MAIN OVERSIZING DESCRIPTION: WATER 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. CHANGES FROM LAST CIP: MOVED FROM FY24 TO FY25	200,000 - - - - - - - - -	200,000	WIF57
WESTERN TRANSMISSION MAIN	UNSCHEDULED	WESTERN TRANSMISSION MAIN PH 1- CONSTRUCTION DESCRIPTION: PROJECT IS IDENTIFIED AS THE NEXT PRIORITY IN THE CITY'S WATER FACILITY MASTER PLAN.	24,000,000 - - -	24,000,000	WIF59
WEST SOURDOUGH RESERVOIR #1	UNSCHEDULED	WEST SOURDOUGH RESERVOIR #1 DESCRIPTION: PROJECT IS A PRIORITY IN THE CITY'S WATER FACILITY MASTER PLAN.	8,500,000 - - -	8,500,000	WIF60

Project Name	Year	Description	Amount	Total	Project #
WTP EXPANSION - DESIGN	2027	WTP EXPANSION - DESIGN DESCRIPTION: THE WTP WILL LIKELY REACH ITS 22 MGD CAPACITY IN THE NEXT 5-10 YEARS, DEPENDING ON POPULATION GROWTH. CURRENT MAX FLOW EXPERIENCED IS 50% CAPACITY. THE PLANT WAS BUILT FOR EASY EXPANSION TO 36 MGD. THIS WILL PROVIDE FOR AN UPDATED DESIGN FOR THE EXPANSION SINCE ORIGINAL DESIGN IN 2011. DESIGN WILL ALLOW FOR CONSTRUCTION OF EXPANSION IN 10 YEARS OR EARLIER, IF NEEDED. ALTERNATIVES CONSIDERED: HIT CAPACITY AND LIMIT WATER USE. ADDITIONAL OPERATING COST: NONE	250,000 - - - - - - - - - -	250,000	WIF62
WTP EXPANSION - CONSTRUCTION	UNSCHEDULED	WTP EXPANSION - CONSTRUCTION DESCRIPTION: CONSTRUCTION OF THE WTP EXPANSION TO 36 MGD. ALTERNATIVES CONSIDERED: HIT CAPACITY AND LIMIT WATER USE. ADDITIONAL OPERATING COST: POWER, CHEMICALS, AND MAINTENANCE.	25,000,000 - - - - -	25,000,000	WIF63
BUFFALO RUN WATER MAIN OVERSIZING	2023	BUFFALO RUN WATER MAIN OVERSIZING 30,000.00 DESCRIPTION: WATER MAIN OVERSIZING FOR DEVELOPMENT PROJECT. ALTERNATIVES CONSIDERED: DO NOTHING. DEVELOPMENT STALLS. ADVANTAGES OF APPROVAL: ENCOURAGES DEVELOPMENT AND ELIMINATES THE NEED FOR A PAYBACK DISTRICT. ADDITIONAL OPERATING COST: INCREMENTAL INCREASES IN OPERATING COST.	30,000 - - - - - - -	30,000	WIF64