CITY OF BOZEMAN

RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM

FISCAL YEARS 2027-2031

BOZEMAN MT

Revised from the December 2025 Recommended CIP Presentation

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CITY OF BOZEMAN, MONTANA
RECOMMENDED
CAPITAL IMPROVEMENT PLAN
FOR FISCAL YEARS 2027-2031

Presented during Public Meetings held
December 2025 and March 2026

CITY COMMISSION

Joey Morrison, Mayor
Douglas Fischer, Deputy Mayor
Emma Bode, Commissioner
Jennifer Madgic, Commissioner
Alison Sweeney, Commissioner

CITY STAFF

Chuck Winn, City Manager
Melissa Hodnett, Finance Director
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Jonathon O'Dougherty, Budget Analyst
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CIP SUMMARY

CIP Summary

One of the primary responsibilities of local government is to properly preserve, maintain, and improve a community's stock of buildings, streets, parks, water and sewer lines, and equipment. This CIP plan identifies infrastructure improvement projects in the next five years that will be critical for ensuring the City can effectively address its evolving needs and provide essential services to its residents.

The City continues to refine its CIP process as a means to enhance both financial planning and management decisions. Construction, repair, replacement, and additions that will cost over $25,000 were considered as departments developed lists of recommended projects. Population changes, land-use patterns, and operational impacts are all considered when assessing future demands and needs. The City also analyzes staffing resources required to complete the projects identified and considers both the financial impacts to utility rates and the funds available to pay for projects. A number of CIP projects were identified for funding in the 2027-2031 CIP. Many of the projects outlined in the CIP are complex, multi-year undertakings involving improvements to water, water reclamation, stormwater, and transportation infrastructure.

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 recommended 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.

Cost Estimate Class and Operating Impact Criteria

Cost estimates are evaluated based on the following definitions and criteria:

Estimate Class	Purpose	Project Definition Level Expressed as % of completion	Cost Estimate Range Typical variation in high & low range
Class 5	Concept or Feasibility	0% to 2%	+ 100% / -50%
Class 4	Preliminary Engineering	1% to 15%	+ 50% / -30%
Class 3	Semi-Detailed (30%-60% Design)	10% to 40%	+ 30% / -20%
Class 2	Detailed (60%-100% Design)	30% to 75%	+ 20% / -15%
Class 1	Final (100% Design/Bid Opening)	65% to 100%	+ 10% / -10%
N/A	Not Applicable		

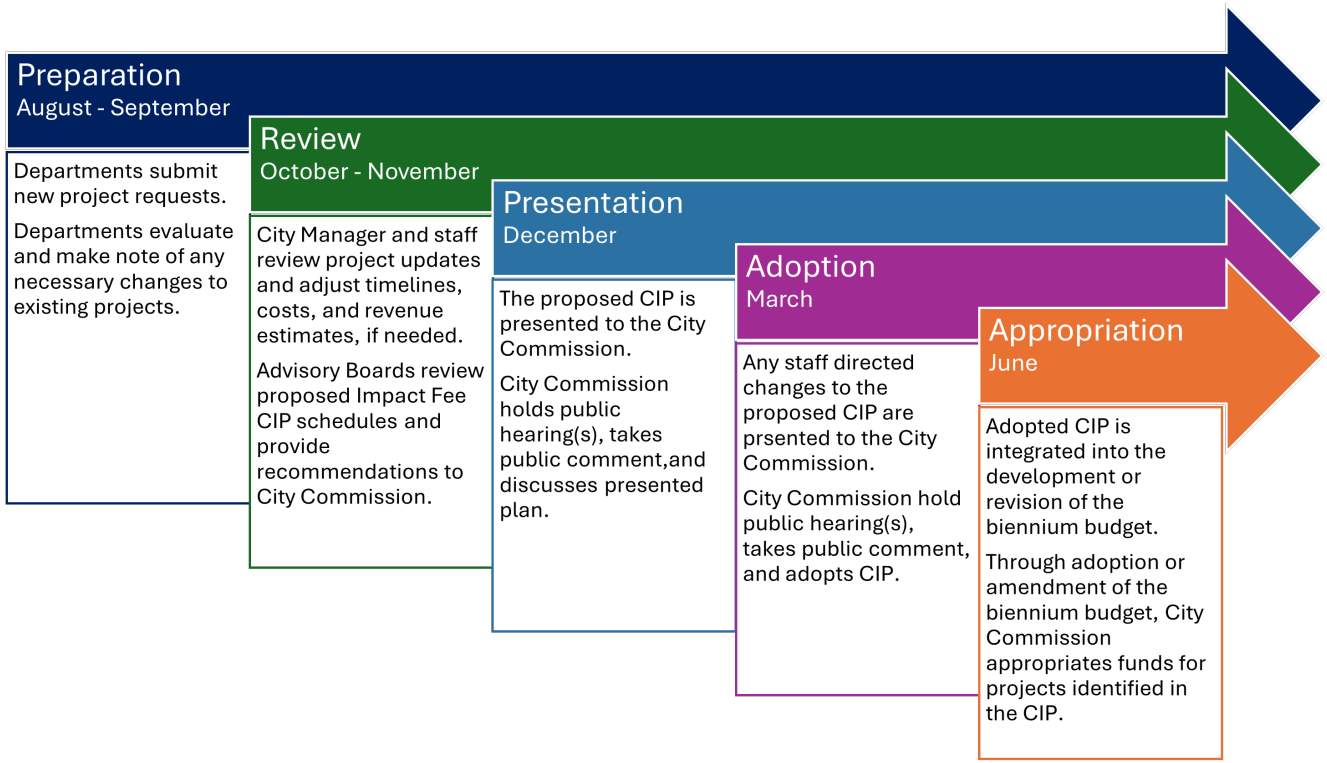
Estimated annual impact on operating costs to maintain the facilities are evaluated based on the following definitions and criteria:

Impact	Definition
Positive	The project will result in annual operating cost savings or generate additional revenue.
None	The project will not result in additional annual operating expenditures.
Negligible	The project will increase annual operating expenditures by less than $10k.
Minimal	The project will increase annual operating expenditures by more than $10k but less than $50k.
Moderate	The project will increase annual operating expenditures by more than $50k but less than $100k.
High	The project will increase annual operating expenditures by more than $100k.
Unknown	The impacts of the project are unknown at this time.

CIP Process

The CIP is prepared 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 5.07 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.

Work typically begins in August. Finance works in coordination with City departments and the City Manager's Office to revise the prior year CIP and recommend new projects that may have been identified through master planning or facilities planning over the past year. In December, the City Commission is presented with the five-year Capital Improvement Plan that then guides the budget development process for the following year. The process is completed when the Commission adopts a final budget with capital items approved, usually in the following June. The graphic below shows this in additional detail.



There are many considerations which guide project identification and prioritization from operational needs, to growth, to City Commission priorities. The following descriptions are the main areas considered in development of the CIP:

CITY COMMISSION STRATEGIC GOALS

The City Commission's five-year Strategic Plan has been the subject of numerous citizen engagement efforts and public meeting discussions. The Bozeman Strategic Plan identifies long-term goals of the community as detailed below and guides the capital improvement planning process.

(1) An Engaged Community

The City is fostering successful collaboration with other public agencies and building on our successes, which is being achieved through City-County Regional Planning. The ***Cattail Corridor and Anchor Route*** project is a great example of community collaboration and engagement. The City continues to strive toward ***a culture of civic engagement and public trust*** by using our adopted communication plan for the organization to expand community outreach and community engagement.

(2) An Innovative Economy

This plan supports ***retention and growth of both the traded and local business sectors*** in coordination with the ***Economic Vitality Strategy*** adopted by the City Commission in June 2023. The budget includes ***strategic investments in infrastructure*** as a mechanism to encourage economic development by serving our community with a transportation system, clean water, sewer access, and other infrastructure. Some examples that highlight this include ***Phases I and II of the Water Reclamation Facility (WRF) Base Hydraulic Capacity*** project, which will meet the City's wastewater treatment 20-year growth planning horizon as identified in the 2022 WRF Facility Plan Update.

(3) A Safe, Welcoming Community

Active recreation capital improvement projects are included throughout the General Fund Parks & Recreation Department and the Parks & Trails District Fund with the continued implementation of the ***Parks, Recreation, and Active Transportation (PRAT) Master Plan***. Additionally, many capital projects included in this plan ***enhance non-motorized transportation,*** including funding additional bike path improvements. All road infrastructure projects scheduled in the Street Impact Fee Fund will include investments in bike lanes.

(4) A Well-Planned City

The Capital Improvement Plan includes a new project, ***Fowler Community Housing*****,** which funds the engineering and architectural building design for approximately 60-78 permanently affordable, deed-restricted units on 5.5 acres along the planned Fowler Avenue corridor. The City performed a ***Facility Condition Assessment (FCA)*** in 2023 which identified recommended projects to improve or maintain the condition of City Facilities. Many projects from that assessment have been incorporated in this capital plan, including the ***Cemetery Shop Restoration***.

(5) A Creative Learning Culture

The ***Percent for Art program*** has been fully incorporated into the Capital Improvement Plan. The program provides a guaranteed funding mechanism for the acquisition of artwork for new public facilities and civic spaces. New to the capital plan is the ***Children's Area Remodel*** planned for the City's Public Library in partnership with Gallatin County and the Bozeman Library Friends and Foundation.

(6) A Sustainable Environment

The Sustainability Division budget includes funding to add ***solar panel arrays*** to City buildings and the addition of ***EV charging stations*** within City limits. We plan to continue to pursue federal grants to further energy and resilience projects such as energy storage, renewable energy, and electrification for City infrastructure. In addition, all City vehicles included in the CIP will explore hybrid or electric options where available. The ***Treatment Wetlands*** project aims to explore opportunities for the City to achieve water quality standards utilizing natural treatment methods for discharge to the East Gallatin River.

(7) A High-Performance Organization

As Bozeman continues to grow, refining our Capital Improvement Program (CIP) development process is crucial to becoming a more high-performing organization. By standardizing project prioritization, centralizing procurement of capital items like vehicles, and ensuring consistent evaluation criteria, we can more effectively allocate resources, streamline project timelines, and maximize cost-efficiency. ***Process improvements*** within CIP development allow us to better anticipate and respond to the community's needs while minimizing redundancies and improving coordination across departments. These enhancements not only strengthen our ability to deliver critical infrastructure projects but also reinforce our commitment to ***operational excellence and sustainable growth*** for the City of Bozeman.

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 usable set of regulations.

LONG-RANGE FACILITY PLANS AND MASTER PLANS

The City has a number of long-range (20-year) facility plans. These studies examine the condition and placement of existing facilities, area growth projections and patterns, regulatory changes, and possible funding mechanisms. The plans analyze various alternatives and include recommendations for implementation. Adopted plans include:

- 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
- Facilities Condition Assessment

Most of the City's long-range plans establish level of service (LOS) 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.

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. The City is currently conducting updated utility rate studies for Water, Wastewater, Stormwater, and Solid Waste services. Updated studies give us an indication of how and when utility rates must be increased to pay for the needed utility infrastructure improvements.

For General Fund (Administration, Recreation, Library, Police, and Fire) facilities the City does not have the ability to easily increase tax levels to increase funding. Voters must approve any tax levy increase, and state law establishes maximum debt service levels limiting the ability to finance key capital projects. However, 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.

The City has four City-wide special districts: Street Maintenance, Tree Maintenance (Forestry), Street Arterial & Collector District, and a Parks & Trails District. The districts are funded by special assessments which are charged to property owners based on the square footage of their lot. Special assessment amounts are determined each year in August or September, and are based on the Adopted Budget, typically adopted by City Commission between June and August.

The Street Maintenance District was created in 1990 and accounts for annual street maintenance like mill and overlay, curb repairs, and associated equipment. The Tree Maintenance or Forestry District was also created in 1990 and pays for the preservation and planting of trees in City right of way. In the summer of 2015, the City successfully created a city-wide 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 was developed first with consultants and has been furthered in Capital Improvement Plans and internal staffing plans ever since. A city-wide park and trail district is an effort to expand funding for new parks and for deferred maintenance of park assets.

CIP Funding

The program is designed and planned by fund. Within those funds, the method for funding each project is determined. Some funds have fees or taxes that are specific to capital improvement or maintenance. Debt financing may be proposed for some projects during the budget development process. Below are the sources of funds for each fund included in the CIP.

GOVERNMENTAL FUNDS	
Fund	**Source(s) of Revenue**
General Fund	Taxes and charges for services
Special Revenue Funds	
Community Development Fund	Property tax and charges for services
Building Inspection Fund	Charges for services
Fire Capital & Equipment Fund	Dedicated four mills, annually
Street Maintenance District	Assessments and gas tax
Street Impact Fee	Impact fee revenue
Arterial & Collector District	Assessments and gas tax
Forestry (Tree Maintenance)	Assessments
Parks & Trails District	Assessments
Story Mansion	Charges for services
Parkland Trust	Cash in lieu of parkland
Community Housing Fund	Property tax
Capital Construction Funds	
Shops Complex Construction	Transfers
Street Reconstruction	Assessments and Street Improvement Districts
Library Depreciation	Remaining budget from prior year

PROPRIETARY FUNDS	
Fund	**Source(s) of Revenue**
Enterprise Funds	
Parking	Charges for services and enforcement
Solid Waste	Charges for services
Landfill Post-Closure	Taxes and Transfers
Stormwater	Charges for services
Wastewater	Charges for services
Wastewater Impact Fee	Impact fee revenue
Water	Charges for services
Water Impact Fee	Impact fee revenue
Internal Service Funds	
Public Works Administration	Internal charges to other funds
Vehicle Maintenance	Internal charges to other funds

2027-2031 CIP Financial Summary by Fund

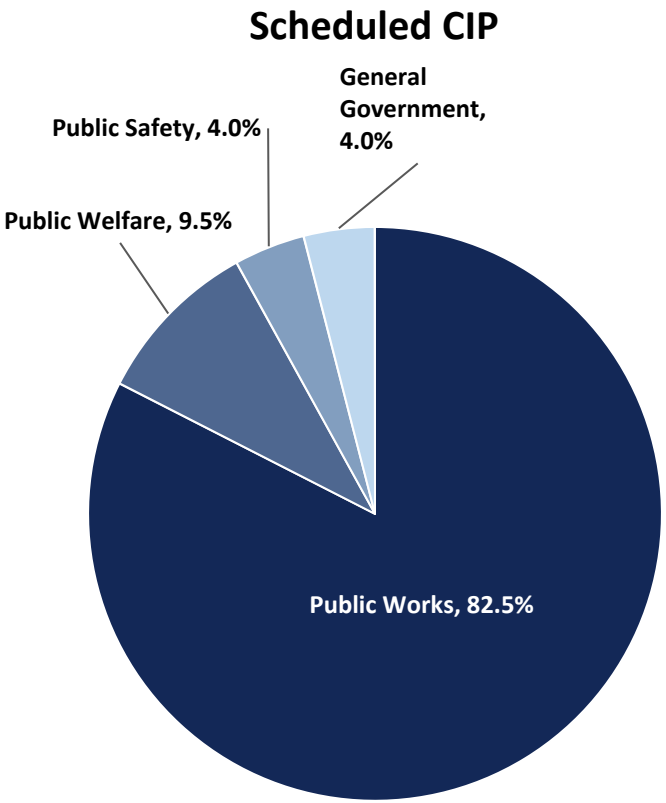
This five-year plan has $301.1 million in scheduled projects and $389.5 million in unscheduled projects. Unscheduled items are in need outside the five-year plan or remain unscheduled due to funding constraints or unresolved issues.

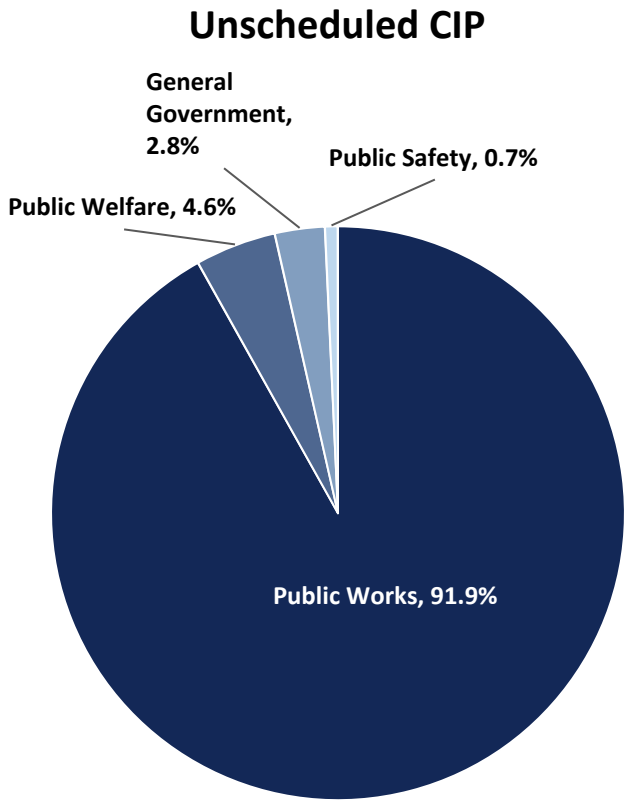
Fund	FY27	FY28	FY29	FY30	FY31	5-year Total	Unscheduled
General Fund							
General Fund	$ 11,321,300	$ 1,939,600	$ 2,780,800	$ 3,870,200	$ 5,537,300	$ 25,449,200	$ 11,613,800
Total General Fund	**$ 11,321,300**	**$ 1,939,600**	**$ 2,780,800**	**$ 3,870,200**	**$ 5,537,300**	**$ 25,449,200**	**$ 11,613,800**
Special Revenue Funds							
City Planning Fund	$ 500,000	$ —	$ —	$ —	$ —	$ 500,000	$ —
Building Inspection Fund	500,000	52,000	—	—	—	552,000	—
Fire Capital & Equipment	3,795,800	978,100	562,300	86,000	315,500	5,737,700	2,295,000
Street Maintenance	4,717,600	3,754,400	3,886,600	3,774,400	3,498,200	19,631,200	2,127,000
Street Impact Fee	5,515,500	3,509,600	3,250,000	1,768,000	8,800,000	22,843,100	27,391,000
Arterial & Collector District	3,982,900	8,012,600	4,758,700	500,000	500,000	17,754,200	18,215,300
Tree Maintenance	190,000	85,000	700,000	—	130,000	1,105,000	—
Parks & Trails District	4,975,600	1,332,400	3,148,400	1,587,300	1,763,400	12,807,100	9,608,000
Story Mansion	879,100	223,800	174,400	154,500	—	1,431,800	7,696,000
Park Land Trust	—	921,900	—	—	—	921,900	—
Community Housing	2,144,300	—	—	—	—	2,144,300	—
Total Special Revenue Funds	**$ 27,200,800**	**$ 18,869,800**	**$ 16,480,400**	**$ 7,870,200**	**$ 15,007,100**	**$ 85,428,300**	**$ 67,332,300**
Capital Construction Funds							
Shops Complex	$ —	$ —	$ —	$ —	$ —	$ —	$ 56,264,800
Street Reconstruction	—	—	—	—	—	—	7,244,500
Library Depreciation Fund	1,639,400	—	98,000	—	254,800	1,992,200	365,000
Total Capital Construction Funds	**$ 1,639,400**	**$ —**	**$ 98,000**	**$ —**	**$ 254,800**	**$ 1,992,200**	**$ 63,874,300**
Enterprise Funds							
Parking Fund	$ 250,000	$ 363,600	$ 103,900	$ 6,900	$ 45,900	$ 770,300	$ 2,939,500
Solid Waste	—	—	485,100	—	954,000	1,439,100	4,416,000
Landfill Closure Costs	—	761,000	300,000	—	—	1,061,000	—
Stormwater	492,500	984,200	636,900	675,500	801,400	3,590,500	650,000
Wastewater Fund	5,712,300	4,118,800	6,660,600	5,881,300	14,416,700	36,789,700	115,400,000
Wastewater Impact Fee	7,515,900	10,475,200	7,266,400	2,422,000	400,000	28,079,500	29,260,000
Water Fund	6,352,100	28,538,200	16,690,900	7,395,200	17,060,200	76,036,600	15,007,900
Water Impact Fee	1,985,700	13,647,500	5,765,000	16,800,000	510,000	38,708,200	78,630,000
Total Enterprise Funds	**$ 22,308,500**	**$ 58,888,500**	**$ 37,908,800**	**$ 33,180,900**	**$ 34,188,200**	**$ 186,474,900**	**$ 246,303,400**
Internal Service Funds							
Public Works Administration	$ 1,500,000	$ —	$ —	$ —	$ —	$ 1,500,000	$ —
Vehicle Maintenance	129,000	90,000	—	—	—	219,000	340,000
Total Internal Service Funds	**$ 1,629,000**	**$ 90,000**	**$ —**	**$ —**	**$ —**	**$ 1,719,000**	**$ 340,000**
Total All Funds	**$ 64,099,000**	**$ 79,787,900**	**$ 57,268,000**	**$ 44,921,300**	**$ 54,987,400**	**$ 301,063,600**	**$ 389,463,800**

2027-2031 CIP Financial Summary by Service Area

Fund	FY27	FY28	FY29	FY30	FY31	5-year Total	Unscheduled
General Government							
General Fund - City Commission	$ 250,000	$ —	$ —	$ 450,000	$ —	$ 700,000	$ —
General Fund - Facilities Management	425,100	416,300	761,000	498,700	4,259,200	6,360,300	10,994,300
General Fund - Finance	3,000,000	—	—	—	—	3,000,000	—
General Fund - Information Technology	65,000	65,000	595,000	95,000	70,000	890,000	—
General Fund - Neighborhood Services	—	66,200	—	—	—	66,200	—
City Planning Fund	500,000	—	—	—	—	500,000	—
Building Inspection Fund	500,000	52,000	—	—	—	552,000	—
Total General Government	**$ 4,740,100**	**$ 599,500**	**$ 1,356,000**	**$ 1,043,700**	**$ 4,329,200**	**$ 12,068,500**	**$ 10,994,300**
Public Safety							
General Fund - Police	$ 1,354,200	$ 856,200	$ 930,800	$ 1,982,500	$ 1,208,100	$ 6,331,800	$ 500,000
Fire Capital & Equipment	3,795,800	978,100	562,300	86,000	315,500	5,737,700	2,295,000
Total Public Safety	**$ 5,150,000**	**$ 1,834,300**	**$ 1,493,100**	**$ 2,068,500**	**$ 1,523,600**	**$ 12,069,500**	**$ 2,795,000**
Public Works							
Public Works Administration	$ 1,500,000	$ —	$ —	$ —	$ —	$ 1,500,000	$ —
Shops Complex	—	—	—	—	—	—	56,264,800
Solid Waste	—	—	485,100	—	954,000	1,439,100	4,416,000
Landfill Closure Costs	—	761,000	300,000	—	—	1,061,000	—
Stormwater	492,500	984,200	636,900	675,500	801,400	3,590,500	650,000
Street Maintenance	4,717,600	3,754,400	3,886,600	3,774,400	3,498,200	19,631,200	2,127,000
Street Impact Fee	5,515,500	3,509,600	3,250,000	1,768,000	8,800,000	22,843,100	27,391,000
Arterial & Collector District	3,982,900	8,012,600	4,758,700	500,000	500,000	17,754,200	18,215,300
Street Reconstruction	—	—	—	—	—	—	7,244,500
Vehicle Maintenance	129,000	90,000	—	—	—	219,000	340,000
Wastewater Fund	5,712,300	4,118,800	6,660,600	5,881,300	14,416,700	36,789,700	115,400,000
Wastewater Impact Fee	7,515,900	10,475,200	7,266,400	2,422,000	400,000	28,079,500	29,260,000
Water Fund	6,352,100	28,538,200	16,690,900	7,395,200	17,060,200	76,036,600	15,007,900
Water Impact Fee	1,985,700	13,647,500	5,765,000	16,800,000	510,000	38,708,200	78,630,000
Parking Fund	250,000	363,600	103,900	6,900	45,900	770,300	2,939,500
Total Public Works	**$ 38,153,500**	**$ 74,255,100**	**$ 49,804,100**	**$ 39,223,300**	**$ 46,986,400**	**$ 248,422,400**	**$ 357,886,000**
Public Welfare							
General Fund - Sustainability	$ 221,000	$ 230,000	$ 296,000	$ 334,000	$ —	$ 1,081,000	$ —
General Fund - Parks & Recreation	6,006,000	305,900	198,000	510,000	—	7,019,900	119,500
Tree Maintenance	190,000	85,000	700,000	—	130,000	1,105,000	—
Parks & Trails District	4,975,600	1,332,400	3,148,400	1,587,300	1,763,400	12,807,100	9,608,000
Story Mansion	879,100	223,800	174,400	154,500	—	1,431,800	7,696,000
Park Land Trust	—	921,900	—	—	—	921,900	—
Community Housing	2,144,300	—	—	—	—	2,144,300	—
Library Depreciation Fund	1,639,400	—	98,000	—	254,800	1,992,200	365,000
Total Public Welfare	**$ 16,055,400**	**$ 3,099,000**	**$ 4,614,800**	**$ 2,585,800**	**$ 2,148,200**	**$ 28,503,200**	**$ 17,788,500**
Total All Funds	**$ 64,099,000**	**$ 79,787,900**	**$ 57,268,000**	**$ 44,921,300**	**$ 54,987,400**	**$ 301,063,600**	**$ 389,463,800**

CIP FINANCIAL SUMMARY BY SERVICE AREA





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General Fund Summary

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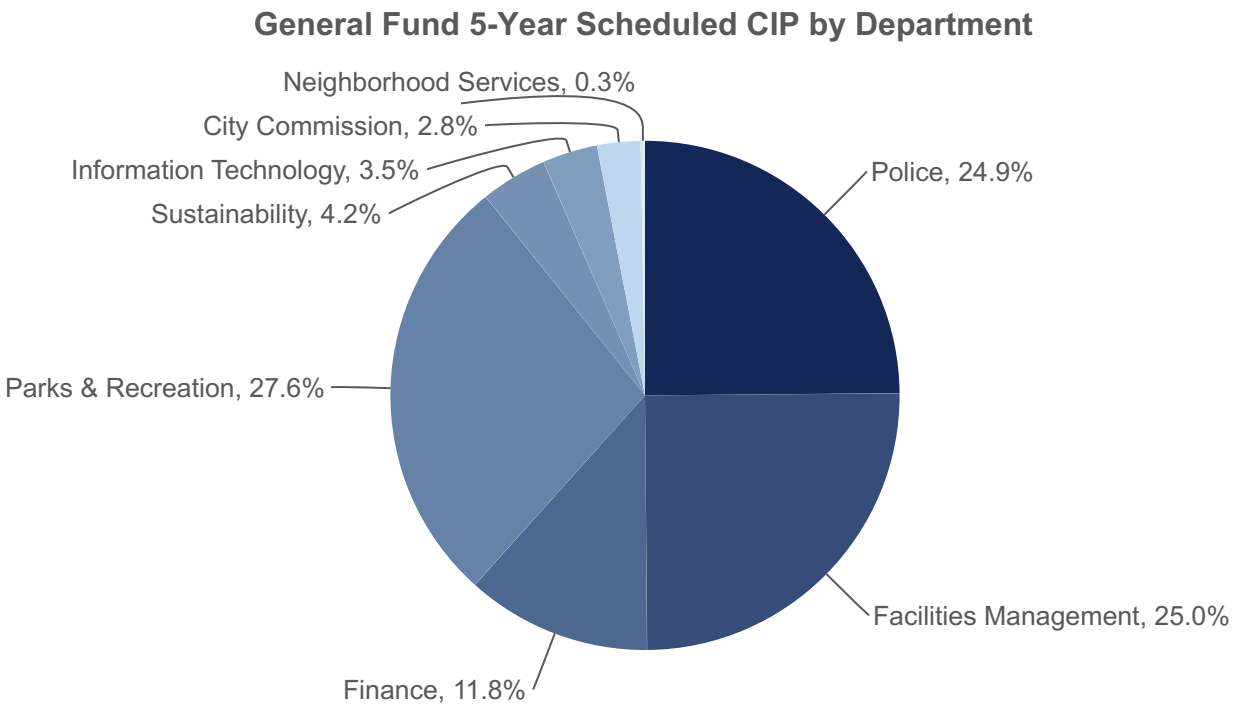
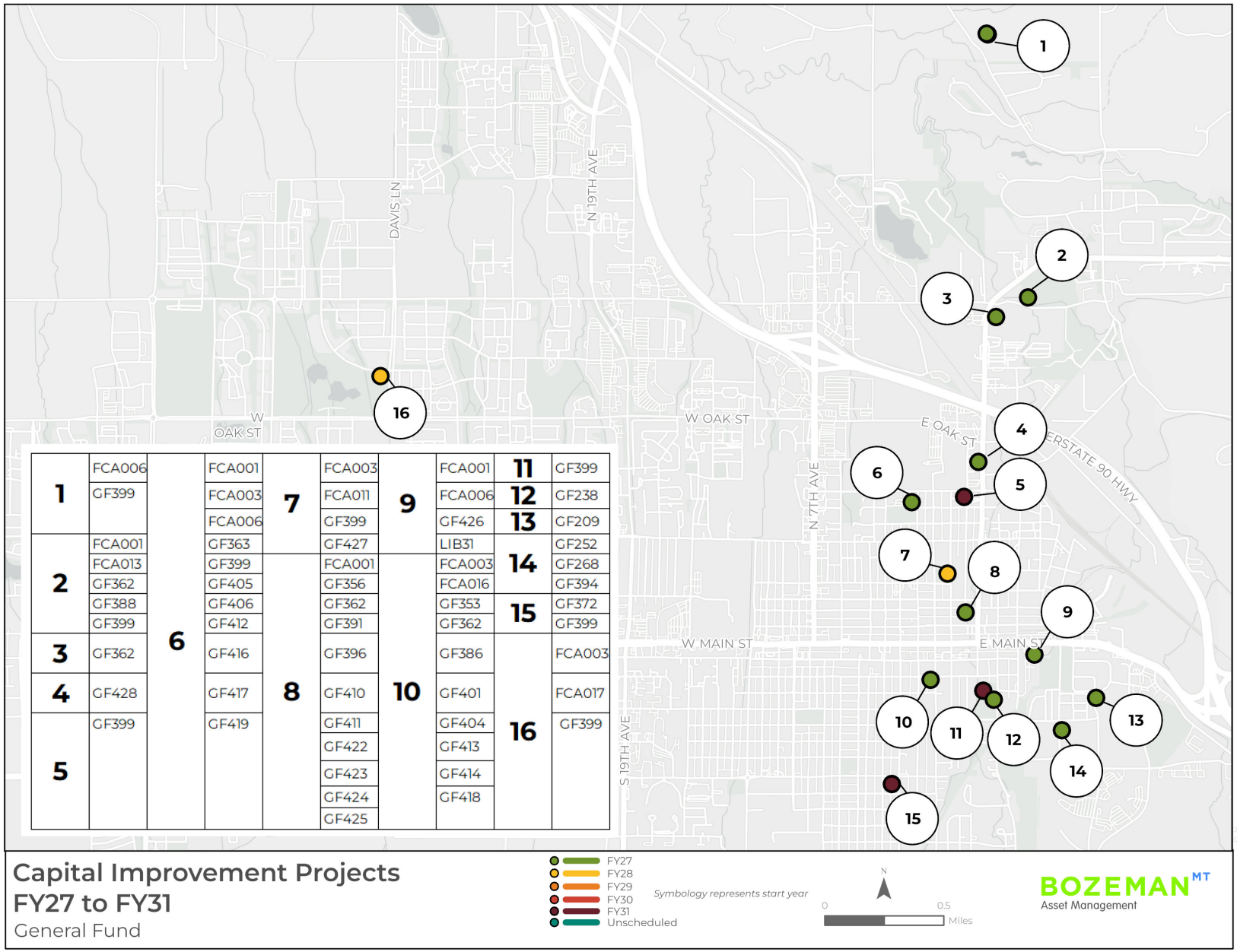
General Fund Scheduled Projects by Department

Service Area	Department	FY27	FY28	FY29	FY30	FY31	5-Year Total	Unscheduled
General Government	City Commission	$ 250,000	$ —	$ —	$ 450,000	$ —	$ 700,000	$ —
General Government	Facilities Management	425,100	416,300	761,000	498,700	4,259,200	6,360,300	10,994,300
General Government	Finance	3,000,000	—	—	—	—	3,000,000	—
General Government	Information Technology	65,000	65,000	595,000	95,000	70,000	890,000	—
General Government	Neighborhood Services	—	66,200	—	—	—	66,200	—
Public Safety	Police	1,354,200	856,200	930,800	1,982,500	1,208,100	6,331,800	500,000
Public Welfare	Parks & Recreation	6,006,000	305,900	198,000	510,000	—	7,019,900	119,500
Public Welfare	Sustainability	221,000	230,000	296,000	334,000	—	1,081,000	—
	General Fund Total	$ 11,321,300	$ 1,939,600	$ 2,780,800	$ 3,870,200	$ 5,537,300	$ 25,449,200	$ 11,613,800



Map of General Fund Infrastructure Projects



1	FCA006	6	FCA001	7	FCA003	9	FCA001	11	GF399
	GF399		FCA003		FCA011		FCA006	12	GF238
			FCA006		GF399		GF426	13	GF209
2	FCA001		GF363		GF427		LIB31	14	GF252
	FCA013		GF399	8	FCA001	10	FCA003		GF268
	GF362		GF405		GF356		FCA016		GF394
	GF388		GF406		GF362		GF353	15	GF372
	GF399		GF412		GF391		GF362		GF399
3	GF362		GF416		GF396		GF386	16	FCA003
4	GF428		GF417		GF410		GF401		FCA017
5	GF399		GF419		GF411		GF404		GF399
					GF422		GF413		
					GF423		GF414		
					GF424		GF418		
					GF425				

Capital Improvement Projects
FY27 to FY31
General Fund

FY27
FY28
FY29
FY30
FY31
Unscheduled

Symbology represents start year

N

0 0.5 Miles

BOZEMAN MT
Asset Management

PROJECT DETAILS BY SERVICE AREA & FUND/ DEPARTMENT

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GENERAL GOVERNMENT

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General Government - General Fund Departments

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Scheduled Projects for City Commission

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
30	GF356	Commission Technology Upgrade	$ 250,000	$ —	$ —	$ —	$ —	$ 250,000
31	GF381	Meeting Streaming Platform	—	—	—	450,000	—	450,000
		Total	$ 250,000	$ —	$ —	$ 450,000	$ —	$ 700,000

Unscheduled Projects for City Commission

No unscheduled projects.

Commission Technology Upgrade (GF356)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	City Commission	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 250,000
TOTAL SCHEDULED PROJECT COST	**$ 250,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Replacement of hardware in the Commission Room will allow for upgraded functionality during meetings in the room, including broadcasting, streaming, microphones, speakers, monitors, projector, etc. The annual maintenance cost is expected to be approximately $13,000.

CONSEQUENCES OF DELAYING PROJECT

Failure of any hardware component may render the room inoperable for public meetings. Because this is specialty equipment, replacement parts are not readily available if a unit fails due to age.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 250,000	$ —	$ —	$ —	$ —

Meeting Streaming Platform (GF381)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	City Commission	Software
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 450,000
TOTAL SCHEDULED PROJECT COST	**$ 450,000**

STRATEGIC PLAN

1. An Engaged Community

DESCRIPTION OF PROJECT

Streaming platform offerings have increased since the selection of our current provider. As technology continues to diversify and improve, updated options for streaming and recording may be an improved method of reaching our constituents. The current hardware facilitating the platform will be aging, and this project will require replacement to meet advancing requirements. $75,000 of this project will be hardware upgrades in FY30. Annual software costs are anticipated to be $75,000 in each year of FY30-FY35.

CONSEQUENCES OF DELAYING PROJECT

In FY30 our current technology will be 10 years old, which results in a risk of losing functionality for streaming and recording of our public meetings.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ 450,000	$ —

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Scheduled Projects for Facilities

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
35	GF396	City Hall Parking Lot Replacement	$ 110,500	$ —	$ —	$ —	$ —	$ 110,500
36	GF428	Public Safety Center Secured Parking Design	80,000	—	—	—	—	80,000
37	FCA016	Sanitary Piping Replacement	69,900	—	—	—	—	69,900
38	FCA001	Site Structural Engineering Review	66,900	—	—	—	—	66,900
39	GF391	City Hall Bathroom Renovation	65,000	—	—	—	—	65,000
40	GF383	Vehicle Replacement	32,800	—	—	—	—	32,800
41	FCA003	Site Door/Window Replacements/Repairs	—	254,300	—	—	—	254,300
42	GF401	Professional Building Restroom Renovations	—	125,000	—	—	—	125,000
43	GF404	Professional Building Carpet Replacement	—	37,000	—	—	—	37,000
44	GF405	Senior Center Lighting Replacement	—	—	485,000	—	—	485,000
45	GF406	Senior Center Electrical Upgrades	—	—	276,000	—	—	276,000
46	GF411	City Hall HVAC Controls Upgrade	—	—	—	360,000	—	360,000
47	FCA006	Site Electrical Equipment Replacements	—	—	—	85,700	—	85,700
48	GF410	City Hall Rooftop Unit Replacement	—	—	—	53,000	—	53,000
49	GF386	Stiff Professional Building HVAC Replacements	—	—	—	—	2,551,300	2,551,300
50	GF412	Senior Center Exterior Renovation	—	—	—	—	330,000	330,000
51	GF399	Security Camera Systems	—	—	—	—	330,000	330,000
52	GF413	Professional Building Electrical Replacements	—	—	—	—	316,000	316,000
53	GF414	Professional Building Generator Replacement	—	—	—	—	296,000	296,000
54	GF416	Senior Center Heating HVAC Replacements	—	—	—	—	174,000	174,000
55	GF417	Senior Center Fire Alarm Upgrade	—	—	—	—	110,200	110,200
56	GF418	Professional Building Ceiling Replacements	—	—	—	—	93,000	93,000
57	GF419	Senior Center Carpet Replacement	—	—	—	—	58,700	58,700
		Total	$ 425,100	$ 416,300	$ 761,000	$ 498,700	$ 4,259,200	$ 6,360,300

Unscheduled Projects for Facilities

Project Code	Project Name	Amount	Description
GF363	Senior Center Reimagining	$ 10,000,000	City Commission has identified an opportunity to explore ways to enhance the existing Senior Center facility. Project will investigate how the center could be reimagined to better serve the community.
GF425	City Hall Generator Replacement	404,100	Bozeman City Hall was constructed in 1980 as the Bozeman Public Library and converted to use as City Hall in 2008. An emergency electrical generator was installed to provide backup power for critical City IT servers as well as power to the offices and commission room. The generator was installed in 2008 with an estimated 20-year lifespan. This project is to replace the generator and transfer switch with a new, equivalent unit.
GF422	City Hall Glazing and Storefronts	348,000	Bozeman City Hall was constructed in 1980 as the Bozeman Public Library and converted to use as City Hall in 2008. Most of the building has original window glazing and storefronts from the 1980 construction which are beginning show failures at the glazing seals. This project is to replace all original window glazing and storefront entrances with new to reduce maintenance costs and increase energy efficiency.
GF423	City Hall Elevator Modernization	174,600	Bozeman City Hall was constructed in 1980 as the Bozeman Public Library and converted to use as City Hall in 2008. The building has a two-stop hydraulic elevator which is original to the building. As elevator equipment ages, the systems must be periodically modernized to ensure safe operability and integration with fire systems. This project is to undertake a modernization of the existing elevator to include new hydraulics, controls, and associated equipment.
GF424	City Hall Solar Modernization	67,600	Bozeman City Hall was constructed in 1980 as the Bozeman Public Library and converted to use as City Hall in 2008. In 2008, a photovoltaic solar system was installed to offset the building's electrical consumption. As solar panels age they become less efficient, while new solar panels can provide significantly greater output per square foot. This project is to replace the existing solar panels and inverters
	Total	**$ 10,994,300**	

City Hall Parking Lot Replacement (GF396)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 110,500
TOTAL SCHEDULED PROJECT COST	**$ 110,500**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The East and West parking lots at Bozeman City Hall are significantly degraded, requiring the asphalt to be replaced. Given current grading and drainage issues with the parking lots, it is recommended to tear out the existing asphalt, regrade the road bed, and install a new 4-inch asphalt surface.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance and operations costs, as well as the potential for injury to City Staff and the Public due to potholes and cracks.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 110,500	$ —	$ —	$ —	$ —

Public Safety Center Secured Parking Design (GF428)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 4	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 80,000
TOTAL SCHEDULED PROJECT COST	**$ 80,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

In July 2022, the City of Bozeman opened the Bozeman Public Safety Center to house the Bozeman Police Department, Bozeman Fire Station 1, Bozeman Municipal Courts, and the Bozeman City Attorney's prosecution division. The building was designed to be a secure facility due to the criminal justice information and staff located at the BPSC. Security features built into the design followed best practices recommended by law enforcement agencies which included: fenced and gated parking for sworn police officers, prosecutors and Municipal Court judges, security screening at the public entrance, electronic access control systems, vehicle barricades, ballistic paneling, and blue light emergency call stations near the parking lots.

Space in the existing secured parking lot is limited. This project will design approximately 30 parking stalls in a currently landscaped area previously planned for expansion of secured parking. Additional secured parking will address concerns of negative interactions with the public in the primary public and staff parking lots for municipal court clerks and other unsworn front line staff. This project is to design the new secured parking lot at the BPSC, conduct a feasibility analysis, and produce cost estimates for its future construction.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project will leave the security concerns of the Municipal Courts unaddressed but may be mitigated by additional support from the Bozeman Police Department and Court Security staff.

CHANGES FROM PRIOR CIP

Addition to the CIP to address staff safety concerns.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 80,000	$ —	$ —	$ —	$ —

Sanitary Piping Replacement (FCA016)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 69,900
TOTAL SCHEDULED PROJECT COST	**$ 69,900**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City performed a Facilities Condition Assessment (FCA) in 2023 which identified a number of capital improvement projects recommended to improve or maintain the condition of City facilities. Per FCA recommendations, current sanitary lines out of Professional Building are mixed sizes and prone to blockage. Lines have met their expected service life and require replacement.

CONSEQUENCES OF DELAYING PROJECT

Failure to complete this project could result in sewage back up into the building.

CHANGES FROM PRIOR CIP

None

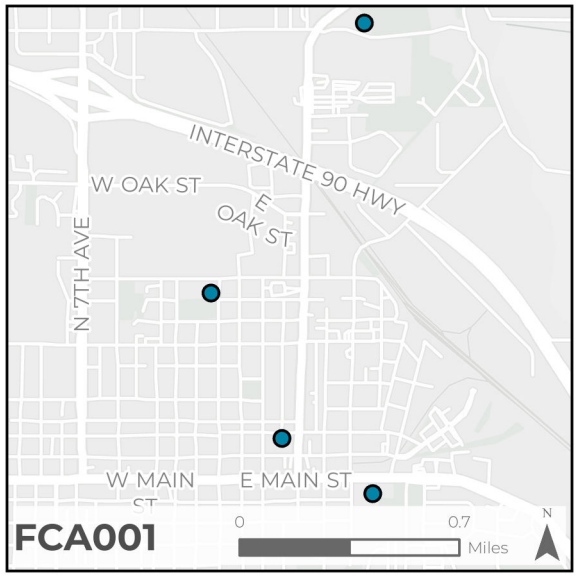
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 69,900	$ —	$ —	$ —	$ —

Site Structural Engineering Review (FCA001)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Master Plan/ Study

OPERATING IMPACT	COST ESTIMATE CLASS
Unknown	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 66,900
TOTAL SCHEDULED PROJECT COST	**$ 66,900**



STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Per Facility Condition Assessment (FCA) recommendations, structural concerns need to be evaluated by a structural engineer at the Library, Story Mill Community Center, City Hall, and Senior Center.

CONSEQUENCES OF DELAYING PROJECT

If structural review does not occur, the cost of future maintenance may increase. The highest priority building among the listed facilities is City Hall, which needs ongoing monitoring to assess observed cracking in brick work and concrete slabs.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 66,900	$ —	$ —	$ —	$ —

City Hall Bathroom Renovation (GF391)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 5

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 65,000
TOTAL SCHEDULED PROJECT COST	**$ 65,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project involves a renovation of the restrooms located on the first floor of Bozeman City Hall. The goal for this project will be to modernize facilities to ensure compliance with current accessibility standards, improve privacy, and repair outdated and ineffective fixtures. The project was not included as part of the scope of City Hall Renovations due to funding constraints, however it is recognized as a priority for the near term.

CONSEQUENCES OF DELAYING PROJECT

Delaying this renovation could include increased maintenance costs, accessibility non-compliance, and health and hygiene concerns.

CHANGES FROM PRIOR CIP

Cost increased by $5,000 to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 65,000	$ —	$ —	$ —	$ —

Vehicle Replacement (GF383)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 32,800
TOTAL SCHEDULED PROJECT COST	**$ 32,800**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Department vehicle (asset #4380) 2017 Toyota Prius is being driven by a Facilities Project Coordinator. The vehicle will be traded in and replaced with an all-wheel-drive passenger vehicle with higher ground clearance to better meet the needs of the Facilities Department. Replacement will allow the Project Coordinator to visit construction sites in all weather conditions and navigate rough terrain on construction sites. The replacement vehicle is planned to be Hybrid or Electric.

CONSEQUENCES OF DELAYING PROJECT

The value of 2017 Prius will begin depreciating at higher rate due to age of battery pack, reducing trade in value if project is delayed. The continued use of Prius will negatively impact Project Coordinator's ability to make construction site visits.

CHANGES FROM PRIOR CIP

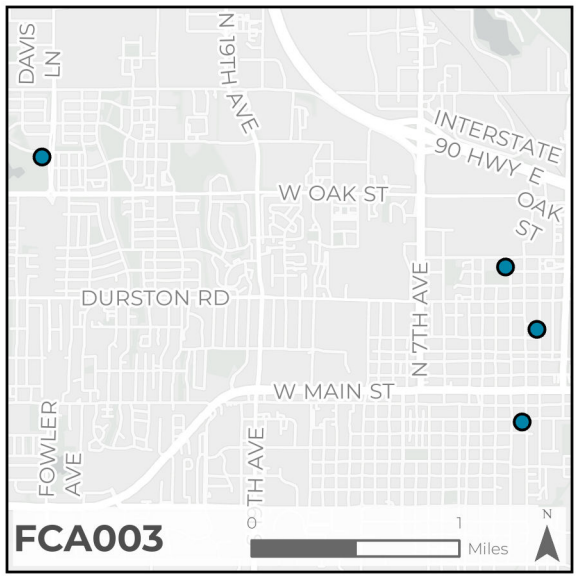
Moved from FY30 to FY27 to provide a suitable vehicle for the Project Coordinator.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 32,800	$ —	$ —	$ —	$ —

Site Door/Window Replacements/Repairs (FCA003)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary & Interfund Transfer	$ 254,300
TOTAL SCHEDULED PROJECT COST	**$ 254,300**



STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The City performed a Facility Condition Assessment (FCA) in 2023 which identified a number of capital improvement projects recommended to improve or maintain the condition of City facilities. The Facility Condition Assessment (FCA) recommends window and door replacements and repairs at the following facilities: Fire Station 3, Professional Building, Senior Center, and Beall Center. This project serves to address those recommendations.

CONSEQUENCES OF DELAYING PROJECT

Delay is likely to result in higher energy costs and safety concerns.

CHANGES FROM PRIOR CIP

Cost increase of $12,100 is due to our annual recalculation of estimated project costs based on updated construction pricing data available in our Facilities Condition Assessment (FCA) system.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 254,300	$ —	$ —	$ —

Professional Building Restroom Renovations (GF401)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 125,000
TOTAL SCHEDULED PROJECT COST	**$ 125,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Alfred Stiff Professional Building has eight restrooms for City Staff and the Public, six of which are in poor repair with aging finishes and fixtures. This project is to renovate the six restrooms to include new fixtures, wall and floor finishes, paint, and lighting.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in ongoing poor condition of staff facilities and increased maintenance costs as the restrooms continue to age.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 125,000	$ —	$ —	$ —

Professional Building Carpet Replacement (GF404)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Negligible	Class 2

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 37,000
TOTAL SCHEDULED PROJECT COST	**$ 37,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The Alfred Stiff Professional Building has undergone several renovations over the last decade, however several suites in the building have not been upgraded and suffer from aging interior finishes. This project is to replace carpeting in the Engineering offices and hallways.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued deterioration of the carpeting, reducing the quality of workspaces provided to City Staff.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 37,000	$ —	$ —	$ —

Senior Center Lighting Replacement (GF405)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 485,000
TOTAL SCHEDULED PROJECT COST	**$ 485,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. Much of the building still has its original lighting systems in place, utilizing fluorescent lighting. This project is to fully replace all existing area lighting, emergency lighting, and exit lighting with LED fixtures. This will reduce electrical consumption as well as ongoing maintenance needs.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued elevated utility expenses and increasing maintenance costs.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ 485,000	$ —	$ —

Senior Center Electrical Upgrades (GF406)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 276,000
TOTAL SCHEDULED PROJECT COST	**$ 276,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. Much of the building still has its original electrical systems from its 1979 construction, which is now approaching the end of its expected service life. This project is to replace a significant amount of the electrical distribution system, including receptacles, and installing new circuits where are extension cords and splitters are being used in place of permanent wiring.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance costs and increased risk of electrical faults or fires.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ 276,000	$ —	$ —

City Hall HVAC Controls Upgrade (GF411)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 360,000
TOTAL SCHEDULED PROJECT COST	**$ 360,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Bozeman City Hall was constructed in 1980 as the Bozeman Public Library and converted to use as City Hall in 2008. During the 2008 renovation, a Building Management System was installed to control the HVAC system. At that time LON was a commonly used protocol for building automation, but that has since been replaced by BACnet controls. This project is to update all existing HVAC equipment to BACnet control as support for LON systems is being discontinued.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased operations and maintenance costs, and the piecemeal upgrade of components as they fail.

CHANGES FROM PRIOR CIP

This project is a new addition to the Capital Improvement Plan. While it was originally evaluated as part of the 2025 City Hall Renovation, budget constraints resulted in pulling this out as a standalone project.

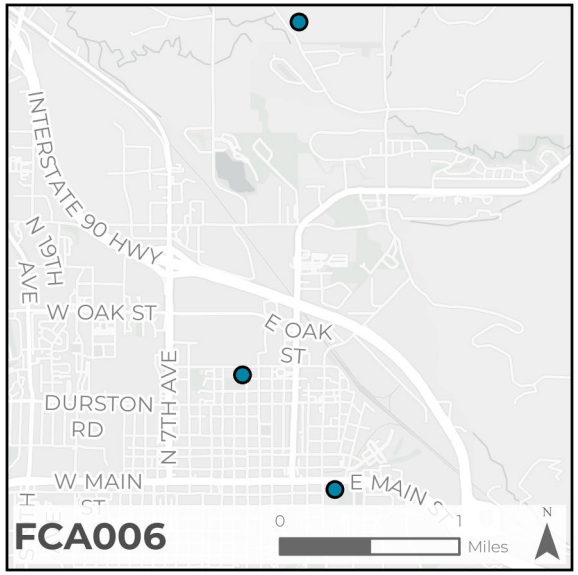
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ 360,000	$ —

Site Electrical Equipment Replacements (FCA006)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT	
Discretionary & Interfund Transfer	$	85,700
TOTAL SCHEDULED PROJECT COST	**$**	**85,700**



STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The City performed a Facilities Condition Assessment (FCA) in 2023 which identified a number of capital improvement projects recommended to improve or maintain the condition of City facilities. Per FCA recommendations, this project will replace aging electrical wiring and assemblies that are beyond life cycle or damaged at the Solid Waste Building, the Senior Center, and the Library.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in compromised maintenance abilities, including significant downtime in the event of a failure, in addition to modest safety concerns.

CHANGES FROM PRIOR CIP

Cost Increase of $4,100 to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ 85,700	$ —

City Hall Rooftop Unit Replacement (GF410)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 53,000
TOTAL SCHEDULED PROJECT COST	**$ 53,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

The two-ton rooftop HVAC unit installed at City Hall in 2009 has reached the end of its expected 15-year service life. Since its installation, R-22 refrigerant has been phased out, and future maintenance of this unit will soon be infeasible due to the lack of compatible refrigerant. Replacing the unit now aligns with its projected lifespan and prevents escalating maintenance costs or potential system failure. Timely replacement ensures continued operational efficiency, occupant comfort, and compliance with current HVAC standards.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance costs, and the potential for extended downtime as R-22 refrigerant becomes difficult to source.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ 53,000	$ —

Stiff Professional Building HVAC Replacements (GF386)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 2,551,300
TOTAL SCHEDULED PROJECT COST	**$ 2,551,300**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The HVAC system at the Stiff Professional Building, with components dating back to 1959 and 1974, is nearing the end of its service life. A 2023 Facility Condition Assessment (FCA) recommends replacement by FY30 to address inefficiency, high energy use, and declining reliability due to limited parts availability. Planned replacements include the Air Handling Unit, ductwork, air conditioning units, and HVAC controls. This project will improve occupant comfort, reduce energy consumption, and ensure system reliability for the long term.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace and upgrade the HVAC system will result in continued high operating costs, inadequate occupant comfort, and declining system reliability. Prolonged deferral increases the risk of system failure, which could render the building partially or fully inoperable.

CHANGES FROM PRIOR CIP

Moved from FY30 to FY31 to align with other projects at the Professional Building. Budget increased by $800,000 for temporary office rental and moving services while the building is without power and HVAC.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 2,551,300

Senior Center Exterior Renovation (GF412)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 330,000
TOTAL SCHEDULED PROJECT COST	**$ 330,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. The siding, windows, and doors on the original part of the building have exceeded their expected service life and require replacement. This project is to replace wood siding, trim, windows, and doors throughout the original sections of the building.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance and operations costs, as well as decreased visual appeal.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 330,000

Security Camera Systems (GF399)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 5	

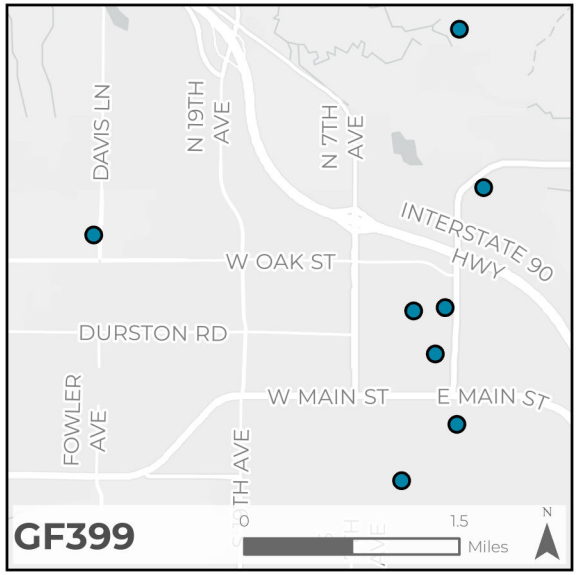
FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 330,000
TOTAL SCHEDULED PROJECT COST	**$ 330,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City operates security cameras at a number of facilities to improve site security. Currently, several buildings lack security cameras or have insufficient systems to cover the premises. The Bozeman Police Department is actively recommending increasing security camera coverage at City buildings. This project is to install security camera systems at Beall Center, Bogert Park, Solid Waste, Senior Center, Fire Station 3, Story Mansion, Story Mill Community Center, and the Vehicle Maintenance facility.



CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued lack of camera coverage, reducing our capacity to address safety concerns at City buildings.

CHANGES FROM PRIOR CIP

New addition to the CIP based on recommendations from the Bozeman Police Department.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 330,000

Professional Building Electrical Replacements (GF413)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 316,000
TOTAL SCHEDULED PROJECT COST	**$ 316,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Alfred Stiff Professional Building was constructed in 1959, overhauled in 1976, and has undergone several renovations over the last decade. Much of the building's electrical systems are original to the building and have exceeded their expected service life. This project is to replace electrical panels, outlets, and branch circuits.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance costs and decreased operational reliability. Additionally, delay out of phase with the HVAC replacement project will result in additional building closures and significantly increased project costs.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 316,000

Professional Building Generator Replacement (GF414)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 296,000
TOTAL SCHEDULED PROJECT COST	**$ 296,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The backup electrical generator at the Stiff Professional Building was installed in 2004 with an estimated service life of 20 years. This project is to replace the generator with a new unit of equivalent size. This generator provides backup power to IT servers located in the building that host critical city systems.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in decreased reliability of the emergency generator. This will increase the risk of critical servers going down in the event of a power failure.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 296,000

Senior Center Heating HVAC Replacements (GF416)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 174,000
TOTAL SCHEDULED PROJECT COST	**$ 174,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. Much of the building still has its original HVAC systems from its 1979 construction, which are now approaching the end of their expected service life. This project is to replace a significant amount of the heating distribution system, including piping, valves, circulation pumps, and terminal heaters. Additionally, this project will replace an R-22 HVAC condenser due to the phase-out of R-22.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance and operations costs, and the increased risk of HVAC system failure which would pose safety concerns.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 174,000

Senior Center Fire Alarm Upgrade (GF417)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	
FUNDING SOURCE(S)	**AMOUNT**	
Discretionary	$ 110,200	
	TOTAL SCHEDULED PROJECT COST	**$ 110,200**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. The Fire detection and alarm system was installed in 1997 and is reaching the end of its expected service life. As the system ages maintenance costs will increase as components become incompatible, and operational reliability will be reduced. This project is to fully replace the system, including the fire panel, smoke and heat detectors, and horns and strobes.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance costs and reduced operational reliability in an emergency, which would pose safety concerns.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 110,200

Professional Building Ceiling Replacements (GF418)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 93,000
TOTAL SCHEDULED PROJECT COST	**$ 93,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Alfred Stiff Professional Building has undergone several renovations over the last decade, however several suites in the building have not been upgraded and suffer from aging interior finishes. This project is to replace ceiling tiles and grid in the Engineering suite, basement, and stairwells.

CONSEQUENCES OF DELAYING PROJECT

This project is timed with the Professional Building HVAC replacements to efficiently replace aging ceilings and maintain consistent facility quality. Delaying this project will result in missed efficiency opportunities and declining aesthetic condition of office spaces.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 93,000

Senior Center Carpet Replacement (GF419)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Facilities Management	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 58,700
TOTAL SCHEDULED PROJECT COST	**$ 58,700**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Senior Center was constructed in 1979 and underwent an expansion in 1997. Much of the carpeting in the building has exceeded its expected lifespan and is showing significant wear. This project is to replace all aging carpeting in the building with new carpet tiles.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increasing wear to the flooring finishes, resulting in uneven flooring, posing safety concerns for the community members that visit the Senior Center.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ —	$ 58,700

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Scheduled Projects for Finance

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
60	GF277	Enterprise Data for Government Efficiency (EDGE)	$ 3,000,000	$ —	$ —	$ —	$ —	$ 3,000,000
		Total	$ 3,000,000	$ —	$ —	$ —	$ —	$ 3,000,000

Unscheduled Projects for Finance

No unscheduled projects.

Enterprise Data for Government Efficiency (EDGE) (GF277)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Finance	Software
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary & Interfund Transfer	$ 3,000,000
TOTAL SCHEDULED PROJECT COST	**$ 3,000,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

EDGE is a cross-functional initiative to modernize how the City manages, integrates, and uses enterprise data to improve operational efficiency, transparency, and service delivery for residents and staff. A central component of EDGE is the replacement of the City's Enterprise Resource Planning (ERP) system, the core business system that currently supports finance, budgeting, payroll, human resources, procurement, permitting, and utility billing. The current ERP was implemented approximately 25 years ago and no longer meets the City's operational, reporting, and cybersecurity needs.

Through EDGE, the City will implement modern enterprise systems that improve data management, streamline business processes, enhance reporting & analytics, and ensure compliance with state and local regulations. This capital cost represents consulting services necessary for successful system implementation, including project management, system configuration, data migration, and process redesign. Adequate funding for these services it critical to ensuring a smooth transition from the City's legacy systems and to minimize operational disruption as the new systems are implemented.

CONSEQUENCES OF DELAYING PROJECT

If the ERP replacement is delayed, the City will continue to rely on an aging system with limited functionality, increasing maintenance costs, and a growing risk of system failure. Staff will continue to rely on manual workarounds that are inefficient and prone to error, limiting our ability to provide timely and accurate financial and operational information. Delays also increase the risk of data security vulnerabilities and could impede the City's ability to comply with evolving state and federal requirements.

CHANGES FROM PRIOR CIP

Cost estimates have been updated based on recent procurement results and proposals from governmental agencies of similar size and complexity.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 3,000,000	$ —	$ —	$ —	$ —
City Planning Fund	$ —	$ 500,000	$ —	$ —	$ —	$ —
Building Inspection	$ —	$ 500,000	$ —	$ —	$ —	$ —
Public Works Administration	$ —	$ 1,500,000	$ —	$ —	$ —	$ —
Total	**$ —**	**$ 5,500,000**	**$ —**	**$ —**	**$ —**	**$ —**

Scheduled Projects for Information Technology

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
62	GF080	City-Wide Switches and Routers	$ 65,000	$ 65,000	$ 70,000	$ 70,000	$ 70,000	$ 340,000
63	GF265	Server Replacement	—	—	425,000	25,000	—	450,000
64	GF233	IT Vehicle Replacement	—	—	60,000	—	—	60,000
65	GF289	Server Farm Upgrade	—	—	40,000	—	—	40,000
		Total	$ 65,000	$ 65,000	$ 595,000	$ 95,000	$ 70,000	$ 890,000

Unscheduled Projects for Information Technology

No unscheduled projects.

City-Wide Switches and Routers (GF080)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Information Technology	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 340,000
TOTAL SCHEDULED PROJECT COST	**$ 340,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Switches and routers are two fundamental networking devices that are critical to the City's technology network by directing data traffic within and between networks. The City IT department replaces a number of switches and routers each year as they reach end of life.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace switches and routers could result in downtime and disruption of network connectivity to critical city systems and the Internet.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 60,000	$ 65,000	$ 65,000	$ 70,000	$ 70,000	$ 70,000

Server Replacement (GF265)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Information Technology	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 450,000
TOTAL SCHEDULED PROJECT COST	**$ 450,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Servers need to be replaced for a number of reasons, including aging hardware, performance limitations, security concerns, and the desire to leverage newer technology. The useful life for servers is 5-7 years, and the City tries to maintain servers for the full 7 years when possible. FY26 and FY29 include budget for larger server infrastructure that allows us to run hundreds of virtual servers on the same hardware.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace the hardware may result in security threats and loss of software support. Virtual servers which run on this equipment are no longer supported.

CHANGES FROM PRIOR CIP

Projected costs for this IT system have risen due to market and equipment price increases, escalating from $245,000 in FY29 to $425,000. This adjustment ensures sufficient funding to complete the project as planned.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 202,000	$ —	$ —	$ 425,000	$ 25,000	$ —

IT Vehicle Replacement (GF233)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Information Technology	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 60,000
TOTAL SCHEDULED PROJECT COST	**$ 60,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project accounts for the regular replacement of IT vehicles in accordance with the City Fleet Management Policy. These vehicles are needed to support the needs of the technology functions at the City's many buildings and sites.

CONSEQUENCES OF DELAYING PROJECT

If current vehicles are still running well and maintenance costs remain low, replacements may be delayed.

CHANGES FROM PRIOR CIP

The IT Department plans to replace its only pickup with a new vehicle. An all-electric Ford Lightning has been identified as a suitable replacement. Due to the higher cost of the electric model, the FY29 budget for this item has been increased from $43,000 to $60,000.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 37,500	$ —	$ —	$ 60,000	$ —	$ —

Server Farm Upgrade (GF289)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Information Technology	Other
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfer	$ 40,000
TOTAL SCHEDULED PROJECT COST	**$ 40,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project will upgrade the City's Virtual Machine software infrastructure to the latest versions to maintain compatibility with current applications and ensure ongoing security updates. The upgrade includes the SQL database cluster, which supports the operation of all City applications, ensuring reliable and secure system performance.

CONSEQUENCES OF DELAYING PROJECT

If the project is delayed, software will become obsolete and will no longer be supported by vendors such as Microsoft and VMware, which would create security risks and potential instability in City systems.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 35,000	$ —	$ —	$ 40,000	$ —	$ —

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Scheduled Projects for Neighborhood Services

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
68	GF382	Vehicle Replacement	$ —	$ 66,200	$ —	$ —	$ —	$ 66,200
		Total	$ —	$ 66,200	$ —	$ —	$ —	$ 66,200

Unscheduled Projects for Neighborhood Services

No unscheduled projects.

Vehicle Replacement (GF382)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Neighborhood Services	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 66,200
TOTAL SCHEDULED PROJECT COST	**$ 66,200**

STRATEGIC PLAN

6.3 Climate Action

DESCRIPTION OF PROJECT

This project provides for the replacement of the 2016 Toyota Prius (Asset #3958) with an all-wheel drive or four-wheel drive electric vehicle. The current vehicle's limited ground clearance and poor performance in challenging weather and site conditions restrict its ability to access inspection locations. Upgrading to a more capable electric vehicle will ensure reliable year-round access and support the operational needs of staff.

CONSEQUENCES OF DELAYING PROJECT

Delay would require the extended use of a vehicle that lack capacity, safety features, and the reliability needed for effective departmental operations.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 60,000	$ —	$ 66,200	$ —	$ —	$ —

Community Development - Planning

Scheduled Projects for Planning Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
71	GF277	Enterprise Data for Government Efficiency (EDGE)	$ 500,000	$ —	$ —	$ —	$ —	$ 500,000
		Total	$ 500,000	$ —	$ —	$ —	$ —	$ 500,000

Unscheduled Projects for Planning Fund

No unscheduled projects.

Enterprise Data for Government Efficiency (EDGE) (GF277)

FUND	DEPARTMENT	PROJECT TYPE
City Planning Fund	Planning	Software
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	N/A	

FUNDING SOURCE(S)	AMOUNT
Permit Fees	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

EDGE is a cross-functional initiative to modernize how the City manages, integrates, and uses enterprise data to improve operational efficiency, transparency, and service delivery for residents and staff. A central component of EDGE is the replacement of the City's Enterprise Resource Planning (ERP) system, the core business system that currently supports finance, budgeting, payroll, human resources, procurement, permitting, and utility billing. The current ERP was implemented approximately 25 years ago and no longer meets the City's operational, reporting, and cybersecurity needs.

Through EDGE, the City will implement modern enterprise systems that improve data management, streamline business processes, enhance reporting & analytics, and ensure compliance with state and local regulations. This capital cost represents consulting services necessary for successful system implementation, including project management, system configuration, data migration, and process redesign. Adequate funding for these services it critical to ensuring a smooth transition from the City's legacy systems and to minimize operational disruption as the new systems are implemented.

CONSEQUENCES OF DELAYING PROJECT

If the ERP replacement is delayed, the City will continue to rely on an aging system with limited functionality, increasing maintenance costs, and a growing risk of system failure. Staff will continue to rely on manual workarounds that are inefficient and prone to error, limiting our ability to provide timely and accurate financial and operational information. Delays also increase the risk of data security vulnerabilities and could impede the City's ability to comply with evolving state and federal requirements.

CHANGES FROM PRIOR CIP

Cost estimates have been updated based on recent procurement results and proposals from governmental agencies of similar size and complexity.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
City Planning Fund	$ —	$ 500,000	$ —	$ —	$ —	$ —
General Fund	$ —	$ 3,000,000	$ —	$ —	$ —	$ —
Building Inspection	$ —	$ 500,000	$ —	$ —	$ —	$ —
Public Works Administration	$ —	$ 1,500,000	$ —	$ —	$ —	$ —
Total	**$ —**	**$ 5,500,000**	**$ —**	**$ —**	**$ —**	**$ —**

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Community Development - Building Inspection

Scheduled Projects for Building Inspection Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
75	GF277	Enterprise Data for Government Efficiency (EDGE)	$ 500,000	$ —	$ —	$ —	$ —	$ 500,000
76	BI09	Building Inspection Vehicle Replacement	—	52,000	—	—	—	52,000
		Total	$ 500,000	$ 52,000	$ —	$ —	$ —	$ 552,000

Unscheduled Projects for Building Inspection Fund

No unscheduled projects.

Enterprise Data for Government Efficiency (EDGE) (GF277)

FUND	DEPARTMENT	PROJECT TYPE
Building Inspection Fund	Building Inspection	Software
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	N/A	

FUNDING SOURCE(S)	AMOUNT
Permit Fees	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

EDGE is a cross-functional initiative to modernize how the City manages, integrates, and uses enterprise data to improve operational efficiency, transparency, and service delivery for residents and staff. A central component of EDGE is the replacement of the City's Enterprise Resource Planning (ERP) system, the core business system that currently supports finance, budgeting, payroll, human resources, procurement, permitting, and utility billing. The current ERP was implemented approximately 25 years ago and no longer meets the City's operational, reporting, and cybersecurity needs.

Through EDGE, the City will implement modern enterprise systems that improve data management, streamline business processes, enhance reporting & analytics, and ensure compliance with state and local regulations. This capital cost represents consulting services necessary for successful system implementation, including project management, system configuration, data migration, and process redesign. Adequate funding for these services it critical to ensuring a smooth transition from the City's legacy systems and to minimize operational disruption as the new systems are implemented.

CONSEQUENCES OF DELAYING PROJECT

If the ERP replacement is delayed, the City will continue to rely on an aging system with limited functionality, increasing maintenance costs, and a growing risk of system failure. Staff will continue to rely on manual workarounds that are inefficient and prone to error, limiting our ability to provide timely and accurate financial and operational information. Delays also increase the risk of data security vulnerabilities and could impede the City's ability to comply with evolving state and federal requirements.

CHANGES FROM PRIOR CIP

Cost estimates have been updated based on recent procurement results and proposals from governmental agencies of similar size and complexity.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Building Inspection Fund	$ —	$ 500,000	$ —	$ —	$ —	$ —
City Planning Fund	$ —	$ 500,000	$ —	$ —	$ —	$ —
General Fund	$ —	$ 3,000,000	$ —	$ —	$ —	$ —
Public Works Administration	$ —	$ 1,500,000	$ —	$ —	$ —	$ —
Total	**$ —**	**$ 5,500,000**	**$ —**	**$ —**	**$ —**	**$ —**

Building Inspection Vehicle Replacement (BI09)

FUND	DEPARTMENT	PROJECT TYPE
Building Inspection Fund	Building Inspection	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Permit Fees	$ 52,000
TOTAL SCHEDULED PROJECT COST	**$ 52,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project funds the purchase of a new vehicle in FY28 to replace the 2014 Jeep Patriot. The existing vehicle is valued at $4,000, and projected maintenance costs over the next two years would exceed 20% of its value. Replacing the vehicle at this time is the most cost-effective approach to maintain fleet reliability.

CONSEQUENCES OF DELAYING PROJECT

Postponing replacement of this unreliable vehicle may result in frequent failures, escalating maintenance costs, and operational disruptions.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Building Inspection Fund	$ —	$ —	$ 52,000	$ —	$ —	$ —

PUBLIC SAFETY

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General Fund

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Scheduled Projects for Police

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
82	GF166	Mobile/Portable Radio Replacements	$ 688,500	$ —	$ —	$ —	$ 300,000	$ 988,500
83	GF292	Mobile Data Equipment	258,000	—	—	—	—	258,000
84	GF053	Patrol Vehicle Replacements	253,100	526,400	273,700	1,245,400	293,000	2,591,600
85	GF052	Non-Patrol Car Replacements	70,000	115,000	70,000	200,000	78,000	533,000
86	GF316	Police Body Camera System	60,700	—	—	—	—	60,700
87	GF420	Public Safety Technology Modernization	23,900	214,800	537,100	537,100	537,100	1,850,000
88	GF293	Utility Vehicle Addition	—	—	50,000	—	—	50,000
		Total	$ 1,354,200	$ 856,200	$ 930,800	$ 1,982,500	$ 1,208,100	$ 6,331,800

Unscheduled Projects for Police

Project Code	Project Name	Amount	Description
GF385	Police Training Facility	$ 500,000	The training facility is envisioned to include buildings and outdoor areas with classrooms, scenario-based training spaces, and a firearms range.
	Total	**$ 500,000**	

Mobile/Portable Radio Replacements (GF166)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 988,500
TOTAL SCHEDULED PROJECT COST	**$ 988,500**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

The Bozeman Police Department uses portable radios as the primary tool for communications during their workday, including normal and emergency situations. Portable radios are essential for officer safety and for providing real time information as events happen and are one of the most important pieces of equipment used by officers. The expected service life of a portable radio is estimated to be approximately ten years. FY27 includes 84 radio replacements for all officers and staff equipped with radios. FY31 includes 35 mobile radio replacements for all equipped vehicles.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace portable radios when they reach end of life cycle will reduce the effectiveness of communication at the department and could result in officer safety issues.

CHANGES FROM PRIOR CIP

The upcoming radio purchase was consolidated into FY27 to align with the actual expected purchase timeline.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 688,500	$ —	$ —	$ —	$ 300,000

Mobile Data Equipment (GF292)

FUND	DEPARTMENT	PROJECT TYPE	
General Fund	Police	Equipment	
OPERATING IMPACT	**COST ESTIMATE CLASS**		
Negligible	N/A		
FUNDING SOURCE(S)			**AMOUNT**
Discretionary			$ 258,000
		TOTAL SCHEDULED PROJECT COST	**$ 258,000**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

The Mobile Data Terminal ("MDT") is a critical component in all patrol vehicles. This mobile computer mounted in the vehicle allows officers to see information about current calls for service, look up and retrieve critical data, enter call-related data, and print forms and citations. The police department currently has 36 MDTs which are replaced on a five-year schedule. This project includes replacement of existing MDTs and purchase of 15 additional units to support departmental needs for expanded staff and vehicle deployment.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace MDTs when they reach end of life cycle will reduce the effectiveness of the department and could result in officer safety issues.

CHANGES FROM PRIOR CIP

The FY27 budget for Mobile Data Terminals (MDTs) has been adjusted based on a new quote on the equipment, inclusive of additional staff and vehicles. Additional funds have also been included to cover the purchase and installation of MDT-specific mounting hardware inside patrol vehicles.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 258,000	$ —	$ —	$ —	$ —

Patrol Vehicle Replacements (GF053)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 2,591,600
TOTAL SCHEDULED PROJECT COST	**$ 2,591,600**

STRATEGIC PLAN

3. A Safe, Welcoming Community

DESCRIPTION OF PROJECT

This project replaces patrol vehicles on a five-year cycle to maintain a reliable and safe fleet for law enforcement operations. Upgrading to newer models improves fuel efficiency and incorporates the latest safety features. The planned replacement cycle supports operational readiness and extends the overall lifespan of the fleet.

CONSEQUENCES OF DELAYING PROJECT

Regular replacement reduces maintenance costs and minimizes downtime, enabling officers to respond quickly to emergencies. Failure to replace patrol vehicles on a regular schedule could result in significant safety issues.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy. This funding supports maintaining the City's five-year replacement schedule, ensuring a reliable, safe, and efficient fleet for law enforcement operations.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 324,500	$ 253,100	$ 526,400	$ 273,700	$ 1,245,400	$ 293,000

Non-Patrol Car Replacements (GF052)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 533,000
TOTAL SCHEDULED PROJECT COST	**$ 533,000**

STRATEGIC PLAN

3. A Safe, Welcoming Community

DESCRIPTION OF PROJECT

This project includes primarily detective and other civilian vehicle replacements, such as crash investigation. The majority of these vehicles are over ten years old and are driven on a daily basis. The replacement schedule allows the department to maintain a reliable fleet for emergency call outs and daily response. Vehicle type will be determined by best available vehicle type (hybrid/ electric) that fills the need of a public safety response.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace non-patrol vehicles on a regular schedule increases maintenance costs and could result in safety and reliability issues.

CHANGES FROM PRIOR CIP

An animal control vehicle originally scheduled for replacement in FY27 was purchased based on need in FY25 using budget savings. One vehicle in FY29 has been removed from this project code and added to GF293, the project code for new vehicles.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 35,000	$ 70,000	$ 115,000	$ 70,000	$ 200,000	$ 78,000

Police Body Camera System (GF316)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 60,700
TOTAL SCHEDULED PROJECT COST	**$ 60,700**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

Body worn cameras (BWC) have become a vital tool for the Bozeman Police Department in terms of both investigation and transparency. The City fully implemented the BWC system in 2022. This project represents the final year of costs associated with maintaining the current system, as the department anticipates transitioning to a new vendor in FY28. Future budget for BWCs is associated with project GF420 - Public Safety Technology Modernization.

CONSEQUENCES OF DELAYING PROJECT

BWC systems that fail and lack new technology result in issues with image quality, download capabilities, and digital evidence retention.

CHANGES FROM PRIOR CIP

The current BWC systems are nearing end of life in FY28. With the planned transition to a new vendor for BWC systems, future costs are detailed in project GF420 - Public Safety Technology Modernization.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 60,700	$ —	$ —	$ —	$ —

Public Safety Technology Modernization (GF420)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 1,850,000
TOTAL SCHEDULED PROJECT COST	**$ 1,850,000**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

This project consolidates the replacement of 95 police body-worn cameras (BWCs), 39 in-car cameras, and 84 tasers into a single effort to ensure seamless integration and data management. The project budget follows a subscription model that combines hardware, software licensing, cloud storage, support, and scheduled equipment replacements into a single annual cost. Modern law enforcement technology is increasingly interconnected to support efficiency, compatibility, and improved public safety outcomes. Bozeman Police and Parking Enforcement rely on BWCs as a vital tool for both investigation and transparency. The City fully implemented the BWC system in 2022 and anticipates replacing cameras every five years as technology advances. In-vehicle cameras are a critical component in all Police patrol vehicles which records both forward-facing activity and the passenger/prisoner transport area. These recordings serve as key evidence for prosecution and officer and public safety. The replacement of cameras aligns with the City's five-year vehicle replacement schedule and the expiration of current in-car camera warranties. Lastly, this project provides for a full replacement of Taser equipment, an essential tool for officers which requires periodic replacement. This includes ongoing officer training, digital evidence storage, and virtual reality training to ensure proper and effective use. Costs reflect an anticipated subscription pricing model on a 5-year contract which goes beyond the scope of this CIP, with a final payment scheduled in FY32. While budget authority would require the total costs be presented in the first year of the project, this CIP reflects the expected actual payment schedule.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace critical Police technology on schedule can significantly impact operations, safety, and evidence integrity. The current BWC system is nearing end of life in FY28, and outdated equipment can lead to degraded image quality, limited download capabilities, and problems with digital evidence retention. Similarly, if in-vehicle camera systems are not replaced at end of life, the department's overall effectiveness may be reduced and officer safety could be compromised. Delaying the replacement of current Taser equipment also poses safety risks, diminishes the reliability and effectiveness of the devices, and may prevent the City from obtaining manufacturer support or service once warranties expire.

CHANGES FROM PRIOR CIP

This project is new to the CIP as it expands the previously planned BWC replacements (GF316) to also include the modernization of tasers and in-car video systems under a single, integrated platform.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 23,900	$ 214,800	$ 537,100	$ 537,100	$ 537,100
Parking Fund	$ —	$ —	$ 3,100	$ 6,900	$ 6,900	$ 6,900
Total	**$ —**	**$ 23,900**	**$ 217,900**	**$ 544,000**	**$ 544,000**	**$ 544,000**

Utility Vehicle Addition (GF293)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Police	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**

STRATEGIC PLAN

3. A Safe, Welcoming Community

DESCRIPTION OF PROJECT

Adding a utility vehicle to the Police Department's fleet enhances response capabilities in difficult terrain, severe weather, and emergency situations where standard patrol cars are ineffective. It also supports transportation of specialized equipment and personnel for community events, search and rescue, and tactical operations.

CONSEQUENCES OF DELAYING PROJECT

Without a utility vehicle, the police department may face delayed response times in off-road or extreme weather conditions, potentially compromising public safety. Additionally, the lack of proper equipment transport limits the department's effectiveness in emergencies, search and rescue operations, and large-scale events.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ 50,000	$ —	$ —

Fire Capital & Equipment

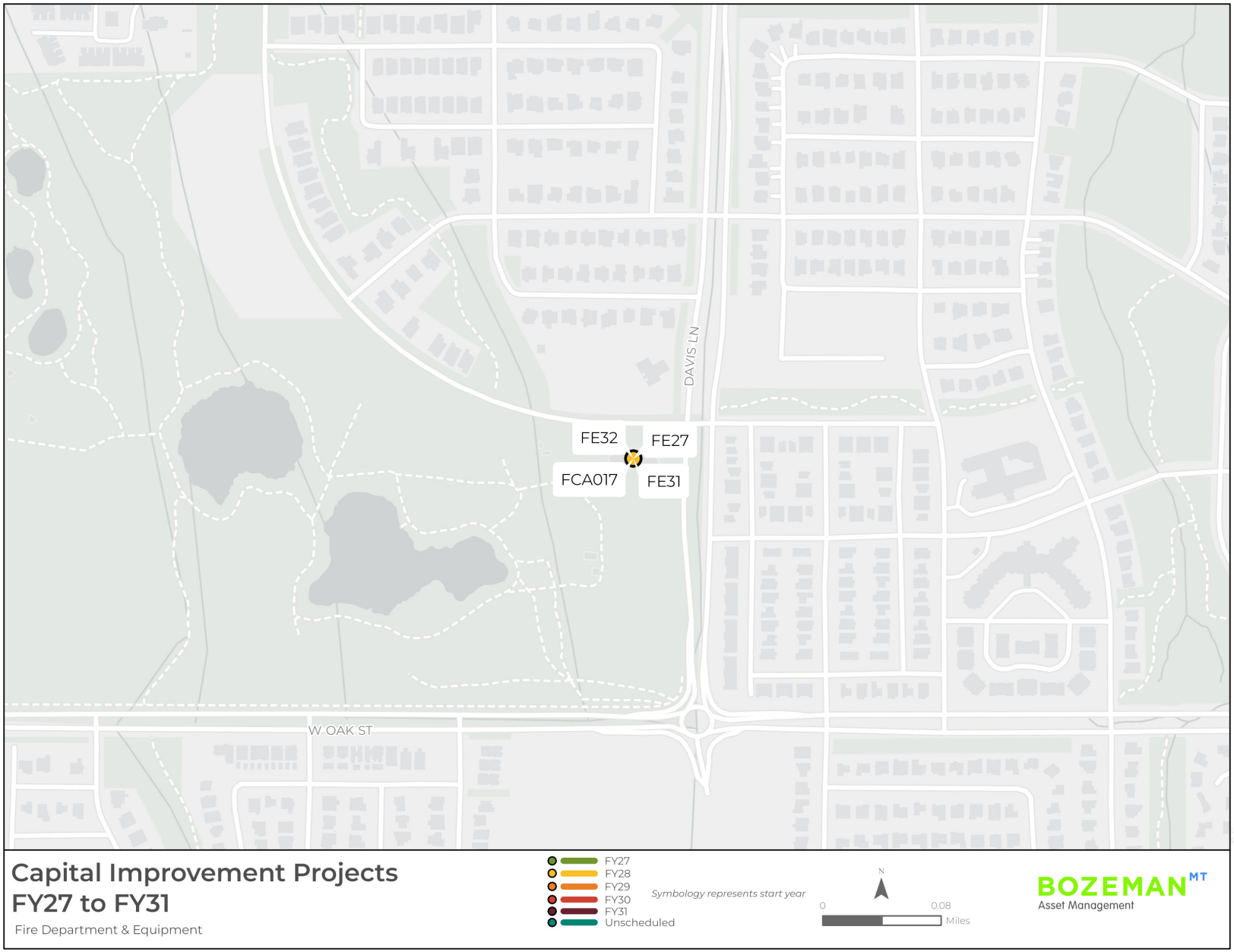
Scheduled Projects for Fire Capital & Equipment Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
93	FE20	Fire Engine Replacement	$ 2,200,000	$ —	$ —	$ —	$ —	$ 2,200,000
94	FE06	Radio Replacement Program	850,000	—	—	—	—	850,000
95	FE15	Cardiac Monitor Replacement	400,000	—	—	—	—	400,000
96	FE30	Incident Command Trailer	275,000	—	—	—	—	275,000
97	FE12	Personal Protective Equipment (PPE)	70,800	78,100	82,000	86,000	90,500	407,400
98	FE10	Self-Contained Breathing Apparatus (SCBA)	—	600,000	—	—	—	600,000
99	FE27	Station 3 Bay Doors	—	300,000	—	—	—	300,000
100	FE31	Fire Station 3 Generator Replacement	—	—	168,000	—	—	168,000
101	FE32	Fire Station 3 LED Upgrades	—	—	156,000	—	—	156,000
102	FCA017	New Roof Project Fire Station 3	—	—	96,300	—	—	96,300
103	FE18	Light Duty Vehicle Replacement	—	—	60,000	—	—	60,000
104	FE16	Extrication Tools	—	—	—	—	225,000	225,000
		Total	$ 3,795,800	$ 978,100	$ 562,300	$ 86,000	$ 315,500	$ 5,737,700

Unscheduled Projects for Fire Capital & Equipment Fund

Project Code	Project Name	Amount	Description
FE20	Fire Engine Replacement	$ 2,200,000	The City received two new fire engines in FY24. These units are custom-built to the Fire Department's specific operational and safety requirements, a process that typically requires a two-year production window even under normal market conditions. Given current supply-chain delays and extended manufacturing backlogs, the City will need to begin planning for replacement orders in FY32–FY33 to ensure delivery aligns with the expected end of service life in FY35–FY36.
FE25	Wildland Personal Protective Equipment (PPE)	95,000	This project funds the replacement of the Fire Department's Wildland personal protective equipment (PPE) originally purchased in 2018 through a FEMA Assistance to Firefighters Grant. The equipment will be reaching the end of its service life and will be scheduled for replacement in FY33 to ensure firefighters continue to have safe, reliable gear that meets current wildland firefighting standards. Funding for this purchase will be pursued through a grant.
	Total	**$ 2,295,000**	

Map of Fire Capital & Equipment Fund Infrastructure



Fire Engine Replacement (FE20)

FUND	DEPARTMENT	PROJECT TYPE	
Fire Capital & Equipment	Fire	Vehicle	
OPERATING IMPACT	**COST ESTIMATE CLASS**		
Positive	N/A		
FUNDING SOURCE(S)			**AMOUNT**
Grant(s) & Voted Mill			$ 2,200,000
		TOTAL SCHEDULED PROJECT COST	**$ 2,200,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

The existing 2013 ladder truck is approaching the end of its service life as a front-line apparatus and will transition to reserve status for an additional 12-15 years. This project funds the purchase of a new ladder truck, which will be housed at the new Fire Station 2 alongside the quick response vehicle (QRV) to help reduce wear and overall demand on the ladder apparatus. A FEMA Assistance to Firefighter grant will be pursued to support this purchase.

CONSEQUENCES OF DELAYING PROJECT

Maintenance cost and down time increase if the replacement is delayed, which could lead to a public safety issue. The current ladder truck has already experienced a significant recall, a major ladder repair, and a complete engine rebuild.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ 2,200,000	$ —	$ —	$ —	$ —

Radio Replacement Program (FE06)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 850,000
TOTAL SCHEDULED PROJECT COST	**$ 850,000**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

This project funds the replacement of 70 mobile and portable radios originally purchased by the Fire Department in 2016 through a Motorola group purchasing contract. Radios have a recommended service life of ten years to maintain hardware reliability, software support, and overall operational readiness. This replacement project will ensure all Fire Department radios remain fully functional and compatible with communications systems, and will be coordinated with the Police Department's radio replacement schedule to maintain interoperability across public safety operations and to maximize cost efficiencies.

CONSEQUENCES OF DELAYING PROJECT

Reliable radios are essential to Fire Department operations and are used to communicate during critical events. Failing to replace radios on a regular schedule poses safety concerns for both our staff and the community.

CHANGES FROM PRIOR CIP

Pricing adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ 850,000	$ —	$ —	$ —	$ —

Cardiac Monitor Replacement (FE15)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 400,000
TOTAL SCHEDULED PROJECT COST	**$ 400,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

Cardiac monitors are used to provide lifesaving medical treatments to community members. The Fire Department has seven cardiac monitors that must be replaced every seven years to stay under a maintenance and service agreement with the vendor.

CONSEQUENCES OF DELAYING PROJECT

Failing to replace cardiac monitors on a regular schedule could result in members of our community not receiving necessary life-saving medical treatment.

CHANGES FROM PRIOR CIP

The cost of this project has been reduced by $100,000 as a result of estimates received during the CIP development process.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ 400,000	$ —	$ —	$ —	$ —

Incident Command Trailer (FE30)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 275,000
TOTAL SCHEDULED PROJECT COST	**$ 275,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

This project is for an Incident Command Trailer that would be shared by the Police Department and Fire Department when responding to an emergency.

CONSEQUENCES OF DELAYING PROJECT

The Fire department has relied on the Gallatin County Sheriff's Office to bring out the 6CV incident command vehicle that is reaching its end of life with no immediate plans for replacement. A delay in this project would continue to make City emergency responders reliant on the County's resource availability. This purchase would also support Police operations.

CHANGES FROM PRIOR CIP

The project was previously reported under code FE18 with the Light Duty vehicle replacement. It has been recognized as its own unique project.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ 275,000	$ —	$ —	$ —	$ —

Personal Protective Equipment (PPE) (FE12)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	N/A	

FUNDING SOURCE(S)	AMOUNT
Grant(s)	$ 407,400
TOTAL SCHEDULED PROJECT COST	**$ 407,400**

STRATEGIC PLAN

7.2 a) Be a "Best in Class" Employer

DESCRIPTION OF PROJECT

The National Fire Protection Association (NFPA) and manufacturer guidelines require that firefighter PPE, often referred to as turnout gear, be taken out of service and replaced after 10 years due to degradation of the protective fibers used in its construction. The Fire Department purchases gear on a rotating cycle so that a firefighter's primary gear is 0-5 years old and their backup gear is 6-10 years old.

CONSEQUENCES OF DELAYING PROJECT

PPE becomes inoperable at 10 years due to fiber breakdown. Failure to replace out of date PPE could result in hazardous conditions for firefighters.

CHANGES FROM PRIOR CIP

Pricing has been adjusted to estimate inflationary impacts since cost development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ 56,700	$ 70,800	$ 78,100	$ 82,000	$ 86,000	$ 90,500

Self-Contained Breathing Apparatus (SCBA) (FE10)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	N/A	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Voted Mill	$ 600,000
TOTAL SCHEDULED PROJECT COST	**$ 600,000**

STRATEGIC PLAN

7.2 a) Be a "Best in Class" Employer

DESCRIPTION OF PROJECT

Self-Contained Breathing Apparatus (SCBA) provide firefighters with respiratory protection in immediately-dangerous-to-life-or-health (IDLH) environments, as required by OSHA. The typical service life of an SCBA is 10-12 years. The Fire Department last purchased SCBAs in 2017, and they require annual maintenance by a licensed third party. This project funds the replacement of SCBAs that have reached the end of their expected service life, including frames, air bottles, facepieces, and regulators, ensuring that firefighters continue to have safe and reliable equipment for emergency operations.

CONSEQUENCES OF DELAYING PROJECT

Failing to replace SCBA equipment on a regular schedule could result in a risk to the life and health of firefighters.

CHANGES FROM PRIOR CIP

Pricing has been adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ 600,000	$ —	$ —	$ —

Station 3 Bay Doors (FE27)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	N/A

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

Bozeman Fire Station 3, located at the Public Safety Condo / 911 Dispatch Center, has bay doors that are approaching the end of their expected service life. The existing doors are experiencing frequent maintenance issues and operational downtime. By FY28, they will be 21 years old and in need of replacement or major repairs. This project funds the replacement of the bay doors with units consistent with those installed at other City fire stations, improving maintenance efficiency, operational reliability, and overall consistency across the fleet of fire station facilities.

CONSEQUENCES OF DELAYING PROJECT

If the existing doors remain in place, maintenance cost and downtime increase.

CHANGES FROM PRIOR CIP

This project was deferred one year to FY28 and price was adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ 300,000	$ —	$ —	$ —

Fire Station 3 Generator Replacement (FE31)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 4

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 168,000
TOTAL SCHEDULED PROJECT COST	**$ 168,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Bozeman Fire Station 3 is located at the Public Safety Condo / 911 Dispatch Center. The emergency generator is approaching the end of its expected service life and will need to be replaced to ensure its operational reliability. Gallatin County is responsible for administering this work, and the proposed cost represents the City's responsibility for 50% of the replacement cost.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in decreased reliability of the emergency generator. This will reduce the ability of 911 dispatch and Fire Station 3 to respond to emergencies in the event of power failure.

CHANGES FROM PRIOR CIP

New addition to the CIP based on the Facilities Condition Assessment (FCA).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ —	$ 168,000	$ —	$ —

Fire Station 3 LED Upgrades (FE32)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	
FUNDING SOURCE(S)	**AMOUNT**	
Voted Mill	$ 156,000	
	TOTAL SCHEDULED PROJECT COST	**$ 156,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Bozeman Fire Station 3 is located at the Public Safety Condo / 911 Dispatch Center. Constructed in 2009, the lighting installed throughout is comprised of fluorescent fixtures original to the building. This project is to replace all existing lighting with LED fixtures to reduce operating and maintenance costs. This is to include all overhead, emergency, and exit lighting.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued elevated utility expenses and increasing maintenance costs.

CHANGES FROM PRIOR CIP

New addition to the CIP based on the Facilities Condition Assessment (FCA).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ —	$ 156,000	$ —	$ —

New Roof Project Fire Station 3 (FCA017)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 96,300
TOTAL SCHEDULED PROJECT COST	**$ 96,300**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Bozeman Fire Station 3 is located at the Public Safety Condo / 911 Dispatch Center. The roof is approaching the end of its expected service life and will need to be replaced to ensure its operational reliability. Gallatin County is responsible for administering this work, and the proposed cost represents the City's responsibility for 50% of the replacement cost.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace the roof could result in water damage, mold, damage to belongings, and structural damage.

CHANGES FROM PRIOR CIP

The project cost was increased $1,400 to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ —	$ 96,300	$ —	$ —

Light Duty Vehicle Replacement (FE18)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 60,000
TOTAL SCHEDULED PROJECT COST	**$ 60,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

The Fire Department currently has three Ford Explorers which were purchased in 2016/2017. This project is for the replacement of one of those vehicles with a suitable replacement light duty vehicle. Replacement has been scheduled to align with the City's updated Fleet Management Policy.

CONSEQUENCES OF DELAYING PROJECT

Increased maintenance costs and downtime for the existing vehicle.

CHANGES FROM PRIOR CIP

Light duty replacement was moved from FY28 to FY29 to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ 50,000	$ —	$ —	$ 60,000	$ —	$ —

Extrication Tools (FE16)

FUND	DEPARTMENT	PROJECT TYPE
Fire Capital & Equipment	Fire	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Voted Mill	$ 225,000
TOTAL SCHEDULED PROJECT COST	**$ 225,000**

STRATEGIC PLAN

3.1 Public Safety

DESCRIPTION OF PROJECT

Extrication tools are essential for rescuing individuals trapped in motor vehicle accidents, heavy machinery incidents, building collapses, and other emergency situations. These tools have a recommended service life of 10 years and require annual maintenance, inspection, and servicing to ensure safe and reliable operation. The current extrication tools were purchased in FY21, and this project funds their planned replacement in FY31, in alignment with the Fire Department's equipment replacement schedule.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace extrication tools on a regular schedule could result in people not receiving necessary and timely extrication or rescue, posing public safety concerns.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Fire Capital & Equipment	$ —	$ —	$ —	$ —	$ —	$ 225,000

PUBLIC WORKS

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Public Works Administration

Scheduled Projects for Public Works Administration Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
109	GF277	Enterprise Data for Government Efficiency (EDGE)	$ 1,500,000	$ —	$ —	$ —	$ —	$ 1,500,000
		Total	$ 1,500,000	$ —	$ —	$ —	$ —	$ 1,500,000

Unscheduled Projects for Public Works Administration Fund

No unscheduled projects.

Enterprise Data for Government Efficiency (EDGE) (GF277)

FUND	DEPARTMENT	PROJECT TYPE
Public Works Administration	Public Service	Software
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfers	$ 1,500,000
TOTAL SCHEDULED PROJECT COST	**$ 1,500,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

EDGE is a cross-functional initiative to modernize how the City manages, integrates, and uses enterprise data to improve operational efficiency, transparency, and service delivery for residents and staff. A central component of EDGE is the replacement of the City's Enterprise Resource Planning (ERP) system, the core business system that currently supports finance, budgeting, payroll, human resources, procurement, permitting, and utility billing. The current ERP was implemented approximately 25 years ago and no longer meets the City's operational, reporting, and cybersecurity needs.

Through EDGE, the City will implement modern enterprise systems that improve data management, streamline business processes, enhance reporting & analytics, and ensure compliance with state and local regulations. This capital cost represents consulting services necessary for successful system implementation, including project management, system configuration, data migration, and process redesign. Adequate funding for these services it critical to ensuring a smooth transition from the City's legacy systems and to minimize operational disruption as the new systems are implemented.

CONSEQUENCES OF DELAYING PROJECT

If the ERP replacement is delayed, the City will continue to rely on an aging system with limited functionality, increasing maintenance costs, and a growing risk of system failure. Staff will continue to rely on manual workarounds that are inefficient and prone to error, limiting our ability to provide timely and accurate financial and operational information. Delays also increase the risk of data security vulnerabilities and could impede the City's ability to comply with evolving state and federal requirements.

CHANGES FROM PRIOR CIP

Cost estimates have been updated based on recent procurement results and proposals from governmental agencies of similar size and complexity.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Public Works Administration	$ —	$ 1,500,000	$ —	$ —	$ —	$ —
City Planning Fund	$ —	$ 500,000				
Building Inspection Fund	$ —	$ 500,000				
General Fund	$ —	$ 3,000,000				
Total	**$ —**	**$ 5,500,000**	**$ —**	**$ —**	**$ —**	**$ —**

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Shops Complex Construction

Scheduled Projects for Shops Complex Construction Fund

No scheduled projects.

Unscheduled Projects for Shops Complex Construction Fund

Project Code	Project Name	Amount	Description
SHOPS	Shops Complex	$ 56,264,800	The City is beginning conceptual design of a Public Works/Shops Complex that will meet current and future needs for Streets (including Signs and Signals), Vehicle Maintenance, Water, Wastewater, Stormwater, Water Conservation, Parks, Forestry, Facilities, Fire (training facility), and Parking (impound lot). Needs assessments conducted in 2020 and 2023 will inform the design, which may ultimately include multiple locations.
	Total	**$ 56,264,800**	

Solid Waste

Scheduled Projects for Solid Waste Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
116	SW75	Front Load Truck	$ —	$ —	$ 485,100	$ —	$ —	$ 485,100
117	SW76	Side Load Truck	—	—	—	—	477,000	477,000
118	SW77	Side Load Truck	—	—	—	—	477,000	477,000
		Total	$ —	$ —	$ 485,100	$ —	$ 954,000	$ 1,439,100

Unscheduled Projects for Solid Waste Fund

Project Code	Project Name	Amount	Description
SW68	Truck Wash/Paint Booth	$ 1,500,000	The 2020 Public Works Facilities Master Plan identified the need for a dedicated truck wash bay and paint booth. Currently, trucks are washed in the center of the indoor truck storage building, which creates issues such as overspray depositing debris on surrounding equipment and safety concerns that require personnel to remain clear of the wash area. Commercial dumpsters are also repainted outdoors, making the process highly dependent on weather conditions. A dedicated truck wash and paint facility would provide proper ventilation, lighting, and a controlled workspace, allowing year-round operations, improving efficiency, and enhancing safety. This project has been unscheduled to limit impacts on utility rates.
SW67	Heated Vehicle Storage	850,000	The 2020 Public Works Facilities Master Plan identifies the need to expand the heated vehicle storage building. This facility provides overnight parking for collection equipment, ensuring efficient startup and timely completion of routes. The planned expansion is necessary to accommodate the Division's growth and the associated increase in equipment. This project has been unscheduled to limit impacts on utility rates.
SW64	Side Load Truck	477,000	This item is for the replacement of Solid Waste Truck #4647. City Fleet Management Policy allows side load replacement at six years or 7,000 hours. Replacement of fleet will allow the Solid Waste Division to continue providing effective side-loading tote collection services to customers with reduced downtime and operational cost of repair. This purchase is expected to occur in FY32 as replacement of a truck put into service in FY25.

Project Code	Project Name	Amount	Description
SW74	Side Load Truck	$ 477,000	This item is for the replacement of Solid Waste Truck #4682. City Fleet Management Policy allows side load replacement at six years or 7,000 hours. Replacement of fleet will allow the Solid Waste Division to continue providing effective side-loading tote collection services to customers with reduced downtime and operational cost of repair. This purchase is expected to occur in FY32 as replacement of a truck put into service in FY25.
SW82	Side Load Truck	477,000	This project anticipates the future acquisition of a side-loading solid waste collection truck to accommodate anticipated growth in the City's customer base. The project will become scheduled when customer growth reaches a level that necessitates the addition of a new collection route. Planning for this vehicle now ensures that the department can respond efficiently to future service demands, maintain timely collection, and support operational continuity as the community expands.
SW66	Wash Building	400,000	The Solid Waste Division is currently headquartered at the former City of Bozeman landfill site, located at 2143 Story Mill Rd. The 2020 Public Works Facility Master Plan identified the need for a dedicated container wash building. Currently, tote washing and storage occur within the main equipment storage area, occupying approximately one-third of the available space. Building a separate tote wash building would improve operational efficiency and postpone the need for additional truck storage. This item has been unscheduled in order to minimize impacts on rates.
SW81	Tote/Dumpster Wash Truck	235,000	This item would be used to wash residential garbage, recycling, and organic totes. It will also provide the ability to wash front-load dumpsters. The Isuzu diesel chassis (25,950 GVWR) has a wash system mounted on the flatbed, 500-gallon water tank and 500-gallon wastewater tank. The Solid Waste Department seeks long-term efficiencies in light of ongoing rate study results, and this item is anticipated to reduce operating costs spent on annual contractor service for this type of work. This project has been moved to unscheduled to allow prioritization of other projects.
	Total	**$ 4,416,000**	

Front Load Truck (SW75)

FUND	DEPARTMENT	PROJECT TYPE
Solid Waste	Solid Waste Collection	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 485,100
TOTAL SCHEDULED PROJECT COST	**$ 485,100**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item is for the replacement of Solid Waste Commercial Truck #4369. City Fleet Management Policy allows front load replacement at eight years or 10,000 hours. Replacement of fleet will allow the Solid Waste Division to continue providing effective front-loading dumpster collection services to commercial and multi-family customers with reduced downtime and operational cost of repair.

CONSEQUENCES OF DELAYING PROJECT

Delay would lead to increased operating cost for vehicle maintenance to keep existing equipment in service and increased service disruption caused by inevitable downtime.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Solid Waste	$ —	$ —	$ —	$ 485,100	$ —	$ —

Side Load Truck (SW76)

FUND	DEPARTMENT	PROJECT TYPE
Solid Waste	Solid Waste Collection	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 477,000
TOTAL SCHEDULED PROJECT COST	**$ 477,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item is for the replacement of Solid Waste Truck #4681. City Fleet Management Policy allows side load replacement at six years or 7,000 hours. Replacement of fleet will allow the Solid Waste Division to continue providing effective side-loading tote collection services to customers with reduced downtime and operational cost of repair.

CONSEQUENCES OF DELAYING PROJECT

Delay would lead to increased operating cost for vehicle maintenance to keep existing equipment in service and increased service disruption caused by inevitable downtime.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Solid Waste	$ —	$ —	$ —	$ —	$ —	$ 477,000

Side Load Truck (SW77)

FUND	DEPARTMENT	PROJECT TYPE
Solid Waste	Solid Waste Collection	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 477,000
TOTAL SCHEDULED PROJECT COST	**$ 477,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item is for the replacement of Solid Waste Truck #4681. City Fleet Management Policy allows side load replacement at six years or 7,000 hours. Replacement of fleet will allow the Solid Waste Division to continue providing effective side-loading tote collection services to customers with reduced downtime and operational cost of repair.

CONSEQUENCES OF DELAYING PROJECT

Delay would lead to increased operating cost for vehicle maintenance to keep existing equipment in service and increased service disruption caused by inevitable downtime.

CHANGES FROM PRIOR CIP

Moved from unscheduled for anticipated replacement in FY31.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Solid Waste	$ —	$ —	$ —	$ —	$ —	$ 477,000

Landfill Post-Closure

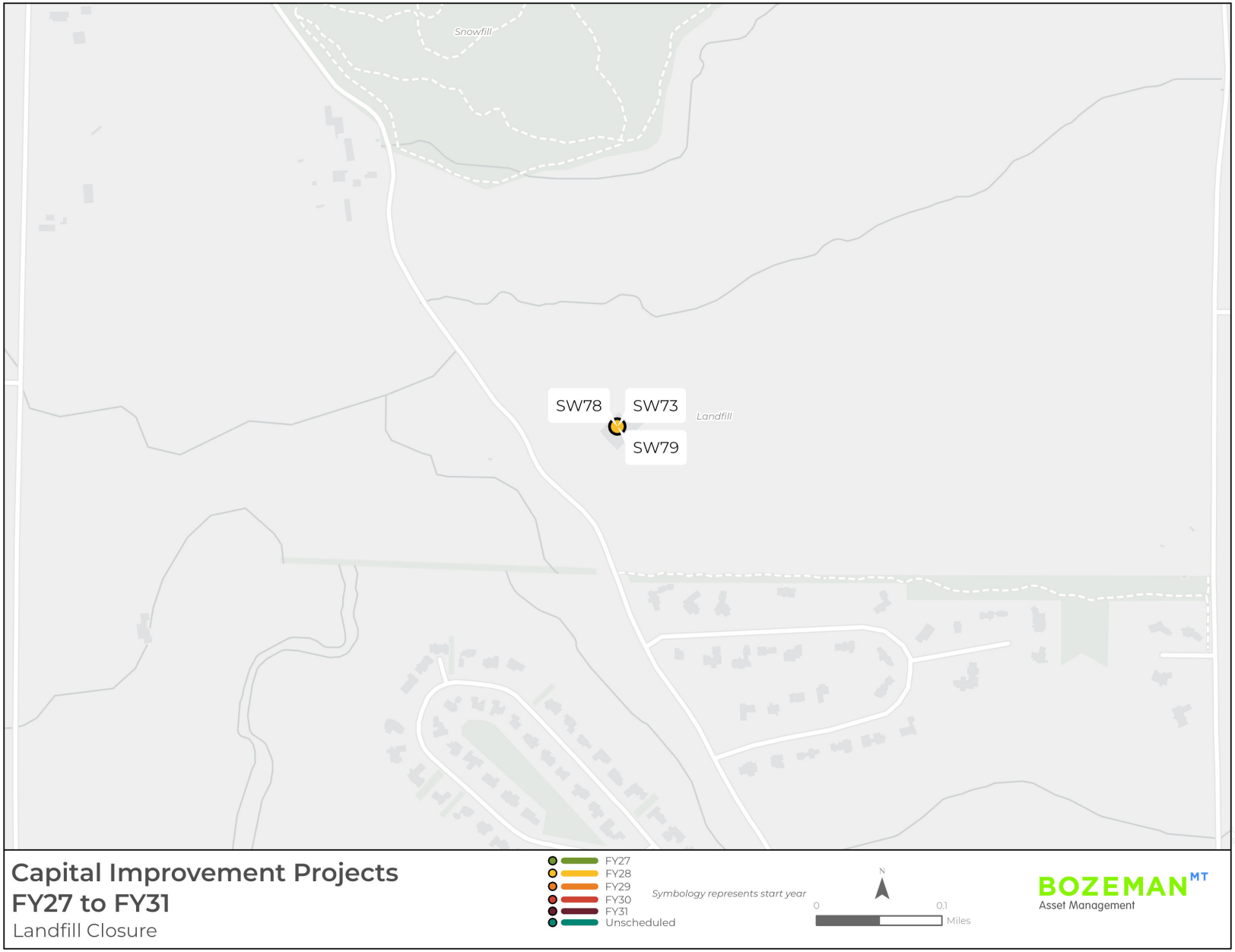
Scheduled Projects for Landfill Post-Closure Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
122	SW79	Lined Cell Landfill Gas System Completion	$ —	$ 665,000	$ —	$ —	$ —	$ 665,000
123	SW73	Unlined Cell Landfill Gas System Improvements	—	96,000	—	—	—	96,000
124	SW78	Cover System Improvements	—	—	300,000	—	—	300,000
		Total	$ —	$ 761,000	$ 300,000	$ —	$ —	$ 1,061,000

Unscheduled Projects for Landfill Post-Closure Fund

No unscheduled projects.

Map of Landfill Post-Closure Fund Infrastructure



Lined Cell Landfill Gas System Completion (SW79)

FUND	DEPARTMENT	PROJECT TYPE
Landfill Closure Costs	Landfill	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 4	

FUNDING SOURCE(S)	AMOUNT
Property Tax	$ 665,000
TOTAL SCHEDULED PROJECT COST	**$ 665,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

The project is proposed to install a complete landfill gas well collection system on the lined cell at the Story Mill Landfill. The project will include drilling and installation of approximately 15 to 20 new landfill gas wells in the lined cell and connecting the new wells to the existing system and flare. Further monitoring following the FY23 installation of three new landfill gas wells in the lined cell will be used to determine the need for additional wells and the full scope of the project. Projects in the landfill post-closure fund are required to mitigate environmental impact to the community from closed landfill cells.

CONSEQUENCES OF DELAYING PROJECT

Failure to complete this project would result in noncompliance with State Department of Environmental Quality (DEQ) regulations and likely fines.

CHANGES FROM PRIOR CIP

Consultants monitor and report to the DEQ annually, and the results of these reports generate the capital expectations over the next 5 years. Based on the most recent report, this project has been moved from FY27 to FY28 and the cost decreased by $35k.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Landfill Closure Costs	$ —	$ —	$ 665,000	$ —	$ —	$ —

Unlined Cell Landfill Gas System Improvements (SW73)

FUND	DEPARTMENT	PROJECT TYPE
Landfill Closure Costs	Landfill	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 4	

FUNDING SOURCE(S)	AMOUNT
Property Tax	$ 96,000
TOTAL SCHEDULED PROJECT COST	**$ 96,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project in the unlined cell at the Story Mill Landfill is proposed to provide gas removal in areas of the landfill that are outside of the radius of influence of the existing landfill gas wells. The project will include drilling and installing three new landfill gas wells in the southeast corner of the landfill. These new wells will be connected to the existing landfill gas collection system and flare. This project will only be necessary if monitoring shows that the soil vapor wells installed in this area in FY24 are not effective at collecting enough landfill gas. Projects in the landfill post-closure fund are required to mitigate environmental impact to the community from closed landfill cells.

CONSEQUENCES OF DELAYING PROJECT

Failure to complete this project would result in noncompliance with State Department of Environmental Quality (DEQ) regulations and likely fines.

CHANGES FROM PRIOR CIP

Consultants monitor and report to the DEQ annually, and the results of these reports generate the capital expectations over the next 5 years. Based on the most recent report, this project has been moved from FY27 to FY28 and the cost decreased by $5k.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Landfill Closure Costs	$ —	$ —	$ 96,000	$ —	$ —	$ —

Cover System Improvements (SW78)

FUND	DEPARTMENT	PROJECT TYPE
Landfill Closure Costs	Landfill	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 4	

FUNDING SOURCE(S)	AMOUNT
Property Tax	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

The project is proposed to be completed on the lined and unlined cells at the Story Mill Landfill to maintain the cover depth, reduce infiltration into the cells, and prevent the escape of methane gas. Soil will be placed in areas of settling, cracks, and areas exhibiting methane gas emissions during the 2023 gas sweep. Work will include soil procurement, hauling, placement, and restoration. Projects in the landfill post-closure fund are required to mitigate environmental impact to the community from closed landfill cells.

CONSEQUENCES OF DELAYING PROJECT

Failure to complete this project would result in noncompliance with State Department of Environmental Quality (DEQ) regulations and likely fines.

CHANGES FROM PRIOR CIP

Consultants monitor and report to the DEQ annually, and the results of these reports generate the capital expectations over the next 5 years. Based on the most recent report, this project has been moved from FY26 to FY29 and the cost decreased by $51,500.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Landfill Closure Costs	$ —	$ —	$ —	$ 300,000	$ —	$ —

Stormwater

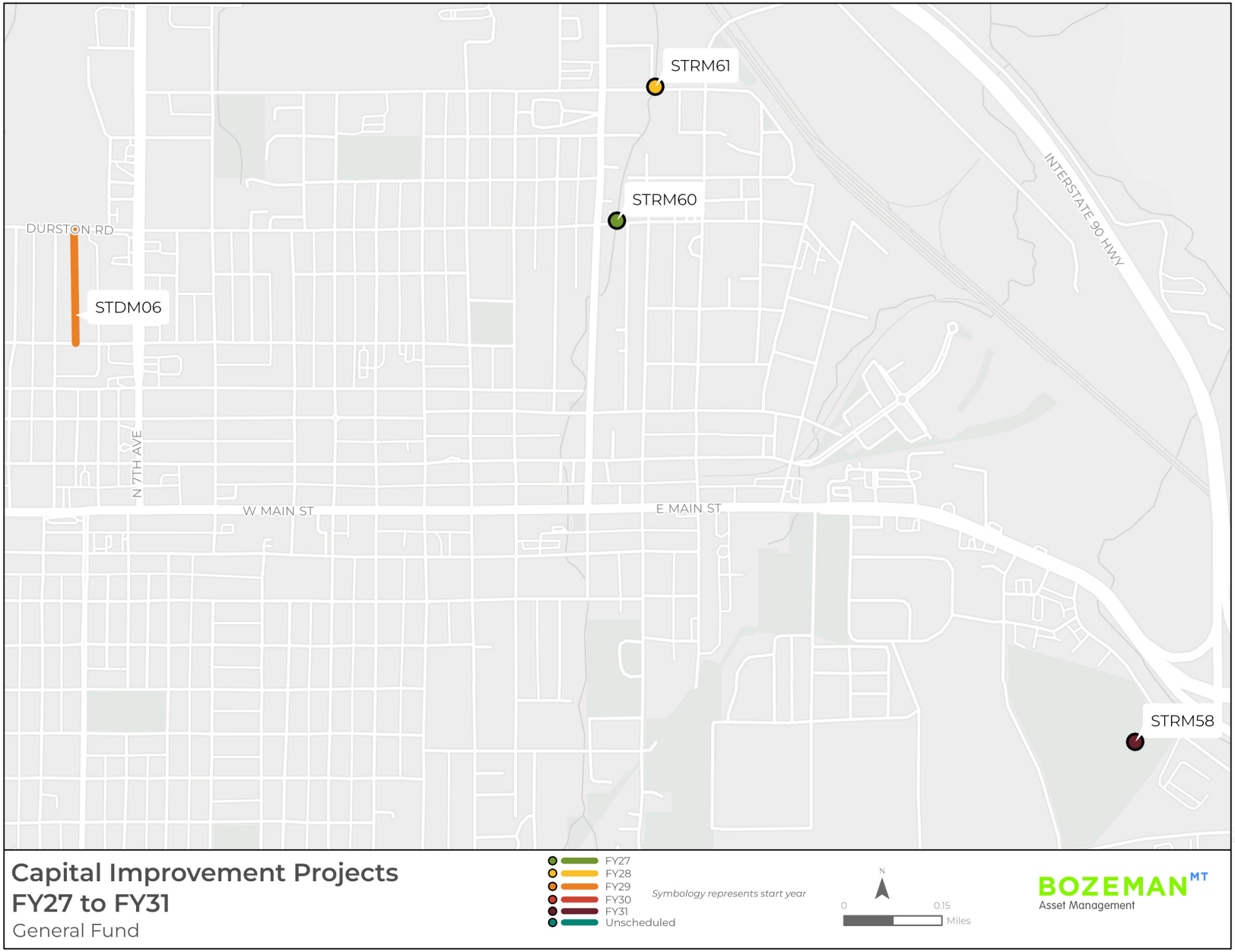
Scheduled Projects for Stormwater Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
128	STRM60	River Health - Mechanical Treatment - Peach	$ 280,000	$ —	$ —	$ —	$ —	$ 280,000
129	STDM04	Historic Pipe Replacement Program	100,000	613,800	110,000	675,500	125,000	1,624,300
130	STDM05	Annual Unplanned Pipe Rehabilitation	64,500	70,400	76,900	—	—	211,800
131	STOP03	Stormwater Vehicle Replacement (#01)	48,000	—	—	—	—	48,000
132	STRM61	River Health - Mechanical Treatment - Tamarack	—	300,000	—	—	—	300,000
133	STDM06	N. 9th Ditch Rehab	—	—	450,000	—	—	450,000
134	STRM62	Water Quality Project	—	—	—	—	500,000	500,000
135	STRM58	Operations Site Upgrade & Maintenance	—	—	—	—	176,400	176,400
		Total	$ 492,500	$ 984,200	$ 636,900	$ 675,500	$ 801,400	$ 3,590,500

Unscheduled Projects for Stormwater Fund

Project Code	Project Name	Amount	Description
STDM19	Downtown Stormwater Capacity	$ 650,000	The Stormwater Facilities Plan highlights areas requiring increased capacity and may also be designed to improve water quality in the downtown area. The basins are south of Babcock and north of Kagy, contributing to Bozeman and Mandeville Creeks.
	Total	**$ 650,000**	

Map of Stormwater Fund Infrastructure Projects



River Health - Mechanical Treatment - Peach (STRM60)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 2	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 280,000
TOTAL SCHEDULED PROJECT COST	**$ 280,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project includes installation of a mechanical separator unit in line with the current stormwater main in Peach Street to improve the quality of stormwater discharge. The mechanical treatment will remove sediments, oils, greases, and other contaminants from the stormwater before discharge to Bozeman Creek. Mechanical separators use the flow of stormwater to screen and settle out particles. Pollutants are vacuumed out of the unit once or twice per year. The basin it will treat is 55 acres and was developed prior to modern stormwater quality requirements.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued impacts to water quality and a limited ability to comply with the City's DEQ MS4 permit.

CHANGES FROM PRIOR CIP

This project was scheduled in a previous CIP but was deferred to FY27 to ensure adequate funding was available to support the I-Ho Peace Park and the Bozeman Creek projects.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ 280,000	$ 280,000	$ —	$ —	$ —	$ —

Historic Pipe Replacement Program (STDM04)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,624,300
TOTAL SCHEDULED PROJECT COST	**$ 1,624,300**

STRATEGIC PLAN

2. An Innovative Economy

DESCRIPTION OF PROJECT

This project consists of annual rehabilitation of approximately 700 feet of 100-year-old vitrified clay stormwater sewer line which has exceeded its life cycle, does not meet capacity standards, and includes many structural failures.

CONSEQUENCES OF DELAYING PROJECT

Waiting for pipe failure to replace pipes results in inefficient design, a patchwork of pipe sizes, and additional costs due to flooding when pipes collapse.

CHANGES FROM PRIOR CIP

Added FY31, maintaining the allocation in alternating years for design in on year followed by construction in the next year.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ 535,400	$ 100,000	$ 613,800	$ 110,000	$ 675,500	$ 125,000

Annual Unplanned Pipe Rehabilitation (STDM05)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 211,800
TOTAL SCHEDULED PROJECT COST	**$ 211,800**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project consists of an annual program that provides funding for the design and construction of unplanned pipe, drainage, and treatment projects to address failed infrastructure.

CONSEQUENCES OF DELAYING PROJECT

Budget amendments and extra time would be required to respond to issues. This could eventually be managed as reserve funding rather than an annual line item.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ 59,100	$ 64,500	$ 70,400	$ 76,900	$ —	$ —

Stormwater Vehicle Replacement (#01) (STOP03)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 48,000
TOTAL SCHEDULED PROJECT COST	**$ 48,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

This project funds the replacement of a 2000 Dodge Dakota with a modern, efficient light-duty truck in accordance with the City's Fleet Management Policy. The current truck has served multiple divisions and has exceeded its useful life. The vehicle is not intended to be electric due to lack of charging infrastructure at the City of Bozeman Water Conservation Office.

CONSEQUENCES OF DELAYING PROJECT

Stormwater Division has five administrative employees who share three dedicated vehicles. The consequence of delaying this purchase include increased maintenance costs and the risk of breakdowns, which would impact field operations and delay inspections.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ —	$ 48,000	$ —	$ —	$ —	$ —

River Health - Mechanical Treatment - Tamarack (STRM61)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 2	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project includes installation of a mechanical separator unit in line with the current stormwater main in Tamarack Street to improve the quality of stormwater discharge. The mechanical treatment will remove sediments, oils, greases, and other contaminants from the stormwater before discharge to the local watershed. Mechanical separators are typically installed in place of an existing manhole and use the flow of stormwater to screen and settle out particles. Pollutants are vacuumed out of the unit once or twice per year. The basin it will treat is 75 acres and developed prior to modern stormwater quality requirements.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued impacts to water quality and a limited ability to comply with the City's DEQ MS4 permit.

CHANGES FROM PRIOR CIP

None

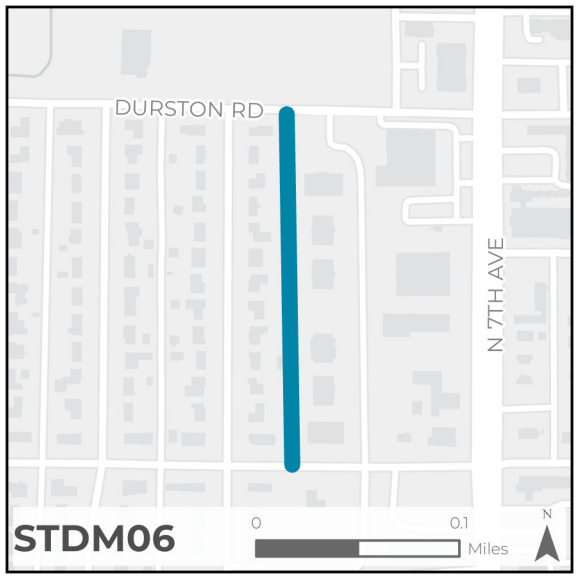
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ —	$ —	$ 300,000	$ —	$ —	$ —

N. 9th Ditch Rehab (STDM06)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 4

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 450,000
TOTAL SCHEDULED PROJECT COST	**$ 450,000**



STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project consists of design and rehabilitation of 900 feet of stormwater surface conveyance located near North 9th Avenue from West Villard Street to West Peach Street. The ditch conveys stormwater generated from a 142-acre urban drainage basin and includes a vegetated swale that has experienced significant degradation. Specific issues include sediment deposition, overgrown vegetation, and infiltration concerns related to the parallel sanitary sewer.

CONSEQUENCES OF DELAYING PROJECT

Delay will increase the risk of flooding. This project now aligns with a sanitary sewer rehab project, gaining efficiency in planning and construction.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ —	$ —	$ —	$ 450,000	$ —	$ —

Water Quality Project (STRM62)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

The 2025 Stormwater Facilities Plan identified thirteen basins for water quality capital projects (each location is specified on page 59 of the plan, labeled projects 18-30). Each of these basins discharges stormwater directly from streets and developed areas to surface waters. With respective project-estimates ranging from $150,000 to $470,000, the plan estimates it will cost $4,550,000 to address all basins. A needs-evaluation will be conducted to determine how to prioritize these respective basins, with the first project planned for FY31.

CONSEQUENCES OF DELAYING PROJECT

Delaying would lead to continued direct discharge of untreated stormwater.

CHANGES FROM PRIOR CIP

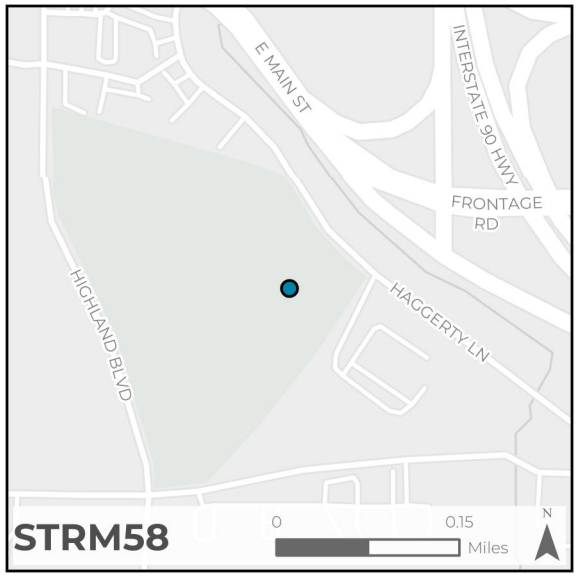
New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ —	$ —	$ —	$ —	$ —	$ 500,000

Operations Site Upgrade & Maintenance (STRM58)

FUND	DEPARTMENT	PROJECT TYPE
Stormwater	Stormwater	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 176,400
TOTAL SCHEDULED PROJECT COST	**$ 176,400**



STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project provides funding to upgrade one City operations or storage site to improve water quality protection. Older sites have limited controls for managing runoff and pollutants. The most likely project will enhance treatment at the snow storage facility near the Softball Complex, where snow hauled from downtown streets is stored until it melts. While most pollutants settle and are removed on-site, some currently escape in runoff. As City operations and facilities continue to evolve, this project will ensure the selected site is upgraded to provide effective water quality protection and a long service life before any future water quality infrastructure is constructed.

CONSEQUENCES OF DELAYING PROJECT

Impacts to water quality would continue, requiring staff to maintain existing facilities more frequently than the installation of a passive system.

CHANGES FROM PRIOR CIP

Moved from FY30 to FY31 to allow for further evaluation of the project's value, design, and funding approach.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Stormwater	$ —	$ —	$ —	$ —	$ —	$ 176,400

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Transportation

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Street Maintenance

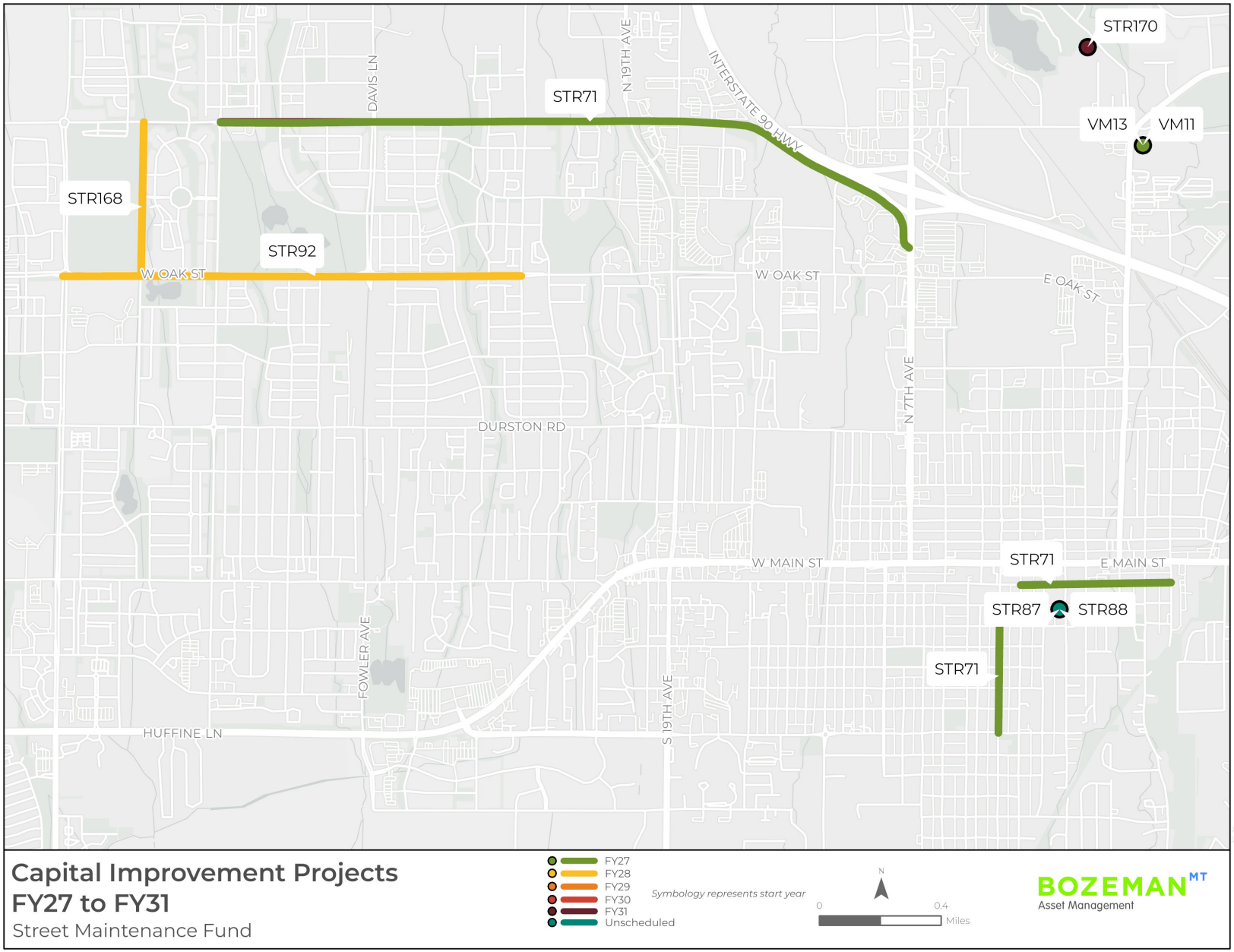
Scheduled Projects for Street Maintenance Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
143	STR71	Street Improvement Asphalt Rehabilitation	$ 2,090,600	$ 2,102,600	$ 2,207,800	$ 2,318,100	$ 2,434,100	$ 11,153,200
144	STR163	Street Sweeper Replacement	400,000	—	400,000	400,000	—	1,200,000
145	STR164	Motor Grader Replacement	400,000	—	—	—	—	400,000
146	STR142	Lift Truck for Street Lights Addition	275,000	—	—	—	—	275,000
147	STR149	Loader Mounted Mill Replacement	100,000	—	—	—	—	100,000
148	STR119	Tractor Truck Addition	210,000	—	—	—	—	210,000
149	STR141	Rear Load Garbage Truck Replacement	200,000	—	—	—	—	200,000
150	STR20	Annual Multimodal Improvements	150,000	150,000	150,000	150,000	150,000	750,000
151	STR75	Annual Pedestrian Ramp Repair	150,000	150,000	150,000	150,000	150,000	750,000
152	STR165	Annual Curb Spot Repair	135,000	141,800	148,800	156,300	164,100	746,000
153	STR120	Side Dump Trailer Addition	120,000	—	—	—	—	120,000
154	STR129	Light Duty Fleet Replacement	120,000	—	—	—	—	120,000
155	STR117	Annual Sidewalk Improvements	100,000	100,000	100,000	100,000	100,000	500,000
156	STR166	Boom Arm Mower Attachments	90,000	—	—	—	—	90,000
157	STR157	Wing Plows for Existing Trucks	70,000	—	—	—	—	70,000
158	STR49	Sander Replacement	40,000	40,000	50,000	50,000	50,000	230,000
159	STR167	Signal Cabinet	35,000	—	—	—	—	35,000
160	STR135	Diesel Fuel Tank & Kiosk	32,000	—	—	—	—	32,000
161	STR58	Tandem Axle Dump Truck Replacements	—	375,000	375,000	—	400,000	1,150,000
162	STR92	Oak St Median Landscaping	—	300,000	—	—	—	300,000
163	STR126	Loader Addition	—	275,000	—	—	—	275,000
164	STR123	Light Duty Fleet Addition	—	120,000	120,000	120,000	—	360,000
165	STR151	Mini Loader Addition	—	—	120,000	—	—	120,000
166	STR148	Sign Printer Replacement	—	—	65,000	—	—	65,000
167	STR136	Path Tractor with Attachments Addition	—	—	—	250,000	—	250,000
168	STR158	Trailer Mounted Vacuum Unit	—	—	—	80,000	—	80,000
169	STR170	Electric Gate at Lower Yard	—	—	—	—	50,000	50,000
		Total	$ 4,717,600	$ 3,754,400	$ 3,886,600	$ 3,774,400	$ 3,498,200	$ 19,631,200

Unscheduled Projects for Street Maintenance Fund

Project Code	Project Name	Amount	Description
STR150	Large Milling Machine	$ 1,300,000	This item would add a large milling machine to the Streets Division equipment fleet. Our current milling machine mills a 40-inch path while this replacement will mill an 80-inch path, doubling our output. By using Streets Division crews to do more of the local street mill and overlays, we can keep streets from failing and avoid increasing cost to our residents. This item will serve to build internal paving capacity that can reduce reliance on contractors and increase service to our residents. Project is currently unscheduled to reduce assessment impacts.
STR111	Paint Truck	750,000	This item would add a line painting truck to the Streets Division fleet. Pavement marking services are limited statewide due to contractor availability. The City currently depends on the Montana Department of Transportation (MDT) for refreshment of long-line pavement markings on City streets through a shared maintenance agreement. This agreement requires the City to work around MDT scheduling and Signs and Signals Division staff are still required to assist with traffic control. This funding will allow Sign & Signal Division to perform line painting on schedule and increase capacity of work without requiring staff augmentation. Due to rate impacts and total project costs, this item is being moved to unscheduled in an effort to balance the cost of other capital needs in the fund. Additionally, urgency has been reduced as recent MDT performance has improved following staffing and equipment shortages, which had initially led to concerns regarding quality of work.
STR94	Mastic Patch Machine	77,000	This item would purchase a hot-applied mastic machine. The mastic machine allows City crews to repair asphalt without it needing to be compacted, which therefore can be open to traffic within hours. 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 includes aggregate. Project is currently unscheduled to reduce assessment impacts.
	Total	**$ 2,127,000**	

Map of Street Maintenance Infrastructure Projects



Street Improvement Asphalt Rehabilitation (STR71)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	Class 1	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 11,153,200
TOTAL SCHEDULED PROJECT COST	**$ 11,153,200**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This item funds the City's annual chip/friction seal and mill and overlay asphalt pavement rehabilitation on City-maintained streets. The City currently maintains approximately 110 lane miles of arterial and collector routes and sets a goal for mill and overlay every 15-20 years. Local streets are targeted for chip/friction seal every 10 years.

FY27 improvements include portions of Babcock, Baxter, and N 15th. Final locations and limits of work will be adjusted to maximize the annual allocation in each given year. These and future projects are selected based on the 2024 Pavement Condition Assessment and site visits by Streets Division and Engineering staff. All routes will be evaluated for potential low-cost Complete Streets improvements prior to completion of design.

CONSEQUENCES OF DELAYING PROJECT

Delay will create additional deferred maintenance of City street pavement assets resulting in significantly higher pavement rehabilitation costs in the future.

CHANGES FROM PRIOR CIP

Project has been revised to incorporate annual friction/chip seal activities in order to provide a more comprehensive representation of ongoing street improvement maintenance efforts. Revision is descriptive only and does not affect assesment rates.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 1,763,100	$ 2,090,600	$ 2,102,600	$ 2,207,800	$ 2,318,100	$ 2,434,100

Street Sweeper Replacement (STR163)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue & Interfund Transfer	$ 1,200,000
TOTAL SCHEDULED PROJECT COST	**$ 1,200,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds the replacement of three street sweepers (asset #3762 in FY27, asset #4269 in FY29, and asset #3942 in FY30) in order to maintain the City's existing fleet capacity. The City currently has five street sweepers in the fleet and schedules replacement on a 10-year cycle. The first asset replacement is scheduled in FY27 based on timing of a contribution from Stormwater. Lease to purchase is an option for acquisition.

CONSEQUENCES OF DELAYING PROJECT

Delay would increase air and water pollution and risk compliance with the City's Municipal Separate Storm Sewer System (MS4) permit.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 400,000	$ —	$ 400,000	$ 400,000	$ —

Motor Grader Replacement (STR164)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 400,000
TOTAL SCHEDULED PROJECT COST	**$ 400,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds the replacement of a 1998 motor grader (asset #3145 in FY27) in order to maintain the City's existing winter maintenance capacity. The City currently has eight motor graders equipped with snow gates for use on local streets and certain plow routes. Procurement strategy for motor graders is to purchase after a 5-year lease and replace on a 20-year cycle.

CONSEQUENCES OF DELAYING PROJECT

Delay would decrease the City's level of service for winter maintenance on local streets.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 400,000	$ —	$ —	$ —	$ —

Lift Truck for Street Lights Addition (STR142)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 275,000
TOTAL SCHEDULED PROJECT COST	**$ 275,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds an improved lift truck for the Signs and Signals Division. The current bucket truck in the Signs and Signals Division does not reach all luminaires in the city and equipment failures are becoming more frequent. Repairs to the existing truck in FY25 took six months to complete. This new truck would include the ability to raise light and signal poles. Currently the division has to outsource this service to a crane company, leading to delays in work and increased operational costs. A DEQ grant is being sought to supplement this purchase.

CONSEQUENCES OF DELAYING PROJECT

Delay would reduce level of service to the community through delayed maintenance and would require the Streets Division to continue contracting for crane services.

CHANGES FROM PRIOR CIP

This item has been moved from FY29 to FY27 based on the condition of the existing truck and the increased demand for knock-downs that comes with additional City infrastructure. The cost was increased by $15k based on an updated quote received in the summer as a part of the CIP development process.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 275,000	$ —	$ —	$ —	$ —

Loader Mounted Mill Replacement (STR149)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item replaces the Streets Division's 20-year-old milling machine used for pavement maintenance. Milling machine technology has made great improvements over that time and the Streets Division is due to replace the existing mill for improved operations.

CONSEQUENCES OF DELAYING PROJECT

Delay would decrease level of service to the community.

CHANGES FROM PRIOR CIP

Project has been reduced from $250,000 to $100,000 based on the department's idenitifation of a lower-cost alternative that meets operational needs.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 100,000	$ —	$ —	$ —	$ —

Tractor Truck Addition (STR119)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 210,000
TOTAL SCHEDULED PROJECT COST	**$ 210,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds a tractor truck to pair with the side dump trailer (STR120) for the Streets Division. Scheduled for FY27, this will increase the amount of snow, materials, and sweepings being relocated and increase the efficiency of the staff servicing our growing transportation network.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in increased labor costs from making more trips than necessary to transport materials and equipment.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 210,000	$ —	$ —	$ —	$ —

Rear Load Garbage Truck Replacement (STR141)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 200,000
TOTAL SCHEDULED PROJECT COST	**$ 200,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item requests funding to replace a 30-year-old truck currently used by the Streets Division for leaf cleanup and by the Solid Waste Division as their backup compost truck. The current vehicle is extremely unreliable and sees significant maintenance and downtime. A DEQ grant is being sought to supplement this purchase. If grant funding is not awarded, a suitable used replacement vehicle will likely be acquired.

CONSEQUENCES OF DELAYING PROJECT

Delay risks increased operating cost of maintenance and additional downtime due to breakdowns.

CHANGES FROM PRIOR CIP

This item has been moved from unscheduled to FY27 based on the severely degraded condition of the existing vehicle.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 200,000	$ —	$ —	$ —	$ —

Annual Multimodal Improvements (STR20)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 1	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 750,000
TOTAL SCHEDULED PROJECT COST	**$ 750,000**

STRATEGIC PLAN

7.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This project provides annual funding for multimodal improvements intended to increase safety throughout the City and promote active transportation modes. Multimodal improvements completed with this funding include bike racks, signage, striping, pedestrian signals, and traffic calming. Individual improvements will be selected by City staff based on synergies with other projects, the 2017 Transportation Master Plan, and public feedback throughout the year.

CONSEQUENCES OF DELAYING PROJECT

Delay would remove funding for these improvements, causing the City to defer critical multimodal safety improvements.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 158,200	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000

Annual Pedestrian Ramp Repair (STR75)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	Class 1	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 750,000
TOTAL SCHEDULED PROJECT COST	**$ 750,000**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This project funds an annual program to continue upgrading pedestrian facilities to ADA compliance. Upgrading pedestrian facilities will allow the City to continue steps towards compliance with the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973. Upgrading pedestrian facilities is required along all mill and overlay projects and funding levels are set accordingly.

CONSEQUENCES OF DELAYING PROJECT

Delays will slow the pace of becoming compliant with the Americans with Disabilities Act requirements for pedestrian ramps.

CHANGES FROM PRIOR CIP

Increased annual cost to $150k to account for additional ramps to be upgraded with mill and overlay projects.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 120,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000

Annual Curb Spot Repair (STR165)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	Class 1	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 746,000
TOTAL SCHEDULED PROJECT COST	**$ 746,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This item funds repair and construction of curbs and gutters on local streets. These improvements can be combined with ADA ramp replacement work, inlet replacement work, and Streets Division mill and overlay services for reconstruction of local streets.

CONSEQUENCES OF DELAYING PROJECT

Delays to this project will continue deferring necessary maintenance.

CHANGES FROM PRIOR CIP

This project was moved from the Street Reconstruction fund. Annual costs are adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 135,000	$ 141,800	$ 148,800	$ 156,300	$ 164,100

Side Dump Trailer Addition (STR120)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 120,000
TOTAL SCHEDULED PROJECT COST	**$ 120,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds a second side dump trailer to pair with STR119, the Tractor Truck addition for the Streets Division to increase the amount of snow, materials, and sweepings being relocated and increase the efficiency of the staff servicing our growing transportation network.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in inefficient labor, requiring more trips than necessary to transport materials.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 120,000	$ —	$ —	$ —	$ —

Light Duty Fleet Replacement (STR129)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 120,000
TOTAL SCHEDULED PROJECT COST	**$ 120,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project funds the replacement of light-duty pickup trucks in the Streets Division fleet. This replacement is scheduled in FY27 for asset #3666 (2013 GMC 3500l). This truck will be equipped with plow and sander combinations for improved residential street snow service and towing capacity, increasing the fleet's flexibility for year-round operations and providing backup support to heavy-duty plow trucks on side streets. The Division, including Signs and Signals, is projected to have 30 FTE staff by the end of the FY25–27 staffing plan, with a target of one light-duty vehicle available per two to four FTE to ensure efficient transportation to work sites across the City.

CONSEQUENCES OF DELAYING PROJECT

Delay would force the Streets Division to continue using older, less efficient, and less versatile trucks.

CHANGES FROM PRIOR CIP

The cost has increased by $40k to account for the latest quote updated in the summer as a part of the CIP development process, and accounts for the inclusion of a plow/sander package.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 80,000	$ 120,000	$ —	$ —	$ —	$ —

Annual Sidewalk Improvements (STR117)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	Class 1	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This item funds annual sidewalk improvements to public right-of-way allowing for sidewalk repair and construction. Priority projects will be established by City staff working with the Transportation Advisory Board and public comment. This funding may also be used to supplement the City's ordering of property-owner sidewalk improvements or combined with street reconstruction projects to reconstruct sidewalks at the same time.

CONSEQUENCES OF DELAYING PROJECT

Delay will remove the City’s only capital funding for missing sidewalk gaps and repair needs, leading to ADA compliance risk and reduced pedestrian safety.

CHANGES FROM PRIOR CIP

Increased annual cost by $50k in response to public comment and as recommended by the Transportation Advisory Board.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 50,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000

Boom Arm Mower Attachments (STR166)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 90,000
TOTAL SCHEDULED PROJECT COST	**$ 90,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds the purchase of two boom-arm mower attachments for the purpose of right-of-way mowing. This item will be front-mounted to a loader or skid steer for improved safety and visibility over the Streets Division's existing rear-mounted mower, which requires the operator to look behind them while mowing in live traffic.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk operator and public safety.

CHANGES FROM PRIOR CIP

In response to a growing and increasingly complex transportation network, staff were asked to identify opportunities to improve safety and operational efficiency. As a result, this project has been added as a new item in the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 90,000	$ —	$ —	$ —	$ —

Wing Plows for Existing Trucks (STR157)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 70,000
TOTAL SCHEDULED PROJECT COST	**$ 70,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item would add wing attachments to the eight plow trucks currently used by the Streets Division. This equipment will allow an additional six feet of snow removal on each pass, reducing the number of passes needed to clear a street.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in a slower clearing of roads after snow events.

CHANGES FROM PRIOR CIP

Increased cost to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 60,000	$ 70,000	$ —	$ —	$ —	$ —

Sander Replacement (STR49)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 230,000
TOTAL SCHEDULED PROJECT COST	**$ 230,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds the street sanders used on plow trucks throughout the winter maintenance season. Current City strategy is to replace each sander on an eight-year cycle. Vehicle Maintenance rebuilds the conveyor and hydraulic system in the first four years, and experience has shown that more significant structural components start to fail by the seventh year. The City currently has eight sanders, which are typically all deployed during winter storms. Mid-winter repairs are unlikely due to time required for parts delivery and overall winter maintenance workloads. By replacing the sander every eight years we can avoid failure to one of our plow/sander units.

CONSEQUENCES OF DELAYING PROJECT

Failing to replace sanders on a regular basis could result in significant downtime due to maintenance and an inability to respond in a timely manner for icy conditions, which poses significant safety risks.

CHANGES FROM PRIOR CIP

Addition of FY31.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 40,000	$ 40,000	$ 40,000	$ 50,000	$ 50,000	$ 50,000

Signal Cabinet (STR167)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 35,000
TOTAL SCHEDULED PROJECT COST	**$ 35,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This item funds the purchase of an additional signal cabinet, which houses the electronic equipment that operates a traffic signal. The Signs and Signals Division maintains all City-owned signals and relies on a small inventory of spare components to complete repairs quickly when equipment is damaged. The current inventory of signal cabinets has fallen below acceptable levels, and adding this unit will improve the Division's ability to respond to outages, reduce downtime, and maintain reliable signal operations.

CONSEQUENCES OF DELAYING PROJECT

Delaying this purchase increases the likelihood of prolonged signal outages after unexpected damage, including incidents caused by vehicle collisions.

CHANGES FROM PRIOR CIP

This is a new addition to the CIP in response to the current inventory of signal cabinets, which has been identified as inadequate for timely repairs.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ 35,000	$ —	$ —	$ —	$ —

Diesel Fuel Tank & Kiosk (STR135)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
N/A	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 32,000
TOTAL SCHEDULED PROJECT COST	**$ 32,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project funds the final year of lease payments for the new fuel tank installed at the City Shops Complex in FY24. Upon completion of this final payment year, ownership of the tank will transfer to the City.

CONSEQUENCES OF DELAYING PROJECT

N/A. This tank was installed in FY24.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 32,000	$ 32,000	$ —	$ —	$ —	$ —

Tandem Axle Dump Truck Replacements (STR58)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 1,150,000
TOTAL SCHEDULED PROJECT COST	**$ 1,150,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds three new tandem-axle dump trucks for all-season maintenance and construction. The Streets Division currently has seven tandem axle dump trucks which are used to plow and sand arterials and collectors, haul asphalt during paving operations, haul leaves, and perform general street maintenance. The City targets plowing and sanding by 8:00 am after a winter storm event and can typically serve 100 miles per route. In accordance with the new vehicle replacement policy, FY28 will fund replacement of asset #1806, FY29 will fund an addition to the fleet, and FY31 will fund replacement of asset #3626.

CONSEQUENCES OF DELAYING PROJECT

Insufficient availability of tandem axle dump trucks will diminish the Division’s ability to maintain expected service levels.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ 375,000	$ 375,000	$ —	$ 400,000

Oak St Median Landscaping (STR92)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project will install water-efficient landscaping and irrigation in the Oak Street medians between Cottonwood and 27th Street. The design incorporates best management practices to reduce water use, chemical weed control, and long-term maintenance needs. Landscaping will be tailored to withstand harsh roadway conditions and drought events, helping to protect community investment in public spaces and reduce socio-economic impacts from the loss of outdoor landscapes.

Beyond function, the medians will showcase the beauty of drought-tolerant landscapes, enhancing community aesthetics, supporting quality of life for Bozeman residents, and demonstrating the City's commitment to water stewardship. This project is a partnership between the City's Water Conservation Division and Streets Division. The landscaping and irrigation designs were developed under the Water Fund WC01 CIP project and will be applied here. Current funding supports only a portion of the Oak Street medians; due to significant inflation in construction and landscaping costs, additional funding will be required to complete improvements along the full length of Oak Street.

CONSEQUENCES OF DELAYING PROJECT

Delay will leave Oak Street medians in their current state.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ 300,000	$ —	$ —	$ —

Loader Addition (STR126)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 275,000
TOTAL SCHEDULED PROJECT COST	**$ 275,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project adds a new loader to the City's fleet to support the Streets Division. As staffing grows to 30 FTEs by the end of the FY25–27 staffing plan, multiple crews are deployed daily, each requiring access to a loader. Adding this equipment will reduce scheduling conflicts, improve efficiency, and enhance the Division's ability to deliver timely service to the community.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk reduced efficiency and decreased level of service to the community.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ 275,000	$ —	$ —	$ —

Light Duty Fleet Addition (STR123)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 360,000
TOTAL SCHEDULED PROJECT COST	**$ 360,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds additions to the Streets Division light duty pickup truck fleet. The Streets Division, including Signs and Signals, is projected to have 30 FTE staff by the end of the FY25-27 staffing plan and targets one light duty vehicle per two to four FTE for purposes of efficient transport to various work sites across the city. Total light duty fleet is projected to be 15 vehicles by FY31 to account for anticipated staff growth. These trucks will be outfitted with plow/sander combos for increased residential street snow service and will require towing capacity. This will increase the flexibility of the fleet for all-season use and will provide backup to heavy duty plow trucks with vehicles that can be used on side streets.

CONSEQUENCES OF DELAYING PROJECT

Delay would reduce the Division's ability to take on multiple assignments per shift. This inhibits our ability to service requests in a timely manner.

CHANGES FROM PRIOR CIP

In accordance with the Fleet Management Policy, one truck previously scheduled for procurement in FY30 has been moved to FY29. Additionally, the cost per truck has increased by $40k to account for the latest quote, updated in the summer as a part of the CIP development process, and accounts for the inclusion of a plow/sander package.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ 80,000	$ —	$ 120,000	$ 120,000	$ 120,000	$ —

Mini Loader Addition (STR151)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 120,000
TOTAL SCHEDULED PROJECT COST	**$ 120,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds the addition of a mini loader to the City's equipment fleet. With the continued expansion of the alternative transportation network and increased maintenance responsibilities, existing equipment is at capacity. The mini loader will enhance operational efficiency by allowing crews to perform residential grading, snow plowing, and path maintenance more effectively in tight or limited-access areas. This addition will provide greater flexibility in scheduling and improve the City's ability to maintain growing infrastructure.

CONSEQUENCES OF DELAYING PROJECT

Delay would decrease level of service to the community.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ —	$ 120,000	$ —	$ —

Sign Printer Replacement (STR148)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 65,000
TOTAL SCHEDULED PROJECT COST	**$ 65,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds a replacement of the Signs and Signals Division's sign printer with new technology and improved efficiency. The Division's existing printer exceeds 10 years old and limits capacity for sign production.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk downtime and an inability to print signs.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ —	$ 65,000	$ —	$ —

Path Tractor with Attachments Addition (STR136)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 250,000
TOTAL SCHEDULED PROJECT COST	**$ 250,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds a tractor sized for path and sidewalk maintenance. With the addition of many multi-modal transportation facilities and increased City Commission desire for improved maintenance, this funding would provide additional capacity to the fleet for year-round maintenance including mowing, sweeping and plowing.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk deferring maintenance on multi-use paths.

CHANGES FROM PRIOR CIP

The scope of this project has been reduced from two units to one based on a newly identified operational efficiency. Staff determined that a single tractor unit, when paired with existing loader or skid-steer equipment, can perform the required work effectively. This eliminates the need for a second standalone unit. Delaying the project would postpone the ability to realize these efficiencies and extend reliance on a less streamlined equipment setup.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ —	$ —	$ 250,000	$ —

Trailer Mounted Vacuum Unit (STR158)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 80,000
TOTAL SCHEDULED PROJECT COST	**$ 80,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This item funds a vacuum attachment mounted to a trailer for transport. This device will be used by the Signs and Signals Division to dig sign posts or locate utilities instead of hand digging. This will be used by the Streets Division to clean out curb chases, remove water to prep for patching, and culvert maintenance.

CONSEQUENCES OF DELAYING PROJECT

Delay would decrease efficiency of service.

CHANGES FROM PRIOR CIP

Increased cost to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ —	$ —	$ 80,000	$ —

Electric Gate at Lower Yard (STR170)

FUND	DEPARTMENT	PROJECT TYPE
Street Maintenance	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This item funds the addition of an electric gate at the lower yard to help secure the site. The Streets Division has begun using the lower yard site for equipment storage which would benefit from increased security from public access.

CONSEQUENCES OF DELAYING PROJECT

Delay risks unauthorized access and having equipment tampered with.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Maintenance	$ —	$ —	$ —	$ —	$ —	$ 50,000

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Street Impact Fee

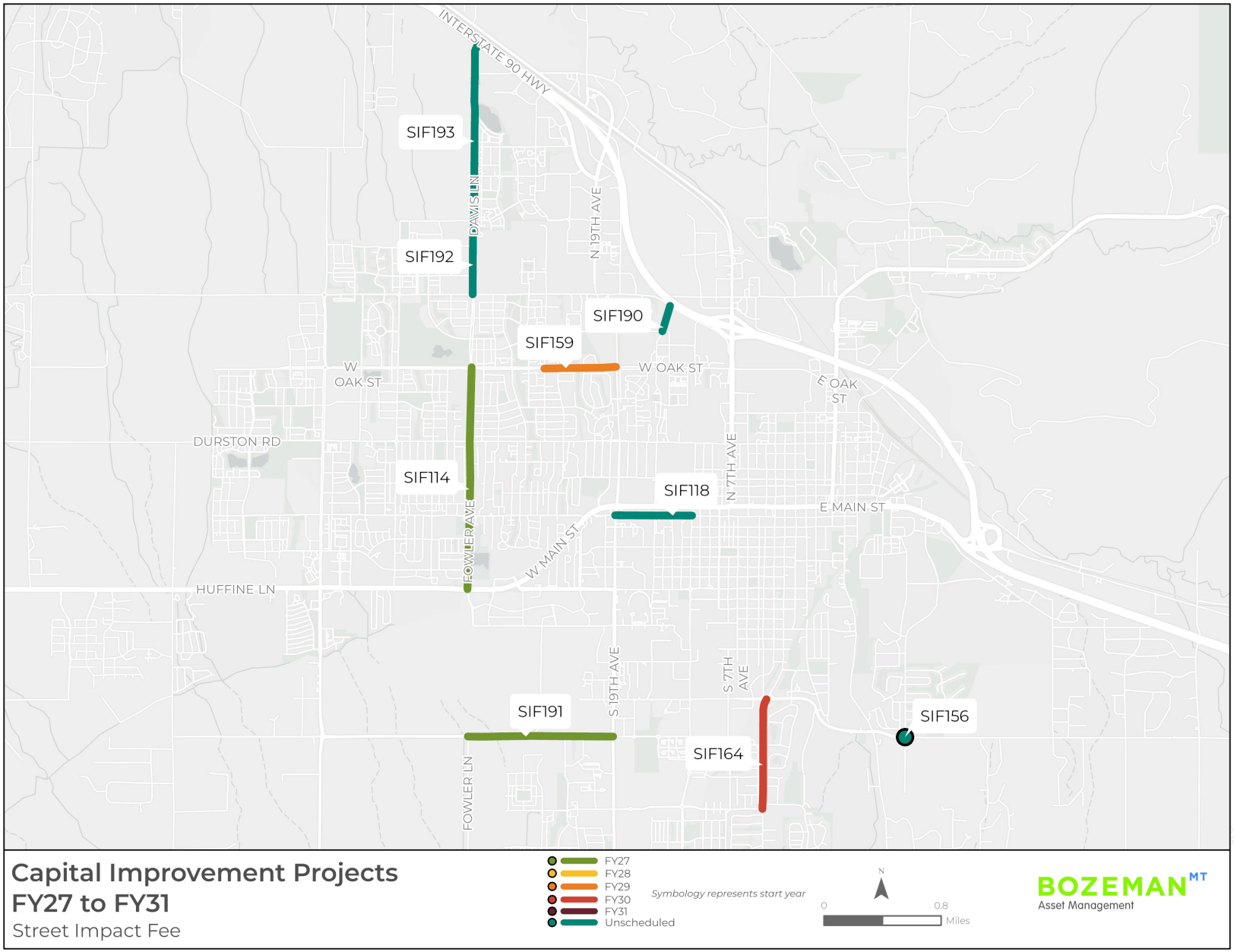
Scheduled Projects for Street Impact Fee Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
175	SIF191	Stucky: 19th to Fowler	$ 3,225,600	$ 3,509,600	$ —	$ —	$ —	$ 6,735,200
176	SIF114	Fowler Avenue Connection: Huffine to Oak	2,289,900	—	—	—	—	2,289,900
177	SIF159	Oak: 27th to 19th Widening	—	—	3,250,000	—	—	3,250,000
178	SIF164	S. 3rd: Kagy to Graf	—	—	—	1,768,000	8,800,000	10,568,000
		Total	**$ 5,515,500**	**$ 3,509,600**	**$ 3,250,000**	**$ 1,768,000**	**$ 8,800,000**	**$ 22,843,100**

Unscheduled Projects for Street Impact Fee Fund

Project Code	Project Name	Amount	Description
SIF193	Fowler: Cattail to E. Valley Center	$ 12,958,500	This project will complete construction of this section of Fowler to City standards with curbs and gutters as well as sidewalks/pathways and street lighting. This project is identified in the 2017 Transportation Master Plan as MSN-11. This project is unscheduled due to lack of funding.
SIF118	Babcock: 15th to 19th	4,118,800	This project will improve Babcock from 15th to 19th including signalized intersection improvements at 19th and Babcock, a left turn lane, bike facilities, and/or sidewalks. This project is identified in the Transportation Master Plan as CMSN-9.
SIF149	Babcock: 11th to 15th	3,531,200	This project will improve Babcock from 11th to 15th. This project increases capacity directly with the incorporation of a left turn lane, bike lanes, and sidewalks. A payback district or Special Improvement District may be created to leverage other stakeholders. Design is planned to align with design work on the Babcock project between 15th-19th. Right-of-way acquisition and construction have been unscheduled due to funding constraints. This project is identified in the 2017 Transportation Master Plan as CMSN-9 and is unscheduled in order to consider a right-sized scope and prioritize higher needs within the fund.
SIF156	Highland/Kagy Intersection Improvement	3,260,000	This project will upgrade the intersection of Highland and Kagy. An Intersection Control Evaluation will be performed in the pre-design phase to determine feasibility of roundabout intersection control. This project is identified in the 2017 Transportation Master Plan as TSM-24 and is unscheduled due to lack of funding.
SIF192	Fowler: Baxter to Cattail	2,300,000	This project will complete construction of this section of Fowler to City standards with curbs and gutters as well as sidewalks/pathways and street lighting. This project is identified in the 2017 Transportation Master Plan as MSN-11 and is unscheduled due to lack of funding.
SIF190	N. 15th: Tschache to Baxter	1,222,500	This project will construct N 15th Avenue from the intersection with Tschache Street to the intersection with Baxter Lane to a three-lane urban collector standard. This project is identified in the 2017 Transportation Master Plan as MSN-4 and is unscheduled due to lack of funding.
	Total	**$ 27,391,000**	

Map of Street Impact Fee Fund Infrastructure Projects



Stucky: 19th to Fowler (SIF191)

FUND	DEPARTMENT	PROJECT TYPE
Street Impact Fee	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 6,735,200
TOTAL SCHEDULED PROJECT COST	**$ 6,735,200**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will complete construction of Stucky Road to a City collector standard with curbs and gutters as well as sidewalks/pathways and street lighting. Improvements to the signal at S 19th will be included as necessary along with widening S 19th immediately south of 19th/Stucky to complete the necessary additional traffic lane on 19th adjacent to the existing church. This project is identified in the 2017 Transportation Master Plan as MSN-16. Engineering: $2,060,600 | Right of Way: $1,500,000 | Construction: $5,849,300 | Utilities: water utility included in water fund otherwise incidental to project.

CONSEQUENCES OF DELAYING PROJECT

This project will support the higher capacity of vehicles, bicycles, and pedestrians anticipated due to substantial development immediately south of Stucky Road. Delaying the project could compromise safety and level of service to the community.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Impact Fee	$ —	$ 3,225,600	$ 3,509,600	$ —	$ —	$ —
Arterial & Collector District	$ —	$ 405,000	$ 2,339,700	$ —	$ —	$ —
Total	**$ —**	**$ 3,630,600**	**$ 5,849,300**	**$ —**	**$ —**	**$ —**

Fowler Avenue Connection: Huffine to Oak (SIF114)

FUND	DEPARTMENT	PROJECT TYPE
Street Impact Fee	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 2	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 2,289,900
TOTAL SCHEDULED PROJECT COST	**$ 2,289,900**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will complete Fowler Avenue from Huffine to Oak in four phases: North – Oak to Durston (FY25 & FY26), Middle – Durston to Babcock (FY26 & FY27), South – Babcock to Huffine (FY28), Intersection of Huffine and Fowler (unscheduled). Project scope approved by Bozeman City Commission includes one travel lane in each direction, shared-use paths, traffic signalization at Babcock, and roundabout at Durston. This project is identified in the Transportation Master Plan as MSN-13 and SPOT-39.

The total cost of this project including prior-year actuals and FY26 budget is anticipated to be $22,596,000. Design is now at 90%. Engineering: funded in prior fiscal years | Utilities: Sewer installation included in Wastewater Impact Fee fund | Right of Way: $8,165,000 | Construction: $14,431,000.

CONSEQUENCES OF DELAYING PROJECT

Delaying project will result in significant traffic on surrounding streets which is expected to continue to increase over the next five years.

CHANGES FROM PRIOR CIP

Costs have been updated to reflect 60% design cost estimate.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Impact Fee	$ 9,551,800	$ 2,289,900	$ —	$ —	$ —	$ —
Arterial & Collector District	$ 401,700	$ 1,327,900	$ 3,771,500	$ —	$ —	$ —
Total	**$ 9,953,500**	**$ 3,617,800**	**$ 3,771,500**	**$ —**	**$ —**	**$ —**

Oak: 27th to 19th Widening (SIF159)

FUND	DEPARTMENT	PROJECT TYPE
Street Impact Fee	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 3,250,000
TOTAL SCHEDULED PROJECT COST	**$ 3,250,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will widen Oak St to a five-lane configuration that better aligns with the adjacent sections of Oak St. It includes an eastbound lane reconfiguration and signal upgrade at N 19th. These improvements will increase the intersection's capacity by matching the lane configuration established in the 2016 Oak St 15th to 19th project. The project will also address multimodal considerations by adding a shared-use path to this corner of the intersection. It is identified in the 2017 Transportation Master Plan as TSM-16 and MSN-9.

CONSEQUENCES OF DELAYING PROJECT

Increased delays and reduced level-of-service at the intersection as growth continues to add demand.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Impact Fee	$ —	$ —	$ —	$ 3,250,000	$ —	$ —
Arterial & Collector District	$ —	$ —	$ —	$ 1,000,000	$ —	$ —
Total	**$ —**	**$ —**	**$ —**	**$ 4,250,000**	**$ —**	**$ —**

S. 3rd: Kagy to Graf (SIF164)

FUND	DEPARTMENT	PROJECT TYPE
Street Impact Fee	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Impact Fee Revenue	$ 10,568,000
TOTAL SCHEDULED PROJECT COST	**$ 10,568,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project consists of reconstructing S 3rd from Graf to Kagy with a 2-lane urban arterial roadway. Project scope includes one travel lane in each direction, sidewalks or shared-use paths on each side, curbs and gutters, and street lighting. This project also includes intersection improvements to address operational improvements for multimodal traffic. An Intersection Control Evaluation will be performed in the pre-design phase to determine feasibility of roundabout intersection control. This project is identified in the 2017 Transportation Master Plan as MSN-3 and SPOT-36.

The project is anticipated to be selected by City Commission for prioritization of Urban Route funding following College: 11th to 19th. If not selected for Urban Route funding, the project will be delayed. Engineering: $1,768,000 | Construction: $8,800,000

CONSEQUENCES OF DELAYING PROJECT

Delays will prolong pedestrian safety challenges and allow pavement to deteriorate further.

CHANGES FROM PRIOR CIP

Moved from unscheduled as the project is anticipated to be prioritized and receive full funding via Urban Route.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Street Impact Fee	$ —	$ —	$ —	$ —	$ 1,768,000	$ 8,800,000

Arterial & Collector District

Scheduled Projects for Arterial & Collector District Fund

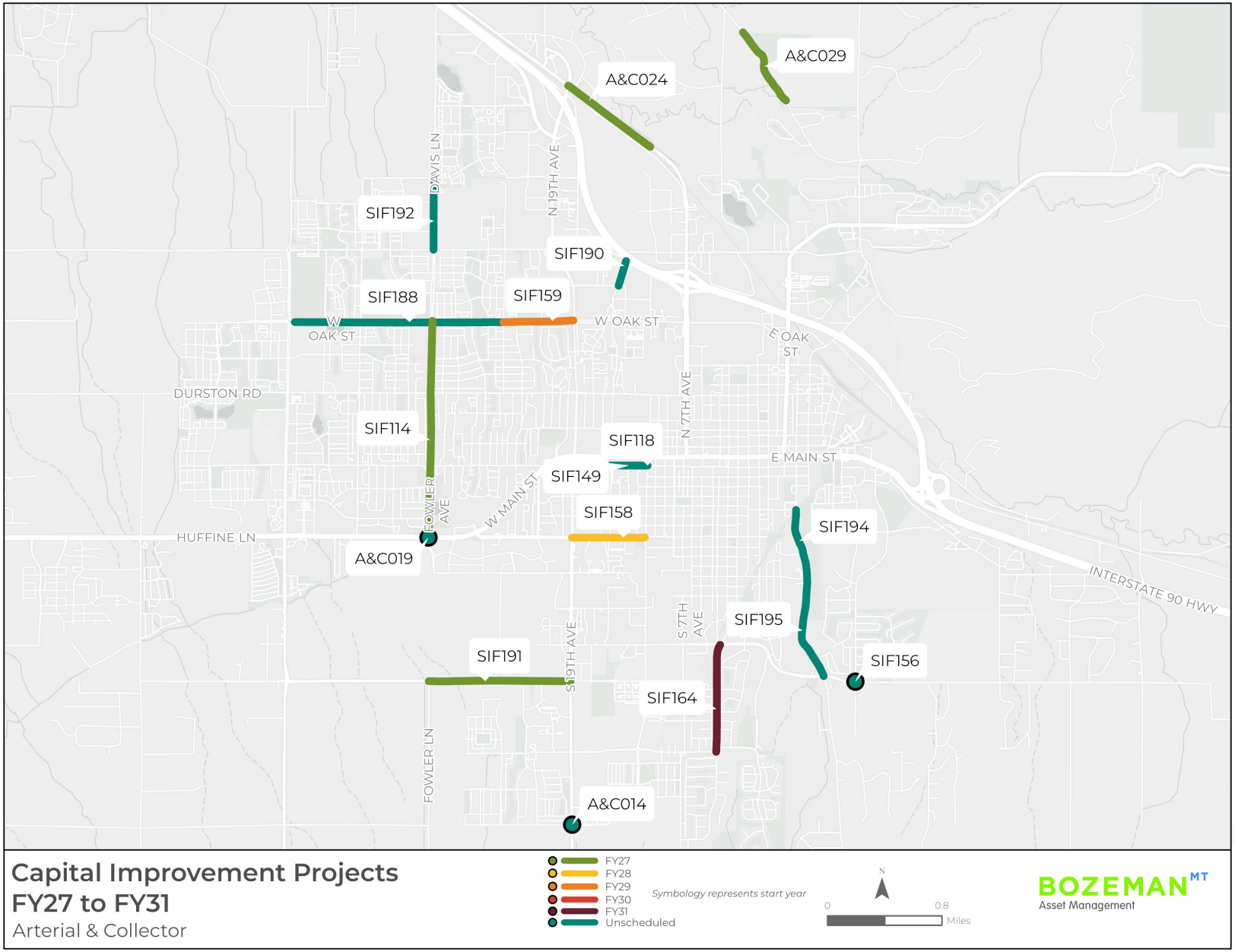
Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
184	A&C029	McIlhattan Road: Bikefill Access Improvements	$ 1,500,000	$ —	$ —	$ —	$ —	$ 1,500,000
185	SIF114	Fowler Avenue Connection: Huffine to Oak	1,327,900	3,771,500	—	—	—	5,099,400
186	A&C024	Shared Use Path: Frontage	500,000	—	200,000	—	—	700,000
187	SIF191	Stucky: 19th to Fowler	405,000	2,339,700	—	—	—	2,744,700
188	TMP27	Transportation Master Plan	250,000	—	—	—	—	250,000
189	A&C030	Transportation Alternatives - ADA Upgrades and Pedestrian Safety	—	789,700	—	—	—	789,700
190	SIF158	College: 11th to 19th	—	611,700	3,058,700	—	—	3,670,400
191	A&C001	Shared Use Paths: Citywide Improvements	—	500,000	500,000	500,000	500,000	2,000,000
192	SIF159	Oak: 27th to 19th Widening	—	—	1,000,000	—	—	1,000,000
		Total	$ 3,982,900	$ 8,012,600	$ 4,758,700	$ 500,000	$ 500,000	$ 17,754,200

Unscheduled Projects for Arterial & Collector District Fund

Project Code	Project Name	Amount	Description
SIF195	Church: Garfield to Kagy	$ 4,840,000	This project consists of reconstructing Church Street from the intersection with Garfield Street to Kagy Boulevard with a two-lane urban collector standard. Project scope would include one travel lane in each direction, curbs and gutters, and shared-use paths. This project will improve the capacity of motorized vehicles as well as pedestrians and cyclists. Due to land constraints, it is possible that a shared-use path may not be feasible on both sides of the street. This project is identified in the 2017 Transportation Master Plan as MSN-30 and is unscheduled due to lack of funding.
SIF194	Church: Story to Garfield	3,330,000	This project consists of reconstructing Church Street from the intersection with Story to Garfield with a two-lane urban collector standard. Project scope would include one travel lane in each direction, curbs and gutters, and shared-use paths. This project will improve the capacity of motorized vehicles as well as pedestrians and cyclists. Due to land constraints, it is possible that a shared-use path may not be feasible on both sides of the street. This project is identified in the 2017 Transportation Master Plan as MSN-30 and is unscheduled due to lack of funding.
A&C014	S. 19th/Blackwood Intersection Improvement	2,445,000	This project will design and construct upgrades to the intersection of S 19th and Blackwood. Development in this area is contributing to increased demand at this intersection, leading to the eventual need for traffic control. An Intersection Control Evaluation will be performed in the pre-design phase to determine feasibility of roundabout or traffic signal control. This project is unscheduled due to lack of funding.
SIF192	Fowler: Baxter to Cattail	2,300,000	This project will complete construction of this section of Fowler to City standards with curbs and gutters as well as sidewalks/pathways and street lighting. This project is identified in the 2017 Transportation Master Plan as MSN-11 and is unscheduled due to lack of funding.
SIF118	Babcock: 15th to 19th	$ 2,210,800	This project will improve Babcock from 15th to 19th. Project includes intersection improvements at 19th and Babcock. This project will improve Babcock from 15th to 19th by adding a left turn lane, signal improvements at 19th, bike facilities and/or sidewalks. This project is identified in the Transportation Master Plan as CMSN-9.

Project Code	Project Name	Amount	Description
SIF149	Babcock: 11th to 15th	$ 1,367,000	This project will improve Babcock from 11th to 15th. This project increases capacity directly with the incorporation of a left turn lane, bike lanes, and sidewalks. A payback district or Special Improvement District may be created to leverage other stakeholders. Design is planned to align with design work on the Babcock project between 15th-19th. Right-of-way acquisition and construction have been unscheduled due to funding constraints. This project is identified in the 2017 Transportation Master Plan as CMSN-9 and is unscheduled in order to consider a right-sized scope and prioritize higher needs within the fund.
A&C019	Huffine Lane Crossing	1,222,500	This project will construct an enhanced active transportation crossing of Huffine Lane in the area of Fowler Ave. This project is identified in the 2017 Transportation Master Plan as a grade-separated crossing, SPOT-39. It is unscheduled due to lack of funding.
SIF156	Highland/Kagy Intersection Improvement	500,000	This project will upgrade the intersection of Highland and Kagy. An Intersection Control Evaluation will be performed in the pre-design phase to determine feasibility of roundabout intersection control. This project is identified in the 2017 Transportation Master Plan as TSM-24 and is unscheduled due to lack of funding.
	Total	**$ 18,215,300**	

Map of Arterial & Collector District Fund Infrastructure Projects



McIlhattan Road: Bikefill Access Improvements (A&C029)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 1,500,000
TOTAL SCHEDULED PROJECT COST	**$ 1,500,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project consists of roadway improvements to McIlhattan Road to support the future development of Bikefill Park. Anticipated scope includes pavement construction, slope remediation, and stormwater management. Conceptual Design and cost estimate have been completed in partnership with Gallatin Valley Land Trust (GVLT). GVLT will continue leading design with approvals from City staff. Upon completion, the City will bid the construction project and assist in construction administration.

The FY27 funding is intended to serve as a match for a federal grant through the Land and Water Conservation Fund (LWCF) Program. The Parks Department will be managing the development of Bikefill Park (project PTD26), and total project costs across departments are expected to be roughly $3 million to take full advantage of this grant opportunity.

CONSEQUENCES OF DELAYING PROJECT

Reduction in safety induced by lack of adequate roadway, and increased traffic volume due to park operations.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ 1,500,000	$ —	$ —	$ —	$ —

Fowler Avenue Connection: Huffine to Oak (SIF114)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 2	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 5,099,400
TOTAL SCHEDULED PROJECT COST	**$ 5,099,400**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will complete Fowler Avenue from Huffine to Oak in four phases: North – Oak to Durston (FY25 & FY26), Middle – Durston to Babcock (FY26 & FY27), South – Babcock to Huffine (FY28), Intersection of Huffine and Fowler (unscheduled). Project scope approved by Bozeman City Commission includes one travel lane in each direction, shared-use paths, traffic signalization at Babcock, and roundabout at Durston. This project is identified in the Transportation Master Plan as MSN-13 and SPOT-39.

The total cost of this project including prior-year actuals and FY26 budget is anticipated to be $22,596,000. Design is now at 90%. Engineering: funded in prior fiscal years | Utilities: Sewer installation included in Wastewater Impact Fee fund | Right of Way: $8,165,000 | Construction: $14,431,000.

CONSEQUENCES OF DELAYING PROJECT

Delaying project will result in significant traffic on surrounding streets which is expected to continue to increase over the next five years.

CHANGES FROM PRIOR CIP

Costs have been updated to reflect 60% design cost estimate.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ 401,700	$ 1,327,900	$ 3,771,500	$ —	$ —	$ —
Street Impact Fee	$ 9,551,800	$ 2,289,900	$ —	$ —	$ —	$ —
Total	**$ 9,953,500**	**$ 3,617,800**	**$ 3,771,500**	**$ —**	**$ —**	**$ —**

Shared Use Path: Frontage (A&C024)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 700,000
TOTAL SCHEDULED PROJECT COST	**$ 700,000**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This project will construct a 10-foot shared-use path along Frontage Road between Cherry River fishing access and Springhill Road. This is an initial portion of the overall Frontage Pathway from Bozeman to Belgrade, however, no County or City of Belgrade support has currently been identified to complete the path outside of city limits. Additional funding for this project is provided through a Trails, Open Space, and Parks (TOP) grant and through private fundraising identified in the TOP application. This project was identified in the 2017 Transportation Master Plan as SP-34. Right of Way agreements are required before this project can advance to construction.

CONSEQUENCES OF DELAYING PROJECT

The Bozeman SAFE Plan of 2023 identifies separated bicycles facilities as a priority improvement. Further need for project prioritization is requested in the next Transportation Master Plan.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ 500,000	$ —	$ 200,000	$ —	$ —

Stucky: 19th to Fowler (SIF191)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 2,744,700
TOTAL SCHEDULED PROJECT COST	**$ 2,744,700**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will complete construction of Stucky Road to a City collector standard with curb and gutter as well as sidewalks/pathways and street lighting. Improvements to the signal at S 19th will be included as necessary along with widening S 19th immediately south of 19th/Stucky to complete the necessary additional traffic lane on 19th adjacent to the existing church. This project is identified in the 2017 Transportation Master Plan as MSN-16. Engineering: $2,060,600 | Right of Way: $1,500,000 | Construction: $5,849,300 | Utilities: water utility included in water fund otherwise incidental to project.

CONSEQUENCES OF DELAYING PROJECT

This project will support the higher capacity of vehicles, bicycles, and pedestrians anticipated due to substantial development immediately south of Stucky Road. Delaying the project could compromise safety and level of service to the community.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ 405,000	$ 2,339,700	$ —	$ —	$ —
Street Impact Fee	$ —	$ 3,225,600	$ 3,509,600	$ —	$ —	$ —
Total	**$ —**	**$ 3,630,600**	**$ 5,849,300**	**$ —**	**$ —**	**$ —**

Transportation Master Plan (TMP27)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Master Plan/Study
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 250,000
TOTAL SCHEDULED PROJECT COST	**$ 250,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds an update to the city's Transportation Master Plan (TMP) last completed in 2017. The TMP serves as an official facility plan for transportation management and capital investment within the city. This update will focus on operational analysis and capital project prioritization while incorporating the city's recently-completed Bicycle and Pedestrian Gap Analysis Study and in-progress Safe Streets for All Safety Action Plan. This plan is likely to result in a reprioritization of Transportation CIP projects in the mid term.

CONSEQUENCES OF DELAYING PROJECT

The City's current Transportation Master Plan is outdated and requires revision to align with its expanded population and updated Unified Development Code.

CHANGES FROM PRIOR CIP

New project previously identified in the City's operating budget.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ 250,000	$ —	$ —	$ —	$ —

Transportation Alternatives - ADA Upgrades and Pedestrian Safety (A&C030)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 789,700
TOTAL SCHEDULED PROJECT COST	**$ 789,700**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This project constructs sidewalks and curb ramps to comply with the Americans with Disabilities Act (ADA) at existing Streamline stops and enhanced safety elements at crosswalks on arterial and collector streets at various locations across the city. The project received a 2025 Transportation Alternatives grant and requires a 13.42% local match of $105,974.

CONSEQUENCES OF DELAYING PROJECT

Delay would default on the Transportation Alternatives grant award and leave a substantial gaps in the city's multimodal transportation system.

CHANGES FROM PRIOR CIP

New project funded by a grant award.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ —	$ 789,700	$ —	$ —	$ —

College: 11th to 19th (SIF158)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Minimal	Class 5

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 3,670,400
TOTAL SCHEDULED PROJECT COST	**$ 3,670,400**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will design and reconstruct College between 11th and 19th to a two-lane urban minor arterial standard including Rectangular Rapid Flashing Beacons at 13th and 15th crossings. Anticipated improvements will include pavement reconstruction, addition of left turn lanes where warranted, storm drainage, new sidewalk or shared-use paths on both side of the street, and updated street lighting.

This project was identified in the 2017 Transportation Master Plan as MSN-17, SPOT-9, SPOT-10, and BL-10. Funding for this project depends on the City Commission's prioritization of Urban Route funding. If not selected, the project will be delayed due to lack of funding. Anticipated costs are: Engineering: $611,742 | Construction: $3,670,454.

CONSEQUENCES OF DELAYING PROJECT

Delays will prolong pedestrian safety challenges and allow pavement to deteriorate further.

CHANGES FROM PRIOR CIP

This project was originally planned to redesign and reconstruct W. College St. to a three-lane urban minor arterial. The cost has been reduced to reflect a revised scope that now calls for a two-lane design instead.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ —	$ 611,700	$ 3,058,700	$ —	$ —

Shared Use Paths: Citywide Improvements (A&C001)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 2,000,000
TOTAL SCHEDULED PROJECT COST	**$ 2,000,000**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This annual project allocation will serve to construct missing sections of shared-use path identified for prioritization through the City's upcoming Bike/Ped Gap Analysis Study and Transportation Master Plan Update.

CONSEQUENCES OF DELAYING PROJECT

City lacks dedicated funding sources to construct standalone shared-use path projects. Delays to this request will prolong the absence of safe, connected bicycle infrastructure.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ —	$ 500,000	$ 500,000	$ 500,000	$ 500,000

Oak: 27th to 19th Widening (SIF159)

FUND	DEPARTMENT	PROJECT TYPE
Arterial & Collector District	Streets	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 1,000,000
TOTAL SCHEDULED PROJECT COST	**$ 1,000,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will widen Oak St to a five-lane configuration that better aligns with the adjacent sections of Oak St. It includes an eastbound lane reconfiguration and signal upgrade at N 19th. These improvements will increase the intersection's capacity by matching the lane configuration established in the 2016 Oak St 15th to 19th project. The project will also address multimodal considerations by adding a shared-use path to this corner of the intersection. It is identified in the 2017 Transportation Master Plan as TSM-16 and MSN-9.

CONSEQUENCES OF DELAYING PROJECT

Increased delays and reduced level of service at the intersection as growth continues to add demand.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Arterial & Collector District	$ —	$ —	$ —	$ 1,000,000	$ —	$ —
Street Impact Fee	$ —	$ —	$ —	$ 3,250,000	$ —	$ —
Total	**$ —**	**$ —**	**$ —**	**$ 4,250,000**	**$ —**	**$ —**

Street Reconstruction

Scheduled Projects for Street Reconstruction Fund

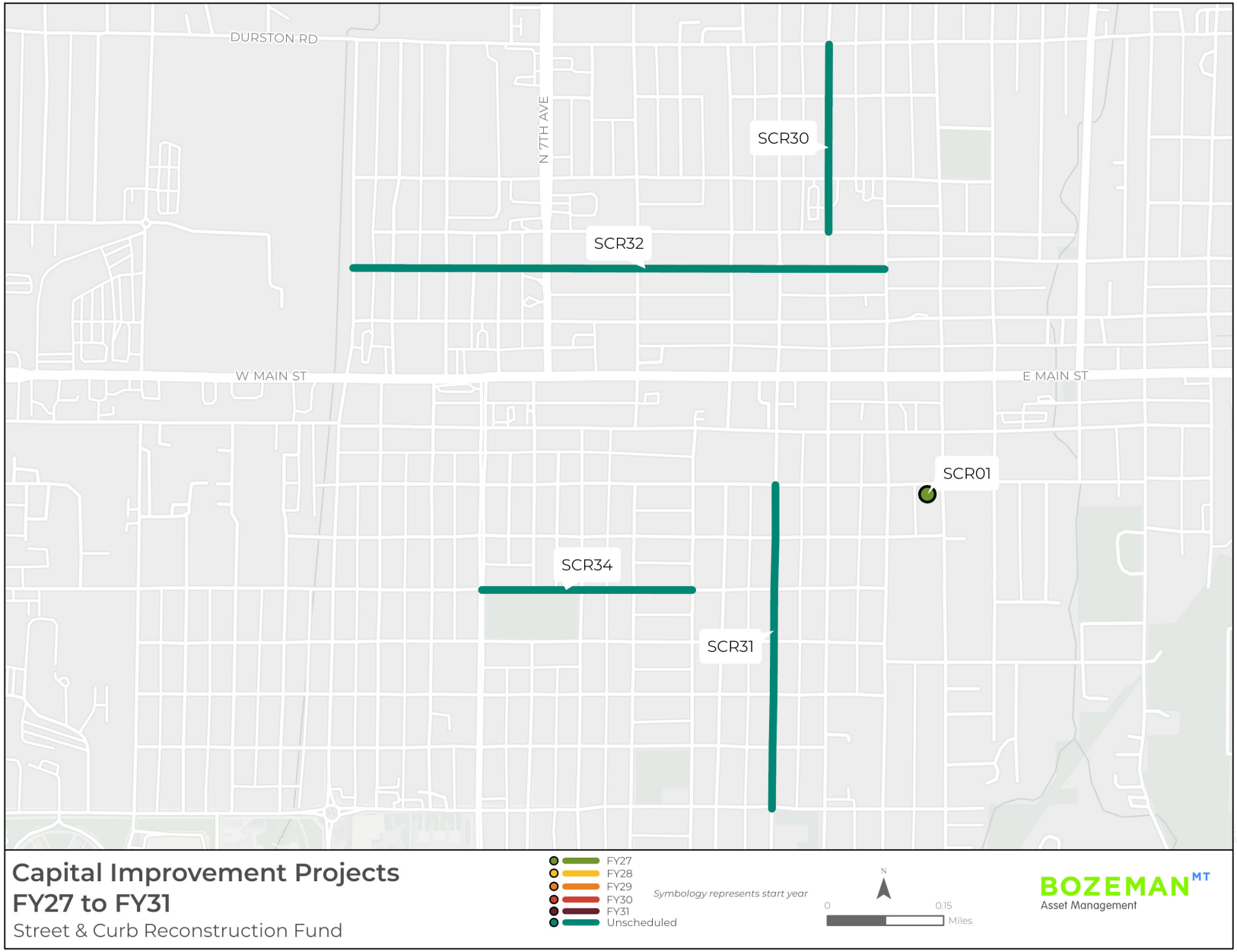
No scheduled projects.

Unscheduled Projects for Street Reconstruction Fund

Project Code	Project Name	Amount	Description
SCR31	S. Grand (Olive to College)	$ 2,101,800	This project involves the reconstruction of South Grand Avenue from Olive Street to College Street, including replacement of failed curbs and gutters, a City standard street section, asphalt, pedestrian ramps, pavement markings and signage. Additionally, the project will include replacement of failed City utilities under the street. Utility costs are budgeted in their respective annual replacement projects including water (W03), sewer (WW07), and storm drains (STDM05). Americans with Disabilities Act (ADA) compliance and Municipal Separated Storm Sewer (MS4) compliance will be met through this project. This project has been unscheduled until an updated funding policy for Local Street Reconstructions is determined.
SCR32	W. Lamme (7th to Tracy)	2,071,100	This project scope includes reconstruction of West Lamme Street from 7th Avenue to Tracy Avenue, including replacement of failed curbs and gutters, a City standard street section, asphalt, pedestrian ramps, pavement markings and signage. Replacement of failed City utilities under the street will take place concurrently. Utility costs are budgeted in their respective annual replacement projects including water (W03), sewer (WW07), and storm drains (STDM05). Americans with Disabilities Act (ADA) compliance and Municipal Separated Storm Sewer (MS4) compliance will be met through this project. This project has been unscheduled until an updated funding policy for Local Street Reconstructions is determined.

Project Code	Project Name	Amount	Description
SCR30	N. Grand (Beall to Peach)	$ 1,769,400	This project entails the reconstruction of North Grand Avenue from Beall Street to Peach Street, including replacement of failed curbs and gutters, a City standard street section, asphalt, pedestrian ramps, pavement markings and signage. Replacement of failed City utilities under the street will take place concurrently. Associated utility costs are budgeted in their respective annual replacement projects including water (W03), sewer (WW07), and storm drains (STDM05). Americans with Disabilities Act (ADA) compliance and Municipal Separated Storm Sewer (MS4) compliance will be met through this project. This project has been unscheduled until updated funding policy for Local Street Reconstructions is determined.
SCR34	W. Koch (4th to 8th)	1,302,200	This project consists of the reconstruction of West Koch Street from 4th Avenue to 8th Avenue, including replacement of failed curbs and gutters, a City standard street section, asphalt, pedestrian ramps, pavement markings, and signage. Project scope will also include replacement of failed City utilities under the street. Utility costs are budgeted in their respective annual replacement projects including water (W03), sewer (WW07), and storm drains (STDM05). Americans with Disabilities Act (ADA) compliance and Municipal Separated Storm Sewer (MS4) compliance will be met through this project. This project has been unscheduled until updated funding policy for Local Street Reconstructions is determined.
	Total	**$ 7,244,500**	

Map of Street Reconstruction Fund Infrastructure Projects



Vehicle Maintenance

Scheduled Projects for Vehicle Maintenance Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
199	VM10	Vehicle Lift Replacements	$ 95,000	$ —	$ —	$ —	$ —	$ 95,000
200	VM11	Air Compressor Replacement	34,000	—	—	—	—	34,000
201	VM12	Replace #3417 - Class 3, Parts Truck	—	90,000	—	—	—	90,000
		Total	$ 129,000	$ 90,000	$ —	$ —	$ —	$ 219,000

Unscheduled Projects for Vehicle Maintenance Fund

Project Code	Project Name	Amount	Description
VM13	Air Conditioning for Vehicle Maintenance Shop	$ 250,000	This item funds the addition of air conditioning at the Vehicle Maintenance Shop. In recent years, summer heat has resulted in uncomfortably high indoor temperatures in the facility, creating challenging working conditions for staff performing physically demanding tasks. Adding air conditioning will improve safety, comfort, and productivity. This project remains unscheduled to limit cost-allocation impacts but will be needed in the near future as summer heat continues to place operational strain on the facility.
VM09	Replace #1056 - Class 3, Spill Response Vehicle	$ 90,000	This item funds the replacement of Vehicle Maintenance's 1987 3/4-ton Spill Response Truck (#1056) to adequately address varying sizes of spills. The unit will be a class 3 electric vehicle. This project has been moved to unscheduled, as fleet management located a Fire Department vehicle up for disposal that can be equipped to meet the short-term need while overall responsibility for spill response is reviewed on a citywide basis.
	Total	**$ 340,000**	

Vehicle Lift Replacements (VM10)

FUND	DEPARTMENT	PROJECT TYPE
Vehicle Maintenance	Vehicle Maintenance	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfers	$ 95,000
TOTAL SCHEDULED PROJECT COST	**$ 95,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

As the number of vehicles and heavy equipment serviced each year continues to grow, a review of shop operations showed that the current layout and aging equipment are limiting productivity. The two-post lifts are twenty years old, constrain how many vehicles can be worked on at one time, and no longer meet the needs of the department. Newer lifts will boost efficiency, improve workflow, and help the shop keep pace with the City's expanding fleet.

CONSEQUENCES OF DELAYING PROJECT

Delay will increase the turnaround time for vehicle repairs and service, resulting in increased downtime for staff who rely on vehicles to service the City's residents and visitors.

CHANGES FROM PRIOR CIP

Added after updated operational review by incoming Fleet Manager indicated that replacing the current lifts would enhance service capacity allowing us to service more vehicles per day, improving overall shop efficiency.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Vehicle Maintenance	$ —	$ 95,000	$ —	$ —	$ —	$ —

Air Compressor Replacement (VM11)

FUND	DEPARTMENT	PROJECT TYPE
Vehicle Maintenance	Vehicle Maintenance	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfers	$ 34,000
TOTAL SCHEDULED PROJECT COST	**$ 34,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

This project funds the replacement of the Vehicle Maintenance Division’s aging air compressor, originally purchased in 2010. The compressor provides essential air supply for fluid transfer systems, vehicle lifts, and pneumatic tools. The existing unit has reached the end of its expected service life, and replacement with a newer, more efficient model is the most cost-effective option to ensure continued operational reliability.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in the Vehicle Maintenance Division's continued use of the existing compressor, risking failure and an inability to perform the principal functions of Vehicle Maintenance until a replacement is sourced.

CHANGES FROM PRIOR CIP

New. The existing compressor has broken down frequently over the last year.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Vehicle Maintenance	$ —	$ 34,000	$ —	$ —	$ —	$ —

Replace #3417 - Class 3, Parts Truck (VM12)

FUND	DEPARTMENT	PROJECT TYPE
Vehicle Maintenance	Vehicle Maintenance	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Interfund Transfers	$ 90,000
TOTAL SCHEDULED PROJECT COST	**$ 90,000**

STRATEGIC PLAN

7.3 Best Practices, Creativity & Foresight

DESCRIPTION OF PROJECT

This project funds the replacement of the department's 2008 half-ton parts truck (Unit #3417) with a Class 3 electric vehicle. The existing vehicle has exceeded its useful life and lacks the seating capacity, traction, and modern safety features needed to support current operations. The new vehicle will provide improved passenger capacity for transporting crews, enhanced stability for winter conditions, and reduced emissions in alignment with City sustainability goals.

CONSEQUENCES OF DELAYING PROJECT

Delaying replacement increases the risk of mechanical failure, higher maintenance costs, and service interruptions. The existing unit's limited safety features and reduced winter performance may also create operational and safety concerns for staff.

CHANGES FROM PRIOR CIP

Pricing has been adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Vehicle Maintenance	$ —	$ —	$ 90,000	$ —	$ —	$ —

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Wastewater

Scheduled Projects for Wastewater Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
209	WW138	MSU Interceptor	$ 2,613,900	$ —	$ —	$ —	$ —	$ 2,613,900
210	WW09	Annual 6-Inch Wastewater Pipe Replacement	984,300	1,169,900	1,399,200	1,400,000	1,400,000	6,353,400
211	WW120	Replace Sewer Jetter	462,000	—	—	—	—	462,000
212	WW116	Peps Lower Rebuild	380,000	—	—	—	—	380,000
213	WWIF20	N. Frontage Interceptor	304,000	—	1,791,700	—	—	2,095,700
214	WW164	East Gallatin River Nutrient TMDL Revision	300,000	100,000	—	—	—	400,000
215	WW69	Small Works Projects	168,700	175,500	182,500	190,000	200,000	916,700
216	WW141	Treatment Wetlands	100,000	—	—	950,000	8,000,000	9,050,000
217	WW119	Replace #3620 1 Ton	100,000	—	—	—	—	100,000
218	WW112	East Gallatin River Data Collection	72,000	75,000	77,000	80,000	82,000	386,000
219	WW118	Replace #3360 3/4 Ton with 1 Ton	72,000	—	—	—	—	72,000
220	WW139	4th Avenue, Babcock Street and Grand Avenue Sewer Main Replacement and Upsizing	69,700	410,900	—	—	—	480,600
221	WW149	Forklift	50,000	—	—	—	—	50,000
222	WW07	Annual Wastewater Pipe Replacement Design	35,700	37,100	38,600	40,000	41,200	192,600
223	WW08	Wastewater Pipe Replacement	—	1,449,000	1,149,700	1,050,000	2,000,000	5,648,700
224	WW140	N. 9th Avenue, W. Villard Street, and S. 9th Avenue Sewer Main Replacement and Upsizing	—	321,000	1,891,900	—	—	2,212,900
225	WW117	Boiler #1 and #2 Refurbishment	—	150,000	—	—	—	150,000
226	WW150	Huber Headworks Screen Plates	—	100,000	—	—	—	100,000
227	WW128	Replace Ford F150 1/2 Ton	—	70,000	—	—	—	70,000
228	W135	Replace Mini Excavator	—	60,400	—	—	—	60,400
229	WW137	Replace Sewer Easement Machine	—	—	130,000	—	—	130,000
230	WW144	New Combination Vacuum / Jetter Truck	—	—	—	745,000	—	745,000
231	WW153	N. 11th Ave Sewer Main Replacement	—	—	—	698,800	—	698,800
232	WWW03	Midsized Excavator	—	—	—	165,000	—	165,000
233	WWW05	New Tandem Axle Dump Truck	—	—	—	148,500	—	148,500
234	WW145	New 1 Ton Service Truck	—	—	—	120,000	—	120,000

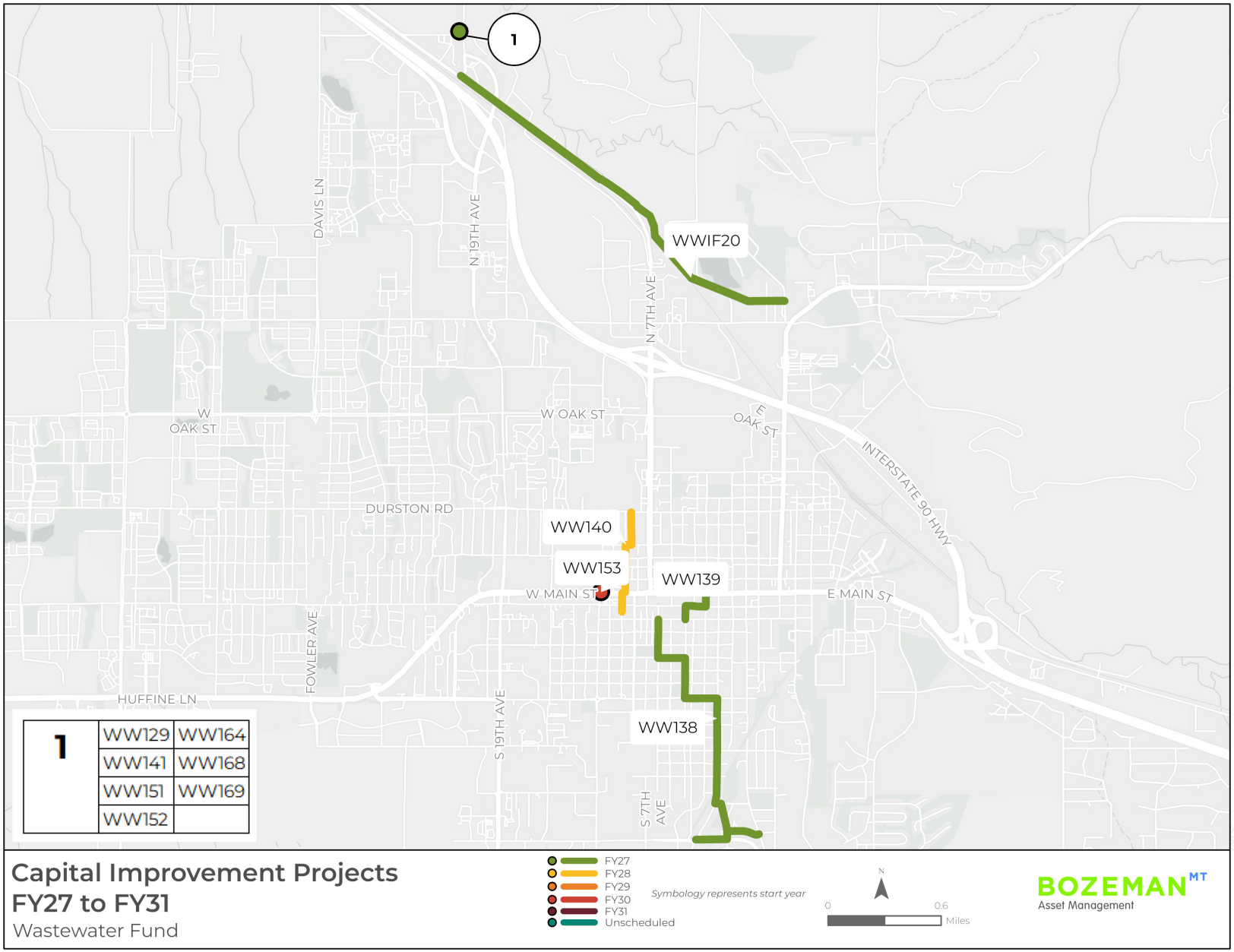
Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
235	WW151	Digester Cleaning	$ —	$ —	$ —	$ 100,000	$ —	$ 100,000
236	WW146	Replace 1/2 Ton Truck	—	—	—	89,000	—	89,000
237	WW152	Solids Building Roof	—	—	—	80,000	—	80,000
238	WWW04	New Equipment Trailer	—	—	—	25,000	—	25,000
239	WW169	WRF Aeration Intensification and Energy Savings	—	—	—	—	1,200,000	1,200,000
240	WW158	Sewer Jetter Truck	—	—	—	—	507,000	507,000
241	WW157	Sanitary Sewer Video Inspection Van	—	—	—	—	425,000	425,000
242	WW165	Biosolids Handling Trailers	—	—	—	—	125,000	125,000
243	WWW06	New Tandem Axle Dump Truck	—	—	—	—	121,500	121,500
244	WW163	Skid Mounted Sewer Video Inspection Equipment	—	—	—	—	90,000	90,000
245	WW161	Replace Cattail Lift Station Pumps	—	—	—	—	75,000	75,000
246	WW160	Replace Loyal Garden Lift Station Generator	—	—	—	—	65,000	65,000
247	WW166	Biosolids Trailer Yard Truck	—	—	—	—	50,000	50,000
248	WW162	Camera for Sanitary Sewer Van	—	—	—	—	35,000	35,000
		Total	$ 5,712,300	$ 4,118,800	$ 6,660,600	$ 5,881,300	$ 14,416,700	$ 36,789,700

Unscheduled Projects for Wastewater Fund

Project Code	Project Name	Amount	Description
WW142	WRF Limit of Technology Nutrient Process Upgrades	$ 98,000,000	Nutrient water quality standards and compliance is a complex and contentious issue in Montana with many current unknowns and uncertainties, which makes capital project planning a significant challenge. The Montana Department of Environmental Quality (DEQ) is currently in the process of developing new nutrient water quality standards rules that once adopted and approved by EPA will lay the groundwork for establishing Water Reclamation Facility (WRF) discharge permit limits for nutrients. The WRF must comply with nutrient permit limits established by the DEQ to ensure the nutrient water quality standard is achieved. This $98 million capital outlay represents the cost to construct the current limit of technology for nutrient treatment performance for both total nitrogen (TN) and total phosphorus (TP). It is presently unknown whether the nutrient water quality standards will be established by the DEQ at such a stringent level to necessitate construction to the limit of technology for both TN and TP. This would be the worst-case cost scenario. The $98 million upgrade identified in the 2022 WRF Facility Plan Update includes construction of: a 4th bioreactor, post anoxic carbon addition for bioreactors 1-4, a side stream enhanced biological phosphorous removal process, a tertiary membrane filtration process and filter pump station, and new chemical and coagulant dosing systems. A $98 million dollar project will have a significant rate impact, and debt coverage requirements will not allow the use of sewer revenue bonds to fund this project. The City is working closely with the Montana League of Cities and Towns, the Montana Department of Environmental Quality (DEQ), and other state-wide partners to work towards reasonable policy solutions that mitigate the impact on rate payers while encouraging appropriate nutrient water quality standards. This project is not currently included in long-term financial models or rate setting considerations.

Project Code	Project Name	Amount	Description
WW141	Treatment Wetlands - Phase 2	$ 17,100,000	This project involves the construction of a vertical flow tertiary treatment wetland at the Water Reclamation Facility. Wetlands treatment may present an elegant solution to achieve water quality standards utilizing natural treatment methods to remove an additional fraction of total nitrogen and total phosphorus prior to discharge to the East Gallatin River. Effectiveness of wetland treatment is being evaluated by Montana State University (MSU) under a grant agreement with the City and Montana Department of Environmental Quality (DEQ). Upon completion of the pilot, project and resolution of nutrient water quality standards by the State of Montana and DEQ, this project may show promise as a final nutrient treatment polishing process, possibly eliminating the need for costly limit of technology nutrient treatment. This portion of the project represents the second phase of construction, following the design and phase one construction work already programmed within the 5-year capital plan.
WW168	PEPS Building Expansion	300,000	The Water Reclamation Facility (WRF) Primary Effluent Pumping Station has three large 150-horesepower pumps that are installed outside and exposed to the elements. This project would make building modifications to add building footprint to enclose these critical pumps indoors, increasing service life by keeping them out of the elements. This is currently unscheduled due to the possibility that this project could be done in conjunction with other work at the facility which would result in cost savings. Project is currently unscheduled as implementation is planned outside the 5-year window of this capital plan.
	Total	**$ 115,400,000**	

Map of Wastewater Fund Infrastructure Projects



MSU Interceptor (WW138)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 2,613,900
TOTAL SCHEDULED PROJECT COST	**$ 2,613,900**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes both the replacement and upsizing of approximately 10,250 feet of existing sewer main, providing the necessary improvements to increase system capacity to meet future build-out conditions while decreasing overall risk associated with the aging of critical infrastructure. A critical section of existing sewer main begins on Kagy Blvd and Hoffman Drive as ten-inch diameter asbestos concrete pipe and continues to run north through Mason, Willson Ave, College, 4th Avenue, and finally ending on 6th Ave.

Once the sewer main reaches Olive Street, the diameter increases to 18 inches in size. Portions of this existing main have been identified as high-risk given both the condition and age of the existing asset. In addition, the City's hydraulic model has shown that several segments of main are near hydraulic capacity during wet weather modeling scenarios. The project was recommended to occur within the City's five-year planning horizon and is in conformance with the City's Wastewater Collection Facility Master Plan. Engineering is scheduled in FY26 and construction in FY27.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit development immediately south of Kagy and east of 11th Ave and could result in an inability to serve new projects from MSU.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 443,500	$ 2,613,900	$ —	$ —	$ —	$ —
Wastewater Impact Fee	$ 393,300	$ 2,318,000	$ —	$ —	$ —	$ —
Total	**$ 836,800**	**$ 4,931,900**	**$ —**	**$ —**	**$ —**	**$ —**

Annual 6-Inch Wastewater Pipe Replacement (WW09)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 6,353,400
TOTAL SCHEDULED PROJECT COST	**$ 6,353,400**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

The six-inch wastewater replacement program sets aside funds to replace older failing and undersized wastewater collection pipes. The program is designed to replace approximately nineteen miles of undersized main over a twenty-five year period. All six-inch pipes will be upsized to the minimum eight-inch city standard or upsized based on the City's Wastewater Facility Plan and hydraulic model. Priority for six-inch replacement projects will generally be associated with the City's street reconstruction program, new development, and system risk in relation to other six-inch pipes within the system. Remaining funds will be used to update pipe condition assessment information to better inform the City's capital program and future project prioritization.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to deferred maintenance and an increased risk of sewage backups.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 811,200	$ 984,300	$ 1,169,900	$ 1,399,200	$ 1,400,000	$ 1,400,000

Replace Sewer Jetter (WW120)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 462,000
TOTAL SCHEDULED PROJECT COST	**$ 462,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This truck is used to clean and maintain sewers to prevent backups and reduce odors. The project will replace an existing truck that was purchased in 2013.

CONSEQUENCES OF DELAYING PROJECT

If this project is delayed, the truck is more likely to have maintenance issues and experience downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 462,000	$ —	$ —	$ —	$ —

Peps Lower Rebuild (WW116)

FUND	DEPARTMENT	PROJECT TYPE	
Wastewater Fund	Wastewater Plant	Equipment	
OPERATING IMPACT	**COST ESTIMATE CLASS**		
Positive	N/A		
FUNDING SOURCE(S)			**AMOUNT**
Rate Revenue			$ 380,000
		TOTAL SCHEDULED PROJECT COST	**$ 380,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project will entail the primary effluent pumps lower end pump section to be pulled, inspected, and repaired/replaced at the Water Reclamation Facility.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased deferred maintenance costs.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 380,000	$ —	$ —	$ —	$ —

N. Frontage Interceptor (WWIF20)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 2,095,700
TOTAL SCHEDULED PROJECT COST	**$ 2,095,700**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project will either parallel or replace and upsize certain portions of the sanitary sewer along the 11,500-foot length of the existing North Frontage Road Interceptor between Springhill Road and Bridger Drive, which supports large portions of the City's southeast and eastern sewersheds. This project will provide the necessary improvements needed to increase water system capacity to meet future build-out conditions while decreasing overall risk along the interceptor corridor.

Portions of the existing interceptor have an increased risk of failure due to the age and condition of the asset, and other segments have been identified in the City's hydraulic model to be near hydraulic capacity during wet-weather modeling scenarios. The first phase of the project is the replacement of existing parallel trunk sewer, including the upsizing of the parallel interceptor main. The second phase is the installation of a new parallel interceptor main along portions of the existing interceptor which only have a single segment of main. Lastly, the existing interceptor main that is not mitigated as part of the project will be inspected for current condition and either replaced or rehabilitated at a later date in order to fully utilize existing City assets through their life cycles. Engineering is scheduled in FY27 and construction in FY29, and the project will conform to the City's Wastewater Collection Facility Master plan.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk reaching capacity and limiting growth until an upgrade is completed.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 304,000	$ —	$ 1,791,700	$ —	$ —
Wastewater Impact Fee	$ —	$ 830,000	$ —	$ 4,891,600	$ —	$ —
Total	**$ —**	**$ 1,134,000**	**$ —**	**$ 6,683,300**	**$ —**	**$ —**

East Gallatin River Nutrient TMDL Revision (WW164)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Other

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 400,000
TOTAL SCHEDULED PROJECT COST	**$ 400,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

The EPA-approved nutrient total maximum daily load (TMDL) for the East Gallatin River assigns an unachievable nutrient waste load allocation (WLA) to the Water Reclamation Facility (WRF) discharge permit. The WLA was based on numeric nutrient criteria approved by the EPA for use in MT's wadable streams.

The Clean Water Act requires any EPA-approved waste load allocation to be implemented in discharge permits as a water quality-based effluent limit. For unachievable limits, the City may be subjected to a prescriptive compliance schedule determined by the DEQ, or alternatively may seek relief from immediate compliance of the WLA under an individual variance. The East Gallatin River nutrient TMDL must be revised to comport with narrative nutrient water quality standards enacted by the 2025 MT Legislature that replaced the unachievable numeric nutrient criteria. However, a TMDL revision based on narrative standards first requires such standards be approved by the EPA. The EPA has not taken action on the narrative standards as of August 2025. If the EPA approves the narrative nutrient standards, then revision of the East Gallatin River nutrient TMDL can proceed in order to establish a revised nutrient WLA for implementation in the WRF's discharge permit. It is unknown whether a revised WLA will be achievable as an end-of-pipe discharge permit limit for the WRF. If a revised WLA cannot be complied with immediately, then a DEQ compliance plan or individual variance will be likely.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in unachievable MPDES permit limits or variance in water quality standards.

CHANGES FROM PRIOR CIP

This is a new project in response to the standards enacted by the 2025 MT Legislature.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 300,000	$ 100,000	$ —	$ —	$ —

Small Works Projects (WW69)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Unknown	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 916,700
TOTAL SCHEDULED PROJECT COST	**$ 916,700**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

Repair and replacement of equipment is an ongoing job at the Bozeman Water Reclamation Facility, and these funds would be used to repair or replace equipment that fails unexpectedly in emergency situations. An unforeseen mechanical failure needs to be remedied quickly to protect the quality of effluent discharged into the East Gallatin.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased deferred maintenance costs as well as significant water quality impacts to the E. Gallatin River.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 162,200	$ 168,700	$ 175,500	$ 182,500	$ 190,000	$ 200,000

Treatment Wetlands (WW141)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue & Grant(s)	$ 9,050,000
TOTAL SCHEDULED PROJECT COST	**$ 9,050,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project involves the construction of a vertical flow tertiary treatment wetland at the Water Reclamation Facility. Wetlands treatment may present an elegant solution to achieve water quality standards utilizing natural treatment methods to remove an additional fraction of total nitrogen and total phosphorus prior to discharge to the East Gallatin River. Effectiveness of wetland treatment is being evaluated by Montana State University (MSU) under a grant agreement with the City and Montana Department of Environmental Quality (DEQ).

Upon completion of the pilot project and resolution of nutrient water quality standards by the State of Montana and DEQ, this project may show promise as a final nutrient treatment polishing process, possibly eliminating the need for costly limit of technology nutrient treatment. The limit of technology treatment defined in the City's Water Reclamation Facility Plan comes at capital cost of $98 million with extremely high operational costs. A wetlands treatment polishing step may produce similar results but at a much lower cost. Initial results of the joint MSU/DEQ/City pilot work are promising, so the next step is continuation of the pilot study joint effort with MSU to develop design information for full scale wetland design. The continuation of pilot study work is programmed in fiscal year 2026 and fiscal year 2027 with full-scale design work programmed in fiscal year 30. Phase 1 (10 acres) wetlands construction has been moved from unscheduled to FY31, and Phase 2 construction (30 acres) has been added to unscheduled.

CONSEQUENCES OF DELAYING PROJECT

Delay could lead to compliance issues with the City's Montana Pollutant Discharge Elimination System permit requirements.

CHANGES FROM PRIOR CIP

Early results of pilot scale work on this project were promising, prompting an increase to the FY27 amount by $50,000 to a total of $100,000 as there is potential for substantial savings to be realized in future treatment requirements at the City's Water Reclamation Facility relative to traditional mechanical treatment. This project is a candidate for a Water Research Foundation grant, and staff are working with MSU and DEQ to apply as work continues. These funds in FY27 will provide grant match. Additionally, Phase 1 (10 acres) wetlands construction has been moved from unscheduled to FY31, and Phase 2 construction (30 acres) has been added to unscheduled. Design (FY30) and construction (FY31) costs have been increased to reflect recent analysis by HDR (consultant) on wetlands costs. With this project, we hope to eliminate costs of WW142 with the proposed wetlands project.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 50,000	$ 100,000	$ —	$ —	$ 950,000	$ 8,000,000

Replace #3620 1 Ton (WW119)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will replace an existing one-ton truck purchased in 2012. These service trucks are assigned to foremen and lead workers to respond to emergencies equipped with necessary tools. They are the one of the primary assets on our excavations.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, the current truck will exceed its useful life and will likely have maintenance issues that could affect its necessary state of readiness.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 100,000	$ —	$ —	$ —	$ —

East Gallatin River Data Collection (WW112)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Master Plan/Study
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 386,000
TOTAL SCHEDULED PROJECT COST	**$ 386,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This item includes consultant services to sample water quality in the East Gallatin River and update our water quality model for the East Gallatin. This will be used to support the negotiations of Water Reclamation Facility discharge permitting and revision of the East Gallatin nutrient total maximum daily load.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to deferred maintenance and an increased risk of sewage backups.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 66,200	$ 72,000	$ 75,000	$ 77,000	$ 80,000	$ 82,000

Replace #3360 3/4 Ton with 1 Ton (WW118)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 72,000
TOTAL SCHEDULED PROJECT COST	**$ 72,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will replace an existing truck that was purchased in 2007 with a one-ton truck. The increase in cost is miniscule for the extra utility a one-ton truck provides in towing and hauling. These 3/4-ton pickups are primarily used for flowing hydrants and snow plowing, but have utility purpose for smaller jobs as needed. This project would replace any 3/4-ton truck with a one ton truck on the recommendation of Vehicle Maintenance.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, the current truck is more likely to have maintenance issues and experience downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 72,000	$ —	$ —	$ —	$ —

4th Avenue, Babcock Street and Grand Avenue Sewer Main Replacement and Upsizing (WW139)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 480,600
TOTAL SCHEDULED PROJECT COST	**$ 480,600**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes both the replacement and upsizing of approximately 1,300 feet of existing eight-inch sanitary sewer main along 4th Avenue, Babcock Street, and Grand Avenue. The project will provide the necessary improvements to increase system capacity to meet future build-out conditions while decreasing overall risk associated with aging infrastructure.

This critical section of eight-inch vitrified clay pipe has been identified as high-risk given both its condition and age, and the City's hydraulic model has shown several segments to be near hydraulic capacity during wet weather modeling scenarios. It has been identified for replacement and upsizing per the City's Wastewater Collection Facilities Plan, and was recommended to occur within the City's 5-year short-term planning horizon per the City's Wastewater Collection Facility Master Plan Update.

CONSEQUENCES OF DELAYING PROJECT

Delay will limit development served by these pipes and could lead to sewage backups, impacting customers.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 69,700	$ 410,900	$ —	$ —	$ —
Wastewater Impact Fee	$ —	$ 39,200	$ 231,100	$ —	$ —	$ —
Total	**$ —**	**$ 108,900**	**$ 642,000**	**$ —**	**$ —**	**$ —**

Forklift (WW149)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project is for a new forklift to increase safety associated with lifting and moving 1600 LB polymer totes, pallets, and equipment.

CONSEQUENCES OF DELAYING PROJECT

Delay would require staff to continue renting equipment when needed, along with continued use of the skid steer. This is a safety hazard, as the skid steer is not intended for use in offloading full tractor trailers.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ 50,000	$ —	$ —	$ —	$ —

Annual Wastewater Pipe Replacement Design (WW07)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 3	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 192,600
TOTAL SCHEDULED PROJECT COST	**$ 192,600**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This item is primarily surveying consulting services. In-house staff complete the design work for these projects. This Item provides for surveying work to be completed every year in anticipation of the annual pipe replacement/rehabilitation projects. Other elements of this item may include geotechnical consultant services or other design support services.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to deferred maintenance and an increased risk of sewage backups.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 34,300	$ 35,700	$ 37,100	$ 38,600	$ 40,000	$ 41,200

Wastewater Pipe Replacement (WW08)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 5,648,700
TOTAL SCHEDULED PROJECT COST	**$ 5,648,700**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

The wastewater pipe replacement program sets aside funds to assess and replace failing or high-risk wastewater collection pipes. Priority for replacement or rehabilitation projects will generally be associated with system risk and capacity, and pipe replacements will be coordinated with the City's annual street reconstruction program. Remaining funds will be used to update pipe condition assessment information to better inform the City's capital program and future project prioritization.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to deferred maintenance and an increased risk of sewage backups.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ 762,000	$ —	$ 1,449,000	$ 1,149,700	$ 1,050,000	$ 2,000,000

N. 9th Avenue, W. Villard Street, and S. 9th Avenue Sewer Main Replacement and Upsizing (WW140)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 2,212,900
TOTAL SCHEDULED PROJECT COST	**$ 2,212,900**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes either replacement or upsizing of approximately 3,000 feet of critical sewer main beginning on South 9th Street and continuing north through Midtown, ultimately ending at Durston Ave. The project will provide the necessary improvements to increase system capacity to meet future build-out conditions, while decreasing overall risk associated with aging critical infrastructure.

The existing vitrified clay pipe has been identified as high-risk given both the condition and age of the asset, and the City's hydraulic model has shown several segments of main to be near hydraulic capacity during wet weather modeling scenarios. The project was recommended to occur within the City's 5-year short-term planning horizon and is in conformance with the City's Wastewater Collection Facility Plan Update. Engineering is scheduled in FY28 and construction in FY29.

CONSEQUENCES OF DELAYING PROJECT

Delaying will limit development served by these pipes and could lead to potential sewage backups impacting sewer customers.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ 321,000	$ 1,891,900	$ —	$ —
Wastewater Impact Fee	$ —	$ —	$ 48,000	$ 282,700	$ —	$ —
Total	**$ —**	**$ —**	**$ 369,000**	**$ 2,174,600**	**$ —**	**$ —**

Boiler #1 and #2 Refurbishment (WW117)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 150,000
TOTAL SCHEDULED PROJECT COST	**$ 150,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

The Water Reclamation Facility (WRF) currently operates two conventional boilers for heating digesters and buildings. Rehabilitation of these boilers is required in order to maintain performance and assure no unplanned downtime.

CONSEQUENCES OF DELAYING PROJECT

If the boilers are not proactively maintained they will reach catastrophic failure, resulting in process failures at the WRF. These process failures would result in solids treatment processes shutting down, with subsequent major odor impacts on the community and an inability to dispose of solids with subsequent stockpiling on site. Additionally, buildings at the WRF would not have heat in the winter.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ 150,000	$ —	$ —	$ —

Huber Headworks Screen Plates (WW150)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project entails the replacement and installation of perforated plates for Huber Fine Screens in Headworks. This necessary re-build project was brought to our attention by our vendor, who tracked the wear of the panels over time. They are currently 14 years old and will be 17 years old at the time of proposed replacement.

CONSEQUENCES OF DELAYING PROJECT

Delay could result in potential headworks failure as well as an increased likelihood of debris passing downstream and damaging equipment.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ 100,000	$ —	$ —	$ —

Replace Ford F150 1/2 Ton (WW128)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 70,000
TOTAL SCHEDULED PROJECT COST	**$ 70,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Half-ton trucks are used for smaller operations in the wastewater operations division, including material transport, supply runs, and traffic control. This project will replace a half-ton vehicle that was purchased in 2013.

CONSEQUENCES OF DELAYING PROJECT

If this replacement is delayed, the current truck is more likely to have maintenance issues and experience downtime.

CHANGES FROM PRIOR CIP

Amount has been updated to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ 70,000	$ —	$ —	$ —

Replace Mini Excavator (W135)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 60,400
TOTAL SCHEDULED PROJECT COST	**$ 60,400**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is the purchase of a mini excavator. Previously, the Water Department jointly purchased a mini excavator with the Streets Department, which will be 15 years old at the time of replacement. This equipment is primarily used to dig and repair water and sewer components and is better suited to fit in tight spaces than backhoes.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, equipment is more likely to have maintenance issues and experience downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ 60,400	$ —	$ —	$ —

Replace Sewer Easement Machine (WW137)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 130,000
TOTAL SCHEDULED PROJECT COST	**$ 130,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

A sewer easement machine's primary use is to clean and maintain sewer mains in areas that normal operating equipment cannot access. The existing equipment was purchased used over 25 years ago and has difficulty starting.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, the current equipment could fail. Custom fabrication would likely need to take place if components are damaged because replacement parts are difficult to source due to the age of the equipment.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ 130,000	$ —	$ —

New Combination Vacuum / Jetter Truck (WW144)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 745,000
TOTAL SCHEDULED PROJECT COST	**$ 745,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City currently has two vacuum/jetter vehicles, which have proven to be invaluable tools used for routine cleaning and maintenance of sewer mains. They are also used to address clogs and debris in sewer mains, as well as for hydro excavation. These trucks require a minimum of two operators but are routinely used with a crew of four. As the need for these vehicles is dependent upon the total mileage of sewer main throughout the city, this project would increase the servicing capacity to the level necessary to accommodate recent growth.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in reduced levels of service due to growth.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 745,000	$ —

N. 11th Ave Sewer Main Replacement (WW153)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Negligible	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 698,800
TOTAL SCHEDULED PROJECT COST	**$ 698,800**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

Replace the existing 24-inch vitrified clay pipe with a new 24-inch PVC pipe along N 11th Ave south of Durston Rd, and before the 90 degree turn East.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to deferred maintenance and an increased risk of sewage backups. This is a critical repair of the 19th Ave / Kagy Interceptor based on the City's Risk Model and Hydraulic Model.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 698,800	$ —

Midsized Excavator (WWW03)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 165,000
TOTAL SCHEDULED PROJECT COST	**$ 165,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is for the acquisition of a midsized excavator. Currently, the City's excavation fleet consists of six backhoes and one mini excavator. Increasing amounts of water and sewer pipe are installed at depths of up to twenty feet, creating the need for equipment capable of reaching that depth. A larger excavator will also provide greater versatility for other excavation needs. At present, the City must hire contractors for pipe excavations deeper than twelve feet, often at a premium cost.

CONSEQUENCES OF DELAYING PROJECT

If the excavator is not purchased, the City will continue to contract this work out or rent the equipment. Emergency situations requiring rental equipment or contracting are expensive.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 165,000	$ —
Water Fund	$ —	$ —	$ —	$ —	$ 165,000	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 330,000**	**$ —**

New Tandem Axle Dump Truck (WWW05)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 148,500
TOTAL SCHEDULED PROJECT COST	**$ 148,500**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds the purchase of an additional tandem-axle dump truck which will be primarily used to haul materials and trailers across town to excavation sites. Dump trucks are frontline pieces of equipment that are necessary to excavate and repair water and sewer infrastructure, and are heavily utilized in summer for hauling excavation materials and in winter for snow removal. Currently the Water and Wastewater divisions have four dump trucks which can facilitate approximately two excavations in a day, and more are needed to accommodate a growing city. This addition increases efficiency, reduces reliance on contractors, and ensures adequate resources to meet growing workload demands.

CONSEQUENCES OF DELAYING PROJECT

Without this new equipment, the work will need to be contracted out as the City is already short on the necessary equipment to meet demands.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 148,500	$ —
Water Fund	$ —	$ —	$ —	$ —	$ 148,500	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 297,000**	**$ —**

New 1 Ton Service Truck (WW145)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 120,000
TOTAL SCHEDULED PROJECT COST	**$ 120,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

One-ton service trucks are first line trucks which respond to emergencies, equipped with tools to handle most of our work, and are assigned to foremen and lead workers. They are one of the primary assets on our excavations. This purchase will accommodate a growing city and staff.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in reduced levels of service due to growth, including increased response times to emergencies and an inability to meet existing schedules for regular sewer system maintenance.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 120,000	$ —

Digester Cleaning (WW151)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

Digester maintenance requires periodic emptying and removal of the debris that builds up over time in the City's solids processing system at the Water Reclamation Facility (WRF). Digesters are a treatment system at the plant that process biosolids before ultimate disposal at the Logan Landfill. The City has three tanks currently and are planning to build a fourth. To maintain treatment function, avoid in-service failures, and maintain our ability to meet EPA permit requirements for the facility, they must be proactively cleaned. A good preventive schedule for these tanks is five to ten years each.

CONSEQUENCES OF DELAYING PROJECT

Delay will significantly increase the likelihood of solids-handling failure and non-compliance with EPA 503 permit requirements, leading to increased solids disposal costs and likely fines for not meeting permit conditions.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 100,000	$ —

Replace 1/2 Ton Truck (WW146)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 89,000
TOTAL SCHEDULED PROJECT COST	**$ 89,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Half-ton trucks are primarily used for smaller work such as weed eating, painting and shoveling hydrants, flowing fire hydrants to clean mains and leak detection. This FY30 project would replace a 2016 vehicle which would be reaching the end of its useful life.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, the existing truck is more likely to have maintenance issues.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 89,000	$ —

Solids Building Roof (WW152)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 80,000
TOTAL SCHEDULED PROJECT COST	**$ 80,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project consists of a roof repair on the Solids Dewatering Building at the Water Reclamation Facility (WRF). The issues with the existing portion of the roof were identified in the building's expansion. There is a thirty-year expected lifespan on this type of roof construction, and it is currently approaching its fifteenth year.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in a potential for leaks, ice damming in winter, and increased damage to problem areas.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 80,000	$ —

New Equipment Trailer (WWW04)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 25,000
TOTAL SCHEDULED PROJECT COST	**$ 25,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is for the acquisition of an equipment trailer that will be primarily used to haul excavators and backhoes to excavation sites across town. Transporting equipment by trailer enhances safety by eliminating the need to drive heavy machinery on public roads between storage and job sites.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to a continual increase in travel time, disruption of road users, and the potential creation of safety issues on city streets.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ 25,000	$ —
Water Fund	$ —	$ —	$ —	$ —	$ 25,000	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 50,000**	**$ —**

WRF Aeration Intensification and Energy Savings (WW169)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,200,000
TOTAL SCHEDULED PROJECT COST	**$ 1,200,000**

STRATEGIC PLAN

4.3 d) Explore Sustainable Technology

DESCRIPTION OF PROJECT

The Water Reclamation Facility (WRF) currently operates four 300-horsepower aeration blowers. One blower, even at minimum demand, is oversized for the load to the facility. This project would replace one blower and the blower master control for a smaller unit that would lead to energy savings during low-demand periods of the day. It will also allow for the WRF to pursue a trial in speciating the nitrifying biomass to suboxic conditions for the growth of comammox bacteria which achieve similar removal at half the aeration requirements and half the current greenhouse gas (GHG) production.

CONSEQUENCES OF DELAYING PROJECT

Delay would mean that the WRF will continue to have an oversized blower until the loading to the facility increases enough to make use of the minimum capacity of one blower. It would also result in an inability to pursue further energy and GHG reduction in the bioreactors.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 1,200,000

Sewer Jetter Truck (WW158)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 507,000
TOTAL SCHEDULED PROJECT COST	**$ 507,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The sewer jetter truck is used to complete routine cleaning for sewer mains sized 15 inches and under. The Water & Sewer Division's goal is to clean the older part of the City annually and the rest of the newer pipes and larger pipes once every three years. This is a crucial operation that limits the number of sewer backups into homes and the environment. There are also some mains that are maintained on a more frequent basis than once a year, and this vehicle is a first response to emergencies involving sewer backups. In FY 31 there should be a facility to house this truck, as it can't be used routinely when it's too cold and must be housed inside because it operates with water. This would be the Water and Sewer Division's third sewer jetter truck. One was recently replaced that had 11164 hours and the other truck slated to be replaced in FY 2027 has over 7500 hours up to this point, which is a substantial amount of time for this type of truck.

CONSEQUENCES OF DELAYING PROJECT

Delay would mean reducing maintenance cycles and increased risk of sewer backups.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 507,000

Sanitary Sewer Video Inspection Van (WW157)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 425,000
TOTAL SCHEDULED PROJECT COST	**$ 425,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds the purchase of a sanitary sewer video inspection van that will be used to reach the facility plan goal of performing routine video inspections of every sewer main every five years. The van will also be used for emergency troubleshooting before accepting new subdivision sewer connections to the City of Bozeman system. It will drive through raw sewage-filled mains and has a water tank on it to clean the camera and dump dye in the mains, primarily for new inspection. Purchase has been delayed until FY31 due to the need for heated indoor storage, which is currently unavailable. If it's not in a heated environment in the winter, it may not be in a necessary state of readiness because the corded reel and measuring components would freeze.

CONSEQUENCES OF DELAYING PROJECT

Without this new equipment, this work will need to be contracted. The City is already short on the necessary equipment to meet facility plan goals.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 425,000

Biosolids Handling Trailers (WW165)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 125,000
TOTAL SCHEDULED PROJECT COST	**$ 125,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project entails the purchase of a 48 to 53-foot-long biosolids trailer for hauling material to Logan landfill. A larger trailer will reduce the number of trips to the landfill and allow the Water Reclamation Facility (WRF) to take advantage of contract hauling shared with the county transfer station site.

CONSEQUENCES OF DELAYING PROJECT

Delay will require the department's continued reliance on small roll-off dumpsters at a higher cost overall, as well as making many more trips on a weekly basis.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 125,000

New Tandem Axle Dump Truck (WWW06)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 121,500
TOTAL SCHEDULED PROJECT COST	**$ 121,500**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds the purchase of a tandem-axle dump truck to support the establishment of a third excavation crew. The truck will be heavily utilized in summer for hauling excavation materials and in winter for snow removal. Each excavation typically requires two dump trucks; with four currently in the Water and Sewer fleet, this purchase would bring the total to six by FY31, providing the capacity needed for a third crew. This addition increases efficiency, reduces reliance on contractors, and ensures adequate resources to meet growing workload demands.

CONSEQUENCES OF DELAYING PROJECT

Without this new equipment, the work will need to be contracted out as the City is already short on the necessary equipment to meet demands.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 121,500
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 121,500
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ —**	**$ 243,000**

Skid Mounted Sewer Video Inspection Equipment (WW163)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 90,000
TOTAL SCHEDULED PROJECT COST	**$ 90,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City of Bozeman has sewer mains in some very challenging places to reach, sometimes in backyards in heavily encroached easements. This more portable system would provide a means to access difficult locations to video inspect sewer mains in a more timely and efficient manner.

CONSEQUENCES OF DELAYING PROJECT

Delaying this purchase will require the City to continue spending more time and resources navigating access issues in these heavily encroached easements.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 90,000

Replace Cattail Lift Station Pumps (WW161)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 75,000
TOTAL SCHEDULED PROJECT COST	**$ 75,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will replace both pumps for the Cattail lift station. This sewer lift station pumps sewage for the Cattail Lake Subdivision to a place where it can then flow by gravity to the sewer treatment plant. An excellent life for a pump of this type is about 20 years, these pumps were installed in 2007 and will be 23 to 24 years old by FY31.

CONSEQUENCES OF DELAYING PROJECT

These pumps are a critical component of this lift station and delaying this project will increase the risk of sewage backing up into homes or the environment.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 75,000

Replace Loyal Garden Lift Station Generator (WW160)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 65,000
TOTAL SCHEDULED PROJECT COST	**$ 65,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Loyal Garden Lift Station generator will need to be replaced as it is currently near the end of its useful life. This is a critical component of the lift station and will provide power during an outage. This lift station serves the Loyal Garden and Cottonwood subdivisions and pumps sewage to a downstream gravity sewer main. Generators of this nature are predicted to last 20 years and this one is outlined in FO Score as a necessary but not yet critical item. The generator was installed in 2007 and a replacement date in FY31 would make the generator 23 to 24 years old.

CONSEQUENCES OF DELAYING PROJECT

Delay poses an increased risk of a major sewer backup during power outages.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 65,000

Biosolids Trailer Yard Truck (WW166)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Plant	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The project is for the purchase of a small trailer-mover for positioning biosolids trailers on site, which is currently performed by contractors. This project is planned along with WW165 to improve logistics and reduce future costs.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in the continued reliance on contractors to move the trailers, which will to inefficiencies in work flow.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 50,000

Camera for Sanitary Sewer Van (WW162)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Fund	Wastewater Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 35,000
TOTAL SCHEDULED PROJECT COST	**$ 35,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will acquire a second and larger camera for the existing sanitary sewer video inspection van. It will provide for greater configurability and will offer some redundancy when the smaller camera needs to be serviced.

CONSEQUENCES OF DELAYING PROJECT

Delay will mean more equipment downtime on the van when its existing camera has issues.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 35,000

Wastewater Impact Fee

Scheduled Projects for Wastewater Impact Fee Fund

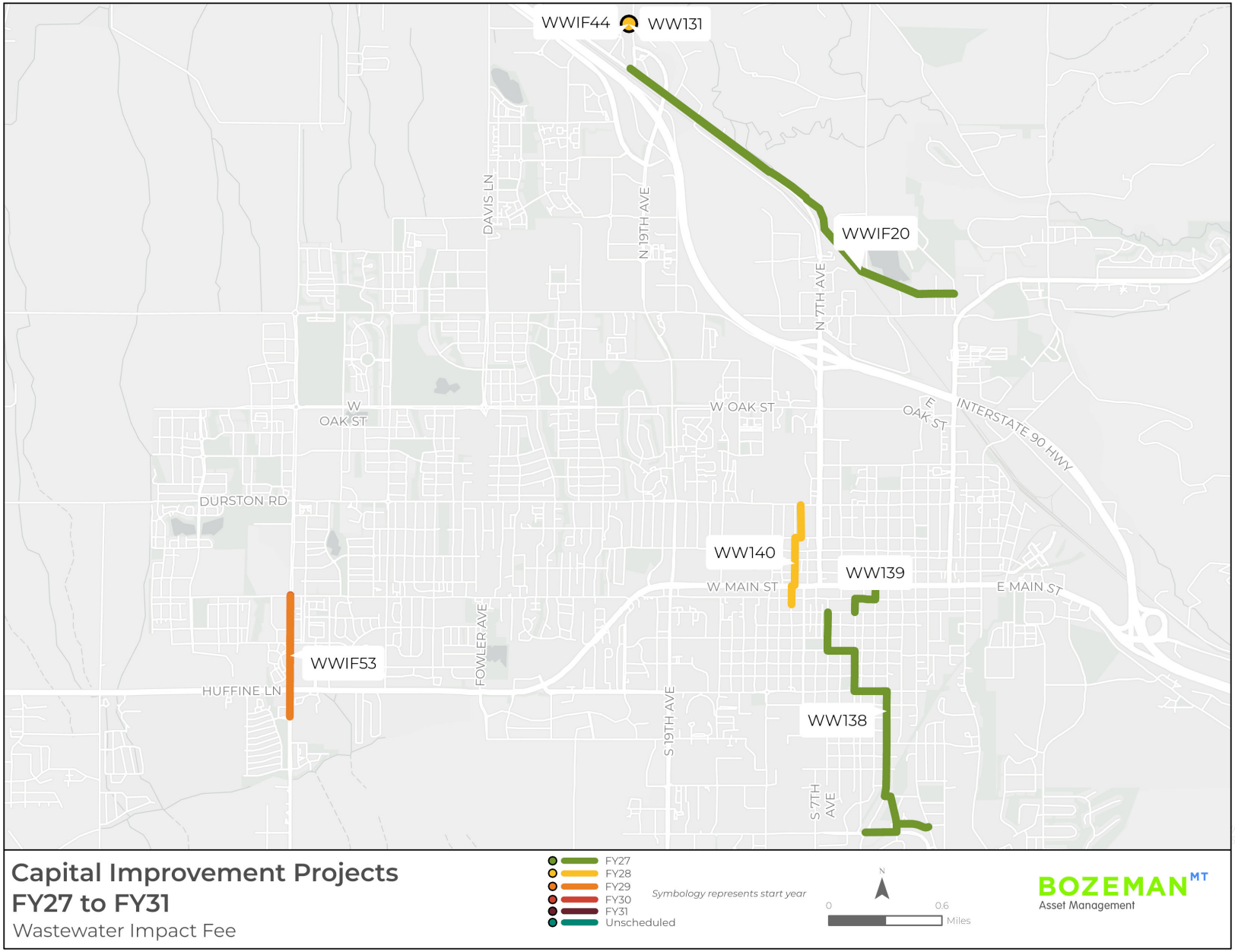
Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
254	WW138	MSU Interceptor	$ 2,318,000	$ —	$ —	$ —	$ —	$ 2,318,000
255	WW129	Water Reclamation Facility (WRF) Base Hydraulic Phase 1 Upgrades	2,503,700	—	—	—	—	2,503,700
256	WWIF63	Gooch Hill Lift Station	1,625,000	9,464,500	—	—	—	11,089,500
257	WWIF20	N. Frontage Interceptor	830,000	—	4,891,600	—	—	5,721,600
258	WWIF99	Wastewater Development Oversizing	200,000	500,000	400,000	400,000	400,000	1,900,000
259	WW139	4th Avenue, Babcock Street and Grand Avenue Sewer Main Replacement and Upsizing	39,200	231,100	—	—	—	270,300
260	WWIF44	Water Reclamation Facility (WRF) Interceptor	—	231,600	1,365,100	—	—	1,596,700
261	WW140	N. 9th Avenue, W. Villard Street, and S. 9th Avenue Sewer Main Replacement and Upsizing	—	48,000	282,700	—	—	330,700
262	WWIF53	Cottonwood Road Sewer Capacity	—	—	327,000	2,022,000	—	2,349,000
		Total	**$ 7,515,900**	**$ 10,475,200**	**$ 7,266,400**	**$ 2,422,000**	**$ 400,000**	**$ 28,079,500**

Unscheduled Projects for Wastewater Impact Fee Fund

Project Code	Project Name	Amount	Description
WW131	Water Reclamation Facility (WRF) Base Hydraulic Phase 2 Upgrades	$ 16,220,000	This project will implement hydraulic capacity improvements for the existing treatment processes employed at the Water Reclamation Facility (WRF), which are necessary to meet the twenty-year planning horizon of the facility. While the existing average daily capacity is 8.5 million gallons per day (mg/d), the targeted twenty-year hydraulic capacity identified in the 2022 WRF Facilities Plan is 14.6 mg/d. The plan also identifies the improvements to existing processes needed to increase base hydraulic capacity and when specific improvements are required. Base hydraulic capacity improvements are intended to maintain the WRF's current performance levels for treated effluents (nitrogen and phosphorus) and are not designed to further reduce these concentrations. Phase Two base hydraulic capacity improvements include the construction of two new secondary clarifiers, an upgrade of the existing bioreactor number one, and the addition of one aeration blower. Phase Two has been moved to unscheduled, as the efficiencies resulting from the completion of Phase One (WW129) are expected to sufficiently increase bioreactor capacity and allow for a delay in the implementation of these secondary enhancements.
WWIF48	Hidden Valley Lift Station	7,000,000	This project will design and construct the Hidden Valley Lift Station and Force Main as well as add accommodating pumps to the Davis Lane Lift Station. Exact timing is difficult to estimate, but it is anticipated this new lift station will be needed in roughly 5-10 years as development in the northwest corner of the community continues. This project will conform to the City's 2015 Wastewater Collection Facilities Plan Update.
WWIF60	Water Reclamation Facility (WRF) Screw Press No. 3 Improvement	2,730,000	This project will install new screw press number three at the Water Reclamation Facility to increase solids processing capacity. This capital improvement will also require an expansion of the solids handling building, as defined in the 2023 Water Reclamation Facilities Plan. Solids are a final waste product from the Water Reclamation Facility that are ultimately disposed at the Logan Landfill, but the solids must be processed to EPA and landfill requirements prior to disposal at the landfill.

Project Code	Project Name	Amount	Description
WWIF59	WRF Screw Press Upgrade	1,590,000	This project will increase solids processing capacity at the Water Reclamation Facility by replacing existing screw press number one with a new, larger capacity screw press of similar capacity as the unit installed during the 2022 solids handling expansion. This capital improvement will require an expansion of the solids handling building, as defined in the 2023 Water Reclamation Facilities Plan. Solids are a final waste product from the Water Reclamation Facility that are ultimately disposed at the Logan Landfill, but the solids must be processed to EPA and landfill requirements prior to disposal at the landfill.
WWIF61	WRF Additional Peps Pump	900,000	This project entails the installation of additional primary effluent pump station (peps) at the Wastewater Reclamation Facility (WRF) to provide necessary pumping capacity to treat 14.6 million gallons per day. This improvement is outlined in the 2023 Water Reclamation Facilities Plan.
WWIF62	WRF Additional Headworks Screen	820,000	A headworks screen is the first treatment step at the Wastewater Reclamation Facility (WRF), which functions to remove large materials from wastewater that is influent to the plant. This project includes installation of an additional headworks screen as loading increases. Adaptive planning necessary to determine year required per the 2023 Water Reclamation Facilities Plan.
	Total	**$ 29,260,000**	

Map of Wastewater Impact Fee Fund Infrastructure Projects



MSU Interceptor (WW138)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 2,318,000
TOTAL SCHEDULED PROJECT COST	**$ 2,318,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes both the replacement and upsizing of approximately 10,250 feet of existing sewer main, providing the necessary improvements to increase system capacity to meet future build-out conditions while decreasing overall risk associated with the aging of critical infrastructure. A critical section of existing sewer main begins on Kagy Blvd and Hoffman Drive as ten-inch diameter asbestos concrete pipe and continues to run north through Mason, Willson Ave, College, 4th Avenue, and finally ending on 6th Ave.

Once the sewer main reaches Olive Street, the diameter increases to 18-inches in size. Portions of this existing main have been identified as high-risk given both the condition and age of the existing asset. In addition, the City's hydraulic model has shown that several segments of main are near hydraulic capacity during wet weather modeling scenarios. The project was recommended to occur within the City's five-year planning horizon and is in conformance with the City's Wastewater Collection Facility Master Plan. Engineering is scheduled in FY26 and construction in FY27.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit development immediately south of Kagy and east of 11th Ave and could result in an inability to serve new projects from MSU.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ 393,300	$ 2,318,000	$ —	$ —	$ —	$ —
Wastewater Fund	$ 443,500	$ 2,613,900	$ —	$ —	$ —	$ —
Total	**$ 836,800**	**$ 4,931,900**	**$ —**	**$ —**	**$ —**	**$ —**

Water Reclamation Facility (WRF) Base Hydraulic Phase 1 Upgrades (WW129)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 2	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue & Rate Revenue	$ 2,503,700
TOTAL SCHEDULED PROJECT COST	**$ 2,503,700**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project will implement hydraulic capacity improvements for the existing treatment processes employed at the Water Reclamation Facility (WRF), which are necessary to meet the twenty-year planning horizon of the facility. While the existing average daily capacity is 8.5 million gallons per day (mg/d), the targeted twenty-year hydraulic capacity identified in the 2022 WRF Facilities Plan is 14.6 mg/d.

The plan also identifies the improvements to existing processes needed to increase base hydraulic capacity and when specific improvements are required. Base hydraulic capacity improvements are intended to maintain the WRF's current performance levels for treated effluents (nitrogen and phosphorus) and are not designed to further reduce these concentrations. Phase One base hydraulic capacity improvements include the construction of a fourth biodigester, replacement of existing solids piping restricted by mineral buildup, and implementation of an optimized sludge densification process to enhance bioreactor nutrient removal. Based on completed pilots of this new technology, the expected efficiencies realized will increase bioreactor capacity and allow for a delay of Phase Two (WW131) implementation.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit growth of the City until WRF capacity is increased.

CHANGES FROM PRIOR CIP

Additional funding of $2.5M represents an increase in cost consistent with the move from a Class 4 to Class 2 cost estimate. Updated technology added to the scope will address the most immediate hydraulic needs and result in delaying the need for Phase Two (WW131) from FY27 and FY28 to unscheduled.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ 2,007,600	$ 2,503,700	$ —	$ —	$ —	$ —

Gooch Hill Lift Station (WWIF63)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 11,089,500
TOTAL SCHEDULED PROJECT COST	**$ 11,089,500**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

The Gooch Hill Lift Station is defined in the City's Wastewater Collection Facilities Plan to serve the northwestern and western edge of the City. Two potential developments are looking to annex into the City; one property is 160 acres at the northwest corner of Baxter and Cottonwood and the second is approximately 430 acres north of Cottonwood and west of Harper Pucket Road. Both properties need the Gooch Hill Lift Station in order to provide sanitary sewer service to the area. Both developers will need to provide up-front capital funding in addition to potential funding from the City's impact fee program with potential reimbursement via impact fee credits.

The proposed costs provide one of two phases to construct the Gooch Hill Lift Station to reduce up-front costs. The Gooch Hill Lift Station will also open sanitary sewer service to many properties along the western boundary of the City.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in stunted growth within the service area of the Gooch Hill Lift Station along the western portion of the City until sewer infrastructure is constructed to serve the area.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ 1,500,000	$ 1,625,000	$ 9,464,500	$ —	$ —	$ —

N. Frontage Interceptor (WWIF20)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 5,721,600
TOTAL SCHEDULED PROJECT COST	**$ 5,721,600**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project will either parallel or replace and upsize certain portions of the sanitary sewer along the 11,500-foot length of the existing North Frontage Road Interceptor between Springhill Road and Bridger Drive, which supports large portions of the City's southeast and eastern sewersheds. This project will provide the necessary improvements needed to increase water system capacity to meet future build-out conditions while decreasing overall risk along the interceptor corridor.

Portions of the existing interceptor have been shown to have an increased risk of failure due to the age and condition of the asset, and other segments have been identified in the City's hydraulic model to be near hydraulic capacity during wet weather modeling scenarios. The first phase of the project is the replacement of existing parallel trunk sewer, including the upsizing of the parallel interceptor main. The second phase is the installation of a new parallel interceptor main along portions of the existing interceptor which only have a single segment of main. Lastly, the existing interceptor main that is not mitigated as part of the project will be inspected for current condition and either replaced or rehabilitated at a later date in order to fully utilize existing City assets through their life cycles. Engineering is scheduled in FY27 and construction in FY29, and the project will conform to the City's Wastewater Collection Facility Master plan.

CONSEQUENCES OF DELAYING PROJECT

Delay would risk reaching capacity and limiting growth until an upgrade is completed.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ —	$ 830,000	$ —	$ 4,891,600	$ —	$ —
Wastewater Fund	$ —	$ 304,000	$ —	$ 1,791,700	$ —	$ —
Total	**$ —**	**$ 1,134,000**	**$ —**	**$ 6,683,300**	**$ —**	**$ —**

Wastewater Development Oversizing (WWIF99)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 5	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 1,900,000
TOTAL SCHEDULED PROJECT COST	**$ 1,900,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

As developers construct their projects, the City asks that sanitary sewer mains are oversized, consistent with the City's Wastewater Collection Facilities Master Plan. The developers are responsible for the minimum pipe size required by their development, and the City reimburses developers for oversized pipes that will accommodate future growth through the wastewater impact fee program. This is a way to proactively construct the sanitary sewer system to accommodate growth such that pipes aren't constantly excavated and replaced with larger mains each time a new development is constructed. Pipe oversizing also serves as a public/private partnership and provides a highly cost-efficient means of building sewer mains to accommodate future growth.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in higher future costs, as it is much more efficient to pay for pipe oversizing at initial construction than to increase the pipe size at a later date and with significant disruption to the public.

CHANGES FROM PRIOR CIP

Added estimates of oversizing costs in fiscal years 29-31. Projecting pipe oversizing costs beyond two years is challenging as costs will depend on future development applications which are not typically submitted that far in advance.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ 70,000	$ 200,000	$ 500,000	$ 400,000	$ 400,000	$ 400,000

4th Avenue, Babcock Street and Grand Avenue Sewer Main Replacement and Upsizing (WW139)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 270,300
TOTAL SCHEDULED PROJECT COST	**$ 270,300**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes both the replacement and upsizing of approximately 1,300 feet of existing eight-inch sanitary sewer main along 4th Avenue, Babcock Street, and Grand Avenue. The project will provide the necessary improvements to increase system capacity to meet future build-out conditions while decreasing overall risk associated with aging infrastructure.

This critical section of eight-inch vitrified clay pipe has been identified as high-risk given both its condition and age, and the City's hydraulic model has shown several segments to be near hydraulic capacity during wet weather modeling scenarios. It has been identified for replacement and upsizing per the City's Wastewater Collection Facilities Plan, and was recommended to occur within the City's 5-year short-term planning horizon per the City's Wastewater Collection Facility Master Plan Update.

CONSEQUENCES OF DELAYING PROJECT

Delay will limit development served by these pipes and could lead to sewage backups, impacting customers.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ —	$ 39,200	$ 231,100	$ —	$ —	$ —
Wastewater Fund	$ —	$ 69,700	$ 410,900	$ —	$ —	$ —
Total	**$ —**	**$ 108,900**	**$ 642,000**	**$ —**	**$ —**	**$ —**

Water Reclamation Facility (WRF) Interceptor (WWIF44)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 1,596,700
TOTAL SCHEDULED PROJECT COST	**$ 1,596,700**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project will install approximately 1,200 feet of forty two-inch trunk main along Springhill Road from the Wastewater Reclamation Facility (WRF) to North Frontage Road, with a common hydraulic control structure to be included at the interface of the WRF and interceptor tie-in location. This project will provide necessary improvements needed to increase water system capacity to meet future build-out conditions, while decreasing overall risk. An existing thirty-inch interceptor currently supports the entire city and is the primary drainage pathway for all wastewater flow into the WRF.

This interceptor has been identified in the City's hydraulic model to be approaching the hydraulic capacity of the pipe, specifically during wet weather modeling scenarios. Engineering is scheduled in FY28 and construction in FY29, and the project will conform to the City's Wastewater Collection Facility Master Plan Update.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit growth in the entire community.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ —	$ —	$ 231,600	$ 1,365,100	$ —	$ —

N. 9th Avenue, W. Villard Street, and S. 9th Avenue Sewer Main Replacement and Upsizing (WW140)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 330,700
TOTAL SCHEDULED PROJECT COST	**$ 330,700**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes either replacement or upsizing of approximately 3,000 feet of critical sewer main beginning on South 9th Street and continuing north through Midtown, ultimately ending at Durston Ave. The project will provide the necessary improvements to increase system capacity to meet future build-out conditions, while decreasing overall risk associated with aging critical infrastructure.

The existing vitrified clay pipe has been identified as high-risk given both the condition and age of the asset, and the City's hydraulic model has shown several segments of main to be near hydraulic capacity during wet weather modeling scenarios. The project was recommended to occur within the City's 5-year short-term planning horizon and is in conformance with the City's Wastewater Collection Facility Plan Update. Engineering is scheduled in FY28 and construction in FY29.

CONSEQUENCES OF DELAYING PROJECT

Delaying will limit development served by these pipes and could lead to potential sewage backups impacting sewer customers.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ —	$ —	$ 48,000	$ 282,700	$ —	$ —
Wastewater Fund	$ —	$ —	$ 321,000	$ 1,891,900	$ —	$ —
Total	**$ —**	**$ —**	**$ 369,000**	**$ 2,174,600**	**$ —**	**$ —**

Cottonwood Road Sewer Capacity (WWIF53)

FUND	DEPARTMENT	PROJECT TYPE
Wastewater Impact Fee	Wastewater Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 2,349,000
TOTAL SCHEDULED PROJECT COST	**$ 2,349,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project will provide a missing link of sanitary sewer in order to allow development south of Huffine. It is identified in the Wastewater Collection Facility Plan Update.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit growth south of Huffine in the far southwest part of the community, and a portion of the Davis-Lane Lift Station asset would be stranded.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Wastewater Impact Fee	$ —	$ —	$ —	$ 327,000	$ 2,022,000	$ —

Water

Scheduled Projects for Water Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
269	W04	Water Pipe Replacement Program	$ 2,446,600	$ 2,924,600	$ 3,650,000	$ 3,800,000	$ 3,915,000	$ 16,736,200
270	W123	Chemical Storage Tanks	770,000	—	—	—	—	770,000
271	W115	Hyalite Intake Rehab	750,000	—	—	—	—	750,000
272	W72	Pressure Reducing Valve (PRV) Phase 1-Mechanical & Structural Upgrades	500,000	500,000	—	—	—	1,000,000
273	W126	Water Treatment Plant (WTP) Security Upgrade	500,000	—	—	—	—	500,000
274	W177	Construct Water Mains Concurrent with Fowler Road Construction Phases	407,000	10,000	—	—	—	417,000
275	W171	WTP Tank Improvements - Influent Level Control	300,000	—	—	—	—	300,000
276	W172	Ph 4 Sourdough Fuels Reduction Grant Match	120,000	—	—	—	—	120,000
277	W132	Replace #3662 1 Ton	100,000	—	—	—	—	100,000
278	WIF68	Stucky/S. 27th Water Improvements	88,600	614,200	—	—	—	702,800
279	W130	Replace #3606 3/4 Ton	78,000	—	—	—	—	78,000
280	WC09	Sourdough Weather Station	65,000	—	—	—	—	65,000
281	W161	Zeta Potential Meter	60,000	—	—	—	—	60,000
282	W122	Replace Ford Escape	56,200	—	—	—	—	56,200
283	W173	Sourdough Bypass Generator Replacement	40,000	—	—	—	—	40,000
284	W03	Annual Water Pipe Replacement Program	35,700	37,100	38,600	40,000	41,200	192,600
285	W174	Lyman Generator Replacement	35,000	—	—	—	—	35,000
286	W87	Lyman Tank & Transmission Main	—	17,390,000	—	—	—	17,390,000
287	W79	Hyalite Dam & Reservoir Optimization Improvements	—	4,850,000	—	—	—	4,850,000
288	W144	Hyalite Reservoir Equalization Storage	—	1,000,000	10,500,000	—	—	11,500,000
289	W151	Water Treatment Plant (WTP) Capital Replacement	—	584,900	608,300	632,700	—	1,825,900
290	W138	Vehicle Storage Shed	—	185,000	—	—	—	185,000
291	W127	Hilltop Tank Painting	—	175,000	1,700,000	—	—	1,875,000
292	W139	Flow Meter Replacements	—	117,000	—	—	—	117,000

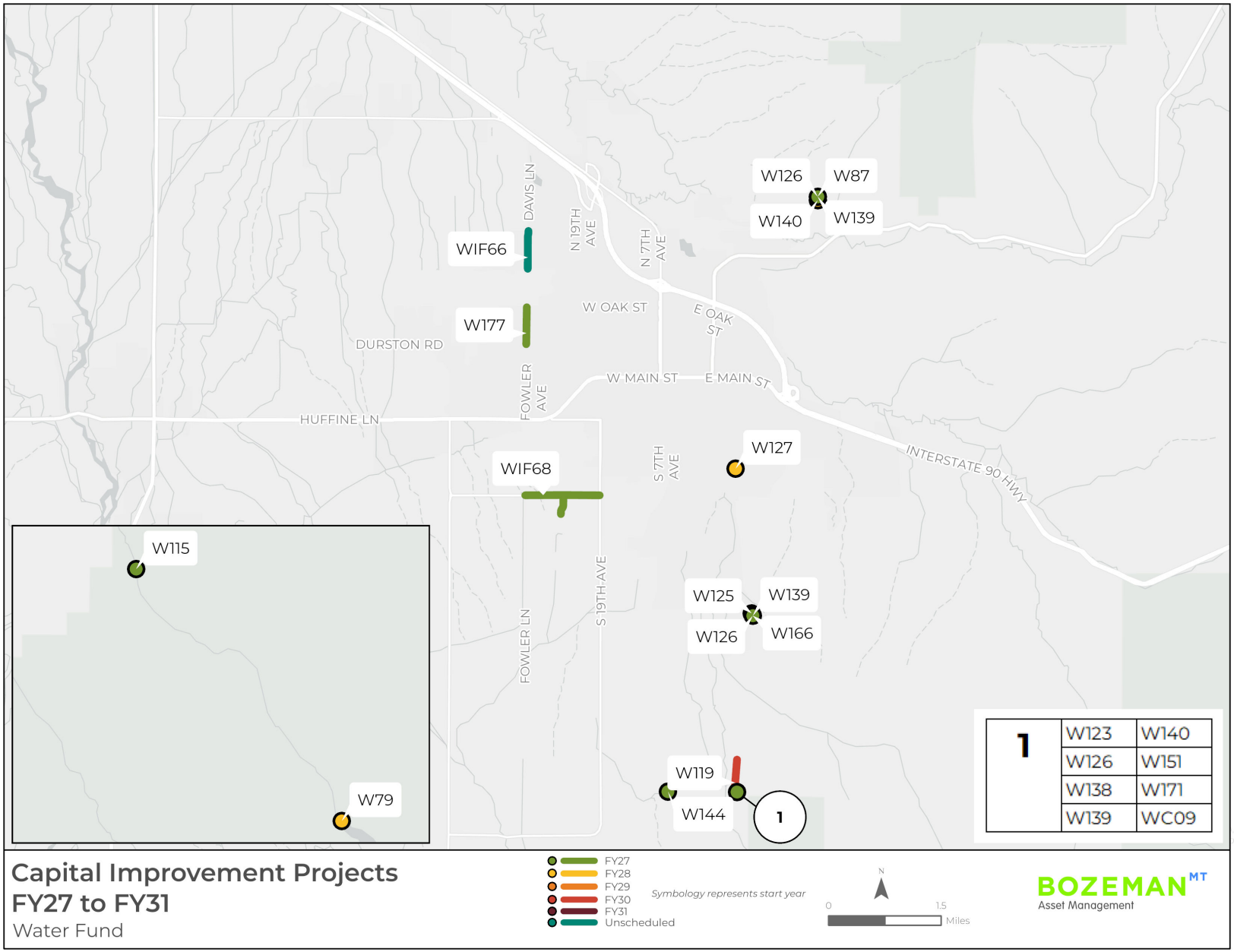
Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
293	W135	Replace Mini Excavator	$ —	$ 60,400	$ —	$ —	$ —	$ 60,400
294	W140	Chlorine Analyzer Replacement	—	50,000	—	—	—	50,000
295	W137	Benchtop Turbidimeter	—	40,000	—	—	—	40,000
296	W148	Replace 3716 1-Ton Service Truck	—	—	110,000	—	—	110,000
297	W149	Replace 3780 1/2-Ton Utility Truck	—	—	84,000	—	—	84,000
298	W119	Sourdough Transmission Main Ph 3 & WTP Tank Monitoring Vault and Equipment & WTP Tank Hydraulics	—	—	—	800,000	4,500,000	5,300,000
299	W157	Hydrant Leak Detectors	—	—	—	600,000	600,000	1,200,000
300	W166	Sourdough Tank - Ph 2 Rehab	—	—	—	300,000	4,300,000	4,600,000
301	W153	Sourdough Canyon Natural Storage	—	—	—	300,000	2,000,000	2,300,000
302	W131	Replace Compactor Backhoe	—	—	—	187,000	—	187,000
303	WWW03	Midsized Excavator	—	—	—	165,000	—	165,000
304	WWW05	New Tandem Axle Dump Truck	—	—	—	148,500	—	148,500
305	W162	Unit heater replacement	—	—	—	100,000	—	100,000
306	W158	New 1/2 Ton Utility Truck	—	—	—	89,000	—	89,000
307	W159	Replace 1/2 Ton Truck	—	—	—	89,000	—	89,000
308	W160	Replace 1/2 Ton Truck	—	—	—	89,000	—	89,000
309	W165	Side by Side ATV	—	—	—	30,000	—	30,000
310	WWW04	New Equipment Trailer	—	—	—	25,000	—	25,000
311	W89	Membrane Replacement Phase 1	—	—	—	—	772,500	772,500
312	W175	Membrane Rack Actuators	—	—	—	—	500,000	500,000
313	WWW06	New Tandem Axle Dump Truck	—	—	—	—	121,500	121,500
314	W169	Replace Valve Exercising Equipment	—	—	—	—	110,000	110,000
315	W176	Mobile Crane	—	—	—	—	110,000	110,000
316	W170	Replace Pear Street Generator	—	—	—	—	90,000	90,000
		Total	$ 6,352,100	$ 28,538,200	$ 16,690,900	$ 7,395,200	$ 17,060,200	$ 76,036,600

Unscheduled Projects for Water Fund

Project Code	Project Name	Amount	Description
W71	PRV Ph2-Automation & Instrumentation	$ 7,498,400	This project involves upgrades to pressure instrumentation, automated valve actuation, and network connections and SCADA programming to provide for real-time monitoring and remote control of existing pressure reducing valves in the municipal water distribution system. Without this project, system operators are without vital data on system operating conditions. Real-time data capabilities provided by this project will allow operators to anticipate, diagnose, and correct abnormal operating conditions. Upgraded pressure controls offer improved protections from surge conditions, which are a likely cause of pipe failure. It will also improve service levels to existing customers. This project is currently unscheduled due to funding constraints.
W128	Belt Filter Press	4,120,000	As WTP production increases, sludge production will increase. A belt filter press with associated building and piping will be necessary to accommodate this increase. In case of a forest fire in the watersheds, even more sludge will be produced which will out-pace drying bed capacity. This project is expected to be needed in the 5-10 year timeframe and will be added to the CIP pending results of current analysis.
W157	Hydrant Leak Detectors	$ 1,200,000	The City is piloting a leak detection system that mounts to fire hydrants and will detect leaks daily. This system currently shows a lot of promise and has pinpointed many leaks in the first months of service. This is a strong move toward improving water conservation efforts with an ability to find and fix leaks more efficiently. This will be the third and fourth of four expected installations and will greatly expand coverage of the City's water system beyond initial implementation.

Project Code	Project Name	Amount	Description
W89	Membrane Replacement Phase 2	772,500	The water filtration membranes at the Sourdough Water Treatment Plant, installed in fall 2013 with a 10-year warranty, are expected to reach end of service life in the next five years. This project will replace 372 modules as they reach the end of useful life. Through strong maintenance practices, staff have extended the membranes' performance beyond warranty, but replacement will be necessary as failures occur. This value represents the second phase of membrane replacement. The first half are scheduled to be replaced in FY31 with the remainder in Unscheduled, as they will be replaced outside the timeframe of this plan.
WIF66	Davis Lane Water Improvement	$ 609,000	This project consists of design and construction of a new 16-inch water main in Davis Lane from Baxter Lane to Cattail Street per recommendations in the 2015 Water Facility Plan (FP_1484). Given development occurring in the area, the water main defined in the Facility Plan may be needed to support additional fire flow protection.
W123	Chemical Storage Tanks	600,000	This project will be completed in phases, with the first phase including the replacement of the caustic tank, lining the large sodium hypochlorite bulk tanks and sodium hypochlorite day tank, which are nearing the end of their expected service life; as well as non-destructive condition assessment of the other chemical tanks at the WTP to determine the remaining useful life. The second phase, currently unscheduled, includes the replacement of the remaining tanks. Timing for the second phase will be determined with the non-destructive condition assessment.
W114	WTP Tank Mixers	$ 208,000	This project is intended to prevent water stagnation in the City's WTP tank and improve water quality. The project will result in the decrease of disinfection byproducts (DBP) levels and improve chlorine residual exiting the tank to the water distribution system. This project is currently unscheduled due to funding constraints.
	Total	**$ 15,007,900**	

Map of Water Fund Infrastructure Projects



Water Pipe Replacement Program (W04)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 16,736,200
TOTAL SCHEDULED PROJECT COST	**$ 16,736,200**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

The water pipe replacement program sets aside funds to assess and replace failing water pipes. Priority for replacement or rehabilitation projects will generally be associated with asset management principles and coordination with the City's annual street reconstruction program. This item will also be used to perform condition assessments to better inform the City's capital program and future project prioritization. These funds are primarily for construction work.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in deferred maintenance with increased pipe failure rates, risk of property damage, and reduced level of service.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 2,001,000	$ 2,446,600	$ 2,924,600	$ 3,650,000	$ 3,800,000	$ 3,915,000

Chemical Storage Tanks (W123)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 770,000
TOTAL SCHEDULED PROJECT COST	**$ 770,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will be completed in phases, with the first phase including the replacement of the caustic tank, lining the large sodium hypochlorite bulk tanks and sodium hypochlorite day tank, which are nearing the end of their expected service life; as well as non-destructive condition assessment of the other chemical tanks at the WTP to determine the remaining useful life. The second phase, currently unscheduled, includes the replacement of the remaining tanks. Timing for the second phase will be determined with the non-destructive condition assessment.

CONSEQUENCES OF DELAYING PROJECT

Risk of possible failure of chemical tanks impacting WTP operations and the safety of City staff.

CHANGES FROM PRIOR CIP

Project moved to FY27 from unscheduled following tank inspection. Consultant recommended action be taken to avoid failures and potential future remedial costs.

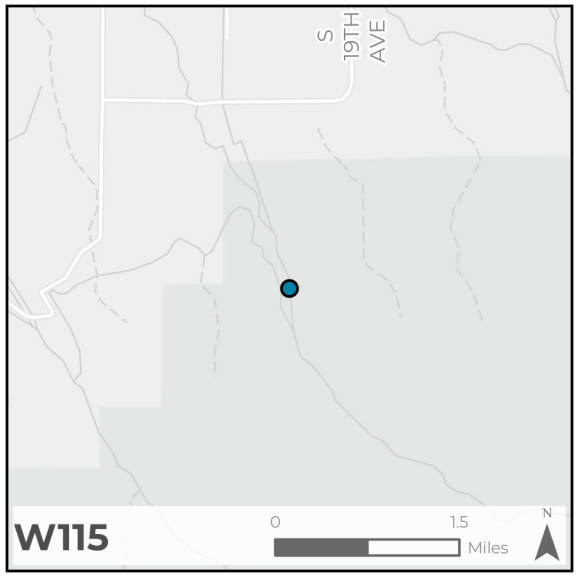
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 770,000	$ —	$ —	$ —	$ —

Hyalite Intake Rehab (W115)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 750,000
TOTAL SCHEDULED PROJECT COST	**$ 750,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The concrete dam/overflow structure of the intake is showing signs of age and degradation. The earthen embankment west of the concrete diversion dam is exhibiting signs of seepage at the embankment toe. This project includes in-depth inspection of the embankment and concrete dam, design and construction of necessary repairs to both, and dredging of accumulated sediment from the intake pond. The scope of the project is subject to meeting USFS requirements under a pending special use permit authorization for the facility since it is located on Custer Gallatin National Forest Service Land. The special use permit has not been finalized as of this FY27-31 CIP cycle.

CONSEQUENCES OF DELAYING PROJECT

Seepage is observed at the embankment. This seepage may lead to embankment failure and downstream property damage if not repaired.

CHANGES FROM PRIOR CIP

Recent predesign assessments of the dam and spillway revealed structural issues which indicate that a full reconstruction is likely necessary. An additional $750,000 in funding has been added to FY27 as a high-level estimate of construction costs.

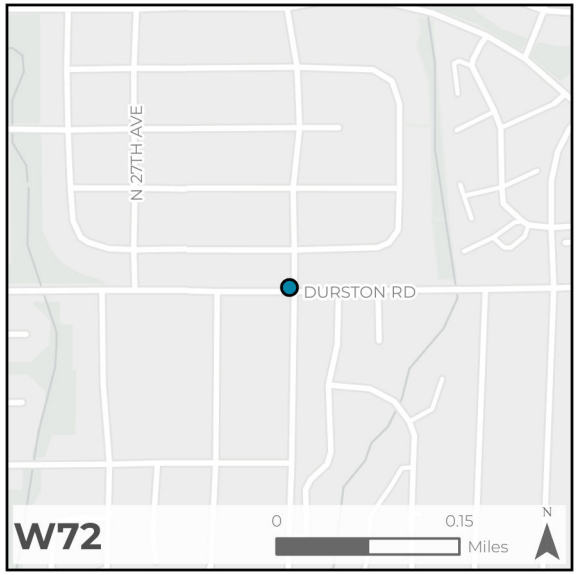
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 540,800	$ 750,000	$ —	$ —	$ —	$ —

Pressure Reducing Valve (PRV) Phase 1-Mechanical & Structural Upgrades (W72)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Negligible	Class 4

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,000,000
TOTAL SCHEDULED PROJECT COST	**$ 1,000,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will assess the condition of existing pressure reducing valve (PRV) vaults and inventory mechanical equipment. Pressure reducing valves (PRVs) are needed to reduce water system pressures and subsequently protect water pipes from breaking due to excessive pressures. Lower system pressures also reduce water loss rates from leaking pipes, which supports the City's water conservation program. The assessment will identify upgrades necessary for essential safety and to support long-term maintenance and operations of the many PRVs throughout the City. Subsequently, essential mechanical and structural upgrades will be completed up to the annual funding limits.

CONSEQUENCES OF DELAYING PROJECT

Delay is likely to result in deferred maintenance and increased pipe failures due to exceedance of useful life of PRVs. This would increase City-wide pipe failure rates and result in increased water loss from the City's potable water system.

CHANGES FROM PRIOR CIP

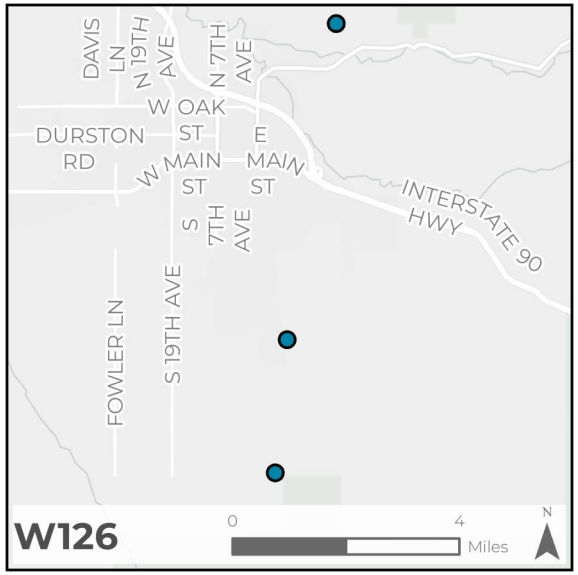
None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 500,000	$ 500,000	$ 500,000	$ —	$ —	$ —

Water Treatment Plant (WTP) Security Upgrade (W126)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**



STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project involves the installation of new motion detection lights at all tanks, improved fencing and cameras, programmable logic controller cabinet alarms, hardened tank hatches with alarms, and improved door alarms on Lyman Water Treatment, Sourdough Bypass, and Sourdough Water Treatment Plant facilities.

CONSEQUENCES OF DELAYING PROJECT

Critical water facilities are more susceptible to security breaches resulting in violations of drinking water standards, a possible consequence of delaying this project

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 500,000	$ —	$ —	$ —	$ —

Construct Water Mains Concurrent with Fowler Road Construction Phases (W177)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 417,000
TOTAL SCHEDULED PROJECT COST	**$ 417,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will construct water mains concurrent with the Fowler Road project in the Street impact fee program. The new mains will support the City's proposed affordable housing project on Fowler, building water mains for the project and avoiding the construction of new water mains after the road has been constructed.

CONSEQUENCES OF DELAYING PROJECT

The water mains will need to be constructed to support future development. Delay would require that the mains would alternatively be excavated in the new roads, making construction much more expensive and impactful to the new asphalt road section.

CHANGES FROM PRIOR CIP

Added to support affordable housing initiatives in conjunction with Fowler Road construction.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 407,000	$ 10,000	$ —	$ —	$ —

WTP Tank Improvements - Influent Level Control (W171)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project improves the usable storage capacity of the 5.2-million-gallon WTP tank by installing a standpipe on the tank's influent line. These upgrades remove an operational constraint that currently limits storage depth within the tank, increasing operational flexibility and system reliability.

CONSEQUENCES OF DELAYING PROJECT

Delay will continue to limit the available water storage, which will increase both the risk to the City and the burden on staff if water demand increases.

CHANGES FROM PRIOR CIP

This project was previously part of the Water Treatment Plant Capital Replacement (W151) project and is now presented as a standalone project in this plan. An equivalent reduction has been made to the WTP Capital Replacement project to reflect this change.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 300,000	$ —	$ —	$ —	$ —

Ph 4 Sourdough Fuels Reduction Grant Match (W172)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Other
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Rate Revenue	$ 120,000
TOTAL SCHEDULED PROJECT COST	**$ 120,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project involves the continuation of past fuels reduction project around the Sourdough intake. Phase 4 consists of ~100 acres of helicopter treatment units at an estimated cost of $600,000. Helicopter logging needed due to steep, rugged, and heavily timbered terrain that is not conducive to new road construction and traditional ground-based logging methods. This project's funding would be matched by a state grant, though the implementation schedule is dependent upon coordination with planned USFS helicopter fuels reduction efforts for their ongoing Bozeman Municipal Watershed Project. Space limitation for helicopter log landings and machine-piled slash in the project area constrain respective City and USFS helicopter fuels projects to only one helicopter contract being active at any given time.

CONSEQUENCES OF DELAYING PROJECT

Delay increases the risk of severe wildfire, which could damage drinking water infrastructure.

CHANGES FROM PRIOR CIP

New this year based on the opportunity to obtain a state grant.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 120,000	$ —	$ —	$ —	$ —

Replace #3662 1 Ton (W132)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

For the Water Department, one-ton service trucks are first-line trucks which respond to emergencies and are equipped with tools to handle most of our work and are assigned to foreman and lead workers. They are one of the primary assets on our excavations. This project will replace an existing one-ton truck that was purchased in 2013.

CONSEQUENCES OF DELAYING PROJECT

If the replacement is delayed, this truck is more likely to have maintenance issues and may not have the necessary state of readiness.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 100,000	$ —	$ —	$ —	$ —

Stucky/S. 27th Water Improvements (WIF68)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 702,800
TOTAL SCHEDULED PROJECT COST	**$ 702,800**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes the design and construction of a new 16-inch water main in Stucky Road from S 19th to Fowler Ave per recommendations in the Water Facility Plan (FP_1386, FP_1372, FP_1371). The project is planned simultaneous to the Stucky: 19th to Fowler (SIF191)Street Impact Fee project.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in significantly higher cost to construct the water main as it will be required for future development. This project must occur simultaneously with the construction of the Stucky Road Project to avoid a second construction impact on traffic on Stucky Road.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 88,600	$ 614,200	$ —	$ —	$ —
Water Impact Fee	$ —	$ 265,700	$ 1,842,500	$ —	$ —	$ —
Total	**$ —**	**$ 354,300**	**$ 2,456,700**	**$ —**	**$ —**	**$ —**

Replace #3606 3/4 Ton (W130)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 78,000
TOTAL SCHEDULED PROJECT COST	**$ 78,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This is a necessary service vehicle for our meter operations. This project will replace an existing ¾ ton truck purchased in 2011 with a one-ton truck.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, this truck is more likely to have maintenance issues and may not have the necessary state of readiness.

CHANGES FROM PRIOR CIP

Increased from $72,000 to $78,000 based on a recent comparable purchase.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 78,000	$ —	$ —	$ —	$ —

Sourdough Weather Station (WC09)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Conservation	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 2	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 65,000
TOTAL SCHEDULED PROJECT COST	**$ 65,000**

STRATEGIC PLAN

6.3 Climate Action

DESCRIPTION OF PROJECT

The Sourdough weather station will provide the City with important data pertaining to the Sourdough municipal watershed, which accounts for 40% of the City's annual water supply, to aid in long term water resource management and planning. Data will include snow water equivalent, soil moisture, temperature, humidity, wind speed, and solar radiation among other information. This data will support more informed and timely drought response and provide information needed to perform hydrologic modelling to better understand fluctuations in the timing of snowmelt and other hydrologic events that impact the City's water supply availability. The installation and ongoing maintenance of the station will be supported by MSU, and the data resulting from the project will support MSU research.

CONSEQUENCES OF DELAYING PROJECT

If this project is delayed, the City will not have weather instrumentation in the Sourdough municipal watershed to help inform water resource management. Without this instrumentation, the City will make less-informed decisions about long term water resource management and planning, drought response, and will be unable to use predictive hydrologic modelling to better understand the hydrologic response in the Sourdough watershed to climate change and dry years.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 65,000	$ —	$ —	$ —	$ —

Zeta Potential Meter (W161)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 60,000
TOTAL SCHEDULED PROJECT COST	**$ 60,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This equipment will assist in further optimization of coagulant dosing for pretreatment, gravity thickener, and dissolved air floatation units. It will potentially cut down on chemical usage and aid in producing water which has fewer potential contaminants.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued sub-optimal treatment processes and the incurrence of extra chemical costs, as well as additional water filtration membrane cleanings and potential violations of the City's DEQ discharge permit.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 60,000	$ —	$ —	$ —	$ —

Replace Ford Escape (W122)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 56,200
TOTAL SCHEDULED PROJECT COST	**$ 56,200**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

An existing 2018 Ford Escape (asset #4238) is used daily for water sampling throughout the city and is driven 35-50 miles per day. This project is for the replacement of the Ford Escape.

CONSEQUENCES OF DELAYING PROJECT

Delaying the replacement of the vehicle will likely result in increased maintenance costs of vehicle.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 56,200	$ —	$ —	$ —	$ —

Sourdough Bypass Generator Replacement (W173)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 40,000
TOTAL SCHEDULED PROJECT COST	**$ 40,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will replace the Sourdough Bypass generator, which is twenty years old and requires repairs multiple times each year. The new generator will be large enough to run the entire Sourdough Bypass reliably.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in a potential lack of emergency power, possibly causing disruption of drinking water delivery to customers.

CHANGES FROM PRIOR CIP

New based on the increasing occurrence of issues and the cost of repairs of the existing generator, which exceeds the cost of a newer, more efficient generator.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 40,000	$ —	$ —	$ —	$ —

Annual Water Pipe Replacement Program (W03)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 192,600
TOTAL SCHEDULED PROJECT COST	**$ 192,600**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This item is primarily surveying consulting services. In-house staff will complete the design work for these projects. This item provides funding for surveying work to be completed every year in anticipation of the annual pipe replacement/rehabilitation projects. Other elements of this item may include geotechnical consultant services or other design support services.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in deferred maintenance with increased pipe failure rates, risk of property damage, and reduced level of service.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 34,300	$ 35,700	$ 37,100	$ 38,600	$ 40,000	$ 41,200

Lyman Generator Replacement (W174)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 35,000
TOTAL SCHEDULED PROJECT COST	**$ 35,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project will replace the Lyman generator, which is twenty years old and requires repairs multiple times each year. The new generator will be large enough to run the entire Lyman Water Treatment Plant reliably.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in a potential lack of emergency power required to ensure clean, safe drinking water.

CHANGES FROM PRIOR CIP

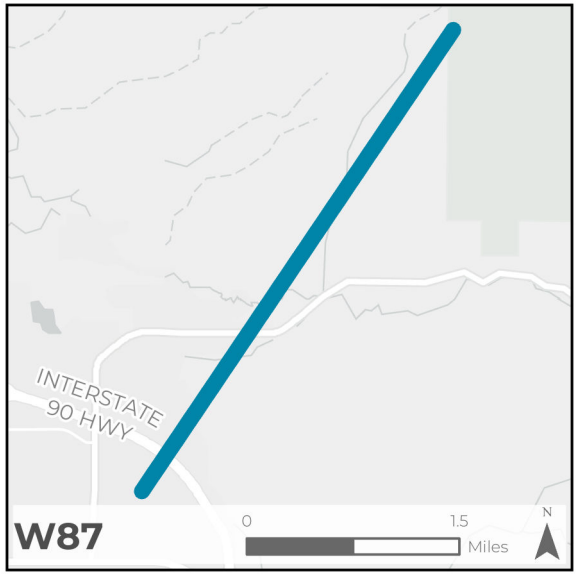
New based on the increasing occurrence of issues and the cost of repairs of the existing generator, which exceeds the cost of a newer, more efficient generator.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ 35,000	$ —	$ —	$ —	$ —

Lyman Tank & Transmission Main (W87)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Debt Proceeds	$ 17,390,000
TOTAL SCHEDULED PROJECT COST	**$ 17,390,000**



STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project includes condition assessment and preliminary design of a new five-million-gallon storage tank at the City's Lyman water source. 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 and resiliency as it is geographically removed from the Sourdough/Hyalite source and provides an independent connection to the distribution system.

The effective available water supply will increase since the new storage system will not leak and will expand the number of customers able to be supplied by the Lyman water supply. Likelihood of failure of the Lyman supply system will be dramatically reduced by replaced storage. The project scope will include condition assessment and preliminary design of the existing Lyman transmission main, new supply main tie into new storage tank, new transmission main tie in from new storage tank to existing transmission main, and new chlorination/fluoridation feed facility. The project includes condition assessment of the existing transmission pipe to determine extents of necessary pipe replacement while keeping portions of the pipe in place that have remaining useful life.

CONSEQUENCES OF DELAYING PROJECT

Delays will result in continued leakage of the Lyman water storage tank and regular water loss that could be used for water supply to the city. Also, given the age the water transmission pipe from the Lyman water storage tank into the community, the water main may need significant repairs to avoid leakage and emergency repairs. Design work will include a significant condition assessment effort with some destructive testing to determine scope of pipeline replacement.

CHANGES FROM PRIOR CIP

Delayed construction one year to FY28 to provide adequate time to complete pre-design investigations and design phase. Costs were escalated by 3% to account for estimated inflationary increases associated with the change in timing.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 1,500,000	$ —	$ 17,390,000	$ —	$ —	$ —

Hyalite Dam & Reservoir Optimization Improvements (W79)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 4,850,000
TOTAL SCHEDULED PROJECT COST	**$ 4,850,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Hyalite Reservoir and water rights are owned by the Montana Department of Natural Resources and Conservation (DNRC), and the project is operated and maintained by the Middle Creek Water Users Association (MCWUA), of which the City is the majority shareholder member. Optimization of reservoir operations and improvements to dam infrastructure will require close coordination and agreement by the DNRC, MCWUA, and US Forest Service. This will require a heavy front-loaded planning and pre-design phase to gain stakeholder approval.

The objectives of this optimization project are to armor the reservoir control tower to enable some year-over-year storage capacity or multiple reservoir fills during a single water year, and to install control upgrades to allow for automated remote wintertime operation of reservoir releases. Current vulnerability of Bozeman to drought is very high due to the limited water storage in the water supply system. Hyalite Reservoir is capable of providing year-over-year storage and multiple fills but is not operated in that manner due to concerns of ice damage to the control tower, which this project intends to correct.

CONSEQUENCES OF DELAYING PROJECT

Delays will result in reduced ability to respond to drought conditions. Additionally, the automation improvements will reduce ongoing operational costs.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 500,000	$ —	$ 4,850,000	$ —	$ —	$ —

Hyalite Reservoir Equalization Storage (W144)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 11,500,000
TOTAL SCHEDULED PROJECT COST	**$ 11,500,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Equalization storage is necessary to optimize the use and conservation of the City's Hyalite Reservoir water supply. Currently, Water Treatment Plant (WTP) operators must call for releases of reservoir water 24 hours in advance of when the water is needed to meet city water demands. This operating paradigm requires WTP operators to call for more stored water supply to be released from the reservoir than is predicted for demand.

City water released from Hyalite Reservoir but not treated for distribution is directed back to Bozeman Creek as overflow from the WTP. Daily overflow volumes vary but can exceed one million gallons-per-day. These overflows accumulate over the course of an irrigation season to hundreds of acre feet per year, approaching 10% of the City's Hyalite Reservoir volume being lost as overflow. The equalization reservoir will eliminate WTP overflow of Hyalite Reservoir water by providing an intermediate storage facility for City water released from Hyalite Reservoir that the WTP can then divert directly from in order to supply the City's daily water demand. The anticipated storage site is existing City-owned lands near the mouth of Leverich Gulch. There is the potential to also utilize this land as an aquifer recharge mitigation site for purposes of municipal groundwater water right permitting. The predesign effort may include evaluation of options to co-locate equalization storage and aquifer recharge infrastructure.

CONSEQUENCES OF DELAYING PROJECT

Delays will result in significant annual water loss each year and associated cost to the Middle Creek Water User's Association contract for water.

CHANGES FROM PRIOR CIP

Total cost increased to $11.5M as the project has moved to a Class 4 estimate through design work performed as part of the WTP Facility Plan. Design phase services have also been consolidated into FY28 by moving the pre-design phase budget that was previously planned for FY27 into FY28.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 1,000,000	$ 10,500,000	$ —	$ —

Water Treatment Plant (WTP) Capital Replacement (W151)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,825,900
TOTAL SCHEDULED PROJECT COST	**$ 1,825,900**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project provides funding to address capital infrastructure and equipment repair and replacement on an as-needed basis at the Water Treatment Plant (WTP). Unforeseen issues may materialize which create undue risk to WTP operators, or the public, if apparent or imminent failure of capital infrastructure is not addressed in a diligent manner. City staff are working on a WTP facility plan to further define capital replacement needs. This item will be updated in future capital plans to reflect the more detailed analysis.

CONSEQUENCES OF DELAYING PROJECT

Delaying funding is anticipated to result in deferred maintenance and cost increases.

CHANGES FROM PRIOR CIP

The budget previously allocated in FY27 has been reassigned to specific projects, including Chemical Storage Tanks (W123), WTP Tank Improvements (W171), and Phase 4 Sourdough Fuels Reduction (W172).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ 505,800	$ —	$ 584,900	$ 608,300	$ 632,700	$ —

Vehicle Storage Shed (W138)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 185,000
TOTAL SCHEDULED PROJECT COST	**$ 185,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

This project is for the installation of a storage shed to provide covered vehicle storage for Water Treatment Plant vehicles, tractor and tanker. The current sheds are twenty years old and need to be replaced soon.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in vital vehicles stored out in the elements, resulting in higher vehicle maintenance costs and additional staff time to ready the vehicles when needed.

CHANGES FROM PRIOR CIP

Amount adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 185,000	$ —	$ —	$ —

Hilltop Tank Painting (W127)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 4

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,875,000
TOTAL SCHEDULED PROJECT COST	**$ 1,875,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Hilltop tank was last rehabbed and painted in 2007. Weather and external attachments have caused the paint coating to start to deteriorate in spots. Blasting the interior and exterior of the tank to bare steel and applying a new coating system will prolong the life and integrity of the tank. Exterior blasting will require containment. This project also includes replacement of the cable chase on the tank. Blasting will require either temporary removal of the communications equipment on the tank or working around it, which increases cost. Internal roof trusses will also likely require repairs.

CONSEQUENCES OF DELAYING PROJECT

Delay is likely to result in deferred maintenance cost increases and permanent structural degradation of the tank.

CHANGES FROM PRIOR CIP

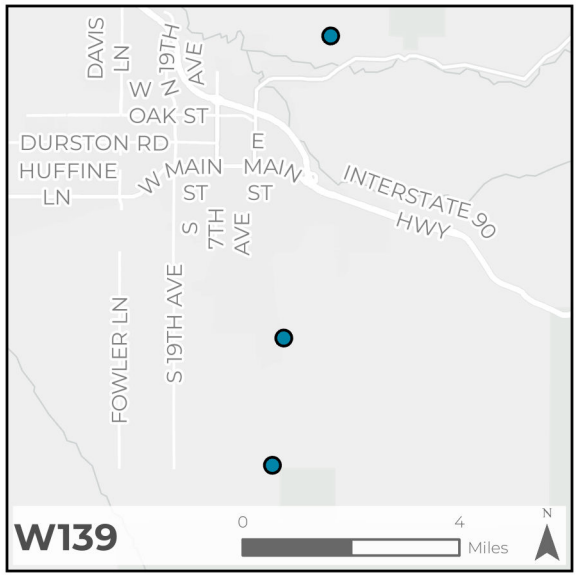
None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 175,000	$ 1,700,000	$ —	$ —

Flow Meter Replacements (W139)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 117,000
TOTAL SCHEDULED PROJECT COST	**$ 117,000**



STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project will replace the aging Lyman influent and effluent flow meters and Hyalite and Sourdough Bypass flow meters with a new model. These new flow meters will be more accurate and easier to recalibrate, ensuring all water is being accounted for reliably.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in loss of measurement capability and accuracy.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 117,000	$ —	$ —	$ —

Replace Mini Excavator (W135)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 60,400
TOTAL SCHEDULED PROJECT COST	**$ 60,400**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is the purchase of a mini excavator. Previously, the Water Department jointly purchased a mini excavator with the Streets Department, which will be 15 years old at the time of replacement. This equipment is primarily used to dig and repair water and sewer components and is better suited to fit in tight spaces than backhoes.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, equipment is more likely to have maintenance issues and experience downtime.

CHANGES FROM PRIOR CIP

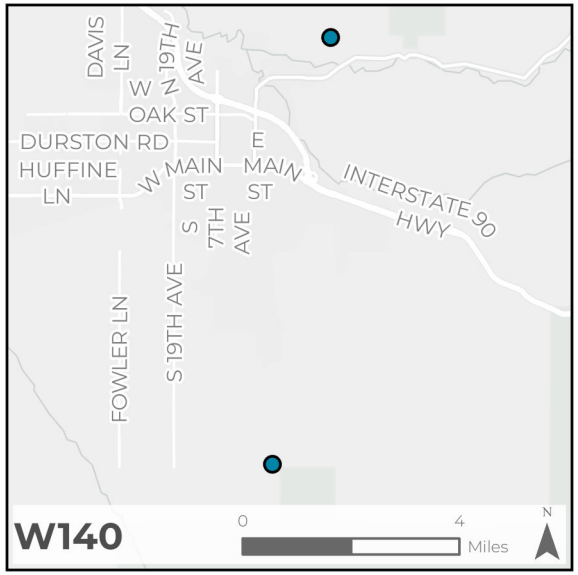
None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 60,400	$ —	$ —	$ —
Wastewater Fund	$ —	$ —	$ 60,400	$ —	$ —	$ —
Total	**$ —**	**$ —**	**$ 120,800**	**$ —**	**$ —**	**$ —**

Chlorine Analyzer Replacement (W140)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**



STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project will replace soon-to-be obsolete chlorine analyzers at Sourdough and Lyman water treatment plants. New chlorine analyzers will be more accurate, user friendly, and ecofriendly.

CONSEQUENCES OF DELAYING PROJECT

Without timely replacement of the chlorine analyzers, is it possible to receive drinking water violations due to breakdowns, loss of chlorine measurement accuracy and ability, requiring more labor-intensive chlorine measurements.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 50,000	$ —	$ —	$ —

Benchtop Turbidimeter (W137)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 40,000
TOTAL SCHEDULED PROJECT COST	**$ 40,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project includes the replacement of current benchtop and surface scatter turbidimeters which will be obsolete in the next couple of years.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in obsolete equipment breakdowns, with no ability to get parts or repairs, and possible permit violations.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ 40,000	$ —	$ —	$ —

Replace 3716 1-Ton Service Truck (W148)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 110,000
TOTAL SCHEDULED PROJECT COST	**$ 110,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project serves to replace a 2015 F350 service truck. One-ton service trucks are front-line trucks for the Water Department which respond to emergencies and are the primary all-purpose vehicle for excavating and repairing water infrastructure.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, the existing truck is more likely to see increased maintenance costs and potential downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ 110,000	$ —	$ —

Replace 3780 1/2-Ton Utility Truck (W149)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 84,000
TOTAL SCHEDULED PROJECT COST	**$ 84,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project would replace a 2015 GMC half-ton utility truck. Half-ton trucks are primarily used for smaller jobs such as weed eating, painting and shoveling hydrants, flowing fire hydrants to clean mains, and leak detection.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, the existing truck is more likely to see increased maintenance costs and potential downtime.

CHANGES FROM PRIOR CIP

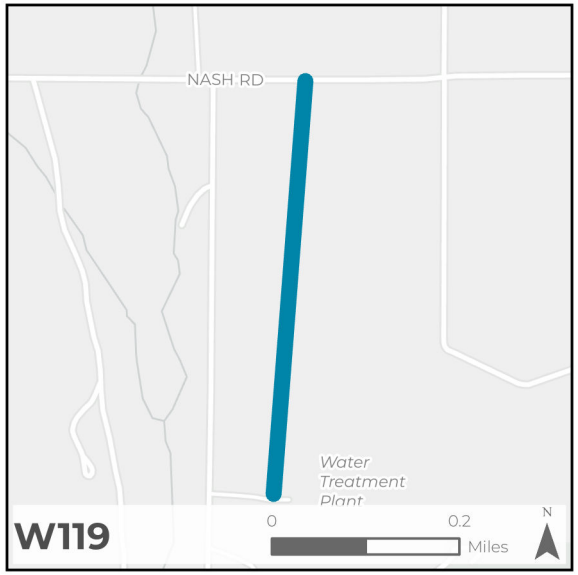
None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ 84,000	$ —	$ —

Sourdough Transmission Main Ph 3 & WTP Tank Monitoring Vault and Equipment & WTP Tank Hydraulics (W119)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 5,300,000
TOTAL SCHEDULED PROJECT COST	**$ 5,300,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project includes the installation of approximately 2000 feet of 42-inch transmission main from the Water Treatment Plant (WTP) to Nash Road, a metering and chlorine residual monitoring facility on the outlet of the WTP tank, and the relocation of the WTP tank overflow. In addition, as identified with the WTP Facility Plan, the hydraulic limitation between the plant and WTP tank will be reevaluated for removal to allow for full utilization of the WTP tank volume. The project provides critical transmission redundancy between the WTP and the City, necessary infrastructure and monitoring to ensure continued compliance with Montana Department of Environmental Quality (DEQ) requirements, and needed adjustments to the WTP tank for continued operation.

CONSEQUENCES OF DELAYING PROJECT

Delay increases the risk of major water service disruption and disinfection violations with the Montana DEQ. Additionally, development within the City's future South Pressure Zone (south of Goldenstein) will be limited.

CHANGES FROM PRIOR CIP

Moved from unscheduled to FY31 and revised scope based on WTP Facility Plan.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 800,000	$ 4,500,000

Hydrant Leak Detectors (W157)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 1,200,000
TOTAL SCHEDULED PROJECT COST	**$ 1,200,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City is piloting a leak detection system that mounts to fire hydrants and will detect leaks daily. This system currently shows a lot of promise and has pinpointed many leaks in the first months of service. This is a strong move toward improving water conservation efforts with an ability to find and fix leaks more efficiently. This will be the first and second of four expected installations, while additional funding for the third and fourth rounds is unscheduled. These first two installments will cover approximately 50% of the City's water system.

CONSEQUENCES OF DELAYING PROJECT

The water industry is innovating its ability to proactively detect leaks with daily leak detection on water distribution system pipes. This is accomplished by installing automated water distribution leak detectors, with sensors placed throughout the city. City crews will be able to repair water main leaks much faster than current operations allow, resulting in substantial water savings and reduced property damage. The City currently leak detects the system about once per year and does so manually. The longer a leak goes undetected, the more water is lost. The earlier this project can be funded, the sooner we can implement more effective leak detection, resulting in improved water conservation, reduced property damage, and reduced disruption to city services.

CHANGES FROM PRIOR CIP

Added a second installment in FY 31 to provide capacity to enable us to service 50% of the City's hydrants.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 600,000	$ 600,000

Sourdough Tank - Ph 2 Rehab (W166)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Negligible	Class 4

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 4,600,000
TOTAL SCHEDULED PROJECT COST	**$ 4,600,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Sourdough Tank is a four-million-gallon, concrete-finish water storage tank constructed in the 1950's. Proactive rehabilitation of the tank is needed to prolong its service life and has been determined to be more cost-effective than reconstructing the tank through engineering and economic analysis. This project consists of completing interior concrete restoration and rehabilitation as identified by the condition assessment planned with the Sourdough Tank Rehabilitation Phase 1 project as well as installing new tank mixers, a level sensor, a new access hatch, and replacing the existing vent.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increasing deterioration of the tank, leading to increased cost of rehabilitation or risk of failure of the structure.

CHANGES FROM PRIOR CIP

Project has been moved from unscheduled with design planned for FY30 design and construction in FY31.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 300,000	$ 4,300,000

Sourdough Canyon Natural Storage (W153)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Moderate	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 2,300,000
TOTAL SCHEDULED PROJECT COST	**$ 2,300,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project includes analysis of alternatives for the planning, design, and construction of the Sourdough natural storage enhancement project. The project objectives are to increase resiliency of the Sourdough watershed to drought impacts, enhance reliability of existing municipal water rights, and perhaps augment municipal legal water rights volume. This project could provide potential FEMA flood hazard mitigation and/or other federal and state grants that enhance municipal water supply volume and resiliency. Developing water rights may be challenging – if storage facilities are sited on federal land, then federal authorization must be given and must conform with the Custer Gallatin National Forest Plan.

CONSEQUENCES OF DELAYING PROJECT

If delayed, the Sourdough water supply source would be more susceptible to negative reliable yield impacts related to drought and climate change.

CHANGES FROM PRIOR CIP

Project is delayed to represent realistic constraints on staff time and additions of higher priority projects in earlier years of the capital plan.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 300,000	$ 2,000,000

Replace Compactor Backhoe (W131)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 187,000
TOTAL SCHEDULED PROJECT COST	**$ 187,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Backhoes are primarily used to excavate and repair water components, as well as perform snow removal in City lots and around fire hydrants. This project will replace an existing backhoe purchased in 2012.

CONSEQUENCES OF DELAYING PROJECT

If replacement is delayed, the equipment is more likely to see maintenance issues and downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 187,000	$ —

Midsized Excavator (WWW03)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 165,000
TOTAL SCHEDULED PROJECT COST	**$ 165,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is for the acquisition of a midsized excavator. Currently, the City's excavation fleet consists of six backhoes and one mini excavator. Increasing amounts of water and sewer pipe are installed at depths of up to twenty feet, creating the need for equipment capable of reaching that depth. A larger excavator will also provide greater versatility for other excavation needs. At present, the City must hire contractors for pipe excavations deeper than twelve feet, often at a premium cost.

CONSEQUENCES OF DELAYING PROJECT

If the excavator is not purchased, the City will continue to contract the work out or rent the equipment. Emergency situations requiring rental equipment or contracting are expensive.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 165,000	$ —
Wastewater Fund	$ —	$ —	$ —	$ —	$ 165,000	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 330,000**	**$ —**

New Tandem Axle Dump Truck (WWW05)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 148,500
TOTAL SCHEDULED PROJECT COST	**$ 148,500**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is to fund an additional dump truck which will be primarily used to haul materials and trailers across town to excavation sites, to accommodate a growing City. Dump trucks are frontline pieces of equipment that are necessary to excavate and repair water and sewer infrastructure. Currently the Water and Wastewater division has four dump trucks which can facilitate approximately two excavations in a day.

CONSEQUENCES OF DELAYING PROJECT

Without this new equipment, we will need to contract this work out as the City is already short on the necessary equipment to meet demands.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 148,500	$ —
Wastewater Fund	$ —	$ —	$ —	$ —	$ 148,500	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 297,000**	**$ —**

Unit heater replacement (W162)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 100,000
TOTAL SCHEDULED PROJECT COST	**$ 100,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project is for the replacement of unit heaters in the production areas of the Water Treatment Plant. The existing natural gas-supplied unit heaters require replacement of inducers every year, and the current heater configuration causes exhaust vents to rust. The heaters will be 16 years old by FY30, which is beyond the typical service life of this equipment.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in the eventual failure of the existing heaters.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 100,000	$ —

New 1/2 Ton Utility Truck (W158)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 89,000
TOTAL SCHEDULED PROJECT COST	**$ 89,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Half-ton trucks are primarily used for smaller jobs such as weed eating, painting and shoveling hydrants, flowing fire hydrants to clean mains, and leak detection. This project will acquire a new half-ton truck to accommodate city and staff growth.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in an inability to maintain the current level of service for maintenance work due to increased demands from growth.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 89,000	$ —

Replace 1/2 Ton Truck (W159)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 89,000
TOTAL SCHEDULED PROJECT COST	**$ 89,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Half-ton trucks are primarily used for smaller jobs such as weed eating, painting and shoveling hydrants, flowing fire hydrants to clean mains, and leak detection. This project will replace an existing half-ton truck which will be 15 years old in FY30. It will be replaced in accordance with our vehicle replacement policy due to the value of the vehicle versus the repair costs, improving the safety and technology of the vehicle as well as the fuel mileage/sustainability of an electric versus gas vehicle.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, the existing truck is more likely to see maintenance issues resulting in higher costs and downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 89,000	$ —

Replace 1/2 Ton Truck (W160)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 89,000
TOTAL SCHEDULED PROJECT COST	**$ 89,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Half-ton trucks are primarily used for smaller jobs such as weed eating, painting and shoveling hydrants, flowing fire hydrants to clean mains, and leak detection. This project will replace an existing half-ton truck which will be 15 years old in FY30. It will be replaced in accordance with our vehicle replacement policy due to the value of the vehicle versus the repair costs, improving the safety and technology of the vehicle as well as the fuel mileage/sustainability of an electric versus gas vehicle.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, the existing truck is more likely to see maintenance issues resulting in higher costs and downtime.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 89,000	$ —

Side by Side ATV (W165)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 30,000
TOTAL SCHEDULED PROJECT COST	**$ 30,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project will acquire a vehicle to allow City staff to access generators which provide power to the Sourdough water intake. A current project is underway to modify the intake, and as a result of the modifications, generators will be placed at the intake site. The intake site is inaccessible by a normal vehicle during the winter, and City staff will need an ability to haul fuel to the generator. This vehicle will also be used to haul tools and small equipment to remote sites as well as transport operators to spray weeds in City-owned properties in the Sourdough Drainage. The vehicle is narrow and safer to use on mountainous trails that are heavily recreated.

CONSEQUENCES OF DELAYING PROJECT

Delay would require staff to continue driving larger vehicles on narrow trails, which may make it difficult to provide fuel to the Sourdough intake generator in winter conditions.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 30,000	$ —

New Equipment Trailer (WWW04)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 25,000
TOTAL SCHEDULED PROJECT COST	**$ 25,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is for the acquisition of an equipment trailer that will be used primarily to haul excavators and backhoes to excavation sites across town. Transporting equipment by trailer enhances safety by eliminating the need to drive heavy machinery on public roads between storage and job sites.

CONSEQUENCES OF DELAYING PROJECT

Delay will lead to a continual increase in travel time, disruption of road users, and the potential creation of safety issues on City streets.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ 25,000	$ —
Wastewater Fund	$ —	$ —	$ —	$ —	$ 25,000	$ —
Total	**$ —**	**$ —**	**$ —**	**$ —**	**$ 50,000**	**$ —**

Membrane Replacement Phase 1 (W89)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Unknown	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 772,500
TOTAL SCHEDULED PROJECT COST	**$ 772,500**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

The water filtration membranes at the Sourdough Water Treatment Plant, installed in fall 2013 with a 10-year warranty, are expected to reach end of service life in the next five years. This project will replace 372 modules as they reach the end of useful life. Through strong maintenance practices, staff have extended the membranes' performance beyond warranty, but replacement will be necessary as failures occur. This value represents half the cost of membrane replacement. The first half are scheduled to be replaced in FY31; because the other half are scheduled to be replaced outside the timeframe of this plan, they are listed as unscheduled.

CONSEQUENCES OF DELAYING PROJECT

It is very difficult to predict an exact year for membrane failures. City staff continue to do an excellent job of maintenance to protect the membranes. However, membrane failures are expected after the end of the warranty period, which ended in 2023. Staff are working to extend the life of the membranes to the extent possible, but when the membranes fail, this will remove capacity at the Sourdough water treatment plant until the membranes can be replaced.

CHANGES FROM PRIOR CIP

FY31 is the first phase of membrane replacement including approximately half the membranes. The second phase is unscheduled and will replace the second half of membranes.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 772,500

Membrane Rack Actuators (W175)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

The current pneumatic valve actuators are obsolete and are becoming unreliable. Their 10-year warranty ran out in 2025. There are 20 actuators per membrane rack that actuate numerous times daily and require operator intervention weekly. Though they're currently still functional, replacing them with recommended actuators will reduce the amount of time operators have to spend repairing actuators and forcing valves open.

CONSEQUENCES OF DELAYING PROJECT

Delaying this will result in excess amounts of time operators spend adjusting and repairing actuators, excessive downtime for membrane racks, and potential contamination of treated water.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 500,000

New Tandem Axle Dump Truck (WWW06)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 121,500
TOTAL SCHEDULED PROJECT COST	**$ 121,500**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds the purchase of a tandem axle dump truck to support the establishment of a third excavation crew. The truck will be heavily utilized in summer for hauling excavation materials and in winter for snow removal. Each excavation typically requires two dump trucks; with four currently in the Water and Sewer fleet, this purchase would bring the total to six by FY31, providing the capacity needed for a third crew. This addition increases efficiency, reduces reliance on contractors, and ensures adequate resources to meet growing workload demands.

CONSEQUENCES OF DELAYING PROJECT

Without this new equipment, the work will need to be contracted out as the City is already short on the necessary equipment to meet demands.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 121,500
Wastewater Fund	$ —	$ —	$ —	$ —	$ —	$ 121,500
Total	$ —	**$ —**	**$ —**	**$ —**	**$ —**	**$ 243,000**

Replace Valve Exercising Equipment (W169)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 110,000
TOTAL SCHEDULED PROJECT COST	**$ 110,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Together, the Water and Sewer Divisions have two valve-exercising trucks to maintain all of the City's water system valves. They are one-ton trucks equipped with a vacuum, a pressurized water system with a spray nozzle, and a hydraulic valve operating system. All of these features combined help keep the City's valves in good maintenance and assist with emergency response for water main breaks. This purchase would replace one of the two setups mounted in the back of the trucks, as both trucks are over 20 years old.

CONSEQUENCES OF DELAYING PROJECT

Without replacement, this equipment will see more costly repairs and potential downtime.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 110,000

Mobile Crane (W176)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Plant	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 110,000
TOTAL SCHEDULED PROJECT COST	**$ 110,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is to purchase a mobile crane which will allow operators to safely lift and remove process equipment that is difficult to access, exceeds the capacity of existing davit cranes, or is located in areas without overhead lifting systems. Several areas of the plant currently require a rented crane for service, which can result in significant downtime during equipment failures. Adding a mobile crane to the fleet will remove these limitations and improve overall operational reliability.

CONSEQUENCES OF DELAYING PROJECT

Delaying this will result in continued difficulties in accessing pieces of equipment for repairs, reduced efficiency, and potential risk to operator safety.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 110,000

Replace Pear Street Generator (W170)

FUND	DEPARTMENT	PROJECT TYPE
Water Fund	Water Operations	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue	$ 90,000
TOTAL SCHEDULED PROJECT COST	**$ 90,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This generator serves the Pear Street Booster Station which pumps water from Lyman Creek Tank into the South pressure zone of the City of Bozeman. In the case of power outages, it allows the pump station to continue running. Located outdoors, it has experienced several issues in the past year. At almost 23 years old, it has exceeded the typical twenty-year service life of this type of equipment.

CONSEQUENCES OF DELAYING PROJECT

By delaying this project, there will be more issues and greater costs associated with upkeep of the generator and eventually repair components will be unavailable.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Fund	$ —	$ —	$ —	$ —	$ —	$ 90,000

Water Impact Fee

Scheduled Projects for Water Impact Fee Fund

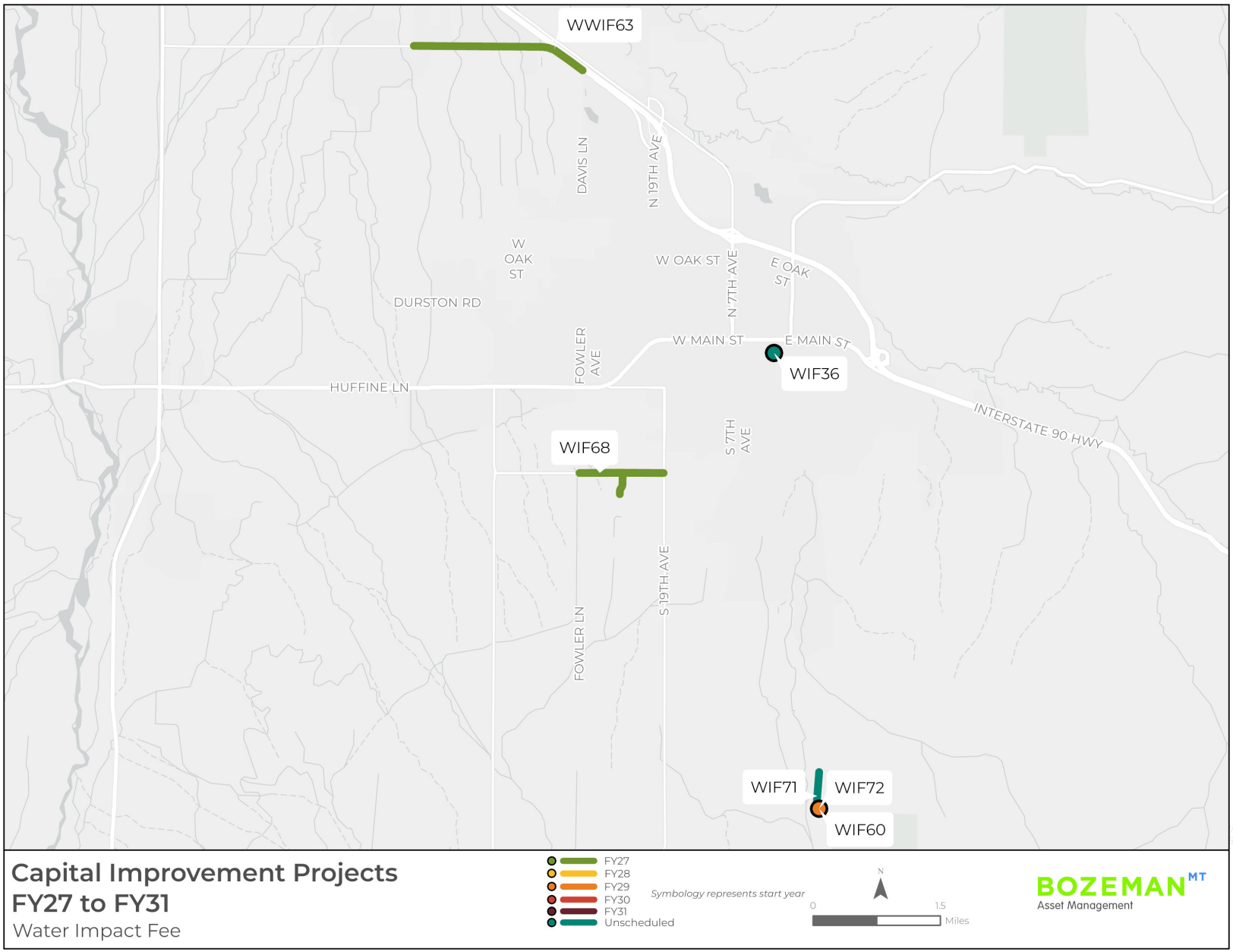
Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
321	WIF32	Municipal Groundwater Public Water Supply & Mitigation System Infrastructure	$ 1,000,000	$ 11,500,000	$ —	$ —	$ —	$ 12,500,000
322	WIF99	Water Development Oversizing	720,000	305,000	400,000	400,000	400,000	2,225,000
323	WIF68	Stucky/S. 27th Water Main	265,700	1,842,500	—	—	—	2,108,200
324	WIF60	West Sourdough Reservoir #1	—	—	4,015,000	—	—	4,015,000
325	WIF59	Western Transmission Main / New South Pressure Zone	—	—	1,350,000	16,400,000	—	17,750,000
326	WIF72	Sourdough Bypass Expansion	—	—	—	—	110,000	110,000
		Total	**$ 1,985,700**	**$ 13,647,500**	**$ 5,765,000**	**$ 16,800,000**	**$ 510,000**	**$ 38,708,200**

Unscheduled Projects for Water Impact Fee Fund

Project Code	Project Name	Amount	Description
WIF59	Western Transmission Main / New South Pressure Zone	$ 40,000,000	This project is identified as the Western Transmission Main in the 2017 water facility plan. Funding in the five-year plan would be for Phase 1 design and construction, with subsequent phases funded outside of the five-year window totaling $40 million. Phase 1 consists of a new transmission main running on the hydraulic grade line from the Sourdough Water Treatment Plant tank to connect to the southwestern edge of the existing distribution network (S. 19th and Graf Street) to serve future anticipated growth. Project scope will be further defined with the ongoing South Pressure Zone Pre-Design and Water Treatment Plant Facility Plan project including identification of quantity and location of hydraulic controls valves to connect the new pressure zone to the existing system.
WIF63	Sourdough Membrane WTP Expansion	28,840,000	This project consists of a new construction project to increase the capacity of the Sourdough Water Treatment Plant to 36 million-gallons-per-day. The original plant was constructed to a capacity of 22 million-gallons-per-day, with features that allow for expansion of the plant. The need for this expansion project will be determined by future availability of water rights and other water supply projects that may offset demand at the facility.

Project Code	Project Name	Amount	Description
WIF60	West Sourdough Reservoir #1	7,200,000	This project is identified as 5125 West Sourdough Reservoir 1 within the City's water facility plan and consists of planning, design, and construction of a new five-million-gallon, gravity-fed ground storage reservoir to the south/southwest of the city, which would tie into the west water transmission main - phase 1 (WIF59) and serve the existing City water distribution system. This project is identified as the next priority in the City's Water Facility Master Plan. Budget in FY29 is for planning and design. Budget for construction totals $7.2 million and is currently budgeted in unscheduled.
WIF72	Sourdough Bypass Expansion	1,250,000	The Sourdough bypass flow control building is a hydraulic limitation in delivering water to the city given the existing transmission main configurations. This project will expand the hydraulic capacity of the bypass piping and flow control valve. This project is needed to meet 2031 projected water demands, as determined by the Water Treatment Plant (WTP) Facility Plan. Design is scheduled to be completed in FY31, with construction currently unscheduled but planned for FY32.
WIF71	Sourdough Transmission Main Phase 4 - Nash and Sourdough Highspot	1,100,000	The project will eliminate a high spot on the existing thirty-inch CCP main near the corner of Nash and Sourdough Road by replacing and lowering approximately 1000 linear feet of the main, which limits the delivery of water from the Water Treatment Plant (WTP) to the city. Fixing this issue will allow for improved utilization of the WTP water tank and result in significantly increased water capacity. The project will need to be completed prior to the maximum day demand exceeding 17.6 MGD from the Sourdough WTP.
WIF66	Davis Lane Water Improvement	240,000	This project consists of design and construction of a new 16-inch water main in Davis Lane from Baxter Lane to Cattail Street per recommendations in the 2015 Water Facility Plan (FP_1484). Given development occurring in the area, the water main defined in the Facility Plan may be needed to support additional fire flow protection.
	Total	**$ 78,630,000**	

Map of Water Impact Fee Fund Infrastructure Projects



Municipal Groundwater Public Water Supply & Mitigation System Infrastructure (WIF32)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
High	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 12,500,000
TOTAL SCHEDULED PROJECT COST	**$ 12,500,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project is contingent upon obtaining a municipal groundwater water right authorization from the Montana Department of Natural Resources and Conservation (MT DNRC) as detailed in CIP W134 and consists of, but is not limited to, the following major elements: obtaining land in fee or easement necessary to construct and operate municipal well and aquifer storage or recharge infrastructure necessary to complete the municipal water right authorization as approved by MT DNRC; Department of Environmental Quality approval and construction of a municipal public water supply well and attendant infrastructure to connect, operate, and maintain the municipal well as part of the City's overall municipal water supply system. Attendant infrastructure may include but is not limited to: water disinfection and treatment processes, class 5 injection wells or infiltration basins for aquifer recharge, a building to house treatment equipment, power, backup generator power, instrumentation and controls, site improvements, transmission main to tie groundwater supply into the existing system, water storage, and hydraulic controls.

CONSEQUENCES OF DELAYING PROJECT

This project will help provide additional water capacity for growth in the 8 to 10-year timeframe. Water rights permitting can take 3 to 5 years, resulting in the need to begin spending in FY27.

CHANGES FROM PRIOR CIP

A Class 4 estimate for this project was part of the Cash In Lieu of Water Rights fee study, which has only recently been completed and is pending commission presentation and formal consideration.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ —	$ 1,000,000	$ 11,500,000	$ —	$ —	$ —

Water Development Oversizing (WIF99)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 5	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 2,225,000
TOTAL SCHEDULED PROJECT COST	**$ 2,225,000**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project consists of water main oversizing associated with the development projects consistent with the City's Water Facility Plan and the approved development plan. Public-private partnership for infrastructure construction allows for development to construct the pipe infrastructure required of the development, while the City provides oversizing funding for future growth per the water impact fee program. This is a highly cost-effective way of building infrastructure for future growth.

CONSEQUENCES OF DELAYING PROJECT

Without oversizing funding from the City's Water Impact Fee program to match private development timeframe, future pipe size increases will be much more expensive than oversizing the pipe at the original construction of the pipe, also allowing the full useful life (80-120 years) of the pipe to be achieved before replacement with a larger capacity pipe.

CHANGES FROM PRIOR CIP

Added estimates of oversizing costs in fiscal years 29 and 31, and reduced the FY30 estimate to align with these amounts. Projecting pipe oversizing costs beyond two years is challenging as costs will depend on future development applications which are not typically submitted that far in advance.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ 355,000	$ 720,000	$ 305,000	$ 400,000	$ 400,000	$ 400,000

Stucky/S. 27th Water Main (WIF68)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 2,108,200
TOTAL SCHEDULED PROJECT COST	**$ 2,108,200**

STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project includes the design and construction of a new 16-inch water main in Stucky Road from S 19th to Fowler Ave per recommendations in the Water Facility Plan (FP_1386, FP_1372, FP_1371). The project is planned simultaneous to the Stucky: 19th to Fowler (SIF191)Street Impact Fee project.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in significantly higher cost to construct the water main as it will be required for future development. This project must occur simultaneously with the construction of the Stucky Road Project to avoid a second construction impact on traffic on Stucky Road.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ —	$ 265,700	$ 1,842,500	$ —	$ —	$ —
Water Fund	$ —	$ 88,600	$ 614,200	$ —	$ —	$ —
Total	**$ —**	**$ 354,300**	**$ 2,456,700**	**$ —**	**$ —**	**$ —**

West Sourdough Reservoir #1 (WIF60)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 4,015,000
TOTAL SCHEDULED PROJECT COST	**$ 4,015,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project is identified as 5125 West Sourdough Reservoir 1 within the City's water facility plan and consists of planning, design, and construction of a new five-million-gallon, gravity-fed ground storage reservoir to the south/southwest of the city, which would tie into the west water transmission main - phase 1 (WIF59) and serve the existing City water distribution system. This project is identified as the next priority in the City's Water Facility Master Plan. Budget in FY29 is for planning and design. Budget for construction totals $7.2 million and is currently budgeted in unscheduled.

CONSEQUENCES OF DELAYING PROJECT

Delay would result in limiting growth in the south and southwestern areas of the community.

CHANGES FROM PRIOR CIP

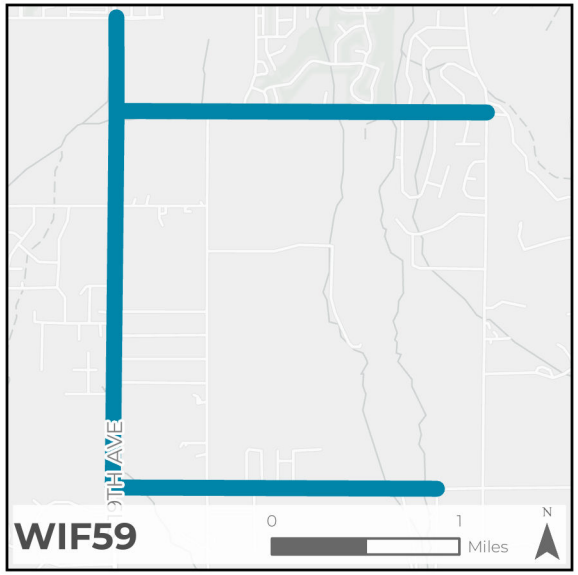
None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ —	$ —	$ —	$ 4,015,000	$ —	$ —

Western Transmission Main / New South Pressure Zone (WIF59)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Operations	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 5	

FUNDING SOURCE(S)	AMOUNT
Impact Fee Revenue	$ 17,750,000
TOTAL SCHEDULED PROJECT COST	**$ 17,750,000**



STRATEGIC PLAN

4. A Well-Planned City

DESCRIPTION OF PROJECT

This project is identified as the Western Transmission Main in the 2017 water facility plan. Funding in the five-year plan would be for Phase 1 design and construction, with subsequent phases funded outside of the five-year window totaling $40 million. Phase 1 consists of a new transmission main running on the hydraulic grade line from the Sourdough Water Treatment Plant tank to connect to the southwestern edge of the existing distribution network (S. 19th and Graf Street) to serve future anticipated growth. Project scope will be further defined with the ongoing South Pressure Zone Pre-Design and Water Treatment Plant Facility Plan project including identification of quantity and location of hydraulic controls valves to connect the new pressure zone to the existing system.

CONSEQUENCES OF DELAYING PROJECT

Delay of this work will limit growth in the south and southwestern portions of the community outside the existing water pressure zones capable of serving those areas.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ —	$ —	$ —	$ 1,350,000	$ 16,400,000	$ —

Sourdough Bypass Expansion (WIF72)

FUND	DEPARTMENT	PROJECT TYPE
Water Impact Fee	Water Plant	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Rate Revenue & Impact Fee Revenue	$ 110,000
TOTAL SCHEDULED PROJECT COST	**$ 110,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

The Sourdough bypass flow control building is a hydraulic limitation in delivering water to the city given the existing transmission main configurations. This project will expand the hydraulic capacity of the bypass piping and flow control valve. This project is needed to meet 2031 projected water demands, as determined by the Water Treatment Plant (WTP) Facility Plan. Design is scheduled to be completed in FY31, with construction currently unscheduled but planned for FY32.

CONSEQUENCES OF DELAYING PROJECT

Delay would limit the ability of the Sourdough WTP to meet increasing demand within the City.

CHANGES FROM PRIOR CIP

Moved design cost from unscheduled into FY31. Funding source has been changed from rate revenue to impact fees as the project is capacity-expanding. Previous project code was W125.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Water Impact Fee	$ —	$ —	$ —	$ —	$ —	$ 110,000

Parking

Scheduled Projects for Parking Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
331	P037	Parking Office Sewer Reconstruction	$ 250,000	$ —	$ —	$ —	$ —	$ 250,000
332	P030	Mobile License Plate Recognition (LPR)	—	225,500	—	—	—	225,500
333	P038	Parking Garage Fire Alarm Upgrade	—	135,000	—	—	—	135,000
334	GF420	Public Safety Technology Modernization	—	3,100	6,900	6,900	6,900	23,800
335	P041	Updated Bridger Garage Security Cameras	—	—	60,000	—	—	60,000
336	P033	Enforcement Vehicle Replacement	—	—	37,000	—	39,000	76,000
		Total	$ 250,000	$ 363,600	$ 103,900	$ 6,900	$ 45,900	$ 770,300

Unscheduled Projects for Parking Fund

Project Code	Project Name	Amount	Description
P039	Downtown Parking Access Control and Occupancy Systems	$ 1,246,800	This project involves the installation and replacement of access and occupancy systems across the City's parking facilities, including the four surface lots and the Bridger Garage. An improved occupancy system will provide accurate, real-time data on parking availability, enhancing the customer experience, supporting enforcement efficiency, and providing better information for planning and management. The cost of the occupancy system is currently estimated at $96,800. The project also includes the installation of entry and exit gate systems in the surface lots ($1,000,000) and the replacement of the gate system in the Bridger Garage ($150,000). The Bridger Garage already has the infrastructure in place to accommodate a new gated system, while the surface lots will require site preparation, including electrical work and system placement. These gate systems will provide controlled access by issuing tickets upon entry and allowing vehicles to exit once payment has been made. Upgrading and expanding gated access will ensure reliable operations, improve the customer experience, and allow integration with modern payment and access technologies. In addition, the improvements will reduce maintenance costs associated with manual enforcement, support higher collection rates, and decrease the number of citations issued across both the surface lots and the garage.

Project Code	Project Name	Amount	Description
P024	Black Lot Improvements	801,800	Improvements to the Black Lot have been a long-term goal of the parking program to create a more welcoming environment and ensure parking lots are built up to our development code. The project is unscheduled due to funding constraints.
P045	Bridger Garage Elevator Replacement	$ 541,200	This project includes the full replacement of the existing elevator system at Bridger Garage. The elevator is critical for maintaining ADA accessibility and supporting daily use by the public, visitors, and staff. Based on its original installation in 2008 and a typical 35-year service life, replacement is not anticipated until 2043.
P2601	Willson Lot Redesign	300,000	This project will improve the parking lot layout, setbacks, landscaping, signage, lighting, required Stormwater treatment infrastructure requirements, and include a parking kiosk. This project is unscheduled due to current funding constraints.
P042	Carbon Monoxide Exhaust Fans	49,700	Proper ventilation is critical for maintaining air quality and safety in the Bridger Garage. Based on the anticipated service life of the current CO_2 exhaust fan system, replacement is projected for 2032 to ensure continued reliability and compliance with building and safety standards.
	Total	**$ 2,939,500**	

Map of Parking Fund Infrastructure Projects

Parking Office Sewer Reconstruction (P037)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Permit Fees & Fines	$ 250,000
TOTAL SCHEDULED PROJECT COST	**$ 250,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

This project focuses on the renovation of the existing sewer line serving the Parking Office. The current system has experienced recurring issues, including blockages, backups, and leaks, which have disrupted daily operations and building usability. Renovation will involve replacing or relining aging pipes, increasing drainage capacity, and ensuring compliance with current standards. The Parking Department has already explored multiple resources without identifying the root cause of the problem. A full reconstruction may be required without a clear diagnosis; $250,000 has been allocated as a preliminary estimate. Actual costs may be lower or higher depending on the underlying issue discovered during the project.

CONSEQUENCES OF DELAYING PROJECT

A reliable sewer system is essential to maintain health and safety standards in the workplace. Failure to address the issue could lead to continued service disruptions, higher maintenance costs, and potential facility closures. Renovation will extend the service life of the system and provide long-term reliability for staff and visitors.

CHANGES FROM PRIOR CIP

Previous attempts to fix the sewer line issue have been unsuccessful. This is a new addition to the CIP as a result of the recurring issues.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ 250,000	$ —	$ —	$ —	$ —

Mobile License Plate Recognition (LPR) (P030)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 1	

FUNDING SOURCE(S)	AMOUNT
Permit Fees & Fines	$ 225,500
TOTAL SCHEDULED PROJECT COST	**$ 225,500**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

License Plate Recognition (LPR) is a technology that uses character recognition to read vehicle registration plates. The Parking Department utilizes this technology to enforce City ordinances. The LPR that is currently used on the parking enforcement vehicles reaches its end of service life in FY28 and will need to be replaced with the newest LPR hardware.

CONSEQUENCES OF DELAYING PROJECT

Delay will inevitably increase the overall cost of parking enforcement. LPR technology greatly increases operational efficiency, decreases maintenance costs, and mitigates potential security vulnerabilities. Failing to update to the latest hardware could slow down enforcement and prevent us from accessing new software updates. We should expect to replace this hardware every five to seven years.

CHANGES FROM PRIOR CIP

The project cost was adjusted to estimate inflationary impacts since cost estimate development. In addition, the total amount was consolidated into a single year rather than split across multiple years to better capture the full anticipated expense.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ —	$ 225,500	$ —	$ —	$ —

Parking Garage Fire Alarm Upgrade (P038)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Permit Fees & Fines	$ 135,000
TOTAL SCHEDULED PROJECT COST	**$ 135,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bridger Parking Garage was constructed in 2009 and has a fire detection and alerting system installed throughout the building. As the system ages and technology improves, upgrading the system is necessary to maintain functionality and component compatibility. In the last year, the system has registered multiple false-alarm alerts that were attributed to its age and condition. This project is to replace all operating components of the existing system, bringing it up to modern standards.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance costs and greater potential for system failure or errors.

CHANGES FROM PRIOR CIP

This is a new addition to the CIP as a result of ongoing false alarm risk with the existing system.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ —	$ 135,000	$ —	$ —	$ —

Public Safety Technology Modernization (GF420)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 23,800
TOTAL SCHEDULED PROJECT COST	**$ 23,800**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

This project aligns the purchase of BWCs for Parking Enforcement Officers with the broader public safety modernization project (GF420). Parking Enforcement will be acquiring six BWCs. Costs reflect an anticipated subscription pricing model on a 5-year contract which goes beyond the scope of this CIP, with a final payment scheduled in FY32. While budget authority would require the total costs be presented in the first year of the project, this CIP reflects the expected actual payment schedule.

CONSEQUENCES OF DELAYING PROJECT

Deferring the replacement of body-worn cameras for Parking Enforcement Officers would increase the risk of equipment failure and loss of critical video evidence. Aging units experience battery degradation, software incompatibility, and diminished image and audio quality, which can compromise the integrity of enforcement documentation and expose the City to liability in the event of disputes or complaints. Delayed replacement also undermines transparency, officer safety, and public confidence in enforcement operations. Continued reliance on outdated technology may result in higher maintenance costs and reduced operational efficiency as devices require more frequent repairs or fail to meet updated data management and evidentiary standards.

CHANGES FROM PRIOR CIP

This is a new project driven by the Police Department which will align BWC technology City-wide.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ —	$ 3,100	$ 6,900	$ 6,900	$ 6,900
General Fund	$ —	$ 23,900	$ 214,800	$ 537,100	$ 537,100	$ 537,100
Total	**$ —**	**$ 23,900**	**$ 217,900**	**$ 544,000**	**$ 544,000**	**$ 544,000**

Updated Bridger Garage Security Cameras (P041)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 3	

FUNDING SOURCE(S)	AMOUNT
Permit Fees & Fines	$ 60,000
TOTAL SCHEDULED PROJECT COST	**$ 60,000**

STRATEGIC PLAN

3.1 d) Update Public Safety Technology Systems

DESCRIPTION OF PROJECT

The security camera system in Bridger Garage will be replaced and modernized to improve image quality, maintain reliability, and better align with current technology standards. Enhanced coverage and resolution will improve public safety, deter crime, and provide better incident documentation.

CONSEQUENCES OF DELAYING PROJECT

Without this upgrade, the system will become increasingly unreliable, creating gaps in coverage and limiting the City's ability to respond to security incidents and claims.

CHANGES FROM PRIOR CIP

This is a new addition to the CIP resulting from concerns with the existing system. Current cameras lack sufficient image quality, and suboptimal sight lines result in blind spots.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ —	$ —	$ 60,000	$ —	$ —

Enforcement Vehicle Replacement (P033)

FUND	DEPARTMENT	PROJECT TYPE
Parking Fund	Parking	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Permit Fees & Fines	$ 76,000
TOTAL SCHEDULED PROJECT COST	**$ 76,000**

STRATEGIC PLAN

4.4 Vibrant Downtown, Districts & Centers

DESCRIPTION OF PROJECT

This project provides for the ongoing replacement of Parking Enforcement vehicles on a ten-year cycle, with one vehicle replaced every two years beginning in FY29. The next scheduled replacement will retire the 2020 Ford Escape, which is expected to reach the end of its service life in FY29.

CONSEQUENCES OF DELAYING PROJECT

Parking enforcement officers rely on enforcement vehicles to ensure compliance with the City's parking policies. Unreliable vehicles would cause inefficiencies and delays in daily enforcement.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy, and vehicle cost was adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parking Fund	$ —	$ —	$ —	$ 37,000	$ —	$ 39,000

PUBLIC WELFARE

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General Fund

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Scheduled Projects for Sustainability (General Fund)

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
342	GF362	Solar PV Array	$ 221,000	$ 110,000	$ 221,000	$ 256,000	$ —	$ 808,000
343	GF353	Electric Vehicle (EV) Stations	—	120,000	75,000	78,000	—	273,000
		Total	$ 221,000	$ 230,000	$ 296,000	$ 334,000	$ —	$ 1,081,000

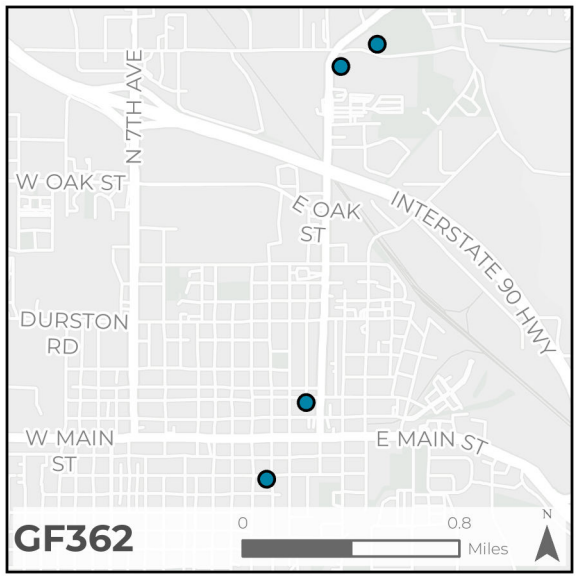
Unscheduled Projects for Sustainability

No unscheduled projects.

Solar PV Array (GF362)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Sustainability	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Discretionary & Other	$ 808,000
TOTAL SCHEDULED PROJECT COST	**$ 808,000**



STRATEGIC PLAN

6.3 Climate Action

DESCRIPTION OF PROJECT

This project supports the City's 100% net clean electricity goal by implementing annual solar PV installations that reduce the long-term levelized cost of electricity. Funding opportunities may be available through the Montana Department of Environmental Quality (DEQ) or utility grant programs. The budget includes structural assessments, design, and installations for City Hall 70kW DC (FY27), Story Mill Community Center 32.4kW DC (FY28), Stiff Professional Building 70kW DC (FY29), and the Vehicle Maintenance Shop 83kW DC (FY30).

CONSEQUENCES OF DELAYING PROJECT

With rising electricity rates and a favorable net energy metering credit, it is a strategic time to invest in solar electricity. This project supports the City Commission's priorities to promote a sustainable environment and 100% net clean electricity for City operations. If this project is not approved or delayed, it will slow progress toward our goals and result in higher long-term electricity costs.

CHANGES FROM PRIOR CIP

The proposed solar arrays were included in the FY26 budget with the intent of utilizing the direct pay federal tax credit. However, due to delays with current solar projects and the early expiration of the credit, the FY26 appropriation will not be expended. Rather than carrying the funds forward, future years have been re-budgeted to reflect updated cost estimates, including design and structural assessments as well as an adjusted price-per-watt projection.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 641,100	$ 221,000	$ 110,000	$ 221,000	$ 256,000	$ —

Electric Vehicle (EV) Stations (GF353)

FUND	DEPARTMENT	PROJECT TYPE
General Fund	Sustainability	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 4	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 273,000
TOTAL SCHEDULED PROJECT COST	**$ 273,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

The Bozeman Climate Plan calls for EV infrastructure for the public (Action 4.K.2) and the City fleet (Action 4.K.3) to reduce transportation emissions. In FY28, this project will support engineering design, new electrical service, and networked charging infrastructure for 8 Level 2 charging stations for fleet vehicles at the Professional Building. In FY29 and FY30, additional EV charging station locations will be designed and installed based on EV fleet growth and upcoming facility master planning.

CONSEQUENCES OF DELAYING PROJECT

Investment in EV infrastructure supports fewer polluting, low-carbon vehicles for the City fleet with a lower total cost of ownership. These long-term investments in EV infrastructure support the transition to fleet electrifications and the equitable deployment of EV charging stations for the public.

CHANGES FROM PRIOR CIP

This item moves the FY27 budget to FY28 and increases investment at the Professional Building with additional charging stations, engineering design, and electric service upgrades. An adjustment was added in FY30 to account for inflation.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 120,000	$ 75,000	$ 78,000	$ —

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Scheduled Projects for Parks & Recreation (General Fund)

Page Number	Project Code	Division	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
346	GF238	Recreation	Bogert Pool Renovation	$ 3,114,000	$ —	$ —	$ —	$ —	$ 3,114,000
347	GF209	Recreation	Lindley Center Remodel	2,500,000	—	—	—	—	2,500,000
348	GF394	Cemetery	Cemetery Shop Restoration	300,000	—	—	—	—	300,000
349	GF397	Aquatics	Aquatics Vehicle Addition	55,000	—	—	—	—	55,000
350	GF398	Cemetery	Cemetery Vehicle Replacement	37,000	—	—	110,000	—	147,000
351	GF388	Recreation	Story Mill Community Center Improvements	—	138,200	—	—	—	138,200
352	FCA011	Recreation	Beall Accessible Ramp Replacement	—	82,300	—	—	—	82,300
353	GF402	Recreation	Recreation Vehicle Replacement	—	50,000	—	—	—	50,000
354	FCA013	Recreation	Story Mill Gutter Replacement	—	35,400	—	—	—	35,400
355	GF083	Cemetery	Cemetery Backhoe Replacement	—	—	135,000	—	—	135,000
356	GF252	Cemetery	Cemetery Columbarium	—	—	63,000	—	—	63,000
357	GF268	Cemetery	Southwest Montana Veteran's Cemetery	—	—	—	400,000	—	400,000
			Total	$ 6,006,000	$ 305,900	$ 198,000	$ 510,000	$ —	$ 7,019,900

Unscheduled Projects for Parks & Recreation

Project Code	Project Name	Amount	Description
GF427	Beall Center Electrical Upgrades	$ 119,500	The Beall Center was constructed in 1922 and renovated to accommodate City offices in 2007. Many of the electrical outlets installed in 2007 are not tamper resistant and showing signs of heavy wear. Additionally, sections of the electrical distribution system were installed pre-2007. This project is to replace receptacles and branch circuits, as needed.
	Total	**$ 119,500**	

Bogert Pool Renovation (GF238)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Bond & Discretionary	$ 3,114,000
TOTAL SCHEDULED PROJECT COST	**$ 3,114,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

On November 2, 2021, voters approved a bond measure that included improvements to Bogert Pool. The approved scope included replacement of the deteriorated concrete coping and gutter system, resurfacing of the pool shell, repair, and replacement of sections of the concrete deck, and replacement of the existing perimeter wall/fence. Since that time, the City has partnered with Cushing Terrel & Jackson Contracting Group to craft a preconstruction assessment report which details the minimum practical scope of work for facility longevity and community impact to include several improvements related to safety and accessibility.

CONSEQUENCES OF DELAYING PROJECT

The pool, located at 303 South Church Avenue, was built in 1938 and designed by Fred F. Willson and was extensively remodeled in the 1970s. In the last 55 years many pool features have lived well beyond their useful life cycle. Delaying this project will increase estimated cost, increase risk of full facility shutdown (due to antiquated filtering systems), and exacerbate public health and safety risk(s).

CHANGES FROM PRIOR CIP

The original 2021 bond budget for Bogert Pool was based on a preliminary planning-level estimate developed prior to completion of engineering. With design now complete, detailed cost estimating and current construction pricing have identified additional necessary repairs, code-related improvements, and scope refinements that were not included in the original conceptual estimate. The project budget has been updated in the CIP to reflect these finalized design documents and current market conditions to ensure successful construction delivery.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ 393,000	$ 3,114,000	$ —	$ —	$ —	$ —

Lindley Center Remodel (GF209)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 5	

FUNDING SOURCE(S)	AMOUNT
Bond & Discretionary	$ 2,500,000
TOTAL SCHEDULED PROJECT COST	**$ 2,500,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

On November 2, 2021, voters approved the issuance of general obligation bonds to fund improvements to the Lindley Center. The approved scope includes upgrading restrooms to meet current Americans with Disabilities Act (ADA) requirements; replacing windows and log siding; upgrading the kitchen; insulating the east roof; installing floor and roof supports; improving the parking lot; and completing related site improvements.

The project budget has been updated in the CIP to reflect additional needs identified shortly after bond approval related to significant structural issues resulting in a full facility shutdown.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project will increase estimated cost, in addition to continued loss of revenue as the facility is currently not available to the public due to safety concerns related to structural issues.

CHANGES FROM PRIOR CIP

The Lindley Center project budget in the 2021 bond was established using a preliminary planning-level estimate prior to design. At this stage, the estimate remains conceptual in nature (industry Class 5), meaning scope definition is minimal and cost variability can be significant. Based on a reassessment of anticipated facility needs and current construction market conditions, the original budget is unlikely to fully support the intended improvements. The CIP has been updated to reflect more realistic planning assumptions in advance of formal design development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 2,500,000	$ —	$ —	$ —	$ —

Cemetery Shop Restoration (GF394)

FUND	DIVISION	PROJECT TYPE
General Fund	Cemetery	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 300,000
TOTAL SCHEDULED PROJECT COST	**$ 300,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The City of Bozeman Cemetery Shop building, constructed in 1972, has experienced structural degradation in exterior wall sections in recent years. The compromised walls present safety concerns that should be addressed promptly. A structural engineering assessment is currently underway to evaluate the affected areas and recommend appropriate repairs.

This project will design and replace the portions of the building identified as structurally deficient. Overall, the building is in poor condition, with limited staff and office areas, and has generally exceeded its expected service life. This project does not address space or operational limitations, and additional capital renewal is anticipated in the coming years, including roof replacement.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace this building within the recommended timeframe may result in unforeseen building closures, and will continue to pose safety hazards to City employees and the public.

CHANGES FROM PRIOR CIP

This project was identified in the 2023 Facilities Condition Assessment and prioritized based on staff assessments of the building in 2025.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 300,000	$ —	$ —	$ —	$ —

Aquatics Vehicle Addition (GF397)

FUND	DIVISION	PROJECT TYPE
General Fund	Aquatics	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 55,000
TOTAL SCHEDULED PROJECT COST	**$ 55,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

The Aquatics Division does not currently have a dedicated vehicle to support its growing operations. This project funds the purchase of a vehicle to transport equipment, collect water samples, and perform maintenance at all Aquatics facilities, including the Swim Center, splash pads, Bogert Pool, and Glen Lake Park. The vehicle will also provide reliable transportation for staff training and conferences. During peak summer operations, the Division employs approximately 35 staff across four sites, making reliance on personal vehicles impractical. A dedicated vehicle will enhance operational efficiency, reduce liability, and ensure staff have the resources needed to meet service demands.

CONSEQUENCES OF DELAYING PROJECT

The Aquatics Division will continue relying on personal vehicles for routine duties, including weekly water-quality trips to the Water Treatment Plant and the daily site visits required during the summer season. Staff will also need to borrow a pickup from the Recreation Division when transporting larger equipment, which can create scheduling conflicts and slow response times. Delaying this project may lead to continued operational inefficiencies and reduced ability to meet service demands across multiple facilities.

CHANGES FROM PRIOR CIP

This project is newly added to the CIP, reflecting the department's existing and projected transportation needs, including those associated with the splash pads coming online next summer.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 55,000	$ —	$ —	$ —	$ —

Cemetery Vehicle Replacement (GF398)

FUND	DIVISION	PROJECT TYPE
General Fund	Cemetery	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 147,000
TOTAL SCHEDULED PROJECT COST	**$ 147,000**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

This project funds the replacement of a 2001 Chevy 3/4-ton diesel truck in FY27 and two additional vehicles scheduled for replacement in FY30. These units have reached the end of their expected service life based on age, mileage, and maintenance needs. Their replacement aligns with the City's Fleet Management Policy.

CONSEQUENCES OF DELAYING PROJECT

Delaying these replacements would require continued reliance on aging vehicles that are increasingly prone to mechanical issues. Breakdowns could limit staff's ability to prepare gravesites, maintain the grounds, and provide timely support to families during the loss of a loved one. Reduced reliability may impact the Division's capacity to deliver respectful, responsive service at a difficult time for the community.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ 37,000	$ —	$ —	$ 110,000	$ —

Story Mill Community Center Improvements (GF388)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 4

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 138,200
TOTAL SCHEDULED PROJECT COST	**$ 138,200**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

Per the 2023 Facility Condition Assessment (FCA), the log-look wood siding on the exterior of the Story Mill Community Center is showing paint wear, fading, and early signs of surface deterioration. This project funds repairs and refinishing of the siding to protect the building envelope, prevent moisture intrusion, and preserve the facility's appearance. The Story Mill Community Center is a heavily used gathering space that supports programs, rentals, community events, and meetings. Maintaining the building's exterior ensures the facility remains welcoming, safe, and functional for the residents and organizations it serves.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project may allow ongoing weathering and deterioration of the siding to worsen, increasing the risk of moisture intrusion and higher repair costs in the future. Prolonged exterior deterioration could also impact the appearance and condition of the Story Mill Community Center, reducing its appeal and comfort for community programs, rentals, and public events. Maintaining this facility is essential to supporting the many residents and groups that rely on it as a key gathering space.

CHANGES FROM PRIOR CIP

Cost increased to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 138,200	$ —	$ —	$ —

Beall Accessible Ramp Replacement (FCA011)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 82,300
TOTAL SCHEDULED PROJECT COST	**$ 82,300**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

A 2023 Facility Condition Assessment (FCA) identified multiple capital improvements needed to maintain City facilities. The FCA specifically found that the porch and ramp at the Beall Recreation Center are deteriorating and in need of replacement. This project will replace these elements to ensure safe and accessible entry to the facility. Maintaining safe, accessible access is critical to supporting all residents who use the facility.

CONSEQUENCES OF DELAYING PROJECT

Postponing this project would prolong the use of a non-ADA compliant ramp, increasing the risk of accidents or injuries and reducing accessibility for residents. Continued deterioration could lead to higher repair costs in the future and negatively impact the safety, usability, and community accessibility.

CHANGES FROM PRIOR CIP

Cost increased to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 82,300	$ —	$ —	$ —

Recreation Vehicle Replacement (GF402)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 50,000
TOTAL SCHEDULED PROJECT COST	**$ 50,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project funds the replacement of a 2005 Chevy Colorado (asset #3294) that is approaching the end of its expected service life. The vehicle requires increasing maintenance due to age-related wear. Continued use may lead to decreased reliability and higher repair costs. Replacing this vehicle aligns with the City's Fleet Management Policy and ensures staff have safe, dependable transportation to perform their duties efficiently.

CONSEQUENCES OF DELAYING PROJECT

Delaying the replacement would require continued use of an aging vehicle. Unexpected breakdowns could limit staff mobility, disrupt operations, increase maintenance costs, and reduce the Division's ability to provide timely and reliable services.

CHANGES FROM PRIOR CIP

The replacement schedule has been updated to align with the City's updated Fleet Management Policy.

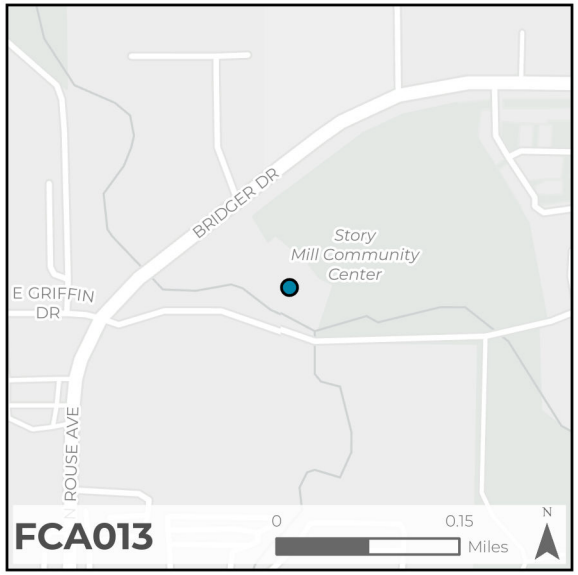
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 50,000	$ —	$ —	$ —

Story Mill Gutter Replacement (FCA013)

FUND	DIVISION	PROJECT TYPE
General Fund	Recreation	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 35,400
TOTAL SCHEDULED PROJECT COST	**$ 35,400**



STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The City performed a Facility Condition Assessment (FCA) in 2023 which identified a number of capital improvement projects recommended to improve or maintain the condition of City facilities. Per FCA recommendations, this project will involve the replacement of the gutters at Story Mill Community Center. The original gutters were installed in a sub-standard method resulting in ice damming and other water damage to building. The Story Mill Community Center is a heavily used gathering space that supports programs, rentals, community events, and meetings. Maintaining the building's exterior ensures the facility remains welcoming, safe, and functional for the residents and organizations it serves.

CONSEQUENCES OF DELAYING PROJECT

Failure to replace gutters will result in continued building damage and additional maintenance costs. Prolonged exterior deterioration could also impact the appearance and condition of the Story Mill Community Center, reducing its appeal and comfort for community programs, rentals, and public events. Maintaining this facility is essential to supporting the many residents and groups that rely on it as a key gathering space.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ 35,400	$ —	$ —	$ —

Cemetery Backhoe Replacement (GF083)

FUND	DIVISION	PROJECT TYPE
General Fund	Cemetery	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 135,000
TOTAL SCHEDULED PROJECT COST	**$ 135,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

This project funds the replacement of the Cemetery Division's backhoe, which is currently used approximately twice per week for routine operations such as grave preparation, maintenance, and landscaping. The existing backhoe has reached the end of its expected service life and is seeing increasing maintenance costs. Replacing this equipment will ensure reliable, safe, and efficient operation of cemetery services and support the Division's ability to serve families and the community effectively.

CONSEQUENCES OF DELAYING PROJECT

Currently, Cemetery staff partner with the Forestry division to borrow their backhoe when the existing backhoe is out of service. Delaying this replacement continues this arrangement.

CHANGES FROM PRIOR CIP

Moved from FY27 to FY29 as collaboration with Forestry is a workable short-term arrangement, but increasing downtime and maintenance costs of the current backhoe will still necessitate replacement. Amount has been increased to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ 135,000	$ —	$ —

Cemetery Columbarium (GF252)

FUND	DIVISION	PROJECT TYPE
General Fund	Cemetery	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 63,000
TOTAL SCHEDULED PROJECT COST	**$ 63,000**

STRATEGIC PLAN

7.5 Funding and Delivery of City Services

DESCRIPTION OF PROJECT

A columbarium is a valuable addition to a cemetery as it caters to a diverse range of preferences and provides a space-efficient, cost-effective, and environmentally conscious alternative to traditional burial, while also generating revenue and offering a place for lasting memorialization. This project accounts for the purchase of an additional columbarium for the Sunset Hills Cemetery. Currently, there are 96 niches available out of 160 total niches. This addition in FY29 will ensure adequate future capacity and continue to provide the community with respectful and dignified interment options.

CONSEQUENCES OF DELAYING PROJECT

Delay may lead to a shortage of available niches.

CHANGES FROM PRIOR CIP

Amount has been increased to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ 63,000	$ —	$ —

Southwest Montana Veteran's Cemetery (GF268)

FUND	DIVISION	PROJECT TYPE
General Fund	Cemetery	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 400,000
TOTAL SCHEDULED PROJECT COST	**$ 400,000**

STRATEGIC PLAN

2.2 Infrastructure Investments

DESCRIPTION OF PROJECT

The Southwest Montana Veteran's Cemetery will be a nationally recognized cemetery where honorably discharged veterans and their spouses can be interred at a very low cost to families. To date, completed construction includes a three-tiered retaining wall, sidewalk, stairs and handrails leading up to the plaza area. Completion of this phase will allow initial interments of urns. The subsequent phase will complete an area for an in-ground ash burial option.

CONSEQUENCES OF DELAYING PROJECT

The consequence of delaying would be a continued lack of local burial options for honorably discharged veterans.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
General Fund	$ —	$ —	$ —	$ —	$ 400,000	$ —

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Forestry (Tree Maintenance)

Scheduled Projects for Forestry (Tree Maintenance) Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
361	FOR11	Log Loader Truck Replacement	$ 190,000	$ —	$ —	$ —	$ —	$ 190,000
362	FOR17	Forestry Brush Chipper Replacement	—	85,000	—	—	—	85,000
363	FOR13	Aerial Lift / Bucket Truck Replacement	—	—	700,000	—	—	700,000
364	FOR24	Forestry Chip Truck (Small) Replacement	—	—	—	—	130,000	130,000
		Total	$ 190,000	$ 85,000	$ 700,000	$ —	$ 130,000	$ 1,105,000

Unscheduled Projects for Forestry (Tree Maintenance) Fund

No unscheduled projects.

Log Loader Truck Replacement (FOR11)

FUND	DEPARTMENT	PROJECT TYPE
Tree Maintenance	Forestry/Tree Maintenance	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 190,000
TOTAL SCHEDULED PROJECT COST	**$ 190,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project accounts for replacement of the department's 2001 crane log loader, which is approaching the end of its expected service life and meets the criteria for replacement outlined in the Fleet Management Policy. The replacement vehicle is smaller, more efficient, and because it weighs less than 26,000 pounds will be drivable by all staff members -- not limited to only those with a commercial driver's license (CDL) which is the case for our current vehicle. Having a CDL is not a requirement for our positions, so having a vehicle that could be operated by all staff would enable us to provide a higher level of service to the community. It would be utilized for loading heavy materials throughout the year.

CONSEQUENCES OF DELAYING PROJECT

Delay would require the department to rely on existing under-CDL crane truck which has limited capacity, is much less efficient, and requires more repairs.

CHANGES FROM PRIOR CIP

Moved from FY30 to FY27 due to increasing frequency of repairs and reliability concerns with the existing vehicle. The amount was adjusted based on estimates provided by Fleet Manager.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Tree Maintenance	$ —	$ 190,000	$ —	$ —	$ —	$ —

Forestry Brush Chipper Replacement (FOR17)

FUND	DEPARTMENT	PROJECT TYPE
Tree Maintenance	Forestry/Tree Maintenance	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 85,000
TOTAL SCHEDULED PROJECT COST	**$ 85,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project funds the replacement of the Forestry Division's 2005 brush chipper. As a critical piece of equipment, the new chipper will include modern enhancements—such as increased chipping capacity and integrated winch lines—that improve ergonomics, reduce operator fatigue, and lower the risk of injury. The upgraded chipper will support safe and efficient maintenance of City parks, trails, and street trees, helping staff manage brush and tree debris across the community.

CONSEQUENCES OF DELAYING PROJECT

Delaying this replacement would require continued use of the 2005 chipper, which is aging, less reliable, and may not meet current safety or performance standards. Extended use increases the risk of operator injury, reduces productivity, and limits the Division's ability to maintain parks, trails, and street trees efficiently. Equipment failure could also lead to service interruptions, creating backlogs in tree and brush maintenance that impact public safety and the overall appearance of City landscapes.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Tree Maintenance	$ —	$ —	$ 85,000	$ —	$ —	$ —

Aerial Lift / Bucket Truck Replacement (FOR13)

FUND	DEPARTMENT	PROJECT TYPE
Tree Maintenance	Forestry/Tree Maintenance	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Assessment Revenue	$ 700,000
TOTAL SCHEDULED PROJECT COST	**$ 700,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project funds the replacement of the Forestry Department's 2008 aerial lift. The Department operates two aerial lifts, which are essential for safely accessing tree canopies for routine maintenance, storm response, and emergency operations. Replacing the aging lift will improve reliability, enhance operator safety, and maintain the Division's ability to efficiently care for street trees, park trees, and other City-owned vegetation. The total project cost is expected to be $700,000, with the City contributing $200,000 as a local match. The remainder is anticipated to be funded through a grant from the Montana Department of Environmental Quality (DEQ) under the Clean Truck, Bus, & Airport Equipment program. If the DEQ grant is not awarded, alternative funding sources will be pursued, or the purchase may be delayed.

CONSEQUENCES OF DELAYING PROJECT

Delaying this replacement would require continued use of an aging lift, increasing the risk of mechanical failure and operator injury. Reduced reliability could limit the Division's capacity to respond to emergencies, perform routine tree maintenance, and maintain public safety, potentially leading to service disruptions and increased maintenance backlogs across the City's parks, trails, and street tree network.

CHANGES FROM PRIOR CIP

Amount increased to reflect total cost if DEQ grant is not awarded.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Tree Maintenance	$ —	$ —	$ —	$ 700,000	$ —	$ —

Forestry Chip Truck (Small) Replacement (FOR24)

FUND	DEPARTMENT	PROJECT TYPE
Tree Maintenance	Forestry/Tree Maintenance	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 130,000
TOTAL SCHEDULED PROJECT COST	**$ 130,000**

STRATEGIC PLAN

6. A Sustainable Environment

DESCRIPTION OF PROJECT

This project accounts for the replacement of the division's 2011 Ford F550 chip truck, which we anticipate will have reached the end of its expected service life in FY31. The replacement vehicle would include four-wheel drive for accessing off-road park spaces. A smaller truck, with a 15 cubic yard box, is preferred for navigating busy streets and is a crucial piece of Forestry equipment that is used year-round.

CONSEQUENCES OF DELAYING PROJECT

Delaying the purchase would require the division to rely on the existing chip truck, which will be 20-years old in FY31 and will likely require costly maintenance to keep it in service.

CHANGES FROM PRIOR CIP

New

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Tree Maintenance	$ —	$ —	$ —	$ —	$ —	$ 130,000

Parks & Trails Maintenance

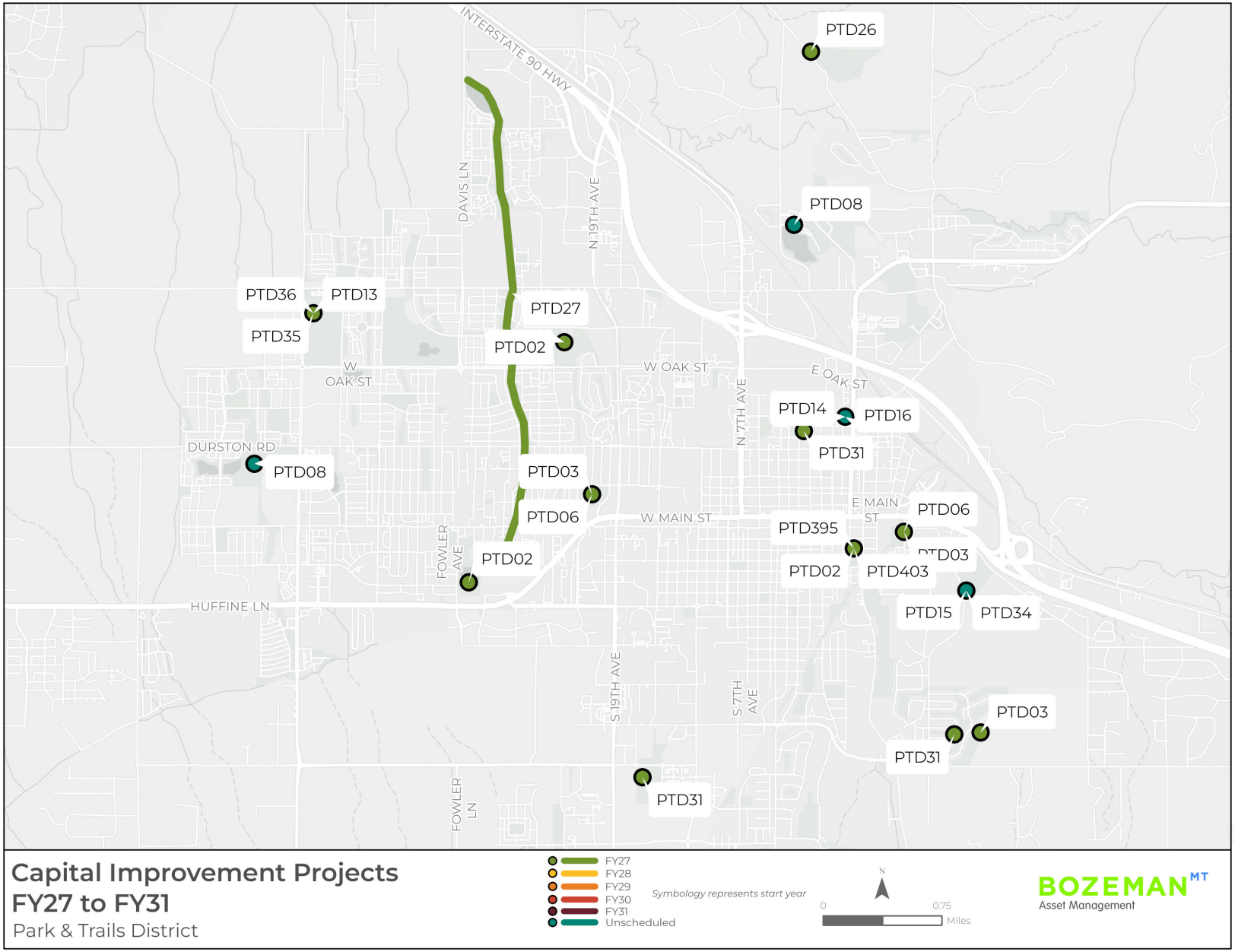
Scheduled Projects for Parks & Trails Maintenance District Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
369	PTD35	Sports Complex Cottonwood Road Parking Lot	$ 1,050,000	$ —	$ —	$ —	$ —	$ 1,050,000
370	PTD23	Pickleball Courts	1,000,000	—	—	—	—	1,000,000
371	PTD03	Playground/Skate Park Improvements	650,000	350,000	700,000	400,000	400,000	2,500,000
372	PTD26	Bikefill Community Park	500,000	—	—	—	—	500,000
373	PTD27	Cattail Corridor Parks and Anchor Route	300,000	300,000	—	—	—	600,000
374	PTD06	Park Shelter Replacement	275,000	—	—	—	—	275,000
375	PTD04	Park Vehicles Replacements	215,100	235,200	259,400	272,400	250,000	1,232,100
376	PTD02	Parks Restroom Upgrades	200,000	—	—	—	—	200,000
377	PTD395	Bogert Park Parking Lot Replacement	197,000	—	—	—	—	197,000
378	PTD19	Multipurpose Utility/Snow Machine Addition	178,500	—	189,000	—	208,400	575,900
379	PTD01	Large Deck Mower Replacements	110,000	—	100,000	—	105,000	315,000
380	PTD09	Deferred Maintenance	100,000	200,000	750,000	750,000	750,000	2,550,000
381	PTD31	Active Transportation Infrastructure	100,000	100,000	50,000	50,000	50,000	350,000
382	PTD32	Mini Excavator Replacement	55,000	—	—	—	—	55,000
383	PTD33	Compact Tractor Replacement	45,000	—	50,000	—	—	95,000
384	PTD05	Sidewalk Utility Vehicle Replacement	—	104,200	—	114,900	—	219,100
385	PTD403	Bogert Park Bandstand Siding & Windows	—	43,000	—	—	—	43,000
386	PTD36	Sports Complex Artificial Turf Replacement	—	—	1,050,000	—	—	1,050,000
		Total	$ 4,975,600	$ 1,332,400	$ 3,148,400	$ 1,587,300	$ 1,763,400	$12,807,100

Unscheduled Projects for Parks & Trails Maintenance District Fund

Project Code	Project Name	Amount	Description
PTD13	Sports Park Complex	$ 6,000,000	This project will complete the Sports Park Complex with the construction of six new athletic fields (Fields 8–12 and 14), including two synthetic turf fields and four natural grass fields. This project is currently unscheduled due to lack of funding.
PTD34	Softball Complex Upgrades	1,700,000	This project provides upgrades to the Softball Complex, including replacement of all field lighting and the restroom/concession building, installation of new fences and backstops, and improvements to the irrigation system. Originally planned as a project to replace only the softball field lighting, the scope was expanded to address multiple infrastructure needs. Much of the existing infrastructure has exceeded its expected service lifespan and requires replacement to ensure the facilities remain safe, functional, and capable of supporting community recreation. This project is currently unscheduled due to a lack of funding.
PTD16	Irrigation System	$ 1,000,000	This project provides $1 million in unscheduled funding for the replacement and modernization of aging irrigation systems across City parks and facilities, ensuring efficient water use and maintaining safe, high-quality fields and landscapes.
PTD08	Bridge Replacements	500,000	This project will replace aging bridge structures throughout the park and trail system. Funds have been included in unscheduled to account for future bridge improvement and replacement projects throughout the City, with targets including East Gallatin Recreation Area, Bronken Natural Area, and smaller footbridges at locations such as Harvest Creek and Alder Creek.
PTD06	Park Shelter Replacement	$ 320,000	Park Shelters are highly used amenities in the Bozeman Park system. Due to harsh weather conditions and general wear over time, improvements and replacements are necessary to maintain their usability and appearance. This cost estimate is for work anticipated to be necessary in the years immediately following FY31.
PTD14	Sidewalk Replace-Parks	88,000	Sidewalks are 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 clean the surfaces.
	Total	**$ 9,608,000**	

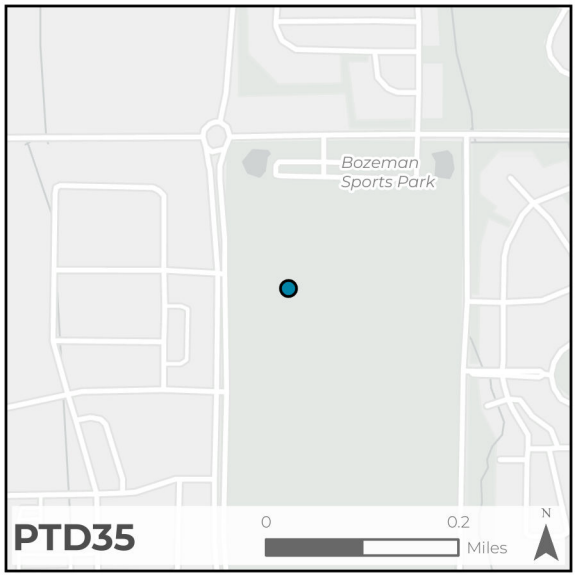
Map of Parks and Trails District Fund Infrastructure Projects



Sports Complex Cottonwood Road Parking Lot (PTD35)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 1,050,000
TOTAL SCHEDULED PROJECT COST	**$ 1,050,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

This project funds the construction of a new parking lot on Cottonwood Road as part of the larger Sports Park Complex. Identified in the master plan as the primary, centralized parking area, the lot will complement the existing north-side lot, which was designed for ancillary parking. Design work was budgeted in FY26 under project code PTD13 and is currently underway. With growing use of the existing fields and plans for additional fields on the south side of the park, expanded parking capacity and improved accessibility are needed to better serve park visitors and support community programming.

CONSEQUENCES OF DELAYING PROJECT

As traffic along adjacent roads to the Sports Park Complex increases, insufficient parking during weekend games could create safety hazards for patrons and drivers. The south-side lot, originally intended as ancillary parking, currently functions as the main lot. Delaying this project would force continued use of this undersized lot, limiting accessibility, increasing congestion, and heightening the risk of accidents.

CHANGES FROM PRIOR CIP

Price adjusted to estimate inflationary impacts since cost development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 90,000	$ 1,050,000	$ —	$ —	$ —	$ —

Pickleball Courts (PTD23)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 1,000,000
TOTAL SCHEDULED PROJECT COST	**$ 1,000,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

Due to the increase in popularity of pickleball and subsequent impact to the courts and neighborhood at Bogert Park, this item will add new pickleball courts in a community park, the exact location to be determined. This project includes a total of $1,000,000 for grading and base preparation, paving, fencing, and landscaping.

CONSEQUENCES OF DELAYING PROJECT

Delay could lead to increased crowding and pressure on Bogert Park, greater demand on limited parking in the area, and negative impacts on surrounding neighborhoods.

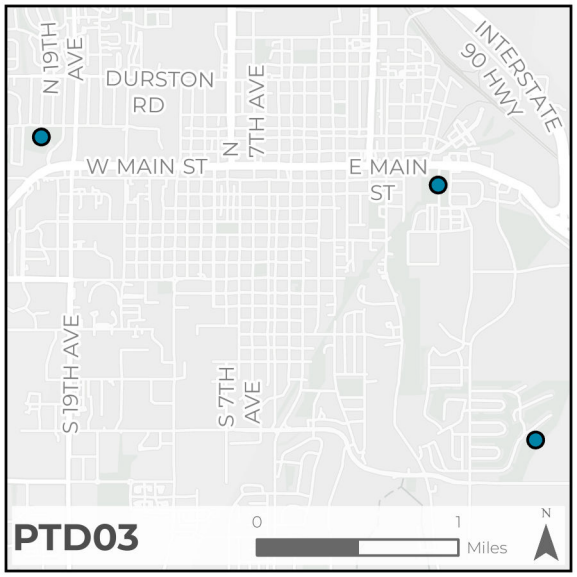
CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 75,000	$ 1,000,000	$ —	$ —	$ —	$ —

Playground/Skate Park Improvements (PTD03)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	
FUNDING SOURCE(S)	**AMOUNT**	
Assessment Revenue	$ 2,500,000	
TOTAL SCHEDULED PROJECT COST	**$ 2,500,000**	



STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project provides for the ongoing replacement and improvement of outdated playgrounds and multi-generational amenities. Replacements ensure that citizens have access to safe, inclusive equipment that meets current national playground safety standards. Playgrounds scheduled for upgrades include Lindley, Kirk, and New Hyalite View, based on prioritization of needs. Since playground structures have an average 15-year lifespan, ongoing improvements are necessary based on use and maintenance requirements. In addition, skatepark improvements will be completed in partnership with the Skateboard Alliance of Montana.

CONSEQUENCES OF DELAYING PROJECT

The equipment being replaced is out of safety compliance and deteriorating due to the age of the playgrounds.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 200,000	$ 650,000	$ 350,000	$ 700,000	$ 400,000	$ 400,000

Bikefill Community Park (PTD26)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 4	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Donations	$ 500,000
TOTAL SCHEDULED PROJECT COST	**$ 500,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

The Bikefill Community Park Project will develop a new 66-acre bike park in Bozeman, adjacent to the Snowfill Recreation Area. This public-private partnership between the Gallatin Valley Land Trust (GVLT), the City of Bozeman, and the Southwest Montana Mountain Bike Association (SWMMBA) will create over five miles of trails for riders of all ages and abilities, including pump tracks, skills areas, cross-country trails, and dirt jumps. The park will provide a dedicated cycling space, reduce strain on existing trails, and repurpose the former city landfill property.

While final design and programming will be determined through a public master planning process, current plans include Streets Department-managed access improvements and nearby street upgrades (Project A&C029), with long-term maintenance and operations responsibilities coordinated with project partners. Funding in FY27 is intended to provide the local match for a Land and Water Conservation Fund (LWCF) grant, with total project costs across departments estimated at roughly $3 million. Roles and responsibilities for fundraising, construction, and project management are formalized through a Memorandum of Understanding with GVLT and SWMMBA.

CONSEQUENCES OF DELAYING PROJECT

Donations and other potential partner funding may not be available to complete this community project in the future.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 80,000	$ 500,000	$ —	$ —	$ —	$ —

Cattail Corridor Parks and Anchor Route (PTD27)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Minimal	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue & Cash In Lieu	$ 600,000
TOTAL SCHEDULED PROJECT COST	**$ 600,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project provides funding to implement the Cattail Creek Park and Anchor Route Master Plan. Planned improvements include approximately 3 miles of shared-use pathways; riparian and native, drought-tolerant plantings; irrigation adjustments; bridges; public art; sports courts; wayfinding signage; and benches. Construction and installation will be carried out by the Parks and Recreation Department, community partners, and local developments within the project area. This project represents the first comprehensive implementation of the Parks, Recreation, and Trails (PRAT) Master Plan, demonstrating how public engagement can guide meaningful improvements and enhance the City's park system for residents and visitors alike.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would result in a fragmented park system, continued overuse of water for irrigation, and unequal access to park amenities. Funding for the project is provided through the Park Land Trust, new development within the project area, and the Park & Trails District, with additional support from partners such as the Gallatin Watershed Council, which has secured grant funds to replace turf with native and water-wise vegetation. Postponing the project would also slow the delivery of park improvements provided in-lieu of land dedication by new developments, limiting timely benefits to the community.

CHANGES FROM PRIOR CIP

None

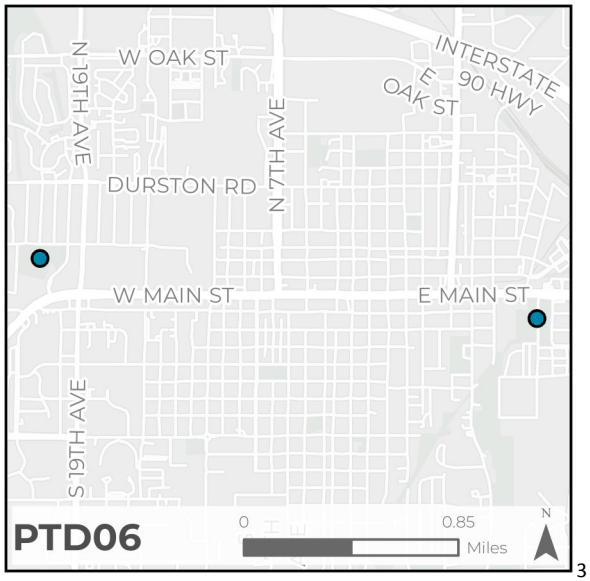
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 300,000	$ 300,000	$ —	$ —	$ —

Park Shelter Replacement (PTD06)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 275,000
TOTAL SCHEDULED PROJECT COST	**$ 275,000**



STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

Park shelters are a highly used amenity in the Bozeman park system. Due to harsh weather conditions and general wear over time, improvements and replacements are necessary to maintain their usability and appearance. Scheduled upgrades include the shelters at Lindley Park and Kirk Park.

CONSEQUENCES OF DELAYING PROJECT

Failure to improve or replace shelters as needed could lead to structural failure, posing serious safety risks such as collapsing shelters. Additionally, aging and poorly maintained shelters negatively impact park aesthetics, safety, and overall cleanliness.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 75,000	$ 275,000	$ —	$ —	$ —	$ —

Park Vehicles Replacements (PTD04)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 1,232,100
TOTAL SCHEDULED PROJECT COST	**$ 1,232,100**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

The Parks & Trails Department relies on vehicles to perform mowing, fertilization, irrigation, inspections, snow plowing, and maintenance across nearly 1,000 acres of City parkland. The District currently operates approximately 20 full-size pickup trucks, many of which are over 25 years old, require costly maintenance, and have exceeded their expected service life. This project funds the replacement of the aging fleet and establishes a regular replacement schedule in accordance with the City's updated Fleet Management Policy, ensuring safe, reliable, and efficient operations across the park system.

The vehicles being replaced in FY27 are:

— 2001 Dodge Ram 3500
— 2000 Ford F250
— 1998 Ford Ranger
— 1998 Dodge Ram 1500

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would hinder staff's ability to efficiently maintain City parks, leading to reduced overall upkeep and diminished aesthetics across Bozeman's park system. Continued reliance on aging vehicles would also result in higher maintenance costs, increased downtime, and less reliable operations.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

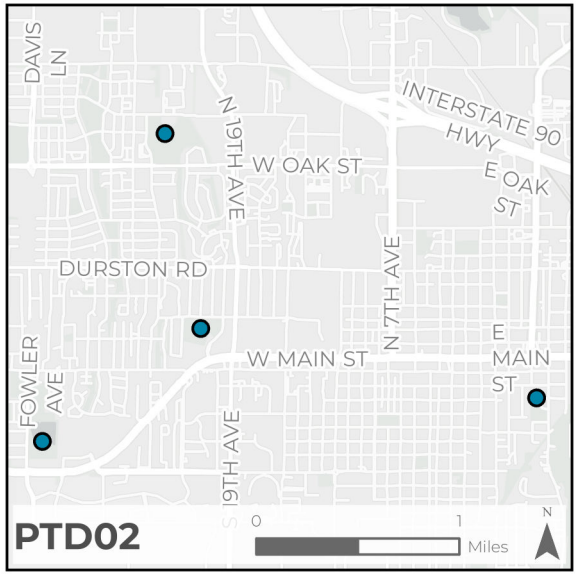
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 150,000	$ 215,100	$ 235,200	$ 259,400	$ 272,400	$ 250,000

Parks Restroom Upgrades (PTD02)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 5

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 200,000
TOTAL SCHEDULED PROJECT COST	**$ 200,000**



STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project funds the replacement and improvement of park restroom facilities to enhance durability, resist vandalism, and provide year-round access without the risk of frozen or burst water pipes. Upgrades at Kirk, Rose, Bozeman Pond, and Bogert will ensure reliable, low-maintenance facilities for public use.

CONSEQUENCES OF DELAYING PROJECT

Delay could result in additional vandalism to flush restrooms, closures, and subsequent utilization of temporary portable restroom units. Examples of vandalism to flush restrooms include intentionally clogged toilets, intentionally broken fixtures, or people doing laundry in the toilets and sinks.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 200,000	$ 200,000	$ —	$ —	$ —	$ —

Bogert Park Parking Lot Replacement (PTD395)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 197,000
TOTAL SCHEDULED PROJECT COST	**$ 197,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

Bogert Park is one of Bozeman's most active community parks, home to amenities such as the pavilion, playground, tennis courts, open green spaces, and highly used trail connections. The parking lots and drive lanes serving these facilities are significantly degraded and require full replacement. Due to longstanding grading and drainage issues, the recommended approach is to remove the existing asphalt, regrade the road base to improve drainage and safety, and install a new 4" asphalt surface. These improvements will support safe, reliable access for the many residents and visitors who use Bogert Park throughout the year.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in increased maintenance and operations costs, as well as the potential for injury to City staff and the public due to potholes and cracks.

CHANGES FROM PRIOR CIP

New this year based on recommendation resulting from the Facilities Condition Assessment (FCA).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 197,000	$ —	$ —	$ —	$ —

Multipurpose Utility/Snow Machine Addition (PTD19)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 575,900
TOTAL SCHEDULED PROJECT COST	**$ 575,900**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project funds the purchase of multipurpose, heavy-duty sidewalk and trail maintenance machines capable of clearing heavy snow, sweeping, mowing, and supporting year-round operations in challenging areas. These modern units provide significantly greater durability and performance compared to older equipment currently in service—including one machine purchased in 1991. The new machines will supplement the existing fleet used to maintain the City's parks and trail network, improving reliability and ensuring the community continues to receive high-quality service.

CONSEQUENCES OF DELAYING PROJECT

Delaying the purchase of these machines would reduce operational efficiency and reliability for snow removal, mowing, sweeping, and trail maintenance. Staff would continue relying on aging equipment, increasing downtime, maintenance costs, and the risk of service interruptions in high-use and challenging areas.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 178,500	$ —	$ 189,000	$ —	$ 208,400

Large Deck Mower Replacements (PTD01)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 315,000
TOTAL SCHEDULED PROJECT COST	**$ 315,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project funds the replacement of the Parks & Trails District's large-deck turf mowers, which are essential for maintaining nearly 1,000 acres of City parkland and athletic fields. Replacements follow the City's Fleet Management Policy to ensure operational efficiency, minimize downtime, and reduce the likelihood of mechanical failures. With 12 mowers in continuous service and units approaching the end of their expected life at roughly 4,000 hours of use, ongoing investment is necessary to maintain reliable, high-quality turf care across the City's park system.

CONSEQUENCES OF DELAYING PROJECT

Delaying mower replacements would reduce maintenance efficiency, increase the frequency of mechanical breakdowns, and limit the Division's capacity to maintain existing and newly added park areas. Staff would continue relying on aging equipment, resulting in higher repair costs and potential disruptions to field and park upkeep.

CHANGES FROM PRIOR CIP

In FY27, the scheduled mower replacement was updated to a larger model with roughly twice the cutting width. This larger unit will significantly reduce the amount of staff hours required to service the City's parks. Amounts were adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 110,000	$ —	$ 100,000	$ —	$ 105,000

Deferred Maintenance (PTD09)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 2,550,000
TOTAL SCHEDULED PROJECT COST	**$ 2,550,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project establishes a flexible funding source for addressing deferred maintenance needs across Parks and Trails facilities, helping ensure sites remain safe, functional, and responsive to community use. As annual budgets are refined and specific maintenance or repair needs are prioritized, individual projects may be shifted to the operating budget or developed as stand-alone capital projects. When this occurs, funding from this program is reallocated accordingly. Current examples include the Bogert Parking Lot project (PTD395) planned for FY27 and the Bogert Bandstand project (PTD403) planned for FY28. This approach allows the City to respond efficiently to emerging needs while maintaining a responsible long-term strategy for facility upkeep.

CONSEQUENCES OF DELAYING PROJECT

The consequence of delaying deferred maintenance will be failing park amenities, poor aesthetics, and in some cases unsafe access to park locations.

CHANGES FROM PRIOR CIP

Reduced FY27 and FY28 budget to accommodate the Bogert Parking lot project (PTD395) and the Bogert Bandstand Siding and Windows project (PTD403).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 200,000	$ 100,000	$ 200,000	$ 750,000	$ 750,000	$ 750,000

Active Transportation Infrastructure (PTD31)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 350,000
TOTAL SCHEDULED PROJECT COST	**$ 350,000**

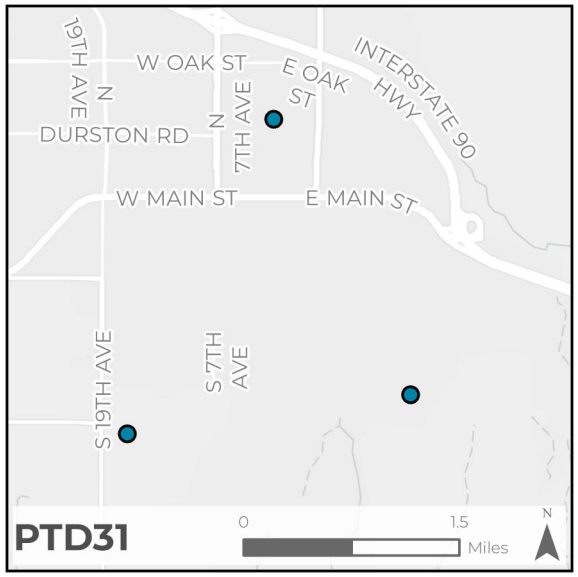
STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

The project will provide funding to build out an active transportation network within parks and at primary connection points between parks, as described in the Parks, Recreation, and Active Transportation (PRAT) Master Plan. Infrastructure to include shared use paths, wayfinding, sidewalks and ADA ramps as well as traffic calming treatments near parks. Planned connections are:

- Centennial Park/Aspen Street Connector (10-foot paved path)
- Southwood Park Connector (6 or 8-foot gravel fines)
- New Hyalite View Playground Connector (6-foot gravel fines)



CONSEQUENCES OF DELAYING PROJECT

Delaying these improvements results in predominance of single-occupant automobile use, inequitable access in and around parks, and reduced bike/pedestrian safety.

CHANGES FROM PRIOR CIP

New this year in response to public comment and work with the Urban Parks and Forestry Board.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 100,000	$ 100,000	$ 50,000	$ 50,000	$ 50,000

Mini Excavator Replacement (PTD32)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 55,000
TOTAL SCHEDULED PROJECT COST	**$ 55,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project replaces the 1992 Case backhoe, which is currently out of service, has more than 4,500 hours of use, and is no longer cost-effective to repair. Without this equipment, staff must rely on manual labor to dig playground beds, irrigation lines, and other small excavations—an inefficient, time-consuming, and physically demanding approach. A small excavator is a more practical replacement than a full-size backhoe, as it can operate safely in tight spaces around playground equipment and other park features. This purchase will improve efficiency, reduce manual labor, and support safe, effective park maintenance.

CONSEQUENCES OF DELAYING PROJECT

The delay of this project would impact staff's ability to effectively and efficiently maintain City parks likely resulting in poor overall maintenance and aesthetics in Bozeman's park system.

CHANGES FROM PRIOR CIP

This project was moved into FY27 from unscheduled due to increasingly frequent mechanical failures and rising maintenance costs. Further delay would prolong reliance on manual labor, reduce maintenance efficiency, and increase the risk of service disruptions during key park operations.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 55,000	$ —	$ —	$ —	$ —

Compact Tractor Replacement (PTD33)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 95,000
TOTAL SCHEDULED PROJECT COST	**$ 95,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

This project provides for the replacement of small compact tractors that have reached the end of their expected service life. The new units will primarily support the Sports Park and other athletic facility maintenance during the summer. During the winter, the tractors will be used for loading sand and snow removal.

CONSEQUENCES OF DELAYING PROJECT

Delay would require continued use of the existing tractors, leading to more frequent breakdowns, slowed operations, and reduced efficiency for both summer athletic field maintenance and winter snow removal.

CHANGES FROM PRIOR CIP

Replacement schedule has been updated to align with the City's updated Fleet Management Policy.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ 45,000	$ —	$ 50,000	$ —	$ —

Sidewalk Utility Vehicle Replacement (PTD05)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Vehicle
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	N/A	

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 219,100
TOTAL SCHEDULED PROJECT COST	**$ 219,100**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

Sidewalk utility vehicles are versatile, multi-purpose machines used for snow plowing around parks, mowing undeveloped parkland, trail maintenance, operating snowblower attachments on the artificial turf, and supporting trail construction. The Parks & Trails District currently operates three of these vehicles, which are replaced every 8 to 10 years based on hours of use and expected service life, in accordance with the City's Fleet Management Policy.

CONSEQUENCES OF DELAYING PROJECT

The delay of this project would impact staff's ability to effectively and efficiently maintain City parks resulting in poor overall maintenance and aesthetics in Bozeman's park system.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ 90,000	$ —	$ 104,200	$ —	$ 114,900	$ —

Bogert Park Bandstand Siding & Windows (PTD403)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Assessment Revenue	$ 43,000
TOTAL SCHEDULED PROJECT COST	**$ 43,000**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bogert Park Bandstand was designed by Fred Willson and constructed in 1934. The wood siding and windows of the bandstand are in deteriorated condition, requiring replacement of rotting wood and refinishing of the siding. The windows are assumed to be original and are in need of refinishing and reglazing. The handrails for the bandstand are not ADA compliant and need to be replaced.

CONSEQUENCES OF DELAYING PROJECT

Delay will result in continued deterioration of the bandstand and ongoing ADA compliance issues.

CHANGES FROM PRIOR CIP

New this year based on recommendation resulting from the Facilities Condition Assessment (FCA).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ —	$ 43,000	$ —	$ —	$ —

Sports Complex Artificial Turf Replacement (PTD36)

FUND	DEPARTMENT	PROJECT TYPE
Parks & Trails District	Parks	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 5	
FUNDING SOURCE(S)	**AMOUNT**	
Assessment Revenue	$ 1,050,000	
	TOTAL SCHEDULED PROJECT COST	**$ 1,050,000**

STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

The artificial turf (surface carpet portion) installed on Field 5 and Field 6 were installed in 2017. These surfaces have a warranty of eight years and a target lifespan of roughly ten years, based on many factors including hours of play and weather conditions.

The initial installation is expected to last twelve years due to improvements in life-extending practices, such as the reduction of wear caused by snow removal efforts. This project is to replace the turf to ensure the public can continue to enjoy these facilities through FY37 and beyond. Previously, this project was identified under code PTD13 as part of the larger Sports Complex development plan.

CONSEQUENCES OF DELAYING PROJECT

Delaying the replacement of this artificial turf may compromise the safety of the community members who play a variety of sports on worn surfaces that will have reached the end of their expected life by FY29.

CHANGES FROM PRIOR CIP

Replacement has been deferred by one year, and the cost adjusted to estimate inflationary impacts since cost estimate development

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Parks & Trails District	$ —	$ —	$ —	$ 1,050,000	$ —	$ —

Story Mansion Special Revenue Fund

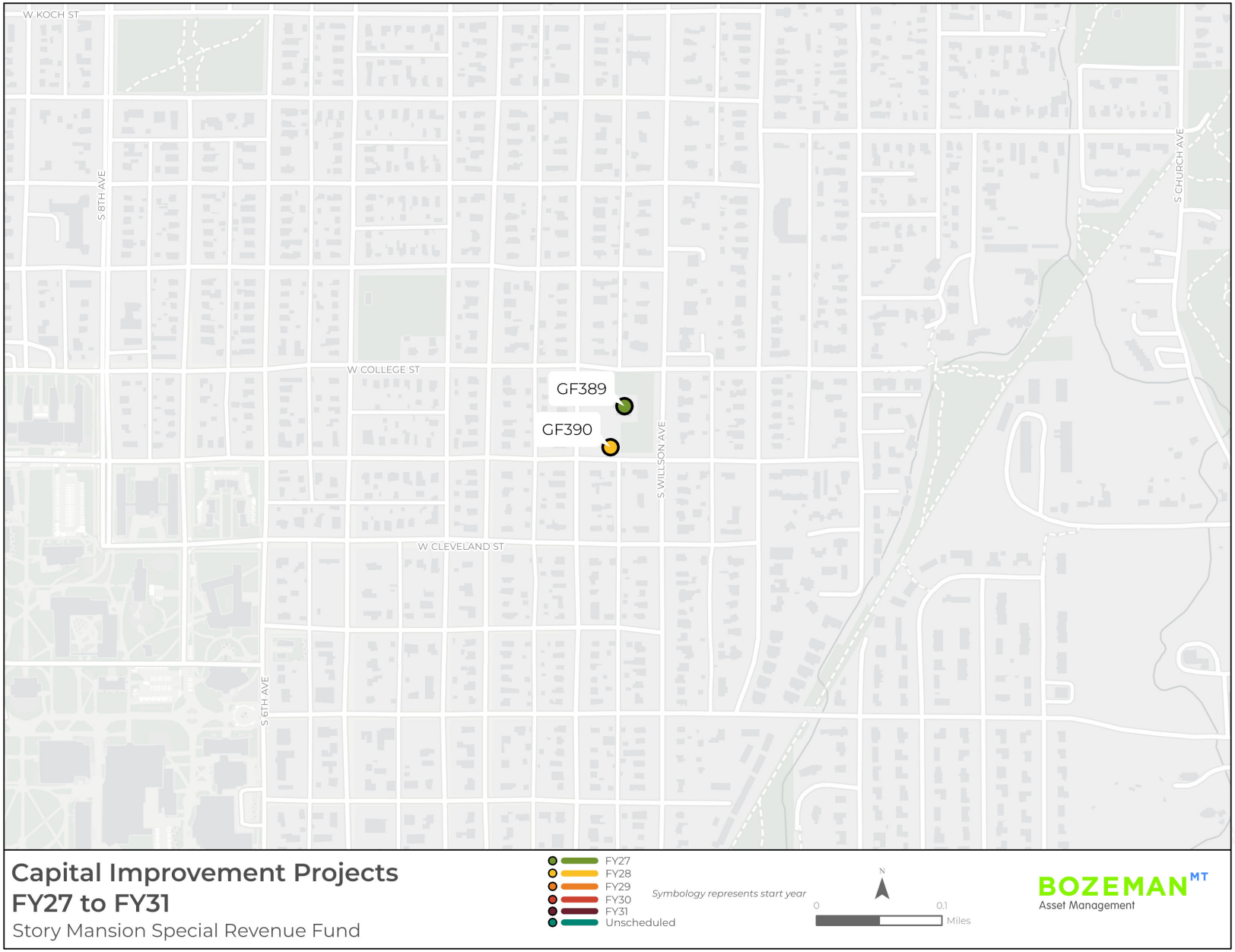
Scheduled Projects for Story Mansion Special Revenue Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
390	GF389	Story Mansion Improvements	$ 879,100	$ 46,400	$ 140,900	$ 154,500	$ —	$ 1,220,900
391	GF390	Story Mansion Carriage House Improvements	—	177,400	33,500	—	—	210,900
		Total	$ 879,100	$ 223,800	$ 174,400	$ 154,500	$ —	$ 1,431,800

Unscheduled Projects for Story Mansion Special Revenue Fund

Project Code	Project Name	Amount	Description
GF372	Story Mansion Restoration	$ 7,696,000	Story Mansion—built in 1910 and renovated by the City in 2004—is a historic community asset widely used for public events, meetings, and private gatherings. To preserve the building's condition and ensure continued safe use, projects are scheduled in multiple years. Project GF372 is for a full restoration of the 2nd and 3rd floors of the Story Mansion to original standards, which will open up additional, usable public space. This project is currently unscheduled due to a lack of funding.
	Total	**$ 7,696,000**	

Map of Story Mansion Special Revenue Fund Infrastructure



Story Mansion Improvements (GF389)

FUND	DEPARTMENT	PROJECT TYPE
Story Mansion	Parks & Recreation	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 1,220,900
TOTAL SCHEDULED PROJECT COST	**$ 1,220,900**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

Story Mansion—built in 1910 and renovated by the City in 2004—is a historic community asset widely used for public events, meetings, and private gatherings. To preserve the building's condition and ensure continued safe use, projects are scheduled in multiple years. Per Facilities Condition Assessment (FCA) recommendations, building structure repair, electrical and lighting study, and exterior repairs/upgrades (FY27), flooring repair (FY28), plumbing upgrades (FY29), and HVAC system upgrades (FY30).

CONSEQUENCES OF DELAYING PROJECT

Potential safety and compliance issues are likely to result if these improvements are delayed.

CHANGES FROM PRIOR CIP

An additional $30K has been allocated in FY27 for exterior entrance step repair and potential replacement. Amounts have been adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Story Mansion	$ —	$ 879,100	$ 46,400	$ 140,900	$ 154,500	$ —

Story Mansion Carriage House Improvements (GF390)

FUND	DEPARTMENT	PROJECT TYPE
Story Mansion	Parks & Recreation	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Positive	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 210,900
TOTAL SCHEDULED PROJECT COST	**$ 210,900**

STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The Carriage House at Story Mansion, per Facilities Condition Assessment (FCA) recommendations, requires repair and painting of exterior walls including wood shingle siding, installation of painted cedar wood shingle siding, vertical wood siding (FY28), and the replacement of exterior windows (FY29).

CONSEQUENCES OF DELAYING PROJECT

The integrity of the siding will continue to be impacted as the existing paint wears off. This could result in a full replacement of the siding and a much more costly project. Windows are single pane and in poor condition, delaying replacement will further impact energy efficiency and create a potential safety issue.

CHANGES FROM PRIOR CIP

Amounts adjusted to estimate inflationary impacts since cost estimate development.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Story Mansion	$ —	$ —	$ 177,400	$ 33,500	$ —	$ —

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Park Land Trust

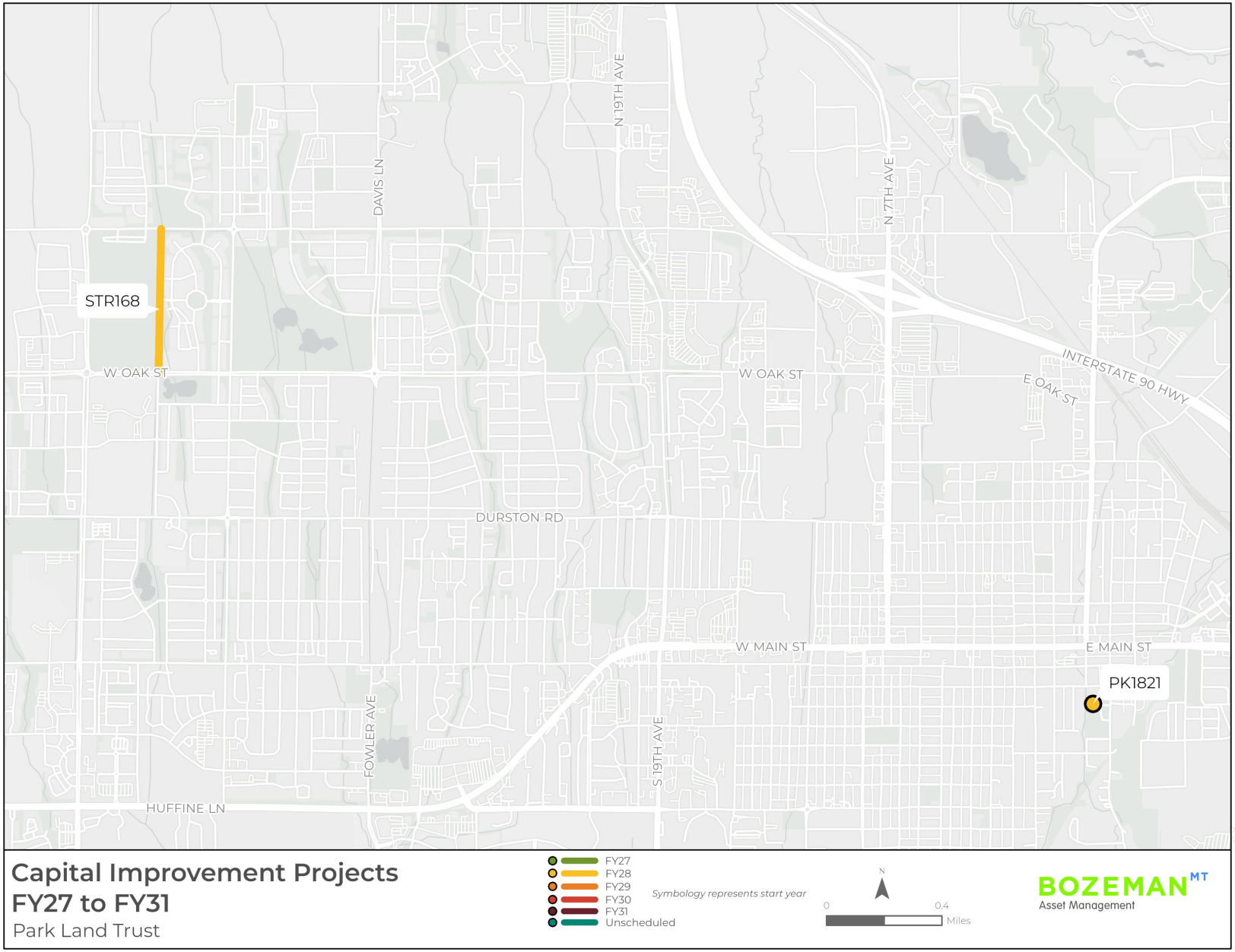
Scheduled Projects for Park Land Trust Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
396	STR168	Transportation Alternatives - Flanders Mill Sidewalk	$ —	$ 751,900	$ —	$ —	$ —	$ 751,900
397	PK1821	Bogert Ice Rink Improvements	—	170,000	—	—	—	170,000
		Total	$ —	$ 921,900	$ —	$ —	$ —	$ 921,900

Unscheduled Projects for Park Land Trust Fund

No unscheduled projects.

Map of Park Land Trust Fund Infrastructure



Transportation Alternatives - Flanders Mill Sidewalk (STR168)

FUND	DEPARTMENT	PROJECT TYPE
Park Land Trust	Parks	Infrastructure
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 4	

FUNDING SOURCE(S)	AMOUNT
Grant(s) & Cash In Lieu	$ 751,900
TOTAL SCHEDULED PROJECT COST	**$ 751,900**

STRATEGIC PLAN

4.5 a) Enhance Non-motorized Transportation

DESCRIPTION OF PROJECT

This project constructs missing sidewalk along Flanders Mill Road from Oak Street to Baxter Lane adjacent to the Sports Park. With the expansion of the Sports Park and the significant increase in use—particularly by children and families—safe, accessible pedestrian connections have become increasingly important. The project includes new sidewalk links into the Sports Park, ADA-compliant curb ramps, crosswalks across Flanders Mill Road, and an enhanced crossing at Baxter Lane featuring a refuge island and Rectangular Rapid Flashing Beacons (RRFBs). The total project cost is recognized here, is supported by a 2025 Transportation Alternatives grant award of $651,025. The City's required 13.42% local match is $100,910. This grant opportunity became available with the creation of the Metropolitan Planning Organization.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would threaten the opportunity to use grant funding to close a significant gap in the City's multimodal transportation system, particularly in an area heavily used by children and families accessing the Sports Park.

CHANGES FROM PRIOR CIP

Added to the CIP based on a grant opportunity.

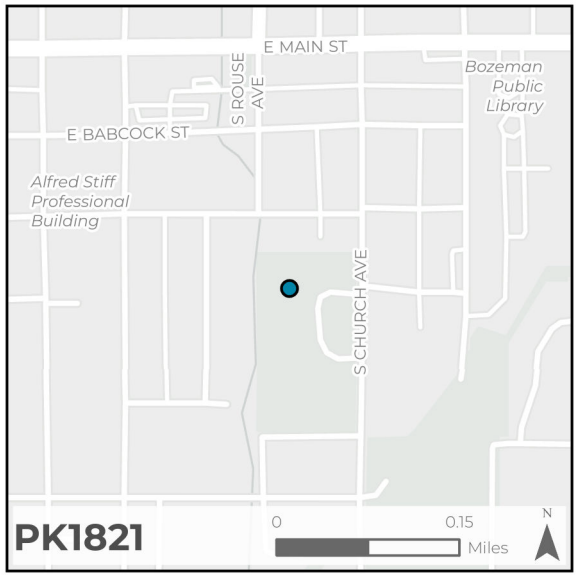
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Park Land Trust	$ —	$ —	$ 751,900	$ —	$ —	$ —

Bogert Ice Rink Improvements (PK1821)

FUND	DEPARTMENT	PROJECT TYPE
Park Land Trust	Parks	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Cash In Lieu	$ 170,000
TOTAL SCHEDULED PROJECT COST	**$ 170,000**



STRATEGIC PLAN

3.4 Active Recreation

DESCRIPTION OF PROJECT

Bozeman has a strong tradition of winter sports and a thriving skating community. This project will improve ice conditions and reduce operational costs at the Bogert Pavilion by replacing outdated rink equipment, enhancing airflow under the pavilion to prevent ice melting, and improving site access with gates or bollards to streamline daily operations and prevent misuse. These upgrades will support safe, high-quality recreational opportunities during the winter season and align with the Parks, Recreation, and Active Transportation Plan's goals to provide engaging outdoor activities for the community.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would prolong the use of cumbersome rink boards, increasing the risk of injury to staff and the public. Staff would continue to spend additional time on maintenance due to inefficient equipment, and poor ice conditions could shorten or limit the skating season. In recent years, conditions have forced cancellations of programming, safety concerns, and a reduction in community recreational opportunities.

CHANGES FROM PRIOR CIP

None

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Park Land Trust	$ —	$ —	$ 170,000	$ —	$ —	$ —

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Community Housing

Scheduled Projects for Community Housing Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
402	FOWLER	Fowler Community Housing Design	$ 2,144,300	$ —	$ —	$ —	$ —	$ 2,144,300
		Total	$ 2,144,300	$ —	$ —	$ —	$ —	$ 2,144,300

Unscheduled Projects for Community Housing Fund

No unscheduled projects.

Map of Community Housing Fund Infrastructure

Fowler Community Housing Design (FOWLER)

FUND	DEPARTMENT	PROJECT TYPE
Community Housing	Economic Development	Other
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 2	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 2,144,300
TOTAL SCHEDULED PROJECT COST	**$ 2,144,300**

STRATEGIC PLAN

4.5 Housing and Transportation Choices

DESCRIPTION OF PROJECT

Affordable housing remains a high priority for the City. The City owns 5.5 acres along the planned Fowler Avenue corridor and has received Commission direction to engage the community in designing long-term, affordable, deed restricted for-sale homes on the site. The City is currently engaged in a consensus process to inform decisions regarding density and housing types and once completed, a recommendation for the project will go to Commission for approval.

This item funds the design of the project and allows the City to do the necessary work to determine costs and develop a construction budget. The project budget of $2,144,300 includes engineering and architectural design services.

CONSEQUENCES OF DELAYING PROJECT

Construction costs typically rise faster than general inflation, meaning delays could significantly increase the overall cost of delivering affordable homes. Postponing engineering and design would also postpone construction, leaving up to 78 Bozeman households without access to the permanently affordable homeownership opportunities this project is intended to provide.

CHANGES FROM PRIOR CIP

New addition to the CIP to support Commission's priority to increase available affordable housing.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Community Housing	$ —	$ 2,144,300	$ —	$ —	$ —	$ —

Library Depreciation

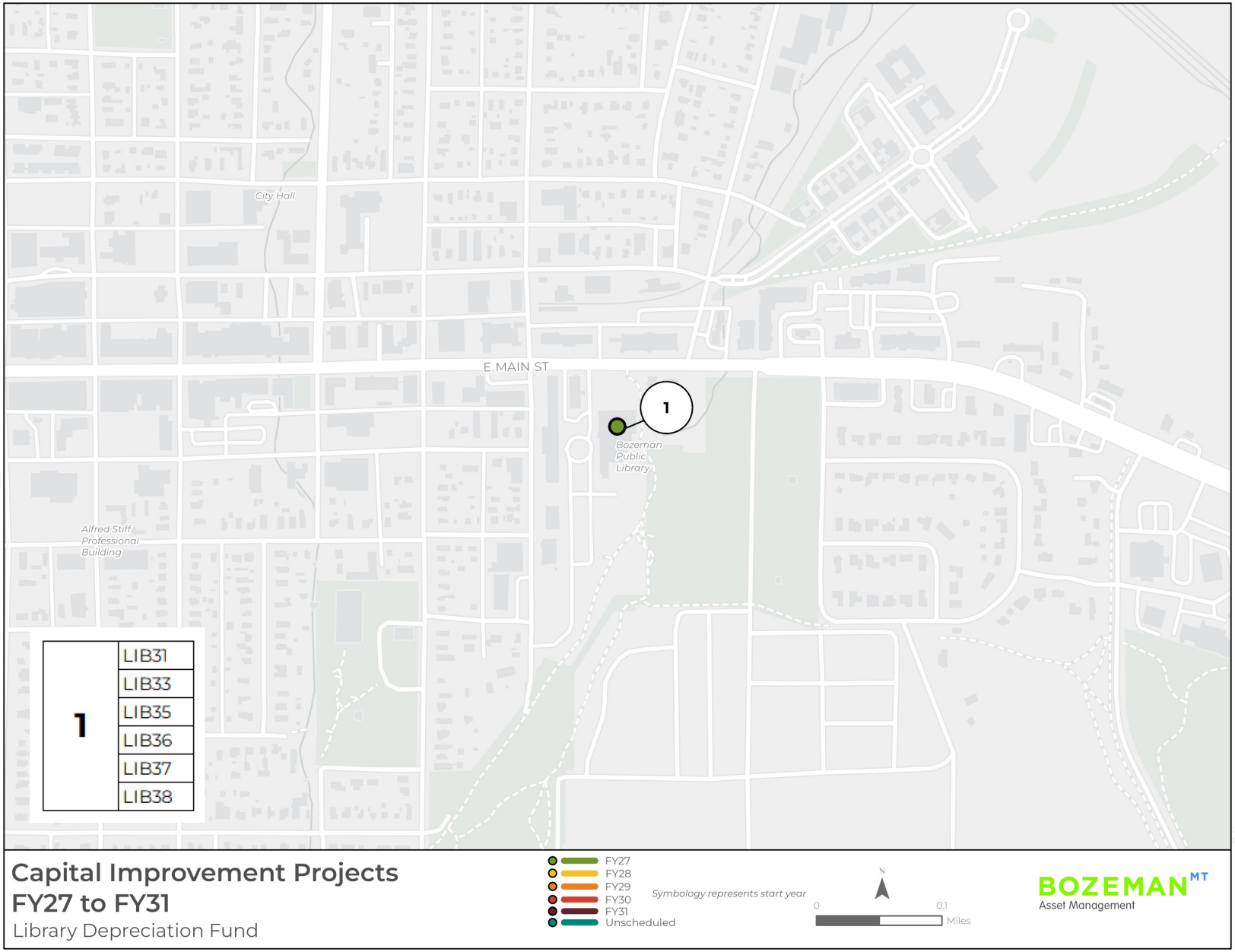
Scheduled Projects for Library Depreciation Fund

Page Number	Project Code	Project Name	FY27	FY28	FY29	FY30	FY31	5-Year Total
406	LIB36	Children's Area Remodel	$ 1,000,000	$ —	$ —	$ —	$ —	$ 1,000,000
407	LIB31	Air-cooled Chiller Replacement	489,400	—	—	—	—	489,400
408	LIB33	Library Irrigation Replacement	150,000	—	—	—	—	150,000
409	LIB35	Library Office Carpet Replacement	—	—	98,000	—	—	98,000
410	LIB37	Library Electrical Distribution Renewal	—	—	—	—	254,800	254,800
		Total	$ 1,639,400	$ —	$ 98,000	$ —	$ 254,800	$ 1,992,200

Unscheduled Projects for Library Depreciation Fund

Project Code	Project Name	Amount	Description
LIB38	Library Sloped Roof Overlay	$ 365,000	The Bozeman Public Library was constructed in 2007, and received new thermoplastic polyolefin (TPO) membrane roofing over the sloped roof sections in 2012 following damage from a hail storm. The lifespan of TPO membranes is roughly 20 years, and the roof is beginning to show signs of wear. This project is to install a new layer of TPO membrane over the existing roof system before the roof significantly exceeds its lifespan.
	Total	**$ 365,000**	

Map of Library Depreciation Fund Infrastructure



Children's Area Remodel (LIB36)

FUND	DEPARTMENT	PROJECT TYPE
Library Depreciation Fund	Library	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 5

FUNDING SOURCE(S)	AMOUNT
Donations	$ 1,000,000
TOTAL SCHEDULED PROJECT COST	**$ 1,000,000**

STRATEGIC PLAN

5. A Creative, Learning Culture

DESCRIPTION OF PROJECT

In the last year (FY25), the Children's Room welcomed 135,435 visitors. 42% of the total visitors to the library visited the Children's Room. More than 50% of the library's total circulation (book, film, audiobook checkouts) is from the juvenile collection. An entire generation of Bozeman kids grew up in this space, and it is deeply beloved. All this use shows - things are breaking, showing their age, and the ways the space is used have evolved.

This project is to remodel the area to:
--Increase sight-lines and safety;
--Increase accessibility, including changing tables to support diapering tall children and spaces to appeal to neurodivergent patrons;
--Create intentional dramatic play and maker-space areas for children of all ages;
--Expand storage and staff workspaces and bring tools like a washer/dryer, dishwasher, and utility sink to the backstage areas.

CONSEQUENCES OF DELAYING PROJECT

The level of service provided will remain the same, which relies on aging facilities that will continue to decline.

CHANGES FROM PRIOR CIP

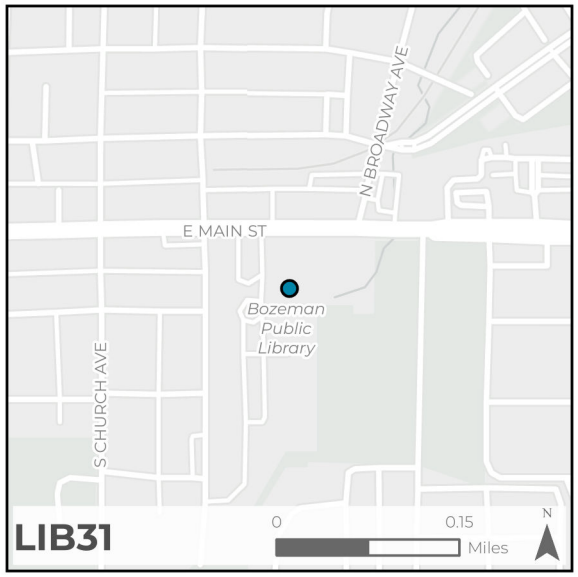
Design for this project was included in the FY25 budget and is ongoing. The construction cost was added to FY27 based on a commitment from the Library Foundation to fund with donations.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Library Depreciation Fund	$ —	$ 1,000,000	$ —	$ —	$ —	$ —

Air-cooled Chiller Replacement (LIB31)

FUND	DEPARTMENT	PROJECT TYPE
Library Depreciation Fund	Library	Equipment
OPERATING IMPACT	**COST ESTIMATE CLASS**	
Negligible	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 489,400
TOTAL SCHEDULED PROJECT COST	**$ 489,400**



STRATEGIC PLAN

7. A High-Performance Organization

DESCRIPTION OF PROJECT

The Bozeman Public Library, built in 2006, serves an average of 1,000 to 1,200 visitors daily, including children, students, and community members of all ages. The facility relies on a single air-cooled chiller to maintain critical environmental controls. Air-cooled chillers typically have a service life of 15–20 years, and the unit originally installed in 2006 is approaching the end of its expected life. This project will fund the replacement of the chiller to ensure reliable climate control, protect the building's interior and collections, and maintain a comfortable environment for all patrons and staff.

CONSEQUENCES OF DELAYING PROJECT

Replacement parts for the existing chiller are no longer available. The consequence of delaying this project is that, if the existing unit fails, the Library could lose cooling until a replacement is installed, potentially compromising indoor air quality, damaging building systems or collections, and creating an uncomfortable environment for patrons and staff. Loss of reliable climate control could also affect the safety and welfare of the public, particularly children, elderly visitors, and other vulnerable community members.

CHANGES FROM PRIOR CIP

Amount adjusted to estimate inflationary impacts since cost estimate development.

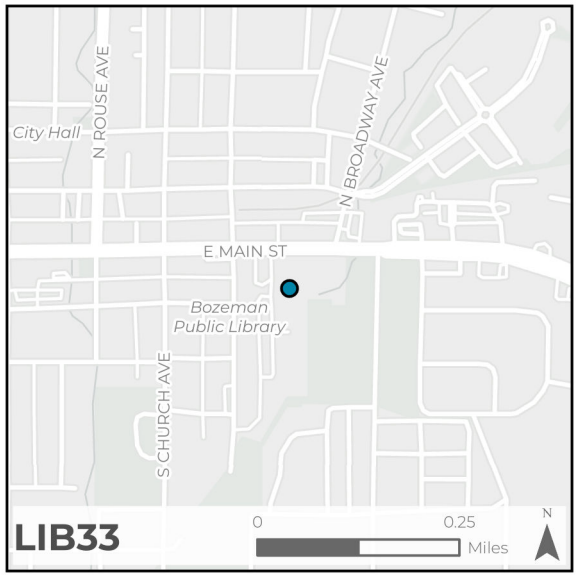
FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Library Depreciation Fund	$ —	$ 489,400	$ —	$ —	$ —	$ —

Library Irrigation Replacement (LIB33)

FUND	DEPARTMENT	PROJECT TYPE
Library Depreciation Fund	Library	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
Positive	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 150,000
TOTAL SCHEDULED PROJECT COST	**$ 150,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

In the FY26-30 CIP, the Library Irrigation Replacement project was established to fund the design and replacement of the Library's failing landscape irrigation system. At the time, potential impacts to landscaping and hardscape were uncertain, so the original funding was intended to cover system design and most of the installation costs. Preliminary design is now complete, and the full project scope has been determined. Total costs are estimated at $350,000, including all landscaping requirements. This project provides the additional funding needed to bridge the gap between the original allocation of $200,000 in FY26 and the updated construction cost estimate of $350,000.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would prolong the use of a failing irrigation system, increasing the risk of damage to landscaping and hardscape and potentially leading to higher repair or replacement costs. Without timely replacement, grass and landscaping will die, reducing the aesthetic and functional value of the Library grounds for staff and the community.

CHANGES FROM PRIOR CIP

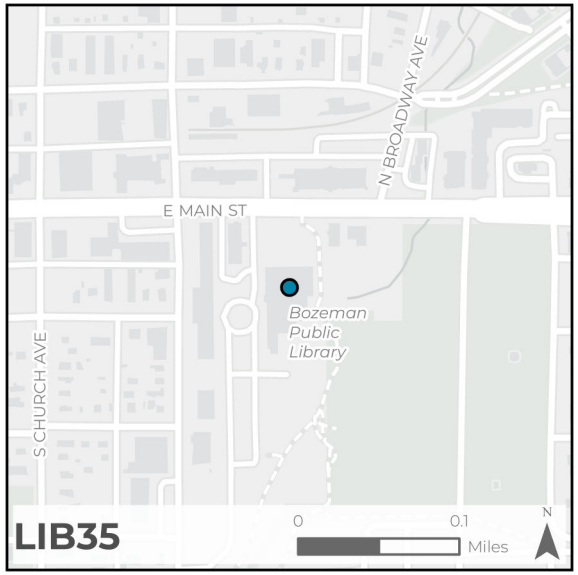
New addition to FY27 as an assessment of the existing irrigation system deemed a full replacement necessary rather than continued periodic repairs.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Library Depreciation Fund	$ 200,000	$ 150,000	$ —	$ —	$ —	$ —

Library Office Carpet Replacement (LIB35)

FUND	DEPARTMENT	PROJECT TYPE
Library Depreciation Fund	Library	Repair & Replacement
OPERATING IMPACT	**COST ESTIMATE CLASS**	
None	Class 3	

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 98,000
TOTAL SCHEDULED PROJECT COST	**$ 98,000**



STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Public Library has undergone several recent renovations, but several areas, including the first-floor back offices and hallways, still have aging interior finishes. This project replaces worn carpeting in these spaces, improving safety, accessibility, and the overall appearance of staff work areas while helping maintain a welcoming environment for library patrons.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would prolong the use of worn and deteriorating carpeting, which could create trip hazards and reduce accessibility in staff work areas. Continued wear may also lead to higher replacement costs in the future and negatively impact the appearance and comfort of the library environment for both staff and patrons.

CHANGES FROM PRIOR CIP

In preparation for the 2027-2031 CIP, the facilities department re-analyzed the 2023 Facilities Condition Assessment (FCA) and identified priority projects previously missing from the CIP.

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Library Depreciation Fund	$ —	$ —	$ —	$ 98,000	$ —	$ —

Library Electrical Distribution Renewal (LIB37)

FUND	DEPARTMENT	PROJECT TYPE
Library Depreciation Fund	Library	Repair & Replacement

OPERATING IMPACT	COST ESTIMATE CLASS
None	Class 3

FUNDING SOURCE(S)	AMOUNT
Discretionary	$ 254,800
TOTAL SCHEDULED PROJECT COST	**$ 254,800**

STRATEGIC PLAN

4.3 Strategic Infrastructure Choices

DESCRIPTION OF PROJECT

The Bozeman Public Library, built in 2007, welcomes an average of 1,000 to 1,200 visitors each day, including children, students, and community members of all ages. Many electrical outlets have worn over time, and those installed under previous industry standards are not tamper-resistant. The library's electrical distribution system is approaching 20 years of service and by FY31 will require this upgrade. This project will replace aging and damaged outlets and update the distribution system to modern standards, helping to keep the library a safe, welcoming space while ensuring reliable access to outlets for laptops and other devices that support learning, work, and community engagement.

CONSEQUENCES OF DELAYING PROJECT

Delaying this project would risk leaving worn and non-tamper-resistant outlets in service, increasing the risk of electrical hazards, particularly for children. It would also limit safe and reliable access to outlets used by patrons for laptops and other devices, potentially disrupting library programs and daily operations.

CHANGES FROM PRIOR CIP

Added to CIP based on recommendation resulting from the Facilities Condition Assessment (FCA).

FUND	FY26 ADOPTED	FY27	FY28	FY29	FY30	FY31
Library Depreciation Fund	$ —	$ —	$ —	$ —	$ —	$ 254,800