****ATTENTION****

The City Council meeting will be held in a hybrid format that may include both in-person AND virtual attendance via Zoom. Unless they have cause to appear virtually, Councilmembers will attend the meeting in person in Council Chambers, second floor of City Hall, 220 N. 27th Street. In order to honor the Right of Participation and the Right to Know in Article II, Sections 8 and 9, of the Montana Constitution, the City of Billings and City Council are making every effort to meet the requirements of the open meeting laws.

Citizens are invited to:

- Review the Agenda Packet on the City's website at: www.billingsmt.gov and click on "Your Government," "City Council," and "Agendas & Minutes".
- View the meeting:
  - On Community 7 TV - Channel 7 or Channel 507 -- Spectrum Cable. *(On evenings when there is a conflict with School District No. 2 Board meetings, the City Council meeting will be broadcast on Channel 8 - Spectrum Cable.)*
  - Online at www.comm7tv.com and click on the "Watch Live" icon. Community 7 also has links to their Facebook page and YouTube channel.
  - On the City's website at www.billingsmt.gov and click on "Watch Meetings Online" on the homepage.
  - In-Person.
  - Virtually via Zoom (see the link below).

Citizens may submit public comment via the following methods:

- Mail: City Clerk, P.O. Box 1178, Billings, MT 59103
- Email: Council@billingsmt.gov.
  - Emails received after 3:00 PM on the day of the meeting, may be posted on the Council's webpage the following day for public viewing.
- Attend the meeting in person.
- Attend the meeting virtually through Zoom by entering the Webinar ID and Passcode indicated below. Click on *Zoom Meeting Instructions* and *Zoom Hybrid Meeting Details* below for more information. The link will allow you to attend, view and participate in the meeting on your computer, laptop or smart phone. (You must have the Zoom App on your device Click Here to Download Zoom App) To provide public comment at the appropriate time, click on the "raise hand" icon located at the bottom of the screen and the moderator will unmute your device.
  - **Don't have a smart phone, computer or laptop?** That's okay -- you can attend a Zoom meeting using your **landline phone.** Call the Zoom phone number, **1.253.215.8782** to join the meeting and follow the operator's instructions. Want to give public comment? Simply *"raise your hand"* by pressing *9 and the moderator will give you permission to speak when it is your turn. **Note this is a long distance toll number and charges may apply depending on your plan.*
- Click Here for Zoom Meeting Webinar IDs and Passcodes
- Click Here for Zoom Meeting Instructions for Attendees (as guests)

Please contact Denise Bohlman, City Clerk, at bohlmand@billingsmt.gov, or at 406.657.8210, with any questions.

CITY OF Billings

VISION STATEMENT:
"The Magic City: A diverse, welcoming community where people prosper and business succeeds."

CITY COUNCIL
REGULAR BUSINESS MEETING
AGENDA

COUNCIL CHAMBERS | DECEMBER 19, 2022 | 5:30 P.M.

CALL TO ORDER: Mayor Cole

PLEDGE OF ALLEGIANCE: Mayor Cole

INVOCATION: Councilmember Shaw

ROLL CALL: Councilmembers present on roll call were: ☐ Shaw, ☐ Gulick, ☐ Neese, ☐ Owen, ☐ Joy, ☐ Choriki, ☐ Tidswell, ☐ Purinton, ☐ Boyett, ☐ Rupsis

MINUTES:

- November 28, 2022
- December 12, 2022 - Pending

COURTESIES:

- Citizen and Officer Recognition

PROCLAMATIONS:

- Homeless Persons' Memorial Day - December 21, 2022

COUNCIL REPORTS:

ADMINISTRATOR REPORTS - CHRIS KUKULSKI

PUBLIC COMMENT on "NON-PUBLIC HEARING" Agenda Items: 1, 2, and 3 ONLY. Speaker sign-in required. (Comments are limited to three (3) minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium. Comments on items listed as public hearing items will be heard ONLY during the designated public hearing time for each respective item. For items not on this agenda, public comment will be taken at the end of the agenda.)

1. CONSENT AGENDA -- Separations:

A. **Mayor Cole recommends that Council confirm the following appointments:**

1.

	Name	Board/Commission	Term	
			Begins	Ends
1	Pamela Barr	Animal Control Board	01/01/23	12/31/25
2	Alex Tyler	Board of Appeals	01/01/23	12/31/26
3	Jordan Clayton	Tourism BID*	12/20/22	10/01/23
4	Jim Ronquillo	Yellowstone Planning Board - Ward 1	01/01/23	12/31/24

*3 Unexpired term of Lori Walker

B. **Bid Awards:** None

C. **Agreement** with AllStream PRI Services for the City of Billings telephone system.

D. **Agreement** with Billings American Legion Baseball for maintenance of Pirtz Field at Stewart Park.

E. **IAFF - Local 521**, July 1, 2020 and July 1, 2021 Wages.

F. **Memorandum of Understanding** concerning Local Board of Health Governing between the City, County and Laurel.

G. **Purchase** six (6) Unmanned Aircraft Systems (UAS) for regional HazMat teams from Steel City Drones.

H. **Purchase** four (4) heavy-duty electric transit buses and charging equipment for MET Transit from Gillig, LLC.

I. **Purchase** a bus training simulator for MET Transit from FAAC, Inc.

J. **Preliminary Minor Plat** of Cardwell Ranch Subdivision, 2nd Filing. **Quasi-Judicial*

K. **Preliminary Minor Plat** of Amended Midland Subdivision, 4th Filing. **Quasi-Judicial*

L. **Resolution** approving FY2024 Technology Replacement Plan (TRP).

M. **Resolution** approving FY2024 Equipment Replacement Plan (ERP).

N. **Resolution** adopting rules governing the remote participation of all City Council, board, committee, or commission members.

O. **Bills for the Weeks of:**

1. November 21, 2022

Recommended Motion: I move to approve the items of the Consent Agenda as submitted, with the exception of items moved for separation.

REGULAR AGENDA:

2. **RESOLUTION** approving the FY2024-FY2028 Capital Improvement Plan (CIP). Staff recommends approval.

   - *Presented by:* Andy Zoeller, Finance Director

   Recommended Motion: I move to approve a Resolution approving the FY2024-FY2028 Capital Improvement Plan (CIP), as recommended by staff.

3. **NEW CITY HALL FUNDING OPTIONS.** Staff and Budget and Finance Council Committee recommends approval.

   - *(Presented by: Kevin Iffland, Assistant City Administrator and Jessica Fust, Building Official)*

   Recommended Motion: I moved to approve the funding option for the new City Hall as recommended by Staff and the Budget and Finance Council Committee.

PUBLIC COMMENT on "NON-AGENDA ITEMS". Speaker Sign-in required. (*Restricted to ONLY items not on this printed agenda. Comments are limited to 3 minutes or as set by the Mayor. Please sign the roster at the cart located at the back of the Council chambers or at the podium.)*

COUNCIL INITIATIVES:

ADJOURN:

Council Chambers are readily accessible to individuals with physical disabilities.

For more information or to make requests for special arrangements, please contact the City Clerk's Office at 657-8210 or e-mail bohlmand@billingsmt.gov, 72 hours prior to the meeting date.

~ ~ ~

City Council Regular
Date: 12/19/2022
Title: Boards & Commissions Appointments
Presented by: Chris Kukulski, City Administrator
Department: City Hall Administration
Presentation: No
Legal Review Not Applicable

RECOMMENDATION

Mayor Cole recommends that the City Council confirm the appointments to the following boards and commissions.

	Name	Board/Commission	Term	
			Begins	Ends
1	Pamela Barr	Animal Control Board	01/01/23	12/31/25
2	Alex Tyler	Board of Appeals	01/01/23	12/31/26
3	Jordan Clayton	Tourism BID*	12/20/22	10/01/23
4	Jim Ronquillo	Yellowstone Planning Board - Ward 1	01/01/23	12/31/24

*3 Unexpired term of Lori Walker

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The Mayor is requesting that the City Council confirm appointments for Board and Commission positions that are vacant due to a resignation.

ALTERNATIVES

Council may:

- Confirm the proposed appointments; or
- Not confirm the appointments.

FISCAL EFFECTS

The proposed action has no financial impact.

City Council Regular

Date:	12/19/2022
Title:	AllStream PRI Services
Presented by:	David Watterson, IT Director
Department:	Information Technology
Presentation:	No
Legal Review	No

RECOMMENDATION

Staff recommends that City Council approve a contract with AllStream for Session Initiated Protocol - Primary Rate Interface (SIP-PRI) services for three (3) years, with five (5) one-year options to renew, at an annual cost of $18,025.80

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City of Billings owns and maintains our own Voice Over IP (VoIP) telephone system which provides dial-tone, auto attendant, conference calling, long distance, voicemail, and other phone services to all of our city facilities. AllStream (originally One-Eighty or Integra Telecom) has been our PRI & long distance phone services company for the past 20+ years. We currently have two (2) PRI lines at City Hall and one (1) at the Fire Station #1/Communications Center which together provide our phone system with access to make and/or receive up to 69 simultaneous calls throughout the city, region, and the world.

Information Technology advertised an RFP for PRI services, in which, we requested to have two (2) PRI lines at City Hall and one (1) PRI at the Fire #1/Communications Center along with long distance, directory, and redundancy services. We additionally requested each vendor provide pricing and details on moving the two (2) City Hall PRI lines to the Stillwater Building when requested during the 3-year contract period. We received three (3) responses. The RFP committee reviewed the proposals and unanimously selected AllStream as the best proposed solution due to their complete and informative response, their competitive pricing, the presence of local technicians, and their experience with the city. AllStream's proposal provides us with the services we requested, a future move to Stillwater Building, sufficient ISP bandwidth for future replacement of our Guest Wi-Fi ISP services, and monthly pricing that saves the city approx. $5,015/yr compared to our existing services.

Note: There will be no build cost to move the current City Hall PRI services to the Stillwater Building. Once we move to the Stillwater Building, we will have an increase in month expense of approx. $32/mth.

ALTERNATIVES

City Council may:

- Approve the contract with AllStream for SIP-PRI Services OR
- Not Approve and provide staff with direction on how to proceed.

FISCAL EFFECTS

The Telephone Budget within Information Technology Department has the approved budget to pay for the ongoing PRI services at a rate of $1,920.14/mth. The new 3-year contract from AllStream will cost $1,502.15/mth representing a savings of $5,015/yr.

Attachments

AllStream SIP-PRI Agreement
Master Services Contract (as of 12-7-22)

DocuSign Envelope ID: 62E129B7-141A-4292-9798-B5944BCE6688

Allstream Proposal

Prepared for:
William A. Cole
CITY OF BILLINGS
12/01/2022

Allstream Contact:
Jun Carbonell
jun.carbonell@allstream.com
416-345-2917

Service Quote

5160 Orbitor Drive
Mississauga, ON L4W 5H2

Jun Carbonell
jun.carbonell@allstream.com
(P) 416-345-2917 (F)

Prepared Date: 12/1/2022
Quote Good for 30 days from the prepared date
Quote Prepared for: William A. Cole

Customer Name: **CITY OF BILLINGS**

Customer Name CITY OF BILLINGS
Street Address/Suite 210 N 27th St
City/State/Zip Billings, MT 59101
City Hall - 100Mb fiber access + SIP PRI Upgrade

Product Description	QTY	Monthly Charge	Monthly Charge Discount	Estimated Monthly Charges	Activation Charge	Total Activation Charges
Service Term - 12 months						
Access Service						
Ethernet Extended Access - 100 Mbps	1	$ 1,170.00	$ 670.00	$ 500.00	$ 0.00	$ 0.00
Dedicated Internet						
IP Address - /29 Bundle of 8, 5 Assignable	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Internet - 100 Mbps	1	$ 115.00	$ 115.00	$ 0.00	$ 0.00	$ 0.00
SIP Solutions - SIP PRI						
DIDs - Native	1,038	$ 0.15	$ 0.10	$ 51.90	$ 0.00	$ 0.00
International Calling - Standard	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Outbound LD ValuePlan 10000 (overage .025/min)	1	$ 95.00	$ 50.00	$ 45.00	$ 0.00	$ 0.00
International Long Distance Plan - Global	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Standard 911 - US	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Directory Listing White Page	115	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Caller ID Name & Number + Spam Alert (per session)	48	$ 3.00	$ 2.25	$ 36.00	$ 0.00	$ 0.00
SIP PRI Channel	48	$ 15.00	$ 10.00	$ 240.00	$ 0.00	$ 0.00
SIP Gateway	2	$ 45.00	$ 20.00	$ 50.00	$ 0.00	$ 0.00

Total	$ 922.90	$ 0.00

Disconnect Product Description	**First CN**	**QTY**	**Monthly Charge**
Directory Listing		1	($- 0.00)
Conference Now	9992376217	1	($- 0.00)
Dedicated Internet - EoF Access Suite	IAKEED815509INTG	1	($- 79.95)
ISDN/PRI Voice Services	LS538715	1	($- 444.00)
ISDN/PRI Voice Services	LS538716	1	($- 877.27)
ISDN/PRI Voice Services	LS538717	1	($- 518.92)
Disconnect Total:			($- 1,920.14)

Net Difference:	$- 997.24

Customer Name CITY OF BILLINGS - Communications Center
Street Address/Suite 2305 8th Ave N
City/State/Zip Billings, MT 59101
Fire Station - 500MB fiber + SIP PRI

Product Description	QTY	Monthly Charge	Monthly Charge Discount	Estimated Monthly Charges	Activation Charge	Total Activation Charges
Service Term - 36 months						
Access Service						
Ethernet Extended Access - 500 Mbps	1	$ 250.00		$ 250.00	$ 0.00	$ 0.00
Dedicated Internet						
IP Address - /29 Bundle of 8, 5 Assignable	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Internet - 500 Mbps	1	$ 300.00	$ 150.00	$ 150.00	$ 0.00	$ 0.00
SIP Solutions - SIP PRI						
DIDs - Native	60	$ 0.15	$ 0.10	$ 3.00	$ 0.00	$ 0.00
International Calling - Standard	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Outbound LD ValuePlan 2000 (overage .025/min)	1	$ 19.00		$ 19.00	$ 0.00	$ 0.00
International Long Distance Plan - Global	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Caller ID Name & Number + Spam Alert (per session)	23	$ 3.00	$ 2.25	$ 17.25	$ 0.00	$ 0.00
Standard 911 - US	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
Directory Listing White Page	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
SIP PRI Channel	23	$ 13.00	$ 8.00	$ 115.00	$ 0.00	$ 0.00
SIP Gateway	1	$ 35.00	$ 10.00	$ 25.00	$ 0.00	$ 0.00
Total				$ 579.25		$ 0.00

Summary of Charges

Location	Estimated Monthly Charges	Total Activation Charges
CITY OF BILLINGS 210 N 27th St Billings, MT 59101	$ 922.90	$ 0.00
CITY OF BILLINGS - Communications Center 2305 8th Ave N Billings, MT 59101	$ 579.25	$ 0.00
Grand Total:	$ 1,502.15	$ 0.00

This Quote contains a price estimate and does not constitute a binding agreement or constitute an order for Allstream to provide the services quoted herein. Customer must execute a Service Order, and Allstream, in its sole discretion, must accept such Service Order to create a binding order for the services.

Service Order

5160 Orbitor Drive
Mississauga, ON L4W 5H2

Jun Carbonell
jun.carbonell@allstream.com
(P) 416-345-2917 (F)

Prepared Date: 12/1/2022
Good for 30 Days from prepared date.

Customer Name: **CITY OF BILLINGS**

Customer Name CITY OF BILLINGS
Street Address/Suite 210 N 27th St
City/State/Zip Billings, MT 59101
City Hall - 100Mb fiber access + SIP PRI Upgrade

New Product Description	QTY	Monthly Charge	Monthly Charge Discount	Total Monthly Charges[1]	Activation Charge	Total Activation Charges
Initial Service Term - 12 months						
Access Service						
Ethernet Extended Access - 100 Mbps	1	$ 1,170.00	$ 670.00	$ 500.00	$ 0.00	$ 0.00
Dedicated Internet						
IP Address - /29 Bundle of 8, 5 Assignable	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
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Dedicated Internet						
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Standard 911 - US	1	$ 0.00		$ 0.00	$ 0.00	$ 0.00
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Location	Total Monthly Charges[1]	Total Activation Charges
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CITY OF BILLINGS - Communications Center 2305 8th Ave N Billings, MT 59101	$ 579.25	$ 0.00
Grand Total:	$ 1,502.15	$ 0.00

CHARGES ARE SUBJECT TO (A) FACILITIES AND SERVICES AVAILABILITY, (B) ALLSTREAM'S CAPACITY CHECK, INCLUDING SITE VISITS, IF REQUIRED; AND (C) IN THE EVENT THAT THIRD PARTY FACILITIES ARE USED TO PROVIDE THE SERVICE(S), SUCH THIRD PARTY'S CAPACITY CHECK, INCLUDING SITE VISITS IF REQUIRED.

THIS CHARGES ARE SUBJECT TO CHANGE IF, IT IS LATER DETERMINED THAT CAPACITY TO ACCOMMODATE THE QUOTED SERVICE IS UNAVAILABLE. IN SUCH CASE, THE CHARGES SHALL BE UPDATED WITH HIGHER AND/OR ADDITIONAL COSTS, INCLUDING WITHOUT LIMITATION CONSTRUCTION COSTS. IN SUCH CASE, CUSTOMER WILL BE NOTIFIED BY ALLSTREAM (THE "ADDITIONAL CHARGES NOTICE"). IF THE CUSTOMER HAS REJECTED THE ADDITIONAL CHARGES, AND AN ALTERNATE SOLUTION TO PROVIDE THE SERVICE(S) TO THE CUSTOMER BY ALLSTREAM IS NOT AVAILABLE WITHOUT ADDITIONAL COSTS, THE CUSTOMER WILL BE ALLOWED TO CANCEL THIS SERVICE ORDER WITHIN 14 DAYS FROM THE LATER OF (1) THE ADDITIONAL FEES NOTICE OR (2) ALLSTREAM'S NOTICIFICATION ON ALTERNATE SOLUTION(S) INAVAILABILITY.

Customer Equipment and Inside Wiring. Services are delivered to a point of demarcation ("Demarcation Point") or the minimum point of entry ("MPOE") at the Customer's location. Customer is responsible for connecting to the Demarcation Point or from the MPOE to the premises, as specified in the Service Order. Equipment and service beyond the Demarcation Point and/or interconnection between Allstream's facilities and terminal equipment shall be the responsibility of Customer ("Customer Equipment"). Wiring at the Demarcation Point, on the Customer's side of the Demarcation Point or the MPOE, or otherwise inside the Customer's building or premises, is considered inside wiring ("Inside Wiring") for which the Customer is responsible. Customer Equipment and Inside Wiring costs may apply and are not included in the quote for Service(s).

In addition, any landlord location/building access fees, cross-connects and/or riser charges and/or any third party Charges for access to the Customer's building ("Building Access Charges") are not included in this Service Order and will be invoiced to the Customer separately.

The Customer acknowledges that Customer is ordering the Service(s) described below from Allstream Business Inc. (for services in Canada) and Allstream Business US, LLC. (for services in the United States) and their subsidiaries (collectively "Allstream"). This Service Order shall be governed by and subject to the applicable Master Service Agreement between Customer and Allstream . If the Customer has not executed a Master Service Agreement or no Master Service Agreement is referenced in this Service Order then this Service Order shall be governed by the terms and conditions of Allstream's standard Master Service Agreement as posted on www.allstream.com. The Services described herein will also be subject to any additional terms and conditions below and/or incorporated herein by reference.

The Term of this Service Order will commence on the Service Activation Date for each new Service and will continue for the Term specified below or until this Service Order has been renewed. The Term for renewal Services will commence on the Customer signature date below and will continue for the Term specified or until further renewed.

Unless otherwise defined in this Service Order capitalized terms shall have the meaning as defined in the Master Services Agreement.

Allstream will provide a summary bill format unless contacted by the Customer to revert to a detailed invoice option.

Charges subject to Service availability.

See Product Exhibits (found on Company's website: https://allstream.com/legal-policies/terms-conditions)
- Internet Service Schedule
- SIP Service Schedule

For global services to a non-Canadian location or any service with pricing in United States currency (US$) where currency conversion applies, then a United States to Canadian conversion rate will be applied for invoicing purposes; any charges will be converted in accordance with the noonday rates published by the Bank of Canada on the 20th day of the month preceding the invoice date.

By choosing 'International Calling – Standard ' as your international long distance calling program, you are advised that Allstream's long distance network will allow international calls to be made from your premises to the permitted countries, irrespective of the toll-fraud profile of those countries. If you choose to permit international long distance calling from your telephone system, please remember that IT IS THE CUSTOMER'S OBLIGATION TO TAKE ALL MEASURES NECESSARY TO ENSURE AGAINST THE OCCURRENCE OF TOLL FRAUD. By choosing 'International Calling - Standard' Customer hereby agrees to be responsible for payment of any charges incurred due to toll fraud, whether known or unknown, and whether or not Allstream takes any actions to stop or block toll fraud, and Customer hereby waives any claims against Allstream with respect thereto. Please note that while Allstream reserves the right to block International long distance calling for certain countries, Allstream has no obligation to block international calling or take any other actions. Allstream's election to block or not block calling on any selected routes shall not impose any liability on Allstream or absolve the Customer of any liability for toll fraud caused for any reason. You can find more information about Allstream's Toll Fraud Policy at: https://support.allstream.com/knowledge-base/toll-fraud-policy/

Allstream assumes no liability whatsoever for Customer or any party's dialing of 911 or attempt to dial 911 or any other emergency service using the Services, or for damages arising from errors, mistakes in or omissions of Customer location information provided pursuant to the provision of 911 emergency service. Please review the 911 Service Schedules, and the US VoIP 911 Advisory and/or Canada VoIP 911 Advisory at www.allstream.com for important Customer and End User information about VoIP service limitations and maintaining access to emergency services.

All references to US long distance or toll free rates are for lower 48 states only. Rates for Alaska, Hawaii, and other extended locations are available upon request.

[1] * Total Monthly Charges do not include the following, which will be reflected on the invoice as applicable: federal, state, and local taxes and fees, universal service fees, and Company-specific charges such as Network Access Assessment (NAA), for which the current NAA rate is 12.45% and may be subject to change with 30 days' prior written notice. Monthly long distance charges are estimated based on Customer's estimated usage. For more information about taxes, surcharges, and fees please visit: www.allstream.com.

Customer Acceptance

William A. Cole		
Print Name	Authorized Signature	Date

Responsible Party email: [redacted] wattersond@billingsmt.gov

This email contact will be the primary recipient of future secure information

Allstream Acceptance

Print Name	Signature	Date

Directory Listing And Billing Address Confirmation Form

5160 Orbitor Drive
Mississauga, ON L4W 5H2
(P) 416-345-2917
(F)
jun.carbonell@allstream.com

Please complete the listing section of this form exactly as you would like it to appear in directory services for your area. The information that you provide will be used to submit a request for inclusion of your printed listing in the white pages of the telephone directory service in your area as well as directory assistance services such as 411 and (XXX) 555-1212. Please provide complete information for all listings-use additional sheets if necessary.

AE: **Jun Carbonell**
Account#: **330249**

Customer Name:	**CITY OF BILLINGS**
Billing Address:	**210 N. 27th Street**
City, State, Zip:	**BILLINGS, MT 59101**

Additional Listing

Company Name	**CITY OF BILLINGS**
Telephone Number to List	~~**(406) 237-6217**~~ (406) 657-8344
Address	**210 N 27th St**
City, State, Zip	**Billings, MT 59101**
Listing Type:	**Complimentary Listing**
Directory:	

Additional Listing

Company Name	**Communications Center**
Telephone Number to List	(406) 237-6217
Address	**2305 8th Ave N**
City, State, Zip	**Billings, MT 59101**
Listing Type:	**Complimentary Listing**
Directory:	

Customer represents and warrants the above information is true and correct and understands that its name, address and phone number, as set forth above, will be delivered to the appropriate directory publishers and directory assistance data bases. Customer will advise Allstream ("Company") immediately of any changes in the above information. Customer assumes full responsibility concerning the right to use any name as a directory listing and agrees to hold Company free and harmless of and from any claims, loss, damage, or liability that may result from the use of such listing. Company will take all reasonable steps to ensure that the above information appears in the next directory to be published, however, Company does not warrant that the listing will be error-free. Company's liability for errors or omissions in Customer directory listings shall be limited to the charge for that listing, if any, during the effective life of the directory containing the error or omission.

This Service Agreement including the most recent Master Service Agreement executed by Customer and Company, together with any schedules or attachments (including all applicable Product Exhibits) are incorporated by reference herein, and constitute a binding commitment between the Company and Customer, effective upon execution of this Service Agreement, and supersede all prior written or verbal agreements or understandings. Each Party represents and warrants to the other Party that the execution, delivery and performance of this Service Agreement by such Party has been duly authorized by all requisite corporate action, that the signatory hereto for such Party is authorized to sign this Service Agreement. Early termination fees may apply as set forth of the Master Service Agreement.

Customer Acceptance

William A. Cole		
Print Name	Authorized Signature	Date

Allstream Acceptance

Print Name	Authorized Signature	Date

911 EMERGENCY SERVICE ADVISORY
FOR VOICE OVER INTERNET PROTOCOL (VoIP) SERVICES

The Federal Communications Commission ("FCC") requires Voice over Internet Protocol ("VoIP") service providers to advise customers of the potential limitations of 911 service when access is attempted over a VoIP connection or VoIP Customer Premise Equipment ("CPE").

The FCC also requires VoIP providers to obtain and keep a record of affirmative acknowledgement by every customer using VoIP services and/or IP-compatible CPE, confirming that the customer has received and understood this Advisory. Failure of the Customer to sign and return this acknowledgement to Allstream Business US, LLC, including its wholly-owned subsidiary (collectively, "Company") may result in delay of service installation or suspension of service until the signed acknowledgement is received by the Company.

For purposes of this Advisory, "Customer" means the entity signing the Service Order* and "End User" means the Customer's members, End Users, customers, or any other third parties who use or access the VoIP services or CPE, or the Company network via the services or CPE.

VoIP SERVICES, WHICH CAN INCLUDE FIXED OR NOMADIC SOLUTIONS THAT RELY ON END USER LOCATION CHANGES FOR ACCESS TO EMERGENCY SERVICES, MAY NOT ALLOW YOU TO REACH EMERGENCY SERVICES IN CERTAIN SITUATIONS; DEATH OR SERIOUS INJURY MAY OCCUR IF CUSTOMER DOES NOT HAVE AN ALTERNATIVE MEANS OF REACHING 911 EMERGENCY SERVICES.

Customer acknowledges the following regarding potential limitations of 911 Access through VoIP service or CPE:

RELOCATION OF END-USER'S IP-COMPATIBLE CPE: If Customer or Customer's End User moves nomadic, non-fixed telephones and/or IP-compatible CPE to a new location other than the Registered Location ("Registered Location" means the current address (and other location information if applicable) provided by Customer or Customer's End User to the Company and/or submitted via a Customer and End User portal), the 911 emergency response address associated with the CPE telephone numbers may be incorrect. For 911 dialing to work properly, the 911 emergency response or service address within the 911 database must correspond to the physical location of the calling party. Customer or End User may also need to reset or reconfigure network equipment to restore 911 service.

SERVICE OUTAGE AND/OR BROADBAND CONNECTION FAILURE: 911 service may not be available during a service outage or broadband connection failure, including situations beyond Company's reasonable control and ability to predict, such as fiber cuts, weather/storm outages, or equipment malfunctions.

LOSS OF ELECTRICAL POWER: In the event of an electrical power failure or disruption, 911 service may not be available to the VoIP Customer until power is restored. Customer may also need to reset or reconfigure network equipment to restore 911 service.

CUSTOMER'S INCORRECT LOCATION REGISTRATION OR FAILURE TO UPDATE ITS EMERGENCY RESPONSE SERVICE LOCATION OR ADDRESS INFORMATION WITHIN THE 911 DATABASE: Current address information must be provided to the Company or updated via the applicable Customer and End User portal when the CPE location changes. If the service is used at a location other than the Registered Location, or if CPE is moved within the Registered Location and not reconfigured, Customer is responsible for any use of VoIP service at the non-Registered location. Company shall not be liable for such use, as failure by the Customer or End User to update the CPE location will prevent calls for emergency response services from routing correctly.

911 PROVISIONING INTERVALS: UPDATES TO THE REGISTERED LOCATION DO NOT OCCUR IMMEDIATELY due to time required to update 911 databases. Following service activation and/or subsequent location updates by Customer or End User, there may be a delay in updating the 911 database and 911 service will not be available. THE COMPANY RECOMMENDS THAT CUSTOMER AND END USERS ALWAYS HAVE AN ALTERNATIVE MEANS OF REACHING 911 EMERGENCY RESPONSE SERVICES.

END USER AWARENESS: Customer will notify all End Users of the limitations to access emergency response services as described in this Advisory. Customer should provide End Users with a copy of this Advisory or place a copy near all VoIP CPE. End Users must immediately tell the emergency response agency their phone number and specific location of the emergency to ensure emergency responders can reach the End User.

Customer acknowledges that it has been advised of the limitations associated with VoIP service, and further acknowledges it has read, understands and agrees to the foregoing:

Customer Name & Title: William A. Cole Mayor

Date: _____

Signature: _____

*As defined in the Master Service Agreement posted at www.allstream.com

MASTER SERVICE AGREEMENT / TERMS OF SERVICE

This Master Service Agreement/Terms of Service ("**MSA**") is effective as of (Month) (Day), 20 (YR) ("**Effective Date**") by and between Allstream Business Inc. (for services in Canada) and Allstream Business US, LLC (for services in the United States) and their subsidiaries (collectively, "**Allstream**") and (City of Billings) ("**Customer**") for the provision of communications services ("**Service**" or "**Services**") as purchased by Customer from time to time by way of a service schedule, service agreement, pricing appendix, purchase order, or other Allstream approved methods of purchasing products or services (collectively, "**Service Order**"). Allstream and Customer may be referred to as a "**Party**" and collectively as the "**Parties**".

ARTICLE 1 - GENERAL

1.1 "**Terms of Service**" means the provisions set out in Articles 1 through 10 in this MSA. Allstream may amend this MSA, without notice, by posting a revised MSA on www.allstream.com. Customer's continued access to and use of the Services after the amendment has been posted constitutes Customer's acceptance of the revisions of this MSA and Customer expressly agrees that (a) Customer will be deemed to have accepted the revisions, with no additional written agreement or express acknowledgement required; and (b) Customer will continue to be responsible for all MRC and Charges (as defined in Articles 2 and 3).

1.2 **MSA Term**. This MSA will remain valid and binding until the expiration or termination of all of the Services provisioned by Allstream on or after the Effective Date. This MSA and all Service Orders shall collectively be referred to as the "Agreement".

1.3 **Order of Precedence**. In the event of an express conflict between the terms of this MSA and the terms of any Service Order, precedence will be given in the following order: (a) the Service Order, but solely with respect to the Services covered by that Service Order; (b) this MSA.

1.4 **Credit and Deposit**. If requested by Allstream, Customer shall complete a credit application. Allstream may from time to time conduct a review of Customer's credit rating and payment history. Allstream may require Customer to pay a deposit before acceptance of this MSA or a Service Order. Additionally, for any existing Services, Allstream may require (i) Customer to pay a deposit or (ii) an increase in the existing deposit, upon the failure of Customer to submit payment of any amount by the due date as a condition to the continued provision of such existing Services. Allstream shall refund any amount of deposit paid pursuant to this Section, less any amount for payments that Customer still owes to Allstream, when Allstream determines in good faith, based on Customer's credit rating and payment history, that such deposit is no longer necessary to ensure payment, but in no event later than after the termination of all Services and termination of this Agreement.

1.5 **Policies.** Customer's use of any Services constitutes Customer's acceptance of Allstream's policies posted at www.allstream.com, including Allstream's Acceptable Use Policy.

1.6 **Third Party Services**. Allstream reserves the right to subcontract the provision of all or part of the Services to a third party ("Supplier").

ARTICLE 2 – SERVICE ORDERS

2.1 **Orders for Services**. Customer acknowledges and agrees that Customer is solely responsible for the accuracy of all Service Orders and other information that it provides to Allstream. Each Service Order shall incorporate by reference, and shall be subject to, the terms and conditions of this Agreement and shall clearly set forth the term, pricing, service type and location(s), monthly recurring charges ("**MRC**"), non-recurring charge ("**NRC**"), and any additional specific terms for the Services. Any purchase order submitted by the Customer to Allstream shall be used only for invoice processing and order purposes. All Service Orders shall be subject to availability and acceptance by Allstream. A Service Order will be deemed to have been accepted by Allstream once the Service has been delivered to the Customer.

2.2 Service Order Term. The term of each Service Order will commence on the date each new service is provisioned by Allstream ("**Service Activation Date**") and will continue for the period of time specified in that Service Order or until the Service Order has been renewed. Allstream's Customer Delay of Service Installation policy applies and is posted at https://support.allstream.com/knowledge-base/customer-delay-of-service-installation. If upon expiry of the initial term the Service Order has not been renewed, the Service Term will automatically renew on a month to month basis (collectively, the "**Service Term**") until the Services are terminated by either Party upon at least sixty (60) days written notice prior to the end of the Service Term. Customer shall continue to be responsible for payment to Allstream for the Services to be terminated through the end of the sixty (60) day notice period. Following the initial Service Term stated in any Service Order, Allstream reserves the right to increase rates for any Services provided thereunder upon at least thirty (30) days' notice.

2.3 Service Termination. Unless otherwise specified in the relevant Service Order, if the Customer terminates a Service Order or Service without cause, or if Allstream terminates a Service Order or Service with cause after the Service Activation Date but prior to the expiry of the Service Term, the Customer shall pay Allstream an amount equal to the MRC for the terminated Service(s) for the balance of the Service Term, plus any additional Charges incurred by Allstream including activation, installation costs, special construction costs and all other costs and fees. Customer acknowledges that the actual damages likely to result from an early termination are difficult to estimate on the Effective Date. Notwithstanding the foregoing, if the Customer cancels a Service or Service Order before the Service Activation Date, the Customer will pay a cancellation fee equal to the aggregate of one month of MRC, any installation costs, special construction costs and any other costs incurred by Allstream, whether previously waived or not, and any third party charges incurred by Allstream with respect to such cancelled Services.

ARTICLE 3 – BILLING AND PAYMENT

3.1 Charges and Billing. The Customer shall pay all MRC in advance and all other Charges monthly in arrears. All Charges shall be payable thirty (30) days from the invoice date ("Due Date") and shall be exclusive of any applicable taxes.

"Charges" means the fees, rates and charges for the Services, as set out in the applicable Service Order or as otherwise invoiced by Allstream pursuant to the Agreement. Unless otherwise agreed to by the Parties in writing, Charges for each Service Order shall begin to accrue Service Activation Date. Charges for the Services are subject to change at any time if third party charges in connection with a Service are increased or newly charged to Allstream. Such third Party charges may include, but are not limited to, Charges for Services, changes, connections, disconnections or terminations of a Service or any component of a Service, including individual circuits, lines or features.

3.2 Taxes and Other Fees. All Charges for the Services are exclusive of any taxes and other fees and surcharges. Customer shall be responsible for payment of all applicable taxes that arise in any jurisdiction, including, without limitation, value added, consumption, sales, use, gross receipts, excise, access, and bypass ("**Taxes**").

3.3 Surcharges and assessments. Surcharges and assessments which are not required by regulatory agencies, but which Allstream is permitted to charge to recover expenses, may be applied and adjusted from time to time. All such Charges will be set forth on a detailed invoice.

3.4 Invoice Disputes. To the extent that Customer disputes any portion of an invoice in good faith, Customer shall notify Allstream in writing and provide detailed documentation supporting its dispute within ninety (90) days of the invoice date or the Customer's right to any billing adjustment shall be waived. Customer is responsible for all Service charges, even if incurred as the result of unauthorized use, fraud, abuse or misuse of the Services, whether known or unknown, to Customer. In the event of a billing dispute, Customer shall timely pay all undisputed amounts. If the dispute is resolved against Customer, Customer shall pay such amounts due plus interest from the original Due Date. Customer may not offset disputed amounts from one invoice against payments due on the same or another account.

ARTICLE 4 – USE OF FACILITIES

4.1 Facilities.

4.1.1 Allstream: (a) is the owner of all right, title and interest in all Facilities supplied, built or otherwise provided by Allstream, whether or not the Customer has paid any costs towards the purchase and supply of such Facilities; or (b) has obtained the right to make the Facilities available for use by the Customer from a third party. The Customer shall have no rights in the Facilities and shall not create or permit any liens or encumbrances on the Allstream Facilities. "Facilities" means any network facilities, fibre, conduit, equipment, hardware or software provided in connection with Allstream's delivery of the Services or the Customer's use of the Services.

4.1.2 The Customer shall not make any change or repair to Facilities, connect any Customer-provided facilities or equipment to the Facilities, or allow access to the Facilities without Allstream's prior written consent. Similarly, the Customer shall be responsible for the security of and any loss or damage to the Facilities located on the Customer's premises.

4.1.3 Allstream may access and make any routine or unscheduled maintenance, inspections, tests, repairs and adjustments ("Maintenance Activities") it deems reasonably necessary upon reasonable notice of any such Maintenance Activities that may impact Service, except in cases of emergency (in which case, Allstream will notify the Customer as soon as reasonably possible thereafter). Allstream shall not be liable for any resulting Service problem in the event that the Customer does not provide such timely access. Customer will bear the costs of any additional apparatus reasonably required to be installed because of the use of Allstream's Facilities.

4.1.4 Allstream will maintain Allstream's Facilities at no additional charge to Customer, except where work or service calls result from failure or malfunction in, or improper operation of, Customer's facilities and/or equipment. In such event, Customer will reimburse Allstream for the cost of the required maintenance at Allstream's standard time and material rate plus any taxes imposed upon Allstream related to such maintenance, and Customer shall be responsible for the cost of repair or replacement of Allstream equipment that is damaged by Customer's actions or equipment.

4.1.5 Allstream shall not be liable for any damage, loss or destruction to any Customer provided equipment or network, unless caused by the gross negligence or willful misconduct of Allstream.

4.1.6 Upon the expiration or termination of this Agreement, the Customer shall provide Allstream with access to the Customer-provided facilities to enable the removal of Allstream's Facilities.

ARTICLE 5 – DEFAULT; SUSPENSION OF SERVICE

5.1 Customer Default. Customer is in default of the Agreement if Customer (a) fails to cure any monetary breach within ten (10) days of receiving notice of the breach from Allstream; (b) fails to cure any non-monetary breach of any terms of the agreement within thirty (30) days of receiving notice of the breach from Allstream (c) files or initiates proceedings or has proceedings filed or initiated against it, seeking liquidation, reorganization or other relief (such as the appointment of a trustee, receiver, liquidator, custodian or such other official) under any bankruptcy, insolvency or other similar law; or (d) uses the Services, or permits the Services to be used for any illegal purpose (each such event shall be a "**Customer Default**").

In the event of a Customer Default, Allstream may suspend Services to Customer until Customer remedies the Customer Default, or Allstream may terminate the Agreement and/or any or all of the Services being provided hereunder. Allstream may at its sole option, but without any obligation, cure a non-monetary breach at Customer's expense at any point and invoice Customer for the same. These remedies are in addition to and not a substitute for all other remedies contained in the Agreement or available to Allstream at law or in equity.

5.2 Allstream Default. Allstream is in default of the Agreement if Allstream fails to cure any non-monetary breach of any material term of the Agreement within thirty (30) days of receiving written notice of the breach from Customer ("Allstream Default"); provided, however, that Customer expressly acknowledges that Service related failure or degradation in performance is not subject to a claim of an Allstream Default. Customer's sole and exclusive remedy for any failure of Service is limited to any service level agreement**.**

In the event of an Allstream Default that has not been cured in accordance with this Article 5.2, Customer may terminate the Services and the Agreement upon written notice to Allstream. Any termination shall not relieve Customer of its obligations to pay all charges incurred under the Agreement prior to such termination.

ARTICLE 6 - LIMITATION OF LIABILITY

6.1 General Limitations. To the extent allowed by law, Allstream and its Suppliers shall enjoy any statutory protections granted to utility providers (as applicable), and shall not be liable for injury to or death of any person or for damage to or loss

of any property arising out of or attributable to their operations and performance under this Agreement. The total liability of Allstream or its Suppliers for any and all causes and claims, whether based in contract, warranty, negligence or otherwise, and including but not limited to the performance of the Services, shall be limited to the lesser of (i) the actual direct damages sustained by Customer; or (ii) an amount equivalent to the total monthly recurring charges ("MRC") received by Allstream from Customer over the preceding three (3) months for the Service affected. Excluding payments due under any Service Order that have not been paid, no cause of action under any theory which accrued more than one (1) year prior to the filing of a complaint alleging such cause of action may be asserted by either Party against the other Party or its Suppliers.

6.2 Special Damages. IN NO EVENT SHALL EITHER PARTY OR THEIR RESPECTIVE SUPPLIERS BE LIABLE FOR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE OR CONSEQUENTIAL LOSSES OR DAMAGES WHATSOEVER, ARISING OUT OF, OR IN CONNECTION WITH, THIS AGREEMENT, INCLUDING BUT NOT LIMITED TO, LOST PROFITS, LOST REVENUE, LOSS OF GOODWILL, LOSS OF ANTICIPATED SAVINGS, LOSS OF DATA, INCURRED OR SUFFERED BY EITHER PARTY, WHETHER IN AN ACTION IN CONTRACT OR TORT, EVEN IF THE OTHER PARTY, ITS SUPPLIERS, OR ANY OTHER PERSON HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. EXCEPT AS EXPRESSLY SET FORTH IN THE AGREEMENT, NEITHER ALLSTREAM NOR ITS SUPPLIERS MAKE ANY WARRANTY, EXPRESS, IMPLIED, STATUTORY OR OTHERWISE AS TO THE DESCRIPTION, QUALITY, MERCHANTABILITY, COMPLETENESS OR FITNESS FOR ANY PARTICULAR PURPOSE OR USE OF THE SERVICE, LOCAL ACCESS OR ANY OTHER MATTER, AND ANY SUCH WARRANTIES ARE HEREBY EXCLUDED AND DISCLAIMED.

6.3 No Liability for Certain Actions. Neither Allstream nor its Suppliers are responsible for the content of any information transmitted or received through the Services, or for Customer or Customer's end users' reliance on or use of the Service, or the mistakes, omissions, interruptions, deletion of files, errors, defects, delays in operations, transmission, or failure of performance of the Service Other than as expressly stated in a service schedule, Customer shall be solely responsible for all of the security and confidentiality of information it transmits using a Service. Customer shall be solely responsible for all Customer support, pricing and service plans, billing and collections with respect to its end users, including obtaining all necessary legal or regulatory approvals to provide or terminate the provision of the services to its end users. Customer shall be solely responsible for any acts or omissions by the Customer, Customer's end users or Customer's third party provider(s) that cause, give rise to or bring about the non-compliance of the Service with any applicable law, including the failure to purchase or implement features that enable compliance with laws. Allstream and its Suppliers exercise no control over, and accept no responsibility for, the content of the information passing through the network, or Customer equipment, and use of any such Service is at Customer's own risk.

ARTICLE 7- INDEMNIFICATION

7.1 Indemnification. Each Party shall indemnify, defend and hold harmless ("Indemnifying Party") the other Party, its directors, officers, employees, agents, Suppliers, successors and assigns ("Indemnified Party"), from all damages, costs, expenses and liabilities, including reasonable attorney's fees and disbursements, sustained in any action commenced by any third party in connection with the Indemnifying Party's performance of, or failure to perform, its obligations and duties under this Agreement except for those damages, costs, expenses and liabilities arising from the gross negligence or willful misconduct of the Indemnified Party; provided, however, that Allstream and its Suppliers are not obligated to indemnify Customer, and Customer shall defend and indemnify Allstream and its Suppliers hereunder, for any claims by any third party, including end user customers, arising from services provided by Customer that incorporate any of the Services.

7.2 Indemnification Procedures. The Indemnified Party shall promptly notify the Indemnifying Party in writing of any such suit or claim and shall take such action as may be necessary to avoid default or other adverse consequences in connection with such claim. The Indemnifying Party shall have the right to select counsel and to control the defense and settlement of such claim; provided, however, that the Indemnified Party shall be entitled to participate in the defense of such claim and to employ counsel at its own expense to assist in handling the claim, and provided further, that the Indemnifying Party shall not take any action in defense or settlement of the claim that would negatively impact the Indemnified Party. The Indemnified Party shall provide cooperation and participation of its personnel as required for the defense at the cost and expense of the Indemnifying Party.

ARTICLE 8 - CONFIDENTIALITY

"**Confidential Information**" means all information, including the Agreement, regarding the telecommunications needs of Customer and the Services that Allstream offers under the Agreement which is disclosed by one Party ("**Disclosing Party**") to

the other Party ("**Receiving Party**"), to the extent that such information is marked or identified as confidential or proprietary, or that reasonably should be understood to be confidential given the nature of the information and/or the circumstances of disclosure Notwithstanding the foregoing, all written or oral pricing and contract proposals exchanged between the Parties shall be deemed Confidential Information, whether or not so designated. Confidential Information is the property of the Disclosing Party and shall be returned to the Disclosing Party upon request. Information that (i) is independently developed by the Receiving Party, (ii) is lawfully received by the Receiving Party free of any obligation to keep it confidential, or (iii) becomes generally available to the public other than by breach of this Agreement, shall not be considered Confidential Information. A Receiving Party, including its officers, directors, employees, partners, affiliates, agents and representatives, shall hold all Confidential Information in confidence. During that period, the Receiving Party: (a) shall use such Confidential Information only for the purposes of performing its obligations under this Agreement; (b) shall reproduce such Confidential Information only to the extent necessary for such purposes; (c) shall restrict disclosure of such Confidential Information to employees that have a need to know for such purposes; (d) shall not disclose Confidential Information to any third party without prior written approval of the Disclosing Party except as expressly provided in this Agreement or as required by law; and (e) shall use at least the same degree of care (in no event less than reasonable care) as it uses with regard to its own proprietary or confidential information to prevent the disclosure, unauthorized use or publication of Confidential Information. In the event that the Receiving Party is required to disclose Confidential Information of the Disclosing Party pursuant to law, to the extent permitted by law the Receiving Party will notify the Disclosing Party of the required disclosure with sufficient time for the Disclosing Party to seek relief, will cooperate with the Disclosing Party in taking appropriate protective measures, and will make such disclosure in a fashion that maximizes protection of the Confidential Information from further disclosure. Notwithstanding anything in this Article 8 to the contrary, the fact that Customer is a customer of Allstream shall not be deemed Confidential Information and Allstream may disclose the same without liability therefor.

Please read our privacy policy at allstream.com which details how we collect, use, protect or otherwise handle customer information, including personal information.

ARTICLE 9 - FORCE MAJEURE

Except for payment obligations, neither Party shall be liable for any failure of performance hereunder due to causes beyond its reasonable control including, but not limited to, acts of third parties not under the direction or actual control of the Party delayed or unable to perform, acts of God, fire, explosion, vandalism, cable cut, flood, storm, or other similar catastrophe, any law, order, regulation, direction, action or request of the government, or any department, agency, commission, court, or bureau of a government, or any civil or military authority, national emergency, insurrection, riot, war, strike, lockout, or work stoppage (each, a "**Force Majeure Event**"). The Party claiming relief under this Article 9 shall notify the other Party of the occurrence or existence of the Force Majeure Event and of the termination of such event.

ARTICLE 10 - MISCELLANEOUS PROVISIONS

10.1 Subject to Laws. This Agreement is subject to all applicable federal, state, provincial and local laws, and regulations, rulings and orders of governmental agencies, Allstream's applicable tariffs, if any, and the obtaining and continuance of any required approval or authorization of any governmental body. Either Party may terminate its obligations under the Agreement without liability if ordered to do so by the final order or ruling of a court or other governmental agency or if such order or ruling would make it impossible for either Party to carry out its obligations under this Agreement.

10.2 Governing Law. Where Services are provisioned within Canada, the Agreement shall be governed by the laws of the province of Ontario, without giving effect to any conflict of law principle that would result in the laws of any other jurisdiction governing this Agreement. Where Services are provisioned within the United States of America, the Agreement shall be governed by the laws of the State of Montana, without giving effect to any conflict of law principle that would result in the laws of any other jurisdiction governing this Agreement.

10.3 Venue. Where Services are provisioned within Canada, any action or proceeding arising out of the Agreement shall be litigated exclusively in courts in the Province of Ontario. Where Services are provisioned within the United States of America, any action of proceeding arising out of the Agreement shall be litigated exclusively in courts in the State of Montana.

10.4 Attorney's Fees. In the event that suit is brought or an attorney is retained by either Party to enforce the terms of this Agreement or to collect any money as due hereunder or to collect any money damages for breach hereof, the prevailing party shall be entitled to recover, in addition to any other relief awarded, the prevailing party's reasonable attorneys' fees, court costs, costs of investigation and other related expenses incurred in connection with the suit, claim, litigation, appeal or the collection of the award, or the enforcement of any order.

10.5 Relationship of Parties. This Agreement does not create a partnership, joint venture or agency relationship between Allstream or its Suppliers and Customer. Neither Party shall have any authority to bind the other Party to any agreement, understanding or other instrument, in any manner whatsoever.

10.6 Assignment; Binding Effect. Customer shall not transfer or assign, voluntarily or by operation of law, its obligations under the Agreement without the prior written consent of Allstream. The Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assigns. Each of the undersigned hereby state that he/she has full authority to enter into the Agreement and hereby accepts the Agreement on behalf of the companies identified below.

10.7 Entire Agreement. This Agreement constitutes the entire understanding of the Parties regarding the subject matter of this Agreement and supersedes all prior and contemporaneous negotiations and agreements, whether written or oral, between the Parties with respect to the subject matter of this Agreement. No alteration or variation of the terms of any provision shall be valid unless made in writing and signed by a duly authorized representative of Allstream and the Customer.

10.8 Severability. In the event that any one or more of the provisions of the Agreement shall for any reason be held to be invalid or unenforceable, the enforceability of the remaining provisions of the Agreement shall be unimpaired.

10.9 Waiver. Waiver by either Party of any default by the other Party, or of any provision in this MSA, shall not be deemed a continuing waiver of such default or a waiver of any other default, or any other provision in this MSA. No course of dealing between the Parties and no failure to exercise any right hereunder shall be construed as a waiver of any provision hereof.

10.10 Counterparts/Facsimile Signatures. This MSA may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This MSA and any Service Orders may be executed via a recognized electronic signature service (e.g., Docusign) or may be delivered by facsimile transmission, or may be signed, scanned and emailed to Allstream, and any such signatures shall be treated as original signatures for all applicable purposes.

10.11 Regulatory Requirement. If the Federal Communications Commission (the "FCC"), the Canadian Radio-television and Telecommunications Commission ("CRTC"), any other regulatory body, or a court of competent jurisdiction, issues a rule, regulation, law or order which has the effect of increasing the cost to provide the Services or cancelling, changing, or superseding any material term or provision of this Agreement (collectively "Regulatory Requirement"), then this Agreement shall be deemed modified in such a way as is necessary to comply with such Regulatory Requirement.

10.12 Notices and Information. Customer consents to receiving electronic information in relation to its account. Any notices to Allstream may be sent by e-mail to CANCustomerService@allstream.com or USCustomerService@allstream.com.

ALLSTREAM	**Enter Customer Name Here**
Signature: _____	Signature: _____
Name: _____	Name: _____
Title: _____	Title: _____
Date: _____	Date: _____

City Council Regular

Date:	12/19/2022
Title:	Billings American Legion Baseball Use Agreement
Presented by:	Pigg Michael, Superintendent
Department:	Parks/Rec/Public Lands
Presentation:	No
Legal Review	Yes

RECOMMENDATION

The Parks and Recreation Department recommends the approval of the agreement between the City and Billings American Legion Baseball.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City of Billings 2017 Parks Comprehensive Plan recommends that the Parks and Recreation Department formalize agreements with Partners and user groups. This agreement is consistent with agreements the Department has with other user groups. This agreement formalizes the relationship between the city of Billings Parks and the Billings American Legion Baseball (BALB) for care and maintenance of Pirtz field at Stewart Park and the responsibilities of both parties. Parks Staff worked closely with the BALB Board of Directors in the creation of the agreement, and have all agreed with the content. The Parks and Recreation Advisory Board has voted to recommend to Council to approve this agreement. This agreement protects both the Citizens of Billings and the BALB.

STAKEHOLDERS

The Stakeholders in this agreement are the City of Billings and Billings American Legion Baseball.

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve

FISCAL EFFECTS

There are no fiscal effects to this agreement.

SUMMARY

This agreement has been approved by both the Legion Baseball Association, the Parks and Recreation Department and the Park and Recreation Advisory Board recommend the approval of the agreement. The agreement protects both the Legion Baseball Association and the City of Billings.

Attachments

Agreement

USE AGREEMENT FOR STEWART PARK PIRTZ FIELD

THIS USE AGREEMENT made and entered this _____day of _____, 2022 by and between the following: THE CITY OF BILLINGS, a Montana Municipal Corporation, Billings, Montana, hereinafter designated as "City", and THE BILLINGS AMERICAN LEGION BASEBALL, a non-profit corporation, hereinafter designated as the "BALB";

RECITALS

WHEREAS, the City owns the premises known as Stewart Park (54+ acres), which includes Pirtz Field, which has been developed as an open park space, multi-use trail, multi-use sports complex, and special events complex;

WHEREAS, the conception, construction, and maintenance of Stewart Park, excluding Pirtz Field has been funded by public funds provided by the City of Billings and through user fees and private donations;

WHEREAS, BALB has been an established with its mission to promote youth baseball in Billings having won the state championship in 1930 and has raised funds for the construction of Pirtz Field in 1995;

WHEREAS, BALB has funded the costs of constructing (over $250,000) and maintaining (approximately $10,000/year since 1995) Pirtz Field as well as investing in any and all improvements such as batting cages (approximately $30,000) and artificial turf ($270,000 in 2019) on the infield since Pirtz Field was founded;

WHEREAS, the conception, construction, and maintenance of Pirtz Field have been funded by private funds provided by BALB, it's alumni, youth baseball players, and community donations,

WHEREAS, BALB cooperates with and is supported by the Billings Parks and Recreation Department of the City of Billings,

WHEREAS, Pirtz Filed is home to 6 different BALB teams that play at 3 different levels of legion baseball throughout the state of Montana.

WHEREAS, Within the Billings City Council approved Parks, Recreation and Public Lands Comprehensive Parks Recreation Master Plan from 2017, there is a requirement that agreements with all user groups, like BALB be formalized with a use agreement;

WHEREAS, the City has spent over $1,000,000 on mowing, irrigation and trash removal at Stewart Park since Stewart Park was developed

WHEREAS, in 2016, the City spent $19,680 on replacing the intake structure in the ditch in order to provide a consistent flow of irrigation water to the park;

WHEREAS, Stewart Park is a "multi-use" park that serves as the "home" for adult, youth and high school softball programs, BALB, and Little League programs;

WHEREAS, the BALB was established with its mission to promote and sponsor American Legion Baseball programs;

NOW, THEREFORE, the Parties agree as follows:

1. **Scope:** This agreement shall relate to the scheduling, maintenance, and further development of Pirtz field. Stewart Park and Pirtz Field shall at all times remain a public park available for public use consistent with this Agreement and City policies and regulations. All development and operation of Stewart Park will comply with all applicable provisions of the Land and Water Conservation Funds as set forth in Exhibit "A" attached hereto and incorporated by this reference and City ordinances and regulations including any future amendments thereto.

2. **Agreement Monitoring and Budget For Stewart Park Operations:** The management and operation of Pirtz Field by BALB will be subject to an annual review by City Staff. Such review will include financial statements of BALB as they relate to Pirtz Field, maintenance performance, park usage and activities, capital improvements, facilities maintenance, and future programs. On or before the last Monday before Thanksgiving of each year, BALB shall submit an annual budget to the City Council for approval, setting forth the anticipated expenditures for the operation of Pirtz Field at Stewart Park. The City Council shall review and consider approving the proposed budget on or before the last regularly scheduled meeting in December of each year.

3. **Term:** The term of this Agreement shall be for one calendar year commencing upon the date of its execution (Anniversary Date) by the parties. This Agreement shall renew automatically for additional one-year terms for up to five years upon the Anniversary Date unless terminated by one of the parties as specified herein. During these five one-year terms the agreement may be amended as mutually agreed. After the five-year period the parties will review this agreement and renew the agreement for up to five additional one-year terms.

4. **Premises:** The portion of Stewart Park covered by this Agreement shall include Pirtz Field, including the perimeter fence and all areas inside the fence, which includes the field, the batting cages, both bullpens, the bleachers, scorer's booth, outbuildings, field lights and concessions stand and the scoreboard which is located just outside the fence, as shown in **Exhibit "B"** attached hereto and incorporated herein by this reference. Stewart Park is located approximately south of Central Avenue, east of Stewart Park Road, in Billings, Montana.

5. **Termination:** Either party may terminate this agreement by providing the other notice of their intent to terminate at least ninety (90) days in advance of the Anniversary Date. Said notice shall be in writing and delivered to the other party in accordance with the notice provision hereof. Upon termination, BALB shall have a duty to leave the Premises in a condition similar to that of the Premises upon the execution of this agreement.

6. **Reports:** BALB shall submit an annual report and financial statement to the City on or before of the ensuing November meeting of the Parks Recreation and Cemetery Board for each year covered by this agreement, including a proposed operating budget for the coming fiscal year showing anticipated revenues and expenditures for review by the City. BALB's fiscal year is October 1-September 30.

7. **BALB'S RIGHTS & DUTIES:** In addition to the other provisions of this agreement, the BALB shall have the following rights and duties:

7.1. **Nonprofit:** BALA shall at all times remain recognized by the State of Montana as a nonprofit organization and provide the City proof of status:

7.2. **Schedule:** During the term of this agreement, the BALB shall have the exclusive right to schedule Pirtz Field and concession building located at Stewart Park including subletting the field to other users utilizing the use process described herein.:

7.3. **Maintenance Responsibilities:** BALB will at minimum ensure the following:

7.3.1. Maintain in good repair the buildings, fencing, and bleachers as identified in **Exhibit B**;

7.3.2. Maintain the signage, scoreboard, lights, provide infield maintenance pursuant to manufacturer's standards, playing field layout and marking, and the batting cages;

7.3.3. Provide for the playing field turf maintenance and horticultural practices including fertilization and aerification of the playing field under BALB control and the application of turf grass weed control and turf maintenance cultural treatments thereon as necessary to maintain healthy turf; and make repairs incidental to wear and tear on the playing fields;

7.3.4. Provide for the mowing of the field, as needed to maintain an acceptable playing height during scheduled Baseball use;

7.3.5. Provide regular cleanup of the premises following scheduled uses, including picking up litter within the fence and surrounding areas contiguous to the playing fields and depositing all litter into appropriate garbage receptacles provided by the City. If litter is not picked up in a timely manner after scheduled activities the City has the authority to pick up the litter and charge BALB;

7.3.6. BALB may contract with the City to perform any of its non-turf maintenance responsibilities described above and any additional non-turf maintenance that it should elect to undertake;

7.3.7. BALB shall contract only with the City to perform all turf-related responsibilities described in Section 7.3.2 above;

7.3.8. BALB may employ a facilities manager/director/or administrator whose responsibility, among others, will be to facilitate and coordinate BALB's duties under this agreement.

7.4. **Utilities:** BALB shall be responsible for all utility costs associated with the Pirtz Field Premises with the exception of water and electrical service related to the irrigation of Pirtz Field.

7.5. **Restroom Facilities:** When permanent restroom facilities are unavailable, BALB shall provide for the placement of adequate portable toilet units within the fence in **Exhibit B** except when no organized activities or events are scheduled.

7.6. **Fees and Charges:** BALB may establish and charge fees and expenses, including but not limited to:

7.6.1. Special event fee for all approved and scheduled uses, including sport camps and schools, and other sporting, cultural, recreational events, and special events;

7.6.2. A fee for each individual and/or organization for each approved use permit applied for based on the current schedule of uses approved by BALB. Any such fee shall be equally applied, charged and collected from all users, groups, organizations, or entities, public or private;

7.6.3. Events scheduled by the City must be approved by BALB and shall not be subject to any fee established by BALB, except for the costs incurred by BALB directly attributable to that event, including the costs of, field layout, chalking, and damage associated with any event.

7.7. **Improvements:** BALB shall have the right to improve Pirtz Field in accordance with the Stewart Park master plan as currently adopted or amended;

7.7.1. Improvements not contained in the Stewart Park Master Plan must first be added to the Stewart Park Master Plan through the Parks and Recreation Department's Park Master Plan policy. In all cases, BALB and the City mutually agree to notify each other of any proposed new improvement or development sufficiently in advance, fourteen calendar days minimum, to allow a reasonable time for each to review and approve preliminary plans or proposals.

7.7.2. Any project greater than $10,000 that is not considered replacement of existing elements will be awarded and managed by the City. For all other projects under $10,000, BALB must secure all applicable permits and authorizations under municipal, state, and federal law for any improvement under its control;

7.7.3. All improvements made to Pirtz Field in accordance herewith will become property of the City upon completion.

7.8. **Concessions:** BALB shall have the right and responsibility for operation of any and all concessions associated with Pirtz Field during BALB scheduled uses and events. The City will be required to operate its own concessions for City-sponsored events and will receive all revenue from City-sponsored events. Concessions shall include all food and beverage items as well as any other products or goods to be sold or served within Pirtz Field. With the City's written approval BALB shall have the right to:

7.8.1. Assign its right to operate any and all concessions to other groups, organizations, or entities with the City's written permission;

7.8.2. Enter into long-term written agreements of 12 months or more with vendors for concessions;

7.8.3 Contract in whole or in part any concession services associated with Pirtz Field or to operate through its own employees or members or users with the City's permission;

7.8.4. Long-term contracts or agreements of 12 months or more entered into between BALB and third parties under Section 7.6.2 above for concessions shall be in writing. All concessions shall comply with all applicable City or State of Montana Health, Fire and Building Codes, including signage and shall comply with all existing and/or future policies adopted by the City relating to the operations of concessions. Each concessionaire shall provide proof of liability insurance and indemnification as described in Section 15.

7.8.4. Long-term contracts or agreements of 12 months or more entered into between BALB and third parties under Section 7.6.2 shall include an advertised notice soliciting RFPs from interested vendors appearing at least one full week in the local paper with the highest circulation and at least once in the appropriate trade publication; be designed to solicit responses from multiple potential vendors; be free from specifications, qualifications, or requirements that bias the process toward or against a specific vendor:

7.8.5. All long-term agreements shall be reviewed and approved as to form by the City Attorney;

7.9. **Naming:** During each one-year term of agreement BALB shall submit naming and memorial contribution opportunity requests and recommendations to the City for its approval to name and designate field spaces, buildings, and other structures and amenities at Pirtz Field for review under the PRPL park naming policy;

7.9.1. BALB shall not submit a proposal to name any feature using the name of a corporation, organization, or product detrimental to the health and welfare of children, including but not limited to alcohol or tobacco products or producers, gaming organizations, or purveyors of pornography;

7.9.2. BALB shall be responsible for recognizing and maintaining those names and designations during the term of this agreement.

8. **Advertising Sales:** BALB has the exclusive right to sell advertising rights, space, and opportunities within the facility and retain all revenue from such sales, including but not limited to signage, banners, scoreboard advertising, displays, announcements, program advertisements, and product placements.

9. **CITY'S RIGHTS & DUTIES:** In addition to the other provisions of this agreement and those provided by law, the City shall have the following rights and duties:

9.1. **Maintenance Responsibilities:** The City will:

9.1.1. Provide for the timely and regular irrigation of Pirtz Field including trees, shrubs, and other plantings;

9.1.2. Control weed growth on fences, along curb lines, and walkways;

9.1.3. Maintain, all city sewer lines, water lines, and underground or overhead electrical lines, electrical services, curbs, gutters, and walkways;

9.1.4. Empty all dumpsters serving Stewart Park and Pirtz Field as needed;

9.1.5. Activate all water lines and plumbing at the earliest appropriate time in the spring, winterize and disconnect the same in the fall;

9.1.6. Be responsible for all tree care including; pruning, planting, removal, and inventory.

9.2. **Utilities:** The City shall be responsible for water service and electrical service, and all utilities related to irrigation of Stewart Park and Pirtz Field.

9.3. **Restroom Facilities:** The City shall be responsible for activating permanent restroom facilities in the Spring and winterizing them in the Fall at the Park restroom facilities.

9.4. **Cost Reimbursement:** Any expenses incurred by BALB attributable to an event scheduled by the City shall be reimbursed to BALB.

9.5. **Concessions:** The City shall honor all contracts or agreements entered into by BALB, including contracts for concessions, in existence at the time of any notice of termination provided hereunder; however, City is under no obligation to honor any changes to such agreements after the notice of termination.

8.1.6. **Naming:** Upon termination of this agreement, physical features named and designated by BALB during the agreement shall also terminate and shall no longer remain in effect and City shall not be responsible for recognizing and maintaining the names and designation assigned by BALB to physical features in the Park

9.7. **Right of Entry and Inspection:** Nothing herein shall interfere with the City's right to enter and inspect the premises for any purpose consistent with this agreement or with the City's operation and maintenance of public park facilities.

9.8. **Use Requests:** All requests for use by the City and any person or organization shall be submitted to BALB in writing for approval at least fourteen (14) days prior to the proposed event unless a shorter period is approved by BALB. Approval or disapproval of all proposed uses shall be the responsibility of BALB and communicated to the event requestor within seven (7) days of receiving the event request unless a shorter period is approved by the requestor and BALB. BALB shall provide the City Parks and Recreation Department with all approved use requests a minimum of seven (7) days prior to the approved use request. BALB will facilitate ALL non-City use of Pirtz Field.

10. **PROCEEDS:** The parties agree that the proceeds (defined as gross proceeds from all user fees, concession revenue, and any other payments, donations, grants, or contributions related to Pirtz Field or activities conducted at Stewart Park) from the operation of the Pirtz Field shall be applied according to the following priorities:

10.1. To BALB's administrative costs and expenses;

10.2. To fulfill BALB's maintenance responsibilities, under 7.2;

10.3. To the City's costs to fulfill its maintenance responsibilities under 8.1;

10.4. Finally, any remainder shall be provided to the City for future operation and maintenance costs of Pirtz Field. Funds provided to the City under this paragraph will be separately accounted for and tracked to ensure that they are expended in accordance herewith.

11. **NOTICE:** The BALB shall at all times maintain a mailing address, phone number, and designated agent accessible to the public and the City for resolution of issues relating to this agreement and to receive notices associated therewith. The BALB shall notice the City with any changes in contact information prior to the effective date of that change.

12. **ASSIGNMENT:** This Agreement is not assignable by the BALB in whole or in part without the prior written approval of the City.

12. **NON-DISCRIMINATION:** The undersigned, either as an individual or on behalf of a group or organization, hereby agrees that this facility shall not be used in any manner that would discriminate against any person or persons on the basis of sex, marital status, age, physical or mental handicap, race, creed, religion, color, or national origin.

13. **BREACH:** Should this Agreement be violated, a notice thereof in writing shall be issued by the party asserting a breach to the other party; and if said breach is not corrected within thirty (30) days of said notice (the cure period), or such other reasonable period of time as the parties may agree; then this Agreement may be terminated at the option of the party wronged through a written notice of such provided at the end of the thirty (30) day cure period. However, In the event of a dispute regarding any asserted breach, the parties agree to meet in a timely fashion to attempt resolution of the asserted breach. If the parties are not able to resolve said breach or reach agreement regarding such, the parties agree to mediate the dispute prior to initiating any proceeding to terminate this Agreement based upon the alleged breach. Each party will be responsible for the payment of one-half of the mediator's costs. If mediation fails to resolve the dispute, then either party may pursue termination and all other available remedies including but not limited to litigation.

14. **ATTORNEY'S FEES and COSTS:** In the event, it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms on conditions of the Agreement, then the prevailing party shall be entitled to a reasonable attorney's fee and costs, including in-house counsel.

15. **INDEMNIFICATION/INSURANCE:**

15.1. The BALB shall require that all organizations sign the agreement that will indemnify, defend and hold BALB and the CITY harmless from, and against all claims, liabilities, damages; losses and expenses arising out of or resulting from such organization's negligent or intentional acts or omissions or those of any sub-contractor, agent, or anyone directly or indirectly volunteering for or employed by them.

15.2. BALB shall provide proof of liability insurance for all of its own programs and events in the minimum amount of $1,500,000 each occurrence naming the CITY as an additional, non-contributory insured. The BALB shall also require that each additional organization using the Stewart Park complex and/or providing concessions Premises carry minimum liability insurance in the amount of one million five hundred thousand and no/100 Dollars ($ 1,500,000) each occurrence (Montana Code Annotated Section 2-9-108(1)). Each organization shall provide BALB a current Certificate of Insurance naming both BALB and the City of Billings as additional insured parties. BALB shall routinely provide a copy of said certificates to the City for each event.

16. **AMENDMENTS and ADJUSTMENTS:** The parties shall also have the right to mutually renegotiate the terms and conditions herein on an annual basis upon either party's request. The parties hereby agree that any amendments or modifications to this Agreement or any provisions herein shall be made in writing and executed in the same manner as the original document and shall, after execution, become a part of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement this _____day of _____, 2022.

CITY: CITY OF BILLINGS, a Montana Municipal Corporation

By: _____
William Cole, Mayor

ATTEST:

By: _____
City Clerk

BALB: THE BILLINGS AMERICAN LEGION BASEBALL ASSOCIATION, a Montana Municipal Corporation

By: _____
President BALB

City Council Regular

Date:	12/19/2022
Title:	Approval of July 1, 2020 and July 1, 2021 IAFF - Local 521 Wages
Presented by:	Karla Stanton, Human Resources Director
Department:	Human Resources
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council approve the Fact Finder's recommendation and adjust IAFF - Local 521 hourly base wages accordingly:

- 3.5% effective July 1, 2021, and
- 3.3% effective July 1, 2022.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City Council is being asked to approve a tentative agreement for wages for the final two years of the labor contract between the International Association of Firefighters (IAFF) Local 521 and the City of Billings. In July 2021, Local 521 and City of Billings reached a tentative agreement of 3% in each year of the 2-year wage reopener. However, in August 2021, members of the IAFF voted the tentative agreement down. Therefore, both sides agreed to begin negotiating again in December 2021, and IAFF offered November 2021 NW Region CPI-U, non-seasonally adjusted, which was 6.5%. City agreed to calculate costs and reconvened again in January 2022.

On January 13, 2022, the City countered IAFF's offer with 0% July 1, 2021, and 6.1 % effective July 1, 2022. IAFF rejected that offer and countered with 3% effective July 1, 2021, and 6.1% effective July 1, 2022. City countered that proposal with 3.3% effective July 1, 2021, and 3% effective July 1, 2022. At that point, IAFF countered with a Last, Best, and Final offer of 3% effective July 1, 2021, and 5.8% effective July 1, 2022, with retroactive pay to July 1, 2021. City declined IAFF's Last, Best, and Final offer, and both parties agreed to request help from a Department of Labor mediator to help resolve the differences.

Mediation was held on February 28, and again on March 29, 2022, but no agreement was reached between the parties. On April 11, 2022, both parties agreed to meet again, without success. As a result, both parties agreed to Fact Finding and Arbitrator Ms. Vaile was selected as the Fact Finder to review the facts of the case and make a recommendation to the parties. Fact Finding was held on October 25, and both sides presented information to Ms. Vaile to support their positions. On November 14, 2022, Ms. Vaile sent her recommendations to both the IAFF and City via email, and her recommendation stated:

"...the undersigned recommends that the bargaining unit members receive a COLA of 3.5% for the fourth year of the CBA (FY 2022) and a COLA of 3.3% for the fifth year of the CBA (FY 2023)."

On December 6, 2022, members of the IAFF voted to accept the Fact Finder's recommendation of 3.5% effective July 1, 2021, and 3.3% effective July 1, 2022.

STAKEHOLDERS

City of Billings Firefighters and the City of Billings.

ALTERNATIVES

City Council may:

- Approve the recommendation of the Fact Finder;
- Postpone action on the wage reopener to obtain additional information; or,
- Deny approval of the Fact Finder's recommendation, forcing arbitration between IAFF and City of Billings.

FISCAL EFFECTS

All funds will be paid from the Public Safety Fund. The FY22 amounts (3.5%) will cost approximately $461,386 in additional wages and benefit costs. The FY23 amounts will be an additional $435,000. The FY23 budget assumed a COLA of 3%. No budget amendment will be needed, amounts in excess of the 3% budgeted will be covered by reduced expenses within the Fire Department budget.

City Council Regular

Date:	12/19/2022
Title:	MOU with Yellowstone County and the City of Laurel
Presented by:	Gina Dahl
Department:	Legal
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends approving the Memorandum of Understanding (MOU) with Yellowstone County and the City of Laurel regarding the the changes in the law following passage of HB 121.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Yellowstone County, City of Billings, and City of Laurel created a multi-jurisdictional health services district, known as the Yellowstone City-County Health Department (now under the umbrella of RiverStone Health), by Interlocal Agreement in 1997. This agreement was later modified in 2004 when an air pollution control program was developed in 2005. The Cities and County have worked cooperatively under the agreement for decades.

In 2021, in response to the pandemic, the Montana legislature passed HB 121. This bill required the formation of a "governing body" to oversee and approve certain actions of the board of health. In June 2021, the Yellowstone County Board of Commissioners notified the parties of its intent to negotiate a revision of the existing Interlocal Agreement in light of the legislative changes. Discussions between city, county, and health department staff began at that time and continued until a consensus was reached in October 2022 to draft a Memorandum of Understanding (MOU) to address the legislative changes instead of reopening and renegotiating a new Interlocal Agreement.

The proposed MOU defines the "local governing authority" as the governing body that provides oversight and approval of certain actions of the board of health and health officer as required under HB 121. This governing authority would consist of two members of Yellowstone County Board of Commissioners, two members of Billings City Council, and one member of Laurel City Council.

The issues that require action by the local governing authority include appointment of the Health Officer, approval of new and revised local public health rules, and approval of fees to administer regulations for the control and disposal of sewage from private and public buildings and facilities. The legislation was not intended to hinder, slow, or remove nonemergency related powers granted to a local board of health and the MOU clarifies the actions that are not subject to review or approval by the local governing authority in section 4.

This MOU was presented to Council at the December 5, 2022, work session. Council requested edits regarding the definition of "quorum" as well as the addition of a termination clause. Both were incorporated into the draft MOU and circulated to the County and the City of Laurel. The City of Laurel is scheduled to consider the agreement on Tuesday, December 13. At the time of submission of this memo, Yellowstone County has not yet placed it on their agenda for consideration. Council will be updated on the status of approval/disapproval by Laurel and Yellowstone County at the December 19 regular meeting.

STAKEHOLDERS

Stakeholders include all the citizens of Laurel, Billings, and Yellowstone County.

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve and provide additional direction to staff regarding how Council would like to proceed to address the changes in the law which affect the Interlocal Agreement between the parties.

FISCAL EFFECTS

Attachments

HB 121
MOU
Interlocal Agreement

AN ACT REVISING LAWS RELATED TO LOCAL BOARDS OF HEALTH; REQUIRING THAT CERTAIN RULES, REGULATIONS, AND FEES BE PROPOSED BY A LOCAL BOARD OF HEALTH AND ADOPTED BY THE GOVERNING BODY; ALLOWING A LOCAL BOARD OF HEALTH TO ADOPT RULES TO IMPLEMENT A REGULATION ADOPTED BY A LOCAL GOVERNING BODY; ALLOWING A GOVERNING BODY TO AMEND A DIRECTIVE, MANDATE, OR ORDER GIVEN BY A LOCAL BOARD OF HEALTH DURING A TIME OF EMERGENCY OR DISASTER; ALLOWING A GOVERNING BODY TO AMEND AN ORDER GIVEN BY A LOCAL HEALTH OFFICER DURING A TIME OF EMERGENCY OR DISASTER; PROVIDING FOR RELIGIOUS FREEDOM; REVISING PENALTIES ALLOWED FOR THE VIOLATION OF A LOCAL BOARD RULE; REVISING AND PROVIDING DEFINITIONS; AMENDING SECTIONS 50-1-101, 50-2-116, 50-2-118, 50-2-124, AND 50-2-130, MCA; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. Section 50-1-101, MCA, is amended to read:

"**50-1-101. Definitions.** Unless the context indicates otherwise, in chapter 2 and this chapter, the following definitions apply:

(1) "Communicable disease" means an illness because of a specific infectious agent or its toxic products that arises through transmission of that agent or its products from an infected person, animal, or inanimate reservoir to a susceptible host. The transmission may occur either directly or indirectly through an intermediate plant or animal host, a transmitting entity, or the inanimate environment.

(2) "Condition of public health importance" means a disease, injury, or other condition that is identifiable on an individual or community level and that can reasonably be expected to lead to adverse health effects in the community.

(3) "Department" means the department of public health and human services provided for in 2-15-

2201.

(4) "Inanimate reservoir" means soil, a substance, or a combination of soil and a substance:

(a) in which an infectious agent normally lives and multiplies;

(b) on which an infectious agent depends primarily for survival; and

(c) where an infectious agent reproduces in a manner that allows the infectious agent to be transmitted to a susceptible host.

(5) "Institutional controls" means legal or regulatory mechanisms designed to protect public health and safety that:

(a) limit access to or limit or condition the use of environmentally contaminated property or media;

(b) provide for the protection or preservation of environmental cleanup measures; or

(c) inform the public that property or media is or may be environmentally contaminated.

(6) "Isolation" means the physical separation and confinement of an individual or groups of individuals who are infected ~~or reasonably believed to be infected~~ with a communicable disease ~~or possibly communicable disease~~ from nonisolated individuals to prevent or limit the transmission of the communicable disease to nonisolated individuals.

(7) "Local board of health" or "local board" means a county, city, city-county, or district board of health.

(8) "Local governing body" or "governing body" means:

(a) the board of county commissioners that oversees a county local board of health;

(b) the elected governing body of a city that oversees a city local board of health; or

(c) the entity identified as the governing body as established in the bylaws, interlocal agreement, or memorandum of understanding creating a city-county local board of health or a local district board of health.

~~(8)~~(9) "Local health officer" means a county, city, city-county, or district health officer appointed by a local board of health. With regard to the exercise of the duties and authorities of a local health officer, the term may include an authorized representative of the local health officer.

~~(9)~~(10) "Local public health agency" means an organization operated by a local government in the state, including local boards of health or local health officers, that principally acts to protect or preserve the public health.

~~(10)~~(11) "Physician" has the meaning provided in 37-3-102.

~~(11)~~(12) "Public health services and functions" means those services and functions necessary to promote the conditions in which the population can be healthy and safe, including:

(a) population-based or individual efforts primarily aimed at the prevention of injury, disease, or premature mortality; or

(b) the promotion of health in the community, such as assessing the health needs and status of the community through public health surveillance and epidemiological research, developing public health policy, and responding to public health needs and emergencies.

~~(12)~~(13) "Public health system" means state and local public health agencies and their public and private sector partners.

~~(13)~~(14) "Quarantine" means the physical separation and confinement of an individual or groups of individuals who ~~are or may~~ have been exposed to a communicable disease ~~or possibly communicable disease~~ and who do not show signs or symptoms of a communicable disease from nonquarantined individuals to prevent or limit the transmission of the communicable disease to nonquarantined individuals.

~~(14)~~(15) "Screening" means diagnostic or investigative analysis or medical procedures that determine the presence or absence of or exposure to a condition of public health importance or the condition's precursor in an individual.

~~(15)~~(16) "Testing" has the same meaning as screening."

Section 2. Section 50-2-116, MCA, is amended to read:

"**50-2-116. Powers and duties of local boards of health.** (1) It is a purpose of this chapter to address ongoing issues or conditions created during a declared state of emergency as a result of orders, directives, or mandates issued by the governor as allowed under Title 10, chapter 3, for a state of emergency acting longer than 7 days. It is not a purpose of this chapter to hinder, slow, or remove nonemergency-related powers granted to a local board of health.

(2) In order to carry out the purposes of the public health system, in collaboration with federal, state, and local partners, each local board of health shall:

(a) ~~appoint and fix the salary~~ recommend to the governing body the appointment of a local health

officer who is:

(i) a physician;

(ii) a person with a master's degree in public health; or

(iii) a person with equivalent education and experience, as determined by the department;

(b) elect a presiding officer and other necessary officers;

~~(c) employ qualified staff;~~

~~(d)~~(c) adopt bylaws to govern meetings;

~~(e)~~(d) hold regular meetings at least quarterly and hold special meetings as necessary;

~~(f)~~(e) identify, assess, prevent, and ameliorate conditions of public health importance through:

(i) epidemiological tracking and investigation;

(ii) screening and testing;

(iii) isolation and quarantine measures;

(iv) diagnosis, treatment, and case management;

(v) abatement of public health nuisances;

(vi) inspections;

(vii) collecting and maintaining health information;

(viii) education and training of health professionals; or

(ix) other public health measures as allowed by law;

~~(g)~~(f) protect the public from the introduction and spread of communicable disease or other conditions of public health importance, including through actions to ensure the removal of filth or other contaminants that might cause disease or adversely affect public health;

~~(h)~~(g) supervise or make inspections for conditions of public health importance and issue written orders for compliance or for correction, destruction, or removal of the conditions;

~~(i)~~(h) bring and pursue actions and issue orders necessary to abate, restrain, or prosecute the violation of public health laws, rules, and local regulations;

~~(j)~~(i) identify to the department an administrative liaison for public health. The liaison must be the local health officer in jurisdictions that employ a full-time local health officer. In jurisdictions that do not employ a full-time local health officer, the liaison must be the highest ranking public health professional employed by the

jurisdiction.

~~(k)~~(j) subject to the provisions of 50-2-130, ~~adopt~~ propose for adoption by the local governing body necessary regulations that are not less stringent than state standards for the control and disposal of sewage from private and public buildings and facilities that are not regulated by Title 75, chapter 6, or Title 76, chapter 4. The regulations must describe standards for granting variances from the minimum requirements that are identical to standards promulgated by the board of environmental review and must provide for appeal of variance decisions to the department as required by 75-5-305. If the local board of health regulates or permits water well drilling, the regulations must prohibit the drilling of a well if the well isolation zone, as defined in 76-4-102, encroaches onto adjacent private property without the authorization of the private property owner.

~~(2)~~(3) Local boards of health may:

(a) accept and spend funds received from a federal agency, the state, a school district, or other persons or entities;

(b) ~~adopt~~ propose for adoption by the local governing body necessary fees to administer regulations for the control and disposal of sewage from private and public buildings and facilities;

(c) ~~adopt~~ propose for adoption by the local governing body regulations that do not conflict with 50-50-126 or rules adopted by the department:

(i) for the control of communicable diseases;

(ii) for the removal of filth that might cause disease or adversely affect public health;

(iii) subject to the provisions of 50-2-130, for sanitation in public and private buildings and facilities that affects public health and for the maintenance of sewage treatment systems that do not discharge effluent directly into state water and that are not required to have an operating permit as required by rules adopted under 75-5-401;

(iv) subject to the provisions of 50-2-130 and Title 50, chapter 48, for tattooing and body-piercing establishments and that are not less stringent than state standards for tattooing and body-piercing establishments;

(v) for the establishment of institutional controls that have been selected or approved by the:

(A) United States environmental protection agency as part of a remedy for a facility under the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980, 42 U.S.C. 9601, et seq.; or

(B) department of environmental quality as part of a remedy for a facility under the Montana Comprehensive Environmental Cleanup and Responsibility Act, Title 75, chapter 10, part 7; and

(vi) to implement the public health laws;

(d) adopt rules necessary to implement and enforce regulations adopted by the local governing body; and

~~(d)~~(e) promote cooperation and formal collaborative agreements between the local board of health and tribes, tribal organizations, and the Indian health service regarding public health planning, priority setting, information and data sharing, reporting, resource allocation, service delivery, jurisdiction, and other matters addressed in this title.

~~(3)~~(4) A local board of health may provide, implement, facilitate, or encourage other public health services and functions as considered reasonable and necessary.

(5) A directive, mandate, or order issued by a local board of health in response to a declaration of emergency or disaster by the governor as allowed in 10-3-302 and 10-3-303 or by the principal executive officer of a political subdivision as allowed in 10-3-402 and 10-3-403:

(a) remains in effect only during the declared state of emergency or disaster or until the governing body holds a public meeting and allows public comment and the majority of the governing body moves to amend, rescind, or otherwise change the directive, mandate, or order; and

(b) may not interfere with or otherwise limit, modify, or abridge a person's physical attendance at or operation of a religious facility, church, synagogue, or other place of worship."

Section 3. Section 50-2-118, MCA, is amended to read:

"**50-2-118. Powers and duties of local health officers.** (1) In order to carry out the purpose of the public health system, in collaboration with federal, state, and local partners, local health officers or their authorized representatives shall:

~~(1)~~(a) make inspections for conditions of public health importance and issue written orders for compliance or for correction, destruction, or removal of the condition;

~~(2)~~(b) take steps to limit contact between people in order to protect the public health from imminent threats, including but not limited to ordering the closure of buildings or facilities where people congregate and

canceling events;

~~(3)~~(c) report communicable diseases to the department as required by rule;

~~(4)~~(d) establish and maintain quarantine and isolation measures as adopted by the local board of health; and

~~(5)~~(e) pursue action with the appropriate court if this chapter or rules adopted by the local board or department under this chapter are violated.

(2) A directive, mandate, or order issued by a local health officer in response to a declaration of emergency or disaster by the governor as allowed in 10-3-302 and 10-3-303 or by the principal executive officer of a political subdivision as allowed in 10-3-402 and 10-3-403:

(a) remains in effect only during the declared state of emergency or disaster or until the governing body holds a public meeting and allows public comment and the majority of the governing body moves to amend, rescind, or otherwise change the directive, mandate, or order; and

(b) may not interfere with or otherwise limit, modify, or abridge a person's physical attendance at or operation of a religious facility, church, synagogue, or other place of worship."

Section 4. Section 50-2-124, MCA, is amended to read:

"**50-2-124. Penalties for violations.** (1) (a) A person who does not comply with rules adopted by a local board ~~is guilty of a misdemeanor. On conviction, the person shall be fined~~ is subject to a civil penalty of not less than $10 or more than $200.

(b) A business entity that does not comply with rules adopted by a local board is subject to a civil penalty of not more than $250.

(2) Except as provided in 50-2-123 and subsection (1) of this section, a person who violates the provisions of this chapter or rules adopted by the department under the provisions of this chapter is guilty of a misdemeanor. On conviction, the person shall be fined not less than $10 or more than $500 or be imprisoned for not more than 90 days, or both.

(3) Each day of violation constitutes a separate offense.

(4) The local board or the county attorney of the county in which a violation allowed in subsection (1) occurred may petition a court of limited jurisdiction to impose the civil penalties allowed in subsection (1).

Venue for an action to collect a civil penalty pursuant to subsection (1) is in the county in which the violation occurred or in a court of limited jurisdiction.

~~(4)~~(5) Fines, except justice's court fines, must be paid to the county treasurer of the county in which the violation occurs.

(6) (a) As used in this section, "business entity" means a corporation, association, partnership, limited liability partnership, limited liability company, sole proprietorship, or other legal entity recognized under state law.

(b) The term does not include an individual."

Section 5. Section 50-2-130, MCA, is amended to read:

"**50-2-130. Local regulations no more stringent than state regulations or guidelines.** (1) After April 14, 1995, except as provided in subsections (2) through (4) or unless required by state law, the local board may not ~~adopt~~ propose for adoption by the local governing body a rule under ~~50-2-116(1)(k), (2)(c)(iii), or (2)(c)(iv)~~ 50-2-116(2)(j), (3)(c)(iii), or (3)(c)(iv) that is more stringent than the comparable state regulations or guidelines that address the same circumstances. The local board may incorporate by reference comparable state regulations or guidelines.

(2) The local board may ~~adopt~~ propose for adoption by the local governing body a rule to implement ~~50-2-116(1)(k), (2)(c)(iii), or (2)(c)(iv)~~ 50-2-116(2)(j), (3)(c)(iii), or (3)(c)(iv) that is more stringent than comparable state regulations or guidelines only if the local board makes a written finding, after a public hearing and public comment and based on evidence in the record, that:

(a) the proposed local standard or requirement protects public health or the environment; and

(b) the local board standard or requirement to be imposed can mitigate harm to the public health or environment and is achievable under current technology.

(3) The written finding must reference information and peer-reviewed scientific studies contained in the record that forms the basis for the local board's conclusion. The written finding must also include information from the hearing record regarding the costs to the regulated community that are directly attributable to the proposed local standard or requirement.

(4) (a) A person affected by a rule of the local board adopted after January 1, 1990, and before April

14, 1995, that that person believes to be more stringent than comparable state regulations or guidelines may petition the local board to review the rule. If the local board determines that the rule is more stringent than comparable state regulations or guidelines, the local board shall comply with this section by either revising the rule to conform to the state regulations or guidelines or making the written finding, as provided under subsection (2), within a reasonable period of time, not to exceed 12 months after receiving the petition. A petition under this section does not relieve the petitioner of the duty to comply with the challenged rule. The local board may charge a petition filing fee in an amount not to exceed $250.

(b) A person may also petition the local board for a rule review under subsection (4)(a) if the local board adopts a rule after January 1, 1990, in an area in which no state regulations or guidelines existed and the state government subsequently establishes comparable regulations or guidelines that are less stringent than the previously adopted local board rule."

Section 6. Effective date. [This act] is effective on passage and approval.

- END -

I hereby certify that the within bill,

HB 121, originated in the House.

_____

Chief Clerk of the House

_____

Speaker of the House

Signed this _____day

of_____, 2021.

_____

President of the Senate

Signed this _____day

of_____, 2021.

HOUSE BILL NO. 121

INTRODUCED BY D. BEDEY, J. ELLSWORTH

AN ACT REVISING LAWS RELATED TO LOCAL BOARDS OF HEALTH; REQUIRING THAT CERTAIN RULES, REGULATIONS, AND FEES BE PROPOSED BY A LOCAL BOARD OF HEALTH AND ADOPTED BY THE GOVERNING BODY; ALLOWING A LOCAL BOARD OF HEALTH TO ADOPT RULES TO IMPLEMENT A REGULATION ADOPTED BY A LOCAL GOVERNING BODY; ALLOWING A GOVERNING BODY TO AMEND A DIRECTIVE, MANDATE, OR ORDER GIVEN BY A LOCAL BOARD OF HEALTH DURING A TIME OF EMERGENCY OR DISASTER; ALLOWING A GOVERNING BODY TO AMEND AN ORDER GIVEN BY A LOCAL HEALTH OFFICER DURING A TIME OF EMERGENCY OR DISASTER; PROVIDING FOR RELIGIOUS FREEDOM; REVISING PENALTIES ALLOWED FOR THE VIOLATION OF A LOCAL BOARD RULE; REVISING AND PROVIDING A DEFINITION DEFINITIONS; AND AMENDING SECTIONS 50-1-101, 50-2-116, 50-2-118, 50-2-124, AND 50-2-130, MCA; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

MEMORANDUM OF UNDERSTANDING REGARDING HB121

This Memorandum of Understanding ("Agreement") is entered into between Yellowstone County ("County"), the City of Billings ("Billings") and the City of Laurel ("Laurel") (collectively "the Parties") for purposes of creating and implementing processes and procedures for complying with requirements set forth by the Montana Legislature in the laws collectively known as House Bill 121 ("HB121") during the 2021 Legislative session.

WHEREAS, the County, Billings and Laurel are parties to the agreement that creates the multi-jurisdictional service district created to provide health services and health department functions known as the "Interlocal Agreement;"

WHEREAS, by virtue of HB121, the Parties are subject to various rights and responsibilities created by the Interlocal Agreement; and,

WHEREAS, it is the intent of the Parties to comply with HB121 and to set forth as clearly as possible the methods of doing so for each as well as for the Parties collectively;

THEREFORE, this Agreement sets forth the following terms pursuant to which the County, Billings and Laurel shall agree:

1. **Definitions**: This Agreement shall be subject to the following definitions:

(a) "Local Governing Body" shall refer to elected officials governing Yellowstone County (Board of County Commissioners), the City of Billings (Billings City Council), and the City of Laurel (Laurel City Council), respectively.

(b) "Local Governing Authority" shall refer to a subset of the Local Governing Bodies that is constituted and empowered to provide oversight and approval of certain Health Office and Board of Health recommendations as required under HB121 and as set forth herein.

2. Composition of and action by the Local Governing Authority.

(a) The Parties agree that, using the proportions described in the Interlocal Agreement, a five-member Local Governing Authority will be created within one (1) month of the effective date of this Agreement. Composition of the Local Governing Authority shall be as follows:

- Two (2) members appointed by the Yellowstone County Board of County Commissioners;
- Two (2) members appointed by the Billings City Council; and,
- One (1) member appointed by the Laurel City Council.

(b) The Parties agree that each member of the Local Governing Authority must be currently seated, elected members of the Local Governing Body that appoints them.

(c) Each Local Governing Body has the sole appointment and removal authority for members of the Local Governing Authority.

(d) Each appointed member of the local governing authority shall be appointed for a three (3) year term.

(e) In the event that a Local Governing Body has one or more unfilled position(s) on the Local Governing Authority, then the Local Governing Authority shall continue to operate, subject to the terms of the quorum requirement that follows.

(f) A quorum of the Local Governing Authority shall be established by the presence of a majority of appointed members at any meeting.

(g) The Local Governing Authority shall have a chairperson for purposes of meeting management and logistics. The chairperson shall have no special powers or authorities different from or greater than any other member. The chairperson shall rotate each calendar year, starting with a representative of the County, followed by a representative of the City of Billings, and then followed by the representative of the City of Laurel. The rotation cycle shall then repeat.

(h) The Local Governing Authority shall meet on an as-needed basis and may take action through an in-person meeting or an electronic meeting (e.g., telephone or computer) subject to all open meeting requirements. The chairperson, as part of his/her management and logistics function shall determine the manner of meeting or acting for each time a need for local governing authority discussion or action is required. The chairperson is responsible for ensuring proper public notice is made of any and all meetings of the Local Governing Authority and that minutes are recorded, as necessary.

(i) So long as a quorum is present, actions of the local governing authority shall be determined by a simple majority vote of those present.

3. <u>Issues Requiring Action by the Local Governing Authority.</u>

(a) Appointment of a new Health Officer. Upon determining the need for a new Health Officer, the Board of Health shall make its recommendation to the Local Governing Authority, which shall act to approve or disapprove the recommendation after conducting a public meeting. In the event that there is not a Health Officer in place at the time of the recommended appointment, then the person recommended by the Board of Health for appointment may fill the role until such time as the Local Governing Authority acts.

(b) Approval of new local public health rules. Any proposed new local public health rules shall be developed and vetted by the Health Officer and Board of Health. When the development process is complete, then the Board of Health or Health Officer shall notify the Local Governing Authority that a decision is needed, and a public meeting shall be arranged by the chairperson. The Local Governing Authority will then act to approve or disapprove the proposed local public health rule.

(c) Approval of revised local public health rules. If the Health Officer and Board of Health determine that an existing rule needs to be modified, then they shall develop and vet the proposed revisions. When the development process is complete, then the Board of Health or Health Officer shall notify the Local Governing Authority that a decision is needed, and a public meeting shall be arranged by the chairperson. The Local Governing Authority will then act to approve or disapprove the proposed local public health rule. In the event that the Local Governing Authority disapproves the proposed revision, then any existing local public health rule shall remain in effect.

(d) Approval of fees proposed for adoption by the local governing body to administer regulations for the control and disposal of sewage from private and public buildings and facilities.

4. <u>Issues not Subject to Local Governing Authority Approval</u>.

(a) The Parties wish to clarify that the purpose and scope of this Agreement, and of the Local Governing Authority, is to comply with the terms of HB121. Therefore, it is necessary to explicitly state some, though not all, of the issues that will not be addressed by the Local Governing Authority.

(b) HB121 states that "(i)t is not a purpose of this chapter to hinder, slow, or remove nonemergency-related powers granted to a local board of health." [HB121, section 2.] Therefore, the local governing bodies have determined that the following activities and authorities are not subject to approval by the local governing authority:

- Completion of and action on authorized inspections (e.g., food service inspections, public accommodation inspections, etc.), including issuance or denial of permits or licenses resulting from such inspections.
- Issuance of quarantine and/or isolation order to individuals consistent with state law and regulations governing the control of communicable diseases.
- Issuance of public health guidance for matters such as but not limited to emerging infectious diseases, food supply warnings and recalls, water supply warnings and recalls, etc.
- Time-sensitive actions required to protect the public, such as but not limited to closing an unsanitary restaurant or preventing the sale of a potentially spoiled food after a truck wreck.
- Approval of fees established under authority of the Board of Health unless otherwise specified in this Agreement.

5. <u>No Creation of Entity, Hold Harmless</u>. This Agreement does not create any relationship whereby the Parties create any governmental or non-governmental entity outside of the scope described herein. This Agreement shall not be construed to create, either expressly or by implication, the relationship of agency between the County, the City of Billings and/or the City of Laurel in any manner in relation to the subject matter of this Agreement, and none shall be liable for the acts, errors, or omissions of the others entered into, committed or performed with respect to or in the performance of this Agreement. Each party agrees to indemnify and holds the others harmless against any claims arising from the acts, errors or omissions of its employees, appointees or agents.

6. **Legal Compliance**. Each Party agrees to be solely responsible for compliance with all laws, rules and requirements of each entity and agrees to abide by them as part of the Local Governing Authority.

7. **Governing Law, Dispute Resolution, Venue**. This Agreement shall be governed by and construed in accordance with the laws of the State of Montana. Should a dispute arise regarding the terms of this Agreement, the Parties shall first enter into good faith discussions in an attempt to resolve the dispute. Should the dispute result in litigation, the Parties agree that proper venue lies in the Montana 13th Judicial District Court, Yellowstone County.

8. **Entire Agreement.** This Agreement embodies the entire understanding between the Parties with respect to the specific subject matter hereof, and no prior oral or written representation shall serve to modify or amend this Agreement. This Agreement may not be modified except by action of all three governing bodies.

9. **Termination.** Any Party may terminate this Agreement for any reason when its governing body adopts a resolution for termination, and it serves ninety (90) days advance written notice of the intent to terminate on the other Parties.

10. **Authorized Signatures**. The Parties represent and agree that the persons signing this Agreement have authorization to bind their respective governmental entities to the terms of this Agreement and that this Agreement is not valid and enforceable until all Parties have signed.

CITY OF BILLINGS, MONTANA

By:_____
MAYOR

Date:_____

ATTEST:

By:_____
CITY CLERK

CITY OF LAUREL, MONTANA

By:_____
MAYOR

Date:_____

ATTEST:

By:_____
CITY CLERK

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA

By: _____

Date:_____

ATTEST:

By:_____
COUNTY CLERK AND RECORDER

INTERLOCAL AGREEMENT

An Interlocal Agreement (hereafter "AGREEMENT") is hereby entered into, effective as of July 1, 2004, (the "EFFECTIVE DATE"), by and between the following public agencies:

1. Yellowstone County, Montana (hereafter the "COUNTY"), the City of Billings, Montana (hereafter "BILLINGS"), and the City of Laurel, Montana (hereafter "LAUREL"), for the creation of a multi-jurisdictional service district which shall provide health services and health department functions, as fully set forth in Article I, hereafter;

and

2. The Town of Broadview, Montana (hereafter "BROADVIEW"), the COUNTY, BILLINGS and LAUREL, for the creation and administration of an air pollution control program (hereafter the "PROGRAM"), conditioned upon approval of the State of Montana, Board of Environmental Review (hereafter the "BOARD OF REVIEW"), as fully set forth in Article II, hereafter.

Collectively, the COUNTY, BILLINGS, LAUREL and BROADVIEW, may be referred to individually as a "PARTY" and collectively as the "PARTIES."

RECITALS

1. WHEREAS, agreements between local governments may be created by interlocal agreement; and

2. WHEREAS, each PARTY is a "public agency" as defined under the Interlocal Cooperation Act, Mont. Code Ann. §§7-11-101 *et seq.* (hereafter the "INTERLOCAL ACT"); and

3. WHEREAS, the INTERLOCAL ACT permits, and the PARTIES desire, to make the most efficient use of their powers by enabling them to cooperate with each other on a basis of mutual advantage, and thereby to provide services and facilities in a manner and pursuant to forms of government organization that will accord best with geographic, economic,

population, and other factors influencing the needs and development of local communities, and therefore, the PARTIES enter into this AGREEMENT; and

4. WHEREAS, the PARTIES may form multi-jurisdictional service districts to provide a higher level of service than is available through any one particular public agency forming the multi-jurisdictional service district; and

5. WHEREAS, under the INTERLOCAL ACT, the PARTIES may and hereby contract with each other to delegate the performance of certain administrative services, activities, or undertakings to the boards created under this AGREEMENT, including, but not limited to, the hiring of or contracting with professional persons licensed under Mont. Code Ann., Title 37; and

6. WHEREAS, this AGREEMENT outlines the purposes, powers, rights, obligations, and responsibilities of the PARTIES herein and this AGREEMENT has been authorized and approved by the governing body of each PARTY; and

7. WHEREAS, pursuant to the provisions of the INTERLOCAL ACT, any PARTY may appropriate funds for, and may sell, lease, or otherwise give or supply to, the administrative boards created under this AGREEMENT for the purpose of performance of this AGREEMENT and may provide such personnel or services therefore as may be within each PARTY's legal power to furnish; and

8. WHEREAS, on the 16th day of September, 1997, LAUREL adopted a resolution, R97-49, approving an interlocal agreement, a true and correct copy of which is attached hereto as Exhibit "A," (hereafter the "FIRST INTERLOCAL AGREEMENT") and authorized the Mayor and City Clerk of LAUREL to execute the FIRST INTERLOCAL

AGREEMENT, and on the 18th day of December, 2001, the City Council of LAUREL enacted Ordinance Number 001-5, entitled, "AN ORDINANCE APPROVING THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF LAUREL, CITY OF BILLINGS, AND YELLOWSTONE COUNTY CREATING A MULTI-JURISDICTIONAL SERVICE DISTRICT NAMED YELLOWSTONE CITY-COUNTY HEALTH DEPARTMENT," approving the FIRST INTERLOCAL AGREEMENT, as required by the provisions of Mont. Code Ann. §7-11-1105(1); and;

9. WHEREAS, on the 14th day of October, 1997, the City Council of BILLINGS (the "COUNCIL") approved the FIRST INTERLOCAL AGREEMENT by COUNCIL action and authorized the Mayor and City Clerk of BILLINGS to execute the FIRST INTERLOCAL AGREEMENT, and on the 11th day of February, 2002, the COUNCIL enacted Ordinance Number 02-5184, entitled, "AN ORDINANCE OF THE CITY OF BILLINGS, MONTANA, PROVIDING THAT THE CODE OF ORDINANCES, CITY OF BILLINGS, BE AMENDED BY ADDING A SECTION TO BE NUMBERED, 15-104(a) THROUGH (e); APPROVING THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF LAUREL, CITY OF BILLINGS, AND YELLOWSTONE COUNTY CREATING A MULTI-JURISDICTIONAL SERVICE DISTRICT NAMED YELLOWSTONE CITY-COUNTY HEALTH DEPARTMENT," approving the FIRST INTERLOCAL AGREEMENT, as required by the provisions of Mont. Code Ann. §7-11-1105(1); and

10. WHEREAS, the COUNTY adopted a resolution approving the FIRST INTERLOCAL AGREEMENT on October 3, 1997, Resolution No. 97-74, and on August 19, 2003, the COUNTY enacted ORDINANCE NO. 03-101, AN ORDINANCE APPROVING

AMENDMENTS TO THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF LAUREL, CITY OF BILLINGS, AND YELLOWSTONE COUNTY CREATING A MULTI-JURISDICTIONAL SERVICE DISTRICT NAMED YELLOWSTONE CITY-COUNTY HEALTH DEPARTMENT, SUPPLEMENTING AND RATIFYING CERTAIN ACTIONS TAKEN IN THE FORMATION OF THE MULTI-JURISDICTIONAL SERVICE DISTRICT, YELLOWSTONE COUNTY RESOLUTION 97-74, approving the FIRST INTERLOCAL AGREEMENT, as required by the provisions of Mont. Code Ann. §7-11-1105(1); and

11. WHEREAS, this AGREEMENT supercedes the FIRST INTERLOCAL AGREEMENT; and

12. WHEREAS, the COUNTY, BILLINGS and LAUREL hereby create, by Article I of this AGREEMENT, a multi-jurisdictional health service district named Yellowstone City-County Health Department (hereinafter "YCCHD"); and

13. WHEREAS, under the provisions of Mont. Code Ann. §7-11-1102(2)(i), YCCHD shall provide health department functions, which are set forth in Title 50, Chapter 2 of the Montana Code Annotated (hereafter "HEALTH DEPARTMENT FUNCTIONS"); and

14. WHEREAS, under the provisions of Mont. Code Ann. §7-11-1102(2)(i), YCCHD shall also provide health services and related services (hereafter "HEALTH SERVICES") as permitted by law; and

15. WHEREAS, under the provisions of Mont. Code Ann. §7-11-1102(2)(h), and the provisions of the Clean Air Act of Montana, Mont. Code Ann. §§75-2-101 *et seq.*, (hereafter the "CLEAN AIR ACT"), the PARTIES further desire and hereby establish an Air Pollution Control Program (the "PROGRAM"), to be administered as a multi-jurisdictional

service district consistent with the provisions of the CLEAN AIR ACT, including approval of the PROGRAM by the BOARD OF REVIEW; and

16. WHEREAS, it is the intent of the PARTIES that by this AGREEMENT the members of the BOARD OF HEALTH, as defined hereafter, and appointed as provided herein, shall constitute the Air Pollution Control Program Board (hereafter "AIR POLLUTION CONTROL BOARD"); and

17. WHEREAS, the provisions of the Mont. Code Ann. §§7-11-1101 *et seq.* and the CLEAN AIR ACT provide that the PARTIES may administer the PROGRAM in cooperation with each other and the PARTIES desire to administer the PROGRAM by entering into this AGREEMENT; and

18. WHEREAS, the PARTIES hereby create the PROGRAM to be administered as provided herein.

AGREEMENT

NOW, THEREFORE, in consideration of the Recitals and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the COUNTY, BILLINGS, LAUREL and BROADVIEW agree as follows:

ARTICLE I.

MULTI-JURISDICTIONAL SERVICE DISTRICT
YELLOWSTONE CITY-COUNTY HEALTH DEPARTMENT

1. **Name of Multi-Jurisdictional Service District.** The name of the multi-jurisdictional service district is the Yellowstone City-County Health Department ("YCCHD").

2. **Participants in YCCHD.** The public agencies that participate in the creation and operation of YCCHD are the COUNTY, BILLINGS and LAUREL.

3. **Services Provided.** The services provided by YCCHD include HEALTH DEPARTMENT FUNCTIONS and HEALTH SERVICES.

4. **Boundary of YCCHD.** For the provision of HEALTH DEPARTMENT FUNCTIONS, the boundary of YCCHD shall be the boundary of the COUNTY, as set forth on the map attached hereto as Exhibit "B," and made a part hereof, provided, that YCCHD may contract with other local government units within the State of Montana and the State of Montana for the provision of HEALTH DEPARTMENT FUNCTIONS outside the boundary of the COUNTY, but YCCHD shall allocate no funds from tax levies or appropriations from the COUNTY's general fund for the HEALTH DEPARTMENT FUNCTIONS provided by YCCHD outside the boundary of the COUNTY. For the provision of HEALTH SERVICES, the boundary of YCCHD shall be the boundary of the State of Montana, as set forth on the map attached as Exhibit "C" provided, however, that YCCHD shall allocate no funds from tax levies or appropriations from the COUNTY's general fund for HEALTH SERVICES provided by YCCHD outside the COUNTY.

5. **YCCHD Funding.**

a. Funding Sources. YCCHD shall be funded as follows:

i. Through revenues and fees generated by the provision of HEALTH SERVICES;

ii. Through revenues and fees generated by the provision of HEALTH DEPARTMENT FUNCTIONS;

iii. Through charitable gifting and charitable contributions;

iv. Through federal, state, local and private grants, payments and appropriations permitted by law, including but not limited to, COUNTY general fund appropriations and other appropriations from the COUNTY, BILLINGS and LAUREL, as permitted by law;

v. As of the EFFECTIVE DATE, YCCHD is funded through property tax assessments totaling 5.75 mills. Subject to the provisions of Mont. Code Ann. §§15-10-420, and 425, and Mont. Code Ann. §7-11-1112, the maximum property tax mill levy from property taxes the COUNTY may assess for YCCHD shall be no more than a total of 10.00 mills. Notwithstanding the maximum property tax mill levy stated herein, upon a determination that the general fund of the COUNTY is not sufficient to meet the approved budget of YCCHD, the COUNTY may assess additional mills as needed under the provisions of Mont. Code Ann. §50-2-114; and

vi. Through such other payments and appropriations as YCCHD may lawfully receive.

b. COUNTY Determination of Additional Funding. As long as BILLINGS and LAUREL have no obligation for financial contribution to the funding of YCCHD under this Article I, paragraph 5, the COUNTY may increase the funding of YCCHD as it shall determine and approval from BILLINGS or LAUREL to increase funding of YCCHD through an increased mill levy, or otherwise, shall not be required.

c. BILLINGS and LAUREL Funding. BILLINGS and LAUREL may provide such funding for YCCHD as agreed by the COUNTY, BILLINGS and LAUREL.

d. The funding described in this Article I, paragraph 5, is unrelated to the obligations of the COUNTY, BILLINGS and LAUREL to fund the PROGRAM, as provided and described in Article II, paragraph 9.

6. Organization of YCCHD.

a. YCCHD shall be a separate legal entity, administered by the Board of Health (hereafter the "BOARD OF HEALTH").

b. The BOARD OF HEALTH shall be appointed as follows:

i. The BOARD OF HEALTH shall consist of members, hereafter "BOARD MEMBERS," of not less than twelve (12), nor more than fifteen (15). At least two (2) BOARD MEMBERS shall be appointed by the COUNTY; at least two (2) BOARD MEMBERS shall be appointed by the Mayor of BILLINGS with the consent of the COUNCIL; and at least one (1) BOARD MEMBER shall be appointed by the Mayor of LAUREL with the consent of the Laurel City Council. The remaining 7-10 BOARD MEMBER positions shall be filled by the BOARD OF HEALTH.

ii. Selection of the BOARD MEMBERS and their respective terms of appointment shall be as follows:

(1) By the Board of County Commissioners of COUNTY;

(a) One (1) member whose term shall expire December 31, 2005;

(b) One (1) member whose term shall expire December 31, 2006;

(2) By the Mayor of BILLINGS with the consent of the COUNCIL:

(a) One (1) member whose term shall expire December 31, 2005;

(b) One (1) member whose term shall expire December 31, 2006;

(3) By the Mayor of LAUREL with the consent of the LAUREL City Council:

(a) One (1) member whose term shall expire December 31, 2006;

(4) By the BOARD OF HEALTH:

(a) Three (3) members whose terms shall expire December 31, 2004;

(b) Two (2) members whose terms shall expire December 31, 2005;

(c) Two (2) members whose terms shall expire December 31, 2006;

iii. All BOARD MEMBER positions will run for a period of three (3) years.

c. The BOARD OF HEALTH shall adopt bylaws, rules, and regulations for its operation and administration.

7. **Delegation of Authority.** COUNTY, BILLINGS and LAUREL hereby delegate to YCCHD, through the BOARD OF HEALTH, authority for administration of HEALTH DEPARTMENT FUNCTIONS and HEALTH SERVICES.

8. **Chief Executive Officer.** The BOARD OF HEALTH shall appoint a chief executive officer for YCCHD (hereafter "CEO"), who will employ suitable personnel, including professionals licensed under Title 37, Montana Code Annotated, to carry out the purposes of this AGREEMENT. The CEO may also be the Health Officer, as that position is defined in Mont. Code Ann. § 50-2-116, (hereafter "HEALTH OFFICER"). The powers and duties of the HEALTH OFFICER are as specified in Mont. Code Ann. § 50-2-118.

9. **Manner of Acquiring, Holding and Disposing of Property.** YCCHD shall have all of the authority and power granted to it under this AGREEMENT to the extent entitled under Title 50, Chapter 2 and Title 7, Chapter 11 of the Montana Code Annotated, including but not limited to, the following:

a. YCCHD shall seek to cooperate with and, where appropriate, contract in its own right with other state, federal, and private organizations and individuals having mutual interests.

b. YCCHD is authorized to enter into contracts in its own name, including contracts to receive grant monies and enter into contracts for the provision of HEALTH SERVICES, HEALTH DEPARTMENT FUNCTIONS, and other activities not inconsistent with the terms of this AGREEMENT or with the laws of the State of Montana. All revenues from HEALTH SERVICES are to be contracted directly to the BOARD OF HEALTH. YCCHD shall annually establish and maintain a budget, which shall be adopted and approved by the BOARD OF HEALTH.

c. YCCHD, in its name or in the name of the BOARD OF HEALTH, may establish such bank or investment accounts, as it shall deem necessary to fulfill its duties and obligations as described herein.

d. YCCHD is authorized to acquire, receive, hold, and dispose of real and personal property through acquisition, sale, gift, lease, or otherwise, and may hold and own such property in the name of YCCHD or the BOARD OF HEALTH.

e. YCCHD is authorized to sue and be sued.

10. Annual Reporting. YCCHD shall annually render a report of its financial condition and a summary of its activities to the COUNTY, BILLINGS and LAUREL.

11. Cooperation. The COUNTY, BILLINGS and LAUREL agree to cooperate fully with YCCHD, the BOARD OF HEALTH, and the management staff of YCCHD in order to carry out this AGREEMENT, and will make all information and facilities reasonably available as needed for this purpose.

12. Insurance, Claims, Defense.

a. The COUNTY shall defend and shall pay or settle all claims asserted against YCCHD or its officers, BOARD MEMBERS and employees, relating in any way to HEALTH DEPARTMENT FUNCTIONS.

b. YCCHD will obtain appropriate insurance, which covers HEALTH SERVICES activities, including comprehensive liability insurance, naming the COUNTY, BILLINGS and LAUREL as additional insureds. YCCHD shall not be responsible for the defense of, payment or settlement of, claims for:

i. Those matters described in paragraph 12(a) of this Article I;

ii. Those matters and claims which the law mandates legal representation by the Yellowstone County Attorney, including, but not limited to, those matters set forth in Mont. Code Ann. §50-2-115;

iii. Those claims the COUNTY, BILLINGS or LAUREL is, or are obligated by law, to defend, settle or pay; or

iv. Those claims which COUNTY and YCCHD agree the COUNTY will defend, settle or pay.

13. **Retirement System Payment and Reporting.** YCCHD shall be responsible for reports and payments of retirement system contributions pursuant to Mont. Code Ann. §19-2-506.

14. **Termination.**

a. Notice of Termination. The COUNTY, BILLINGS or LAUREL may withdraw from this Article I (hereafter, the "WITHDRAWING PARTY"), by giving written notice to the BOARD OF HEALTH of its intention to withdraw from the AGREEMENT. Withdrawal shall only occur on the last day of the fiscal year of the WITHDRAWING PARTY and written notice of withdrawal must be given at least one year prior to the date the WITHDRAWING PARTY shall withdraw. The WITHDRAWING PARTY shall be obligated to fund YCCHD, as provided in Article I, paragraph 5, until it shall have withdrawn.

b. LAUREL's Withdrawal. In the event LAUREL withdraws from this Article I, the BOARD OF HEALTH may by majority vote determine to continue to operate under this AGREEMENT. The BOARD OF HEALTH MEMBER for LAUREL shall abstain from voting to continue to operate under this AGREEMENT. Upon withdrawal, LAUREL shall then have no further right of participation on the BOARD OF HEALTH.

c. BILLINGS Withdrawal. In the event BILLINGS shall withdraw from this Article I, the AGREEMENT shall terminate upon BILLINGS' withdrawal.

d. COUNTY Withdrawal. In the event the COUNTY shall withdraw from this Article I, this AGREEMENT shall terminate upon the COUNTY's withdrawal.

e. BOARD OF HEALTH Termination. In the event the BOARD OF HEALTH shall elect to terminate this AGREEMENT, it shall immediately terminate.

f. Effect of Termination. Upon termination, the assets of YCCHD shall revert to the COUNTY, or to a non-profit entity, qualified as an IRC § 501(c)(3) or similarly qualified entity, as the BOARD OF HEALTH shall determine. Termination of this Article I shall act as a termination of the entire AGREEMENT.

15. **Duration.** This Article I shall continue until termination as provided in Article I, paragraph 14.

16. **Current Assets and Reserves.** The assets and reserves of YCCHD as of the date of this AGREEMENT shall remain the property of YCCHD.

ARTICLE II.

MULTI-JURISDICTIONAL SERVICE DISTRICT AIR POLLUTION CONTROL BOARD

1. **Creation of Air Pollution Control Program.** The PARTIES hereby create the PROGRAM.

2. **Administration of the PROGRAM.** The AIR POLLUTION CONTROL BOARD shall administer the PROGRAM consistent with the provisions of the CLEAN AIR ACT.

3. **Delegation of Authority.** The PARTIES hereby delegate to the AIR POLLUTION CONTROL BOARD authority to administer the PROGRAM.

4. **Chief Executive Officer.** The AIR POLLUTION CONTROL BOARD shall appoint a chief executive officer for the PROGRAM (hereafter "PROGRAM CEO") who shall employ suitable personnel, including professionals licensed under Title 37, Montana Code Annotated, to carry out the purposes of Article II of this AGREEMENT.

5. **Duties of the AIR POLLUTION CONTROL BOARD.** Subject to the approval from the BOARD OF REVIEW, the AIR POLLUTION CONTROL BOARD shall provide procedures for public notice, public hearing, public comment, and appeal for any proposed new or revised rules, ordinances, or local laws adopted pursuant to this Article II. The procedures must comply with the requirements of the CLEAN AIR ACT.

6. **Authority of the AIR POLLUTION CONTROL BOARD.** Subject to approval from the BOARD OF REVIEW, the AIR POLLUTION CONTROL BOARD may:

a. subject to the provisions of the CLEAN AIR ACT, provide by rule, ordinance, or local law for requirements compatible with, more stringent than, or more extensive than those imposed by Mont. Code Ann. §§75-2-203, 75-2-204, 75-2-211, 75-2-212, 75-2-215, 75-2-217 through 75-2-219, and 75-2-402 and rules adopted under these provisions;

b. provide for the enforcement of requirements established under paragraph 6(a) of this Article II, through COUNTY action, by appropriate administrative and judicial processes; and

c. provide for administrative organization, staff, financial resources, and other resources necessary to effectively and efficiently carry out the PROGRAM; and

d. as part of meeting the requirement in Article II, paragraph 6, administer the permit fee provisions of the CLEAN AIR ACT. The permit fees collected by the PROGRAM shall be deposited in the COUNTY's special revenue fund to be used by the PROGRAM for administration of permitting activities.

7. **Emergency Powers.** The PROGRAM shall have those emergency powers provided under the CLEAN AIR ACT, as approved by the BOARD OF REVIEW.

8. **Boundary.** The Boundary of the PROGRAM shall be the COUNTY, except as modified under the provisions of the CLEAN AIR ACT.

9. **Funding the PROGRAM.** The annual budget of the PROGRAM (the "BUDGET") shall be funded by:

a. federal aid and state aid;

b. permit fees received by the PROGRAM;

c. assessments, fines and penalties, received by the PROGRAM;

d. contractual payments;

e. reserves of the PROGRAM to the extent that such reserves exceed 25% of the BUDGET; and

f. Funding by the PARTIES - Arbitration. The remainder of the BUDGET shall be funded and paid by the PARTIES in proportion to the services provided to each

PARTY by the PROGRAM (the "ALLOCATION"). The PROGRAM shall submit the BUDGET, the COUNTY shall advance the ALLOCATION, and the PARTIES shall pay the ALLOCATION as follows:

i. Submission and Payment of the BUDGET. On or before March 1 of each year, the PROGRAM CEO, with approval of the PROGRAM BOARD, shall submit the BUDGET to the COUNTY for the upcoming year.

(1) The BUDGET shall include the ALLOCATION, which initially shall be:

(a) For BILLINGS - 62%
(b) For LAUREL - 3%
(c) For the COUNTY - 35%; and
(d) For BROADVIEW - 0%.

(2) A PARTY's proportionate share of the ALLOCATION may be adjusted annually based upon services provided by the PROGRAM, but shall not increase more or decrease less than 25% from the previous year, unless the increase or decrease is based upon a service level change requested by a PARTY and approved by the PROGRAM BOARD.

(3) The COUNTY shall pay the total ALLOCATION to the PROGRAM as follows:

(a) Upon receipt from the PROGRAM BOARD, the COUNTY shall place the BUDGET on its consent agenda and accept or reject the BUDGET at its next regularly scheduled meeting.

(b) The approved BUDGET shall be available from the COUNTY and paid to the PROGRAM BOARD by July 1 of each year.

ii. Reimbursement. On or before April 1 of each year, the COUNTY shall submit the BUDGET to BILLINGS, LAUREL and BROADVIEW for reimbursement of each PARTY's ALLOCATION, which shall, subject to sub-paragraph (iii) below, be timely approved and reimbursed to the COUNTY.

iii. Arbitration.

(1) If any PARTY shall not have acted on, or shall have rejected all or any portion of, the BUDGET within thirty days of receipt from the COUNTY, (hereafter "REJECTION") a representative of each PARTY shall, within thirty days of REJECTION, meet (hereafter the "JOINT MEETING") and resolve any issue concerning the BUDGET.

(2) If within thirty days of the JOINT MEETING, the PARTIES are unable to resolve every issue pertaining to the BUDGET, then the COUNTY shall immediately submit all unresolved issues to arbitration, pursuant to the provisions of the Uniform Arbitration Act, Mont. Code Ann. §§27-5-111, *et seq.*, to an arbitrator appointed by a majority of the PARTIES, or in lieu of the PARTIES failing to agree on an arbitrator, to an arbitrator appointed by the COUNTY. The PARTIES agree to be bound by the orders and final determination of the arbitrator.

iv. Failure to Fund PROGRAM. If the BUDGET shall not be funded by July 1 of each year, the PROGRAM BOARD shall have no obligation, and may immediately cease, to provide services under the PROGRAM.

10. Manner of Acquiring, Holding and Disposing of Property. The AIR POLLUTION CONTROL BOARD shall have all of the authority and power granted to it under this AGREEMENT and as approved by the BOARD OF REVIEW, including but not limited to the following:

a. The AIR POLLUTION CONTROL BOARD shall seek to cooperate with and, where appropriate, contract in its own right with other state, federal, and private organizations and individuals having mutual interests.

b. The AIR POLLUTION CONTROL BOARD is authorized to enter into contracts in its own name, or in the name of the PROGRAM, including, but not limited to, contracts to receive grant monies and enter into contracts for the provision of the administrative services the PROGRAM may perform by law or as provided herein, as well as other activities not inconsistent with the terms of this AGREEMENT or with the laws of the State of Montana.

c. The AIR POLLUTION CONTROL BOARD, in its name, or in the name of the PROGRAM, may establish such bank or investment accounts, as it shall deem necessary to fulfill its duties and obligations as described herein.

d. The AIR POLLUTION CONTROL BOARD is authorized to acquire, receive, hold, and dispose of real and personal property through acquisition, sale, gift, lease, or otherwise, and may hold and own such property in its name, or in the name of the PROGRAM.

e. The AIR POLLUTION CONTROL BOARD, in its name, or in the name of the PROGRAM, is authorized to sue and be sued.

11. Annual Reporting. The PROGRAM shall annually render a report of its financial condition and a summary of PROGRAM activities to the PARTIES.

12. Cooperation. The PARTIES agree to cooperate fully with the PROGRAM, the AIR POLLUTION CONTROL BOARD, and the management staff of the PROGRAM in order to carry out this AGREEMENT, and will make all information and facilities reasonably available as needed for this purpose.

13. Retirement System Payment and Reporting. YCCHD shall be the party responsible for reports and payments of retirement system contributions pursuant to Mont. Code Ann. §19-2-506.

14. Termination.

a. Termination by a PARTY. The provisions of this Article II shall automatically renew and be binding upon each PARTY for additional one year terms from the EFFECTIVE DATE, until any PARTY shall withdraw from the provisions of this Article II by giving at least one year's notice of such withdrawal, PROVIDED:

i. Withdrawal shall only occur on the last day of the fiscal year of the PARTY intending to withdraw, and written notice of withdrawal must be given at least one year prior to the date the PARTY shall withdraw; and

ii. The PARTY intending to withdraw shall continue to provide funding for the PROGRAM in amounts at least equal to the amount funded by the PARTY in the year notice of the PARTY's intent to terminate its participation was given.

b. Termination by the AIR POLLUTION CONTROL BOARD. The AIR POLLUTION CONTROL BOARD may terminate this Article II at any time if the AIR

POLLUTION CONTROL BOARD reasonably determines there is insufficient funding to implement the PROGRAM or for any other legitimate business reason.

15. **Effect of Termination.** Upon termination, the assets of the PROGRAM shall revert to the COUNTY. Termination of this Article II shall not constitute a termination of any other Article of this AGREEMENT.

16. **Duration.** This Article II shall continue until termination as provided in Article II, paragraph 14.

17. **Claims, Representation and Insurance.** It shall be the duty of the COUNTY to pay, satisfy or resolve by judicial or administrative proceeding, or otherwise, any and all claims asserted against the AIR POLLUTION CONTROL BOARD, the PROGRAM, or the employees of the PROGRAM, acting in the course and scope of their duties, (hereafter "PROGRAM EMPLOYEES"), and to defend any and all claims made against the AIR POLLUTION CONTROL BOARD, the PROGRAM and the PROGRAM EMPLOYEES. The COUNTY may obtain such insurance as the COUNTY deems appropriate to insure against such claims, demands or losses, but such insurance shall not relieve the COUNTY of any obligations of this paragraph.

18. **Boundary.** The boundary of the PROGRAM shall be the COUNTY, as identified in Exhibit "B," unless expanded or modified by the BOARD OF REVIEW, as provided under Mont. Code Ann. §75-2-301(6).

19. **Current Assets and Reserves.** Upon execution of this AGREEMENT, the assets and reserves of the existing air pollution control program shall immediately transfer and be vested in the PROGRAM BOARD.

ARTICLE III.

MISCELLANEOUS

1. **Filing of Agreement.** Upon the execution of this AGREEMENT by the PARTIES, it shall be filed with the Yellowstone County Clerk and Recorder and with the Montana Secretary of State, in accordance with the provisions of Mont. Code Ann. § 7-11-107.

2. **Incorporation of Recitals.** The recitals to this AGREEMENT are incorporated into every section of this AGREEMENT.

3. **Additional Documentation.** Each PARTY agrees to perform any further acts and execute and deliver any documents that may be reasonably necessary to carry out the provisions of this AGREEMENT.

4. **Written Consent.** The provisions of this AGREEMENT may be waived, altered, amended, or repealed, in whole or in part, by written consent of all the PARTIES and the BOARD OF HEALTH, and only upon the written consent of all the PARTIES and the BOARD OF HEALTH. The AGREEMENT may be amended by written modification between the PARTIES without an ordinance approving the amendment, except for those matters described in Mont. Code Ann. §7-11-1106, which require an amendment to each PARTY's ordinance approving the AGREEMENT.

5. **Governing Law.** This AGREEMENT shall be construed in accordance with, and governed by, the laws of the State of Montana.

6. **Execution in Counterparts.** This AGREEMENT may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

7. **Superceding Document.** This AGREEMENT shall supersede any previous Interlocal Agreement, or other agreement, establishing YCCHD or the PROGRAM.

8. **Waiver of Breach.** The waiver by any PARTY of a breach or violation of any provision of this AGREEMENT shall not operate as, or be construed to be, a waiver of any subsequent breach of the same or other provisions hereof.

9. **Captions and Construction.** The captions used herein as headings for the various paragraphs are for convenience only, and the PARTIES agree that such captions are not to be construed to be part of this AGREEMENT or to be used in determining or construing the intent or context of this AGREEMENT.

10. **Severability of Provisions.** Should any portion of this AGREEMENT be held unenforceable or inoperative for any reason, such portion of this AGREEMENT shall not affect any other portion of this AGREEMENT, but the remainder shall be as effective as though such ineffective portion had not been contained in this AGREEMENT.

11. **Assignment.** This AGREEMENT shall inure to the benefit of and shall be binding upon the PARTIES. No right or duty under this AGREEMENT, except as set forth in it, may be assigned without the express written consent of all of the PARTIES.

12. **Attorneys' Fees.** In the event of breach of this AGREEMENT, the party at fault shall pay to the other party all costs, including reasonable attorneys' fees, which may be incurred by such other parties in enforcing its rights under this AGREEMENT.

13. **Legal Interpretation of AGREEMENT.** In the event that any state or federal laws or regulations, now existing or enacted or promulgated after the effective date of this AGREEMENT, are interpreted by judicial decision, regulatory agency, or legal counsel in such a manner as to indicate that the terms of this AGREEMENT may be in violation of such laws or regulations, the PARTIES shall amend or terminate this AGREEMENT as necessary to comply with said laws or regulations to the maximum extent possible any such amendment shall preserve the underlying economic and financial arrangements between the PARTIES.

CITY OF BILLINGS, MONTANA

By: Charles F. Tooley
MAYOR

Date: 5/24/04

ATTEST:

By: Marita Herold
CITY CLERK

CITY OF LAUREL, MONTANA

By: _____
MAYOR

Date: 06/01/04

ATTEST:

By: _____
CITY CLERK

TOWN OF BROADVIEW, MONTANA

By: _____
MAYOR

Date: 6-8-04

ATTEST:

By: _____
TOWN CLERK

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA

By: _____
CHAIRMAN

Date: May 18, 2004

ATTEST:

By: _____
COUNTY CLERK AND RECORDER

YELLOWSTONE CITY-COUNTY BOARD OF HEALTH

By: _____
CHAIRMAN

Date: 5/27/09

ATTEST:

By: _____
VICE CHAIRMAN

EXHIBIT "A"
FIRST INTERLOCAL AGREEMENT

INTERLOCAL AGREEMENT

DEFINITION OF PUBLIC HEALTH:

Public Health in Montana is defined as an applied science designed to promote individual, community and environmental health by understanding, anticipating and responding to the health-related needs of Montanans in their community. Public health responsibilities and activities are extensive and their contributions are vitally important to the health of Montana's citizens.

PUBLIC HEALTH CORE FUNCTIONS ARE:

1. Assessment of health status, trends, risks and resources.
2. Health promotion.
3. Protection from health risks.
4. Assurances of health service availability and quality.
5. Policy development.
6. Leadership, technical expertise and administration.

WHEREAS, the Board of County Commissioners, Yellowstone County, Montana, created a multijurisdictional health service district named Yellowstone City-County Health Department (hereinafter called YCCHD), pursuant to Section 7-11-1102, MCA, on October 3, 1997;

The following political subdivisions of the State of Montana enter into this Agreement, to be effective January 1,1998:

- Yellowstone County, Montana, called County;
- City of Billings, Montana, called Billings;
- City of Laurel, Montana, called Laurel.

1. The parties propose by this Agreement that the District shall have all authority permitted to be held by local Boards of Health according to Part 1, Chapter 2, of Title 50, of Montana Code Annotated.

2. Board membership is as follows:

   a. Existing Board membership will expire December 31, 1997.

   b. The Bylaws of the Board shall require that the Board membership be of not less than twelve (12) members, nor more than fifteen (15) members, and shall require that at least two (2) Board members shall be appointed by the Board of County Commissioners of Yellowstone County, at least two (2) Board members shall be appointed by the Mayor with consent of the City Council of the City of Billings, Montana, at least one (1) member shall be appointed by the Mayor with consent of the City Council of the City of Laurel, Montana (MCA 50-2-106), and the remaining 7-

10 board positions will be filled by the Board of Health. Initial selection shall be as follows:

i. By the Board of County Commissioners of Yellowstone County:
   1) One (1) members whose term shall expire December 31, 1999
   2) One (1) member whose term shall expire December 31, 2000

ii. By the Mayor with the consent of the City Council of Billings, Montana
   1) One (1) members whose term shall expire December 31, 1999
   2) One (1) member whose term shall expire December 31, 2000

iii. By the Mayor with the consent of the City Council of Laurel, Montana
   1) One (1) member whose term shall expire December 31, 2000

iv. By the Board of Health
   1) Three (3) members whose term shall expire December 31, 1998
   2) Two (2) members whose term shall expire December 31, 1999
   3) Two (2) members whose term shall expire December 31, 2000

c. After the initial staggered appointments, all positions will be for a period of three (3) years.

3. Bylaws of the existing Board of Health shall continue in effect until such time as the Board revises or repeals current by-laws (MCA 50-2-106).

4. Each party agrees that it hereby delegates authority for administration of the health-related programs under its jurisdiction to the Board. This authority shall include administration of approved budgets, the existing equipment, existing space utilized, and employment of the Executive Director who will employ suitable personnel to carry out the purposes of the District. All assets and liabilities of the current YCCHD shall transfer to the new, multi-jurisdictional health service effective January 1, 1998.

5. The intent of this Agreement is to integrate all appropriate city and county health activities into the District as of January 1, 1998. Current employees of the YCCHD shall be transferred to the employment of the District as of such date and shall be guaranteed transfer of their existing personal benefits, including annual leave, sick leave and retirement.

6. The Board of Health shall employ a Health Officer as defined in MCA 50-2-116. The power and duties of the Health Officer are as specified in MCA 50-2-118.

7. YCCHD shall provide such reasonable and necessary services as are consistent with the purpose of the enabling legislation to the limit of available funds. In discharging such responsibility YCCHD shall seek to cooperate with and, where appropriate, to contract with other state, federal and private organizations having mutual interests. YCCHD is empowered to enter into contracts, including contracts to receive grant monies and contracts for personnel assistance, so far as the same shall be consistent with the purpose of enabling legislation. All YCCHD monies are to be contracted directly to the District governed by the Board of Health.

8. YCCHD shall be funded through federal, state, private funds and the Health Mill through the County mill levy (MCA 50-2-111). The Board of Health will present the budget on County mill dollars each year to the Board of County Commissioners for approval.

9. YCCHD shall annually render a report of its financial condition to the City Councils of Laurel and Billings and the Board of County Commissioners of Yellowstone County, Montana.

10. Each party agrees they will cooperate fully with YCCHD, the Board, and the management staff of YCCHD, in order to carry out this program, and will make all information and facilities available as needed for this purpose.

11. YCCHD will obtain appropriate insurance, which covers all activities within their responsibility including comprehensive liability insurance, which names each political subdivision as an additional insured party.

12. This agreement can be terminated by the unanimous agreement of the participating groups, the County Commissioners of Yellowstone County, the City Council of the City of Billings, Montana, and the City Council of the City of Laurel, Montana.

ATTEST:

COUNTY CLERK & RECORDER

BOARD OF COUNTY COMMISSIONERS
YELLOWSTONE COUNTY, MONTANA

CHAIRMAN

ATTEST:

CITY CLERK

SEAL

CITY OF BILLINGS, MONTANA

MAYOR

ATTEST:

CITY CLERK

CITY OF LAUREL, MONTANA

MAYOR

EXHIBIT "B"
BOUNDARY MAP
HEALTH DEPARTMENT FUNCTIONS
AND
THE AIR POLLUTION CONTROL PROGRAM

Montana Counties

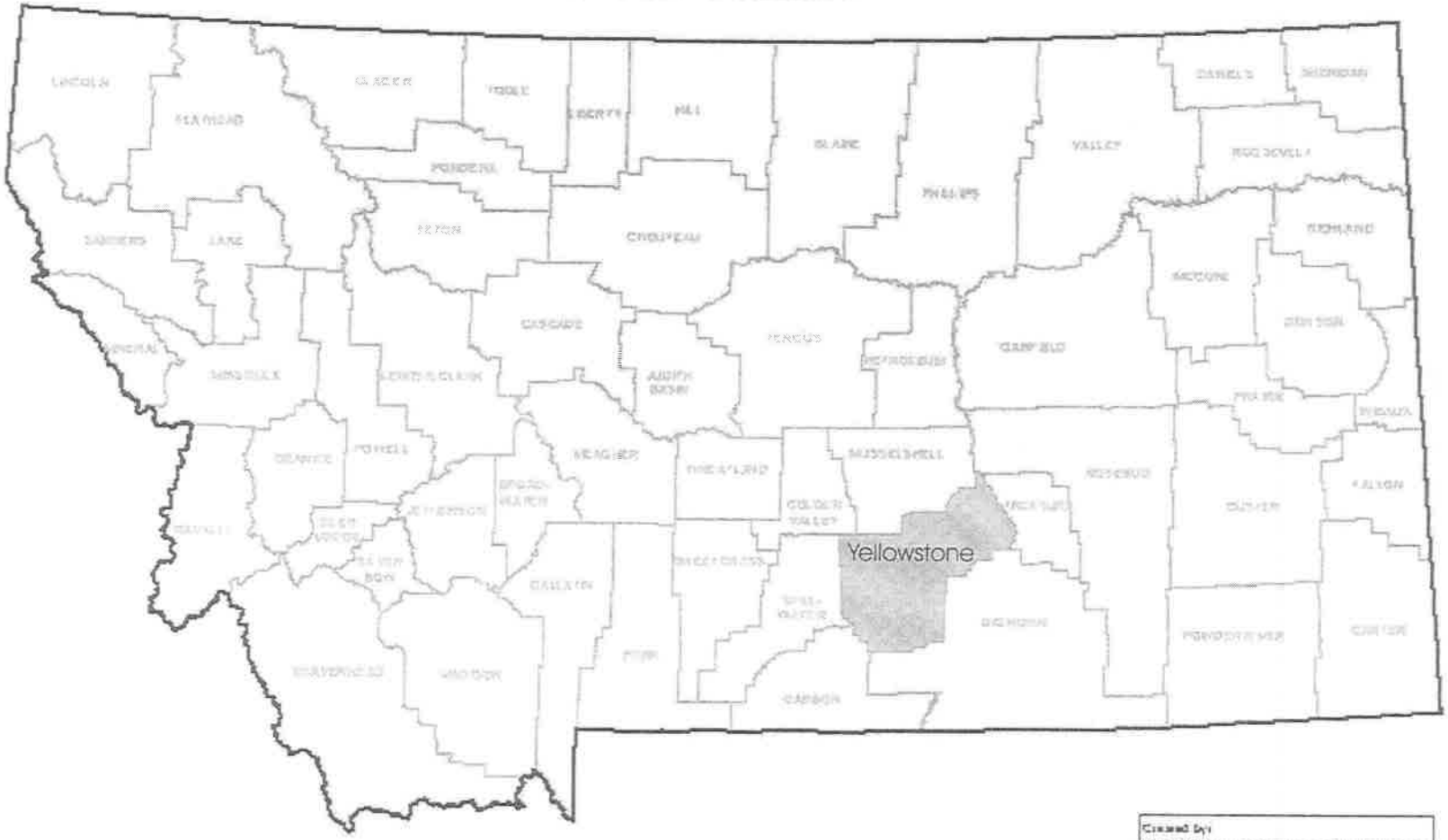
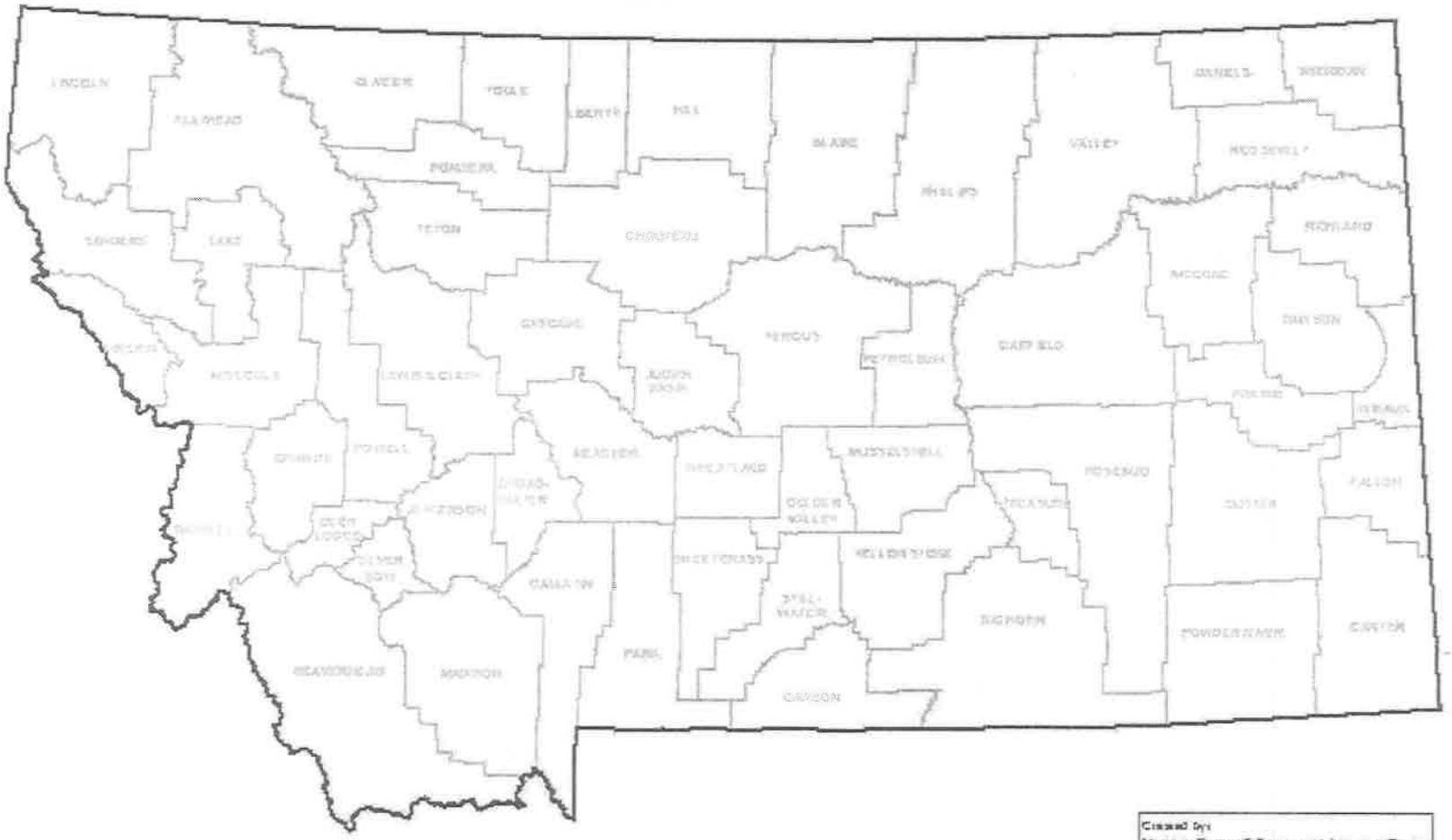


EXHIBIT "C"
BOUNDARY MAP
HEALTH SERVICES

Montana


LINCOLN
FLATHEAD
GLACIER
TOOLE
LIBERTY
HILL
BLAINE
PHILLIPS
VALLEY
DANIELS
SHERIDAN
ROOSEVELT
SANDERS
LAKE
PONDERA
TETON
CHOUTEAU
TOOLE
RICHLAND
MINERAL
MISSOULA
LEWIS & CLARK
CASCADE
FERGUS
PETROLEUM
GARFIELD
MCCONE
DAWSON
POWELL
JUDITH BASIN
MEAGHER
WHEATLAND
GOLDEN VALLEY
MUSSELSHELL
PRAIRIE
FALLON
GRANITE
BROADWATER
YELLOWSTONE
CARBON
STILLWATER
SWEET GRASS
CARTER
BEAVERHEAD
MADISON
PARK
CUSTER
POWDER RIVER
ROSEBUD
TREASURE
YELLOWSTONE
CARBON
Economic Development
Created by:
Montana Census & Economic Information Center
Montana Department of Commerce
1424 Ninth Ave., Helena, MT 59620-0505
406 444-4350
http://ceic.commerce.state.mt.us
January 11, 2001

City Council Regular

Date:	12/19/2022
Title:	FIRE HAZMAT DRONE RFP AWARD
Presented by:	Pepper Valdez, Fire Chief
Department:	Fire
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve a contract for $230,049 with Steel City Drones to provide Unmanned Aircraft Systems (UAS), or drones and training for all Montana State Regional Hazmat Teams under the 2022 State Homeland Security Grant Program.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

In 2020, the Billings Fire Department (BFD) Hazmat Team was awarded $300,000 from the Department of Homeland Security through a State Homeland Security Grant to purchase six unmanned aircraft systems, associated equipment, and funds for licensing and training of pilots for each hazmat team. Regional Hazmat Teams are located in Billings, Bozeman, Great Falls, Helena, Kalispell, and Missoula.

These UAS will be used to obtain rapid, real-time information on the scope and magnitude of a Hazmat incident for the local incident commander, enabling them to make strategic decisions to effectively identify and respond to any threat or hazard, aid in saving and sustaining lives, protecting property, and stabilizing incidents. The UAS systems can also be deployed to assist in wildland fires and search-and-rescue missions.

The Billings Fire Department (BFD) hosts one of six Regional Hazmat Teams sponsored by the State of Montana. These teams are statewide assets used to respond to hazardous material releases such as chemical spills, industrial accidents, radiation releases, and terrorism across the state. Historically, the state provided funding for training, upkeep, and new equipment to keep the teams functioning; however, in recent years, funding has been reduced and grants have been used to purchase needed equipment. In the past, the Billings Fire Department (BFD) Hazmat Team has applied for federal funding through the Department of Homeland Security on behalf of all six regional teams.

A Request for Proposals was advertised on September 30 and October 7, with the proposals due to the City by October 21, 2022. Five proposals were received and reviewed by a selection committee made up of City staff and representatives from the State of Montana and the Regional HazMat Teams. The selection committee unanimously chose Steel City Drones to recommend for Council approval.

ALTERNATIVES

City Council may Approve; or, Not Approve.Staff Recommendation and forfeit the grant funds for the purchase and development of UAS programs for all Montana Regional HazMat Teams.

FISCAL EFFECTS

The six (6) UAS platforms, equipment and training will be purchased by the City of Billings. All expenses will then be reimbursed by the 2022 State Homeland Security Grant and completed by August 31, 2023.

SUMMARY

Staff recommendation is to approve the purchase of drones, associated equipment and training for each of the Regional HazMat Teams from Steel City Drones for a total of $230,049.00.

Attachments

Agreement Steel City Drones

AGREEMENT FOR UNMANNED AIRCRAFT SYSTEMS FOR THE BILLINGS FIRE DEPARTMENT

THIS AGREEMENT is made and entered into _____, by and between the **CITY OF BILLINGS, MONTANA,** a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and **STEEL CITY DRONES, LLC**, of 282 Foxcroft Road, Pittsburg, PA 15220, hereinafter referred to as "**CONTRACTOR**."

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. **PURPOSE: CITY** agrees to hire **CONTRACTOR** as an independent contractor to provide all necessary equipment, setup, and training for the Fire Department's deployment of an Unmanned Aircraft Systems program, more accurately described in the Product and Services Specifications, attached hereto as Exhibit "A" and by this reference made a part hereof.

2. **EFFECTIVE DATE:** This **AGREEMENT** is effective upon the date of its execution and will terminate on June 30, 2023. The parties may extend this **AGREEMENT**, by mutual concurrence, for one (1) year, in writing prior to its termination.

3. **SPECIFICATIONS:** The **CONTRACTOR** shall provide the products and perform the services outlined in Exhibit "A". In performing these services, the **CONTRACTOR** shall at all times comply with all federal, state and local statutes, rules and ordinances applicable. These services and all duties incidental or necessary therefor, shall be performed diligently and completely and in accordance with professional standards of conduct and performance.

4. **INCORPORATION BY REFERENCE:** All exhibits and addenda attached hereto, as well as any bid or proposal referenced, are hereby incorporated into this **AGREEMENT** and made a part hereof. If there is any conflict between such exhibits or addenda and the terms of this **AGREEMENT**, the terms of this **AGREEMENT** shall control.

5. **PAYMENT: CITY** agrees to pay **CONTRACTOR** $230,049.00 for the products and services described in Exhibit "A". Any alteration or deviation from the described work that involves extra costs will be executed only upon written request by the **CITY** to **CONTRACTOR** and will become an extra charge over and above the contract amount. The parties must agree upon any extra charges in writing.

Except as otherwise specified herein, the **CONTRACTOR** shall invoice the **CITY** for all products and services rendered pursuant to this **AGREEMENT**. Such invoices shall specify the services provided to the **CITY,** identify the applicable fees, and shall be accompanied by reasonable documentation or other reasonable explanations supporting such charges.

Except as otherwise specified herein, the **CITY** shall pay the **CONTRACTOR** for said invoice within thirty (30) days after receipt.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **CONTRACTOR'S** discretion.

6. **INDEPENDENT CONTRACTOR STATUS:** The parties agree that **CONTRACTOR** is an independent contractor for purposes of this **AGREEMENT** and may not to be considered an employee of the **CITY** for any purpose. **CONTRACTOR** is not subject to the terms and provisions of the **CITY's** personnel policies handbook and may not be considered a **CITY** employee for workers' compensation or any other purpose. **CONTRACTOR** is not authorized to represent the **CITY** or otherwise bind the **CITY** in any dealings between **CONTRACTOR** and any third parties.

7. **INDEMNITY:**

The **CONTRACTOR** SHALL:

A. Indemnify and hold **CITY**, its officers, agents and employees harmless from any and all losses, damage and liability to the extent caused by any intentional or negligent act on the part of **CONTRACTOR** or its agents or employees.

B. Not indemnify and hold the **CITY** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or reasonable attorneys' fees and costs to the extent caused by the wrongful or negligent acts, error or omission of the **CITY** occurring during the course of or as a result of the performance of the **AGREEMENT**.

C. Where claims, lawsuits or liability, including reasonable attorneys' fees and costs arise from any wrongful or negligent act of both the **CITY** and the **CONTRACTOR**, the **CONTRACTOR** shall indemnify and hold the **CITY** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including reasonable attorneys' fees and costs, to the extent caused by

the **CONTRACTOR'S** or any subcontractor's wrongful or negligent acts occurring as a result from the **CONTRACTOR'S** performance pursuant to this **AGREEMENT**.

The **CITY** SHALL:

D. Indemnify and hold **CONTRACTOR**, its officers, agents and employees harmless from any and all losses, damage and liability to the extent caused by any intentional or negligent act on the part of **CITY** or its agents or employees.

E. Not indemnify and hold the **CONTRACTOR** harmless from claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses or reasonable attorneys' fees and costs to the extent caused by the wrongful or negligent acts, error or omission of the **CONTRACTOR** occurring during the course of or as a result of the performance of the **AGREEMENT**.

F. Where claims, lawsuits or liability, including reasonable attorneys' fees and costs arise from any wrongful or negligent act of both the **CONTRACTOR** and the **CITY**, the **CITY** shall indemnify and hold the **CONTRACTOR** harmless from only that portion of claims, causes of action, lawsuits, damages, judgments, liabilities, and litigation costs and expenses including attorneys' fees and costs, to the extent caused by the **CITY'S** or any subcontractor's wrongful or negligent acts occurring as a result from the **CITY'S** performance pursuant to this **AGREEMENT**.

8. <u>INSURANCE</u>:

A. The **CONTRACTOR** shall maintain in good standing the insurance described in this Section. Before rendering any services under this **AGREEMENT**, the **CONTRACTOR** shall furnish the **CITY** with proof of insurance in accordance with this Section.

The **CONTRACTOR** is exempt from Workers' compensation and employer's liability coverage as required by Montana law, but shall provide the following insurance with the **CITY** listed as an additional insured:

- Aircraft and Commercial General Aviation liability -- $750,000 per claim and $1,000,000 per occurrence.
- Automobile liability -- $1,000,000 per accident.

Each policy of insurance required by this Section shall provide for no less than 30 days' advance written notice to the **CITY** prior to cancellation.

9. <u>WARRANTY</u>: CONTRACTOR warrants that all services and work will be performed in a good workman-like manner. **CONTRACTOR** acknowledges that it will be liable for any breach of this warranty for the lesser period of one (1) year

from the time services are completed. Product warranties are as described in Exhibit "A".

10. **COMPLIANCE WITH LAWS: CONTRACTOR** agrees to comply with all federal, state, and local laws, ordinances, rules and regulations. **CONTRACTOR** agrees to purchase a **CITY** business license.

11. **NONDISCRIMINATION:**

A. **CONTRACTOR** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **CONTRACTOR** is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **CONTRACTOR** subjects subcontractors to the same provisions. In accordance with 49-3-207, MCA, and Executive Order No. 04-2016. **CONTRACTOR** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**.

B. The **CONTRACTOR** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, religion, national origin, ancestry, age, sex or marital status, or mental or physical impairment/disability.

The **CONTRACTOR** and subcontractor shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a), which prohibit discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

The **CONTRACTOR** and any subcontractor shall abide by the requirements of 41 CRF 60-1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have

inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with the **CONTRACTOR'S** legal duty to furnish information.

C. The **CONTRACTOR** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation.

D. The **CONTRACTOR** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination.

E. The **CONTRACTOR** shall include the provisions of Subsections A through D of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or vendor of the **CONTRACTOR** under this **AGREEMENT**.

F. The **CONTRACTOR** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause.

12. **DEFAULT AND TERMINATION:** If either party fails to comply with any condition of this **AGREEMENT** at the time or in the manner provided for, the other party may, at its option, terminate this **AGREEMENT** and be released from all obligations if the default is not cured within ten (10) calendar days after written notice is provided to the defaulting party. Said notice shall set forth the items to be cured. Additionally, the non-defaulting party may bring suit for damages, specific performance, and any other remedy provided by law. These remedies are cumulative and not exclusive. Use of one remedy does not preclude use of the others. Notices shall be provided in writing and hand-delivered or mailed to the parties at the addresses set forth in the first paragraph of this **AGREEMENT**.

13. **LIAISON: CITY's** designated liaison for this **AGREEMENT** is Mark Solberg, and **CONTRACTOR's** designated liaison for this **AGREEMENT** is Dave King.

14. **GOVERNING LAW AND VENUE:** This **AGREEMENT** shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this **AGREEMENT** shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

15. **SEVERABILITY:** Any provision or part of the **AGREEMENT** held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the **CITY** and the **CONTRACTOR**, who agree that the **AGREEMENT** shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

16. **SUCCESSORS AND ASSIGNS:** Neither the **CITY** nor the **CONTRACTOR** shall assign, transfer or encumber any rights, duties or interests accruing from this **AGREEMENT** without the written consent of the other.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA	**STEEL CITY DRONES, LLC**
_____	_____
WILLIAM A. COLE, MAYOR	**DAVE KING, PRESIDENT & CEO**
APPROVED AS TO FORM:	**ATTEST:**
By_____	_____
CITY ATTORNEY'S OFFICE	**DENISE BOHLMAN, CITY CLERK**

EXHIBIT A: PRODUCT AND SERVICES SPECIFICATIONS

Steel City Drones LLC
282 Foxcroft Road
Pittsburgh, PA 15220
+1 4129801941
dave@steelcitydrones.com

Estimate

ADDRESS	SHIP TO	ESTIMATE	2343
City of Billings	City of Billings	DATE	11/10/2022

DESCRIPTION	QTY	RATE	AMOUNT
Steel City M300 package includes: Matrice 300 RTK kit includes 1 year basic shield crash protection. This kit incldues the following: (1) aircraft body, (1) DJI Smart Controller and Lanyard, (2) TB60 batteries, 1 TB60 Battery charging station, (1) WB37 battery, (4) spare props, (2) landing gear legs, (1) vision calibration plate, (1) USB charger, (2) USB cables, screws-tools-spare parts.	6	13,199.00	79,194.00
Zenmuse H20T 4in1 camera with 1 year basic shield crash protection.	6	9,809.00	58,854.00
6 additional TB 60 Intelligent flight batteries for a total of 8 batteries for each aircraft	36	700.00	25,200.00
2nd Matrice 300 Smart controller	6	1,250.00	7,500.00
HPRC Matrice 300 case	6	985.50	5,913.00
Matrice 300 Dual Gimbal Mount	6	250.00	1,500.00
Universal Gas-radiation meter mount compatible with M300 series	6	1,250.00	7,500.00
DJI Enterprise Shield Basic Renew Protection plan for Matrice 300. When purchased the customer will get an activation code to use when there is less than 1 month left on their initial plan.	6	899.00	5,394.00
DJI Enterprise Shield Basic Renew Protection plan for the H20T Camera. When purchased the customer will get an activation code to use when there is less than 1 month left on their initial plan.	6	999.00	5,994.00
4 days of onsite setup and training. 6 training sessions on-site at each host department) Billings, Bozeman, Great Falls, Helena, Missoula, Kalispell). In total there would be 24 days of onsite training for the 6 locations listed. This would consist of 4 days of training at each of the 6 locations. Each location will have up to 10 participants with one instructor. We are offering 3 days of onsite training at each location for no extra cost. The only charge would be for 1 day of training for each location at a cost of $1500 per day which has been discounted 25% from our normal $2000 per day rate. In total we are including $39,000 of training at no cost. Cost listed includes Steel City Drones Travel Costs. To summarize Steel City Drones is covering for 3 of the 4 days at each location at no extra charge and discounting the 4th day of training 25%.	6	1,500.00	9,000.00
2nd instructor included for each of the 6 locations to decrease the student to instructor ration to 5 to 1. Each instructor will have 5 training participants. Cost listed is based on each day the 2nd instructor. This cost is discounted at 50% for a savings of $24,000. Cost includes Steel City Drones travel costs	6	4,000.00	24,000.00
24X7 support for as long as you own the equipment.	6	0.00	0.00
Unlimited Access Matrice 300 online training library for continual training development. Includes over 9 hours of training videos. These videos can be used for	6	0.00	0.00

monthly group training exercises			
Policy-SOP development Assistance	6	0.00	0.00
Unlimited access to Steel City Drones Part 107 online course	6	0.00	0.00

Steel City Drone's M300 startup package

SUBTOTAL	230,049.00
TAX	0.00
TOTAL	**$230,049.00**

Accepted By

Accepted Date

TAB 4 - PRODUCT DATA

The Specs listed in this RFP bid clearly show that the DJI Matrice 300 is the best platform for the following reasons.

- The agency wants to use various payloads (Gas Detection Systems).
- The Matrice 300 has the ability to carry up to 7 pounds in Payload.
- This aircraft provides the maximum flight time out of any drone on the market. It does not have the ability for 45 minute flights but will give the end user a true 34 minute flight time. More on this exception below in the bid.
- When the Matrice 300 is combined with a spotlight it provides the best possible low light capability.
- The Matrice 300 has the best Camera platform (Zenmuse H20T) which allows the end user to read a license plate from 1500 feet away and gives the highest resolution thermal camera on the market.
- The Matrice 300 is very user friendly as the H20T camera has all the cameras built into 1 camera package. You don't have to change cameras all you need to do is switch cameras through the app by pressing a button.
- The Thermal camera has Isotherm technology which allows you assign specific color pallets to any temperature range you desire which is great for Fire applications and Search & Rescue.
- The Matrice 300 is water resistive so you can fly it in rain or snow.
- The Matrice 300 has the ability to use 2 remote controllers so that you can have 2 pilots that can Leap frog from one to the other for longer distances. You can also have one operator as the pilot and one operator as a dedicated camera operator for very efficient flights.
- This aircraft can do autonomous flights very easily and allows the end user to setup search and rescue grids for effective missions.
- This aircraft is very modular which can be fitted with many different types of accessories such as spotlights, loudspeakers, payload drop systems and tethered power solutions.
- We have a 45 minute video that goes over all the features and functionality of this aircraft with lots of sample footage. You can see the review video below.



Link to the Review video can be found here https://youtu.be/0vJNlqo_Spw

TAB 5 - Video Storage System

All recorded media (video and photos) are written onto a MicroSD card on the camera. The media is high resolution video and photos. To view the footage the end user will take the card out of the camera and use a MicroSD card to USB or MicroSD to SD card converter to view the footage. Any PC or Mac can view the footage.

We recommend Adobe Lightroom if you are going to take a lot of pictures. Lightroom will help catalog all the footage in a very organized platform. Lightroom can also allow the end user to make adjustments to multiple images at the same time.

The Smart controller has a HDMI connector on the back of it which will allow you to run real time camera data to a larger display monitor or external system. You can also use a second controller as a data source. For example you can have the pilot outside flying and then use the second controller for a camera operator who can be inside a command vehicle or Fire Truck. You can also use the second controller just a video source to take to monitors inside a command vehicle via the wireless transmission to and from the drone.

Lastly, it is possible to broadcast the drone feed back to centralized command center that is not near the flying area. There are 3rd party solutions that can allow the end user to upload the footage to a cloud server and then anyone with an internet connection and the URL can view the footage anywhere in the world. The Smart Controller allows the end user to install 3rd party apps for uploading content to a cloud server.

TAB 6 – MAINTENANCE AND SUPPORT

- Maintenance for the equipment is minimal and is covered during the onsite training as well as in the Online Course.
- Steel City Drones offers 24/7 tech support 7 days a week. We answer the phone on weekends as well so we are always there to offer technical support over the phone as needed.
- The technical support offered with this bid is unlimited in regards to time as it does not expire. Our tech support is there as long as you own the equipment and is free of charge so there is no need for a maintenance or support contract.
- Ongoing maintenance can be performed by your local staff or we can provide it for you if you send the equipment out to us. We have sold more than 85 Matrice 300's to public safety clients since June 2019 and there has not been any maintenance issues with any clients.

Tab 7 – TRAINING CURRICULUM AND OVERALL PLAN

Since there are no industry standards for drone training, it is highly recommended to compare the overall training curriculum and experience of the actual trainer that would be working with your staff.

Our drone training includes the following core fundamentals.

- Setup all equipment and review the following during setup.
    - How to perform firmware updates using Assistant 2 and the Smart Controller.
- Activate the Shield plans
- Review all items they purchased
    - What they are and how to use them.
        - How to unfold and how to prevent over-tightening of the collars.
        - Explain how the landing gear can fall off in flight.
        - How to install the camera
        - How easy it is to lose the cap.
        - How to install the batteries
        - How to charge the batteries
        - How to install the smart controller battery and charge it.
        - Go over the basics of the remote controller
            - How to get a wireless cell connection to the controller
        - Review what the maintenance cradle is and how to use it. It should stay on top of the aircraft when being transported with the HPRC case.
        - If they have not purchased the HPRC case, why using that case is so important over the stock case
        - Show the 2 RTK puck antennas and how they need the DRTK2 base station or Ntrip
- Review the Pilot 2 app in the classroom
- Go over the following with the batteries
    - Look at Battery voltage instead of percentage.
    - Look at battery temperature in flight don't exceed 125F
    - Set low battery warning to 35% be on the ground by 20% or 125F which ever comes first.
    - Set discharge time to 2 days
    - Keep batteries at room temperature before you fly in cold weather.
    - Battery heater only are designed to keep batteries at room temperature in the air, not to bring them to room temperature.
    - Individual cells should never be more than 0.1 of a volt apart.
    - How to check batteries are bad
        - Hover test
        - Load test
- Go over the Matrice 300 maintenance checklist preparing to fly.
- Get aircraft up in the air
- Demonstrate the main features including
    - How to change cameras
    - How to use the zoom camera

    - Review touch to focus and touch to auto exposure settings
    - How to use Thermal camera and isotherms
    - How to use smart track
    - How to drop a pin
    - How to use the range finder
- Show to properly land the Matrice 300
    - Landing is a one stick operation.
    - Using the right stick can tilt the aircraft backwards damaging the props and antenna systems.
- Let the students fly and field questions
- Show how to perform a basic mission flight
    - How to create search and rescue grid maps for maximum efficiency.
    - Perform several search and rescue auto flight missions.
    - How to perform mission flights with and without a 2nd controller and camera operator.
- Show how to engage ATTI mode and perform missions in ATTI mode.
- Review the RTK technology and it works using the DRTK2 base station. For this training we will bring our DRTK2 base station and let the agency see how it works for a possible future purchase.
- We will also bring the following optional accessories for the agency to try out
    - CZI GL60 spotlight.
    - CZI Loudspeaker
    - CZI LED lights
    - CZI infrared spotlight
    - CZI TH4 payload drop system
- We will also bring our portable 13 inch high bright monitor broadcast displays to show how larger monitors can drastically improve the flight efficiency of drone technology.
- Review DroneSense
    - How it works
    - Flight demo
    - Broadcast flights back to Fire station.



DJI MATRICE 300 MAINTENANCE CHECKLIST

Steel City Drones Flight Academy

STEP 1: TOP INSPECTION

- ❑ Inspect props - Leading edges
- ❑ Spin motors for bearing issues
- ❑ Check motor gap clearance
- ❑ Check aircraft arm connection bolts (X16)
- ❑ Check Top Frame Arm bolts (X12)
- ❑ Inspect boom locking sleaves for cracks
- ❑ Check Gimbal Damping Plate screws (x4)
- ❑ Inspect landing gear locking colors for cracks (x2)
- ❑ Clean vision system lens glass (front-side-back)
- ❑ Clean Strobe Light lens (top)
- ❑ Clean Upper Heat Dissipation Vents with Compressed Air or Canned Air
- ❑ Clean Rubber Port Connectors with Compressed Air or Canned Air
- ❑ Ensure the 2 Rubber Port Covers are pressed in and sealed
- ❑ Clean Battery Compartment Connectors

STEP 2: BOTTOM INSPECTION

- ❑ Check bottom frame arm bolts (X12)
- ❑ Check prop adapter bolts (X8)
- ❑ Clean Lower Heat Dissipation Vents with Compressed or Canned Air
- ❑ Clean vision system lens glass (bottom)
- ❑ Check gimbal connectors are screwed in tight.
- ❑ Clean Strobe light lens (bottom)

STEP 3: SMART CONTROLLER

- ❑ Inspect Rubber Caps that cover HDMI and USB ports (X2)
- ❑ Inspect the flip up antenna system for wear and cracks

STEP 4: FIRMWARE

- ❑ Connect Aircraft to Assistant 2 for latest version
- ❑ Connect Remote to Assistant 2 for latest version
- ❑ Check all TB60 batteries to ensure they are on the latest version.
- ❑ Go to DJI.com and make sure all camera sensors are on the latest version.
- ❑ Make sure Precise Fly Database (App and Aircraft) are on the latest version
- ❑ Connect BS60 Battery Station to Smart Controller to make sure its on the latest version.

STEP 5: FLIGHT TESTS

- ❑ During 15-15-15 safety check - Listen to motors for any abnormal sounds.
- ❑ Make sure aircraft hovers tight - Calibrate Compass as needed
- ❑ Recalibrate payload Center of Gravity Calibration as needed when new sensors are installed.
- ❑ Make sure TB60 cells are at 4.3 at 100% charge
- ❑ Make sure TB60 cells are less than 0.1V from cell to cell.

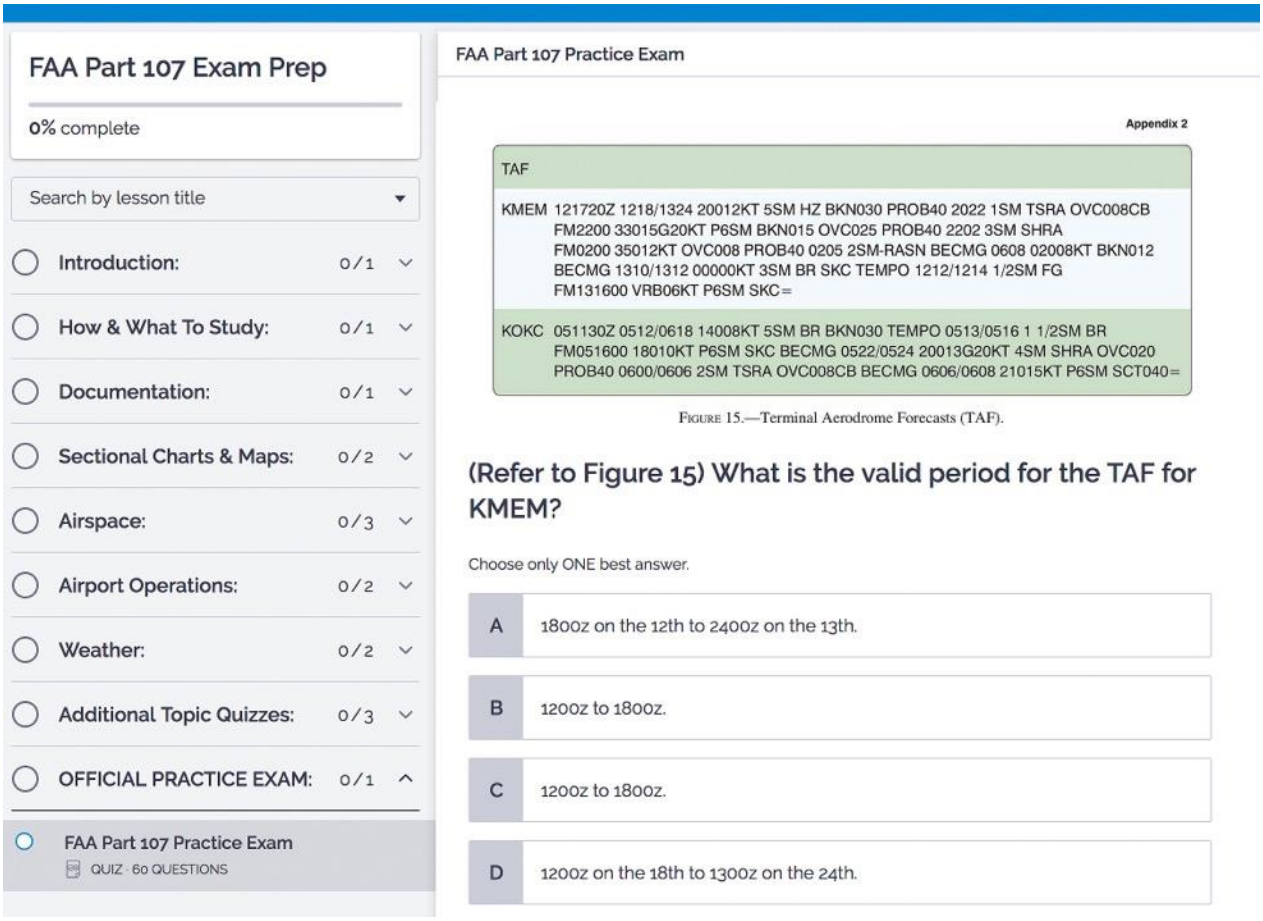
PART 107 TRAINING

Steel City Drones Customized Online Part 107 prep course

Our custom online course preapres Drone Pilots to take the FAA Part 107 remote pilot aeronautical test. This package includes unlimited access to our FAA accelerated online training platform. Over 2200 students have taken our Part 107 course and we have not had one student fail the test that completed our program.

We have Custom Ground school videos will also help certified operators prepare for advanced ground school in phase 3. On average it takes 10-16 hours of study time before students are ready to take the test.

Our online ground school has a simulated practice test that a student can take to gauge how ready they are. Our online Part 107 course is **free** and included with this bid.



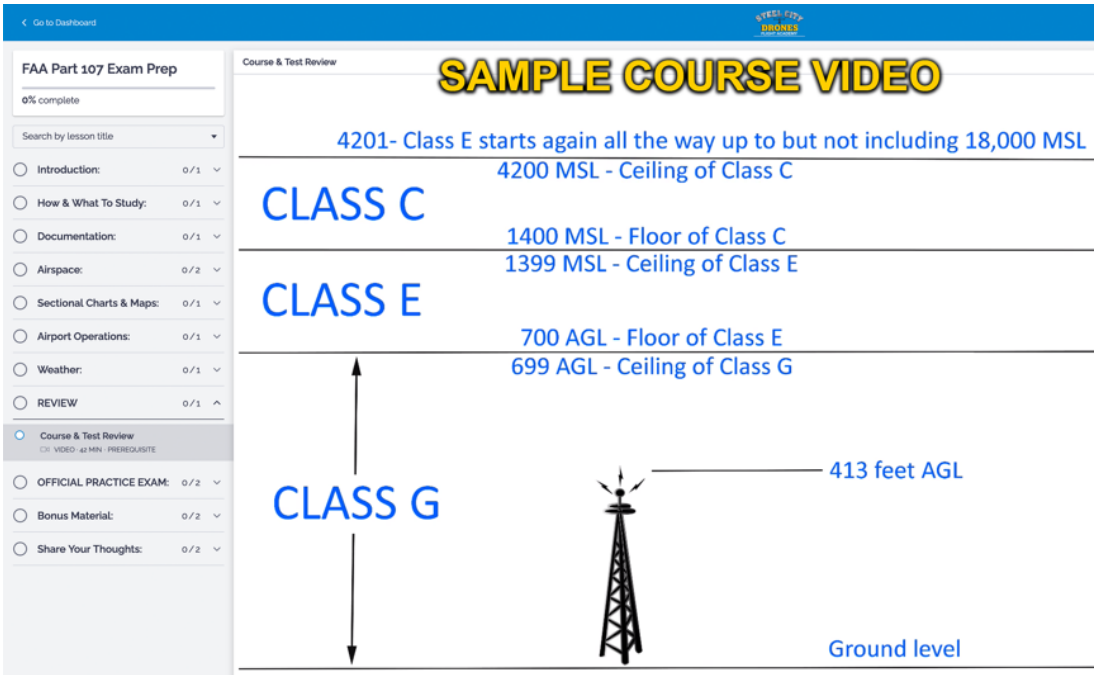
SAMPLE PART 107 ONLINE COURSE VIDEOS

AIRSPACE 101

CLASS	FLOOR	CEILING
B	CAN START AT SURFACE OTHERWISE ALTITUDE IS MSL	ALWAYS MSL
C	CAN START AT SURFACE OTHERWISE ALTITUDE IS MSL	ALWAYS MSL
D	ALWAYS STARTS AT SURFACE	ALWAYS MSL
E	IS AGL (700 or 1200 AGL)	ALWAYS MSL

CLICK ON THE LINK BELOW TO SEE SAMPLE FOOTAGE OF OUR PART 107 COURSE

https://youtu.be/qRceewErfjM - Link to the Course



CLICK ON THE LINK BELOW TO SEE THE COURSE

https://youtu.be/oX6DRqxazLk - Link to the course

TRAINING OVERVIEW OF THE 2 DAY TRAINING

This class consists of a comprehensive introduction to all the equipment that the organization has purchased including the drone and support equipment. We take all equipment out of their cases and go over every item one by one. We show how to setup all the equipment and the proper handling and care. Among the support equipment we cover in this class includes the aircraft, landing gear, all cameras and sensors, remote controller, monitors, device apps including Go 4 and pilot, batteries, and miscellaneous accessories.



This class includes the following elements

- Brief description of each component
  - Aircraft
  - Camera sensors
  - Remote controllers
  - Monitors
  - Batteries
  - Flight Apps
- How to unpack and remove all items from the case properly.
- How to assembly the aircraft platform
- How to setup all support equipment
- How to turn on the aircraft and all accessories.

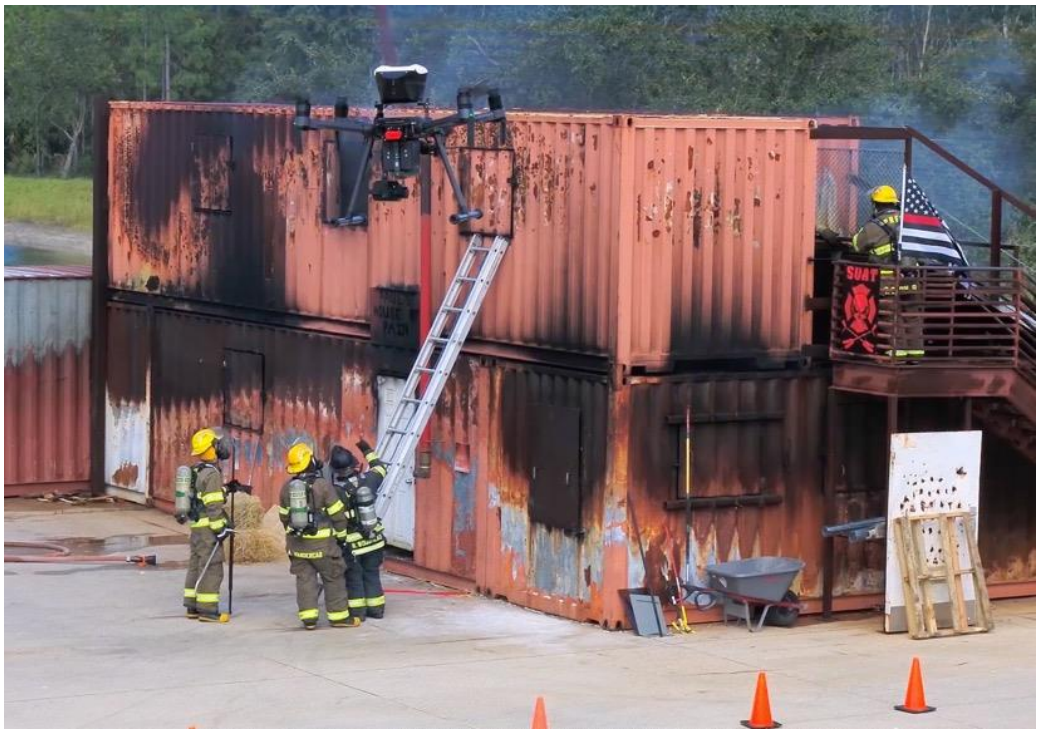
INTRO TO DRONES – HOW THEY WORK

This is a class that includes complete and comprehensive familiarization with all drone equipment your company has purchased as well as an introduction to flying portion. This class assumes each student knows nothing about drones and starts from the ground up to create a strong foundation of learning. Instruction is split with half classroom theory, and half flying instruction time. This class starts out in the classroom and reviews all aspects and components of a drone. It contains a comprehensive equipment familiarization portion that discusses setup and care of all equipment. We discuss all features and functions of a drone and the limitations of the technology.

We review why "Drones are easy to fly, hard to control" and discuss why its extremely important to understand the limitations of drone technology and why our course puts a very high emphasis on learning to fly manually with no automation. We teach each student about the limitations of automation and how to apply that for flight operations.

For the flying portion of the class each operator will cover the 4 fundamental control maneuvers and start flying right away. Students will then learn how to apply multiple flight controls at once to start performing practicing exercises. Other features of the class include:

- ✓ All features and functions of a drone – How does a drone work?
- ✓ What are the technology limitations?
- ✓ What does it take to become a very good remote pilot?
- ✓ Proper care and maintenance needed for aircraft batteries
- ✓ How to use the remote controller and all DJI flying apps.
- ✓ How to practice safely and effectively in between training sessions



THE ULTIMATE MATRICE 300 TRAINING RESOURCE

Steel City Drones is very proud to have implemented a Critical training program to supplement the onsite training services for the Matrice 300. Our comprehensive online course is like nothing you will find anywhere.



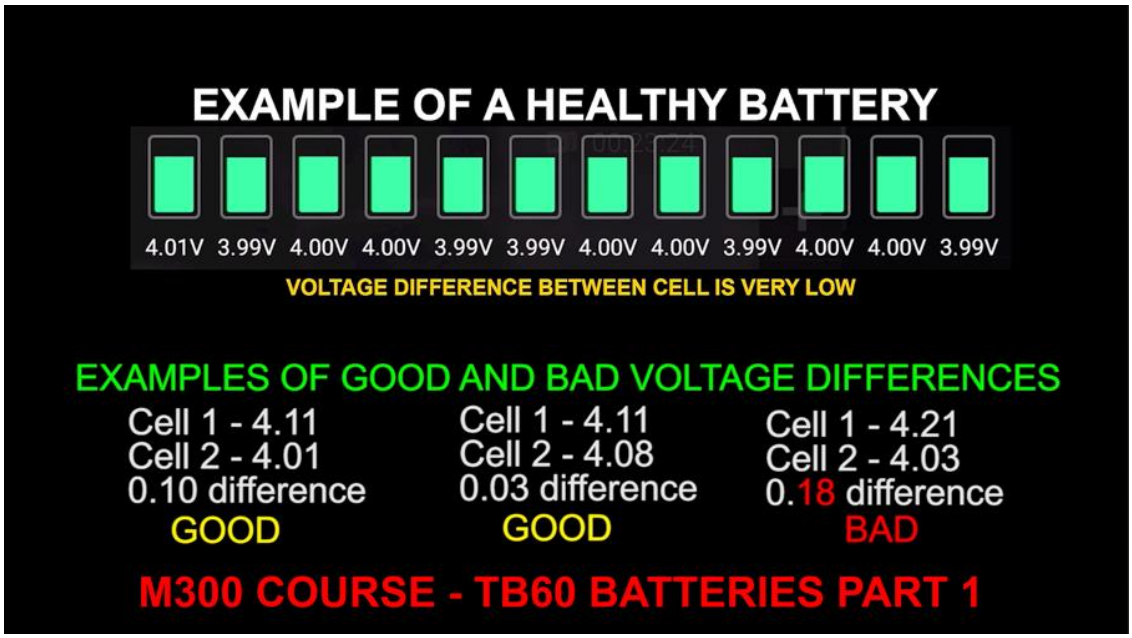
Link to the Matrice 300 online course promo video https://youtu.be/UUijPZEx29A

Highlights of our Matrice 300 online course

- The only comprehensive online course in the world.
- Over 9 hours of video content.
- The course outline shows what material is in which video with a timeline of where you can find specific parts in every video.
- You can find any part of 9 hours of video very quickly
- Test review to complete the course
- Certificate of completion after you pass the test
- Course content includes
    - How to update firmware.
    - Recommended Maintenance program
    - How to use the H20T, P1, L1, and H20N camera sensors.
    - Indepth review of the Pilot flight app
    - How to perform autonomous flights
    - How to use DJI Terra to create 2D and 3D maps.
    - Troubleshooting
    - Accessories
    - Aircraft battery maintenance
    - Flying
    - Quiz review

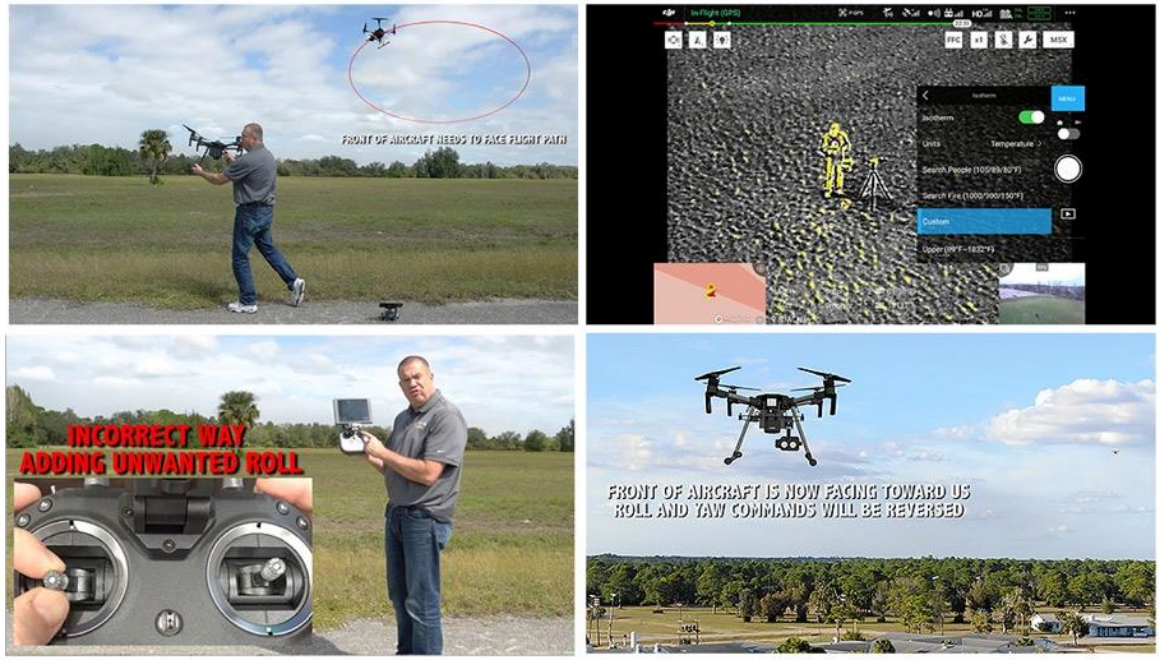


Link to the sneak preview of the section on Terrain Following https://youtu.be/xc2MDv-ZEOM



https://youtu.be/lzG8_zszZLw - Click on the Link to see this M300 video.

The continual training program is a blend of equipment familiarization, 15 flying exercises, active scenarios and ground school instruction. Our M300 course has 35 videos and 8 hours of content.



SAMPLE M300 TRAINNG VIDEO

ONLINE FLIGHT TRAINING VIDEO LIBRARY SAMPLE VIDEOS

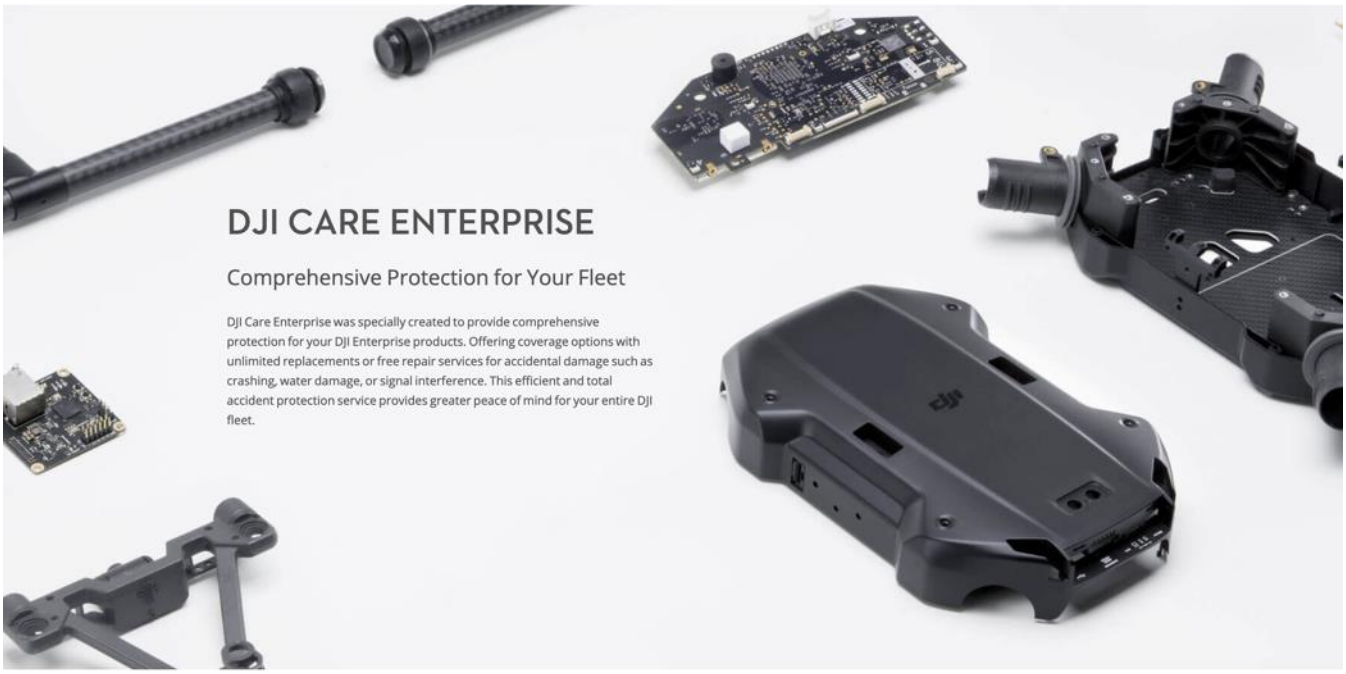


https://youtu.be/_fwkkRpk-zQ **Click on the link to the video above**

Flying Exercises - Introduction to Circles



TAB 8 - WARRANTIES

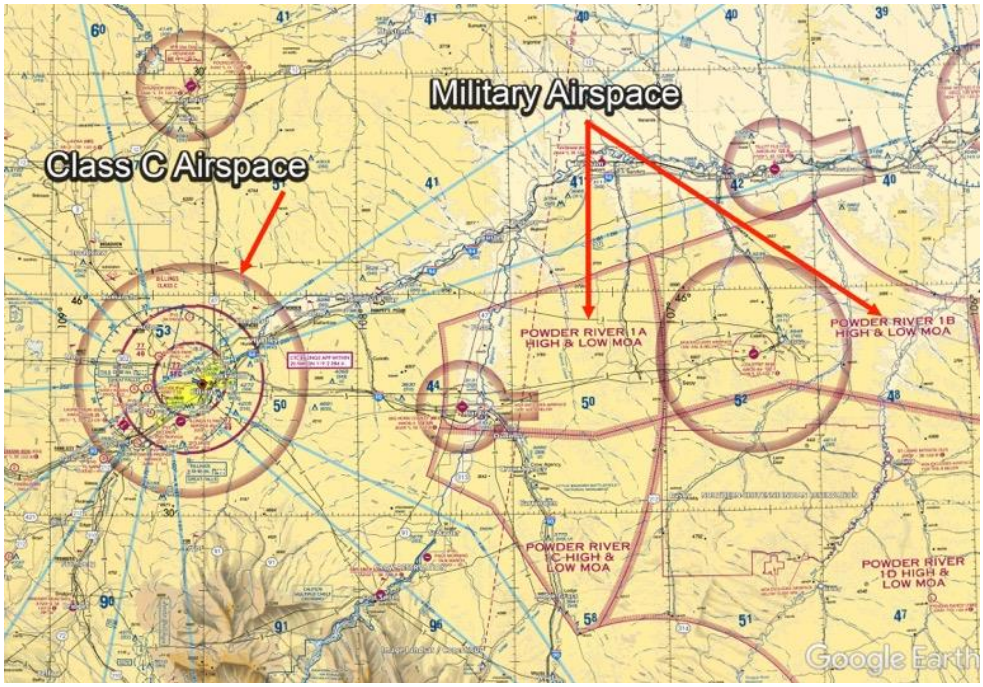


The purchase of your Matrice 300 comes with DJI Enterprise Basic Shield for no additional cost. This plan includes:

- 1 year crash protection plan
- This plan includes up to 2 replacements in the 12 month time frame.
- There is a deductible of $500 for the aircraft and $500 for the camera if you need to use the plan.
- Covers water damage that the basic warranty does not.
- Does not cover lost-stolen-unrecoverable equipment. You must be able to ship the equipment back to DJI for the shield plan to cover the cost.
- This plan covers all crashes including user error, collisions, and drop damages and will replace the equipment with no questions asked.
- This plan is renewable after the one year plan is up. The current renewable price is $1600 for both the aircraft and the camera to extend coverage into a 2nd year.
- AS of right now a 3rd year plan is not available.
- If you have a manufacturer defect you do not need to use your shield plan the standard 1 year warranty will cover the repair.
- DJI covers shipping costs to send equipment back to DJI.
- External 3rd party repairs or modifications will void the manufacturer warranty.
- There is a Shield plus plan that is available for an additional cost of $1000 but we do not recommend it. Essentially you would be prepaying for your deductibles ahead of time and if you don't need to use it you can't get that additional cost back. The basic shield plan that does not cost anything additional is more than sufficient.

Tab 9 - OTHER

We evaluated the Airspace around the City of Billing within a 30 mile radius. We do feel that a COA application is appropriate for your agency. We recommend using the COA only for flights where your agency can't comply with Part 107.





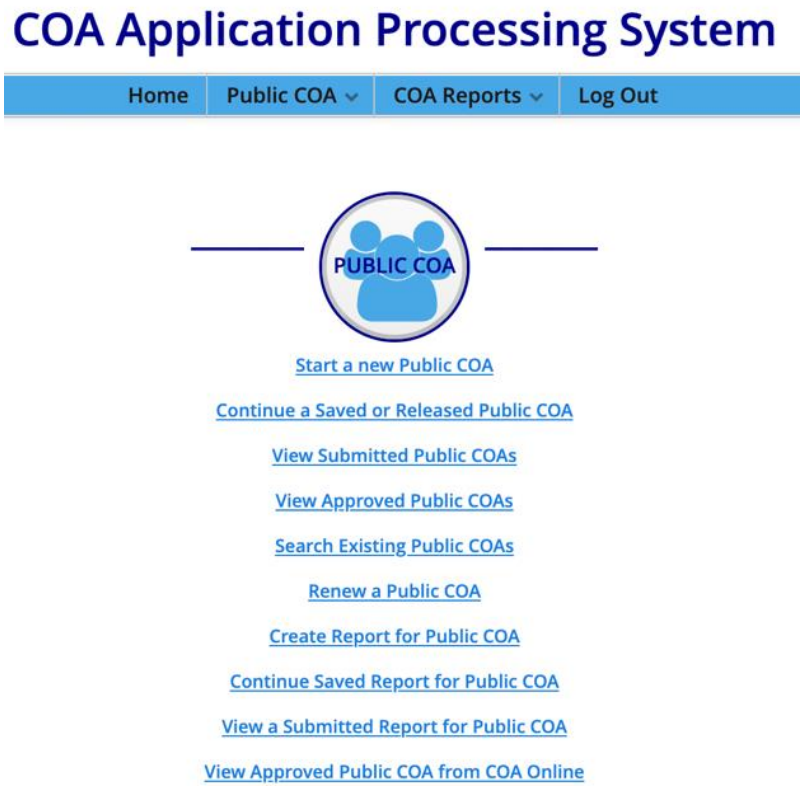
FAA CERTIFICATE OF AUTHORIZATION PROCESS

Applying for a FAA Certificate of Authorization

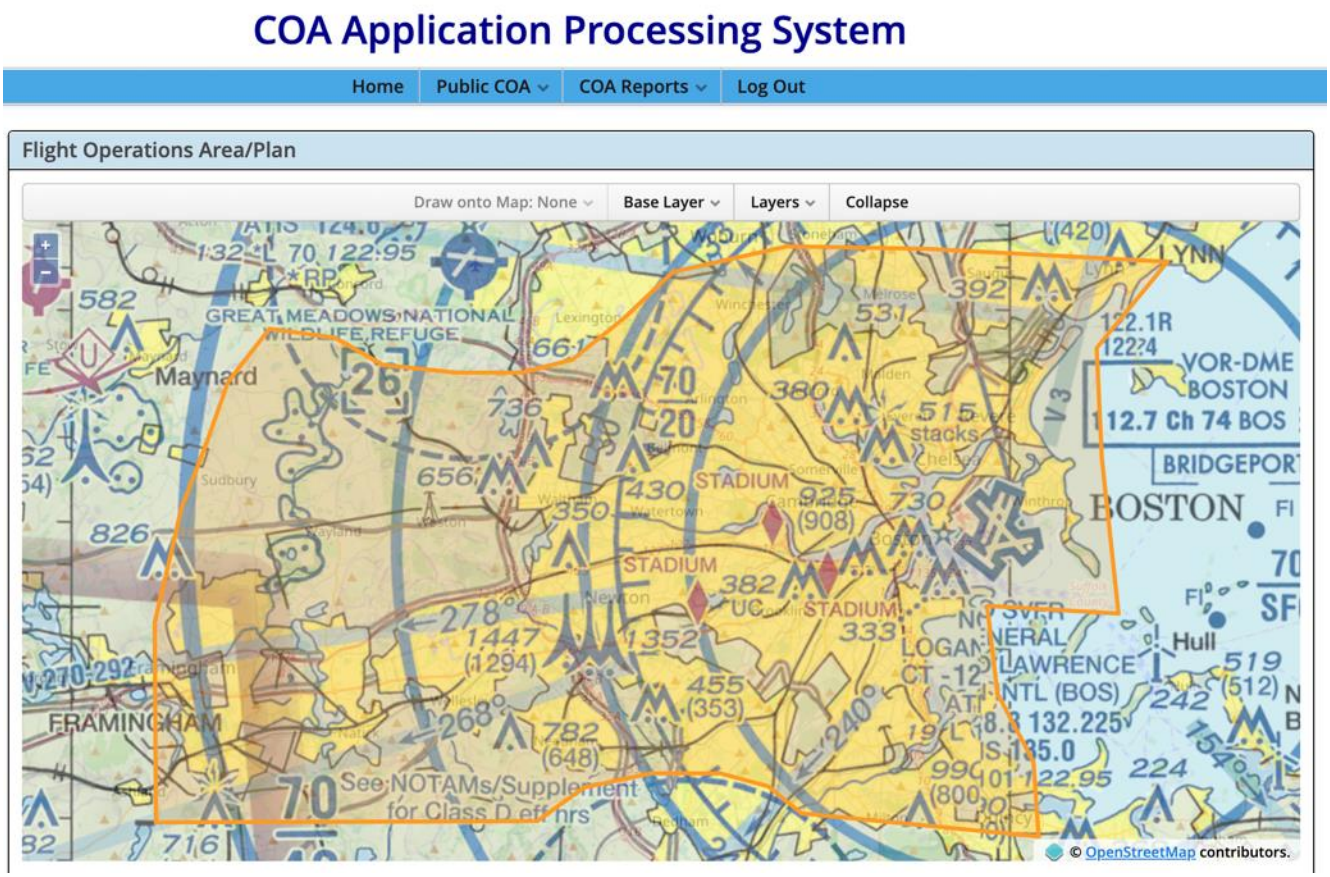
It is good to apply for a Certificate of Authorization with the FAA and apply for the ability to fly over people in extreme emergency situations. Since the COA has limitations you only want to use it as needed. Limitations include

- Monthly reports – For every flight flown under the COA it requires all flight data to be reported.
- Evidence issues – There has been issues getting evidence submitted captured with a drone if the drone operator is not Part 107 certified.

Built in to our cost and overall program development includes Steel City Drones completing the FAA Application for the Certificate of Authorization at no additional cost.



To get the process started The City of Billings will need to have the DA's office send a declaration letter to the FAA. WE can give you a template for what needs to be in the letter.



Once we get access to the FAA Portal the only thing we will need from the agency is to define the area that the COA will cover. The picture below shows what you receive when the FAA approves it.

The certificate is effective from April 01, 2020 to March 31, 2022, inclusive, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

MARTIN A SKINNER
Digitally signed by MARTIN A SKINNER
Date: 2020.03.31 14:27:17 -05'00'

FAA Central Area Service Center, AJV-C23
(Region)

Marty Skinner
(Signature)

Tactical, Operations Manager, CSA, AJV-C23
(Title)

FAA Form 7711-1 (7-74)

OUR PROGRAM DEVELOPMENT PLAN

Steel City Drones recommends the following plan for The City of Billings to start using Drones.

1. **Develop an internal drone program**
    a. The first step in the process is to start working on your organizations internal drone program. This includes company policy, internal workflow processes and procedures, Standard Operating Procedures (SOP), or SOG.
    b. Many organizations Google "drone programs" and try to adapt other companies program. This never works because every organization runs differently and has different requirements.
    c. Many companies have no experience with drones so they have no idea what should be inside or included. We can help your organization develop the entire program as we have a wide variety of experience in this area. We develop a custom program around your company and you have the final say and decisions that go into it.
    d. Our SOP's contain all internal workflow policies and procedures such as
        i. Commitment to safety policies
        ii. Approved drone usage.
        iii. Procedures for requesting flights
        iv. Night flying operations
        v. Equipment check out and inspection policies
        vi. Future training requirements
        vii. Defining the entire UAS team and their roles
        viii. Audits and assessments
        ix. All support documentation such as Remote Pilot manuals, Crew Resource management, and Maintenance programs
    e. We start this process with a conference call with all organization stakeholders to acquire the necessary information to develop the first rough draft. From there it normally takes 1 to 2 revisions and the drone program is ready to go.
    f. Helping The City of Billings create a Drone Program is free and at no additional charge. It's included with the bid.

2. **Purchase the equipment –** We will setup all equipment before delivering it.

3. **Apply for the Certificate of Authorization –** If needed, see notes above.

4. **Initiate the Program and start the Training**
    a. Finalize the drone program and all program documents.
    b. Perform 4 days of onsite training.
    c. Get the staff Part 107 certified and start training the staff.

5. **Continued training is as important as the initial training**
    a. We highly recommend monthly group training sessions as the initial training is not enough. Each remote pilot needs continual practice while they are developing.
    b. We developed monthly video training exercises that our clients will be able to access that will allow them to continue to train in an organized, and structured process.

STEEL CITY DRONES PURCHASE EQUIPMENT MATRICE 300 SETUP CHECKLIST

- ✓ All protective vision sensor camera covers on the aircraft have been removed.
- ✓ Smart Controller has been active and firmware has been updated
- ✓ Smart Controller screen has been inspected and is free of scratches and cosmetic damages
- ✓ DJI Precise Fly database has been updated
- ✓ Aircraft has been activated and firmware has been updated
- ✓ BS60 Battery charging station has been activated and updated.
- ✓ The Airframe has been inspected for damage.
- ✓ The 4 Aircraft motors have been inspected for bearing issues.
- ✓ H20T camera has been tested and firmware updated.
- ✓ The props have been inspected for damage.
- ✓ Multiple flight mode has been activated to (Tripod-Sport-PH)
- ✓ Maximum altitude set to 400 feet
- ✓ Come up Altitude has been changed to 120 feet
- ✓ Verified Loss of Signal setting is set to Come Home
- ✓ Smart Return battery menu setting is turned on
- ✓ Low battery warning has been changed from 25 to 30%
- ✓ Aircraft has been flight tested and passes all tests.
- ✓ TB60 Battery Cells are 4.3 Volts at 100% charge
- ✓ Flight Recording has been made on Micro SD card and plays fine.
- ✓ Aircraft hovers as expected
- ✓ Long distance flight test of 1500 feet has been completed
- ✓ DJI Enterprise shield plan has been activated

*All TB60 batteries need updated. Follow the instruction in the online Matrice 300 course for instructions.

The following equipment has been verified to be inside the M300 case

- ✓ Matrice 300 aircraft
- ✓ 2 landing gear
- ✓ USB wall adapter
- ✓ One full set of spare props
- ✓ Camera: ZENMUSE H20T
- ✓ (2) M300 smart Controllers and both protective covers on back are installed.
- ✓ _____ WB37 batteries _____ TB60 batteries
- ✓ Vision Calibration plate
- ✓ Unopened bag of miscellaneous accessories including USB A to USB C adapter cable. USB A to USB cable, Spare parts and tools.
- ✓ Matrice 300 RTK user manual
- ✓ Unopened bag with Smart controller 3 point lanyard strap.
- ✓ Steel City Flight Checklist

FIRMWARE HAS BEEN UPDATED TO VERSIONS

Aircraft: 02.02.0301
Smart Controller: 02.02.0102
Camera: 2.02.02.01.00
Batteries: 01.02.05.30

CONCERNS ABOUT GAS DETECTION SPECS IN BID DOCUMENT

We can custom print you a mounting bracket but I just don't think it would work and I want to be as transparent and honest as I can be.

- With the prop wash from the drone its very hard to put any monitor on the bottom of the drone. The prop wash is very strong on any drone especially the M300 and the prop wash will push gases away from everything below the drone. It's ideal to mount gas monitors on top of the aircraft to get much better readings. This would prevent you from using the camera on the bottom.
- Even if you mounted the gas monitor on the bottom, for the camera to pick anything up it would have to be mounted at least 3 feet in front of the camera. This would not be practical to do on a drone and cause a lot of issues.
- Even under best conditions, any digital readout would be very hard to read during the daytime and picked up by the camera.
- Monitoring gases with a drone is not an efficient process and with the Sniffer 4D and Flir solutions that are out there. You can get some monitoring but its not going to yield extremely efficient results.

We have sold several solutions to fire departments over the years. The most popular application is the Sniffer 4D which you can see here https://youtu.be/5bhGJg8W5V0
It's mounted on top and its used in a way that you start down low to the ground and go straight up. That's the best way to monitor gases. It's also very flexible in that you can customize the module for just the gases you need to monitor. The other way to go is with the Flir U10 but its very expensive.

I would not try to use anything less than the Sniffer4D and I don't want to spec or recommend anything that I know will not work effectively for you.

PRICES FOR THE SNIFFER 4D ARE INCLUDED AS AN ADDITIONAL ESTIMATE

ADDITIONAL RECOMMENDATIONS

We highly recommend the HPRC Matrice 300 case with your purchase. This case has the following advantages.

- Allows you to have all accessories in 1 case including 2 Smart Controllers, the H20T camera and 3 pairs of TB60 batteries.
- This case allows you to keep the landing gear on at all times. The factory case requires you to install the landing gear and remove it on site when you want to use it. Not only does this help with reducing setup and tear down time but also from a safety standpoint. We have seen clients not attach the landing gear properly and it has fallen off in the middle of a flight. Since the props are on the bottom of the aircraft it can't be hand caught if this happens. You have to perform a controlled crash into something soft like a tree or a bush to minimize damage if the landing gear falls off. With the landing gear installed properly its not an issue with the HPRC case as it allows you to keep the landing gear installed at all times.
- This case is narrow to fit through a standard door with no issues.
- The stock case does not allow you to put additional batteries or a Smart Controller inside it.
- The stock case's air check valve has failed on several occasions.



See our video on this case here https://youtu.be/xXCFNiheklE



See our video on this case here https://youtu.be/5bhGJg8W5V0

Here’s some additional accessories that you may want to look at. We created Review videos for gear shown.



Link to the video here https://youtu.be/X_TyiaWSsfw



Link to the video here https://youtu.be/fTlL1B_WnaA



Link to the video here https://youtu.be/TPISm8X-sYc



Link to the video here https://youtu.be/5aIIKwgsvOk



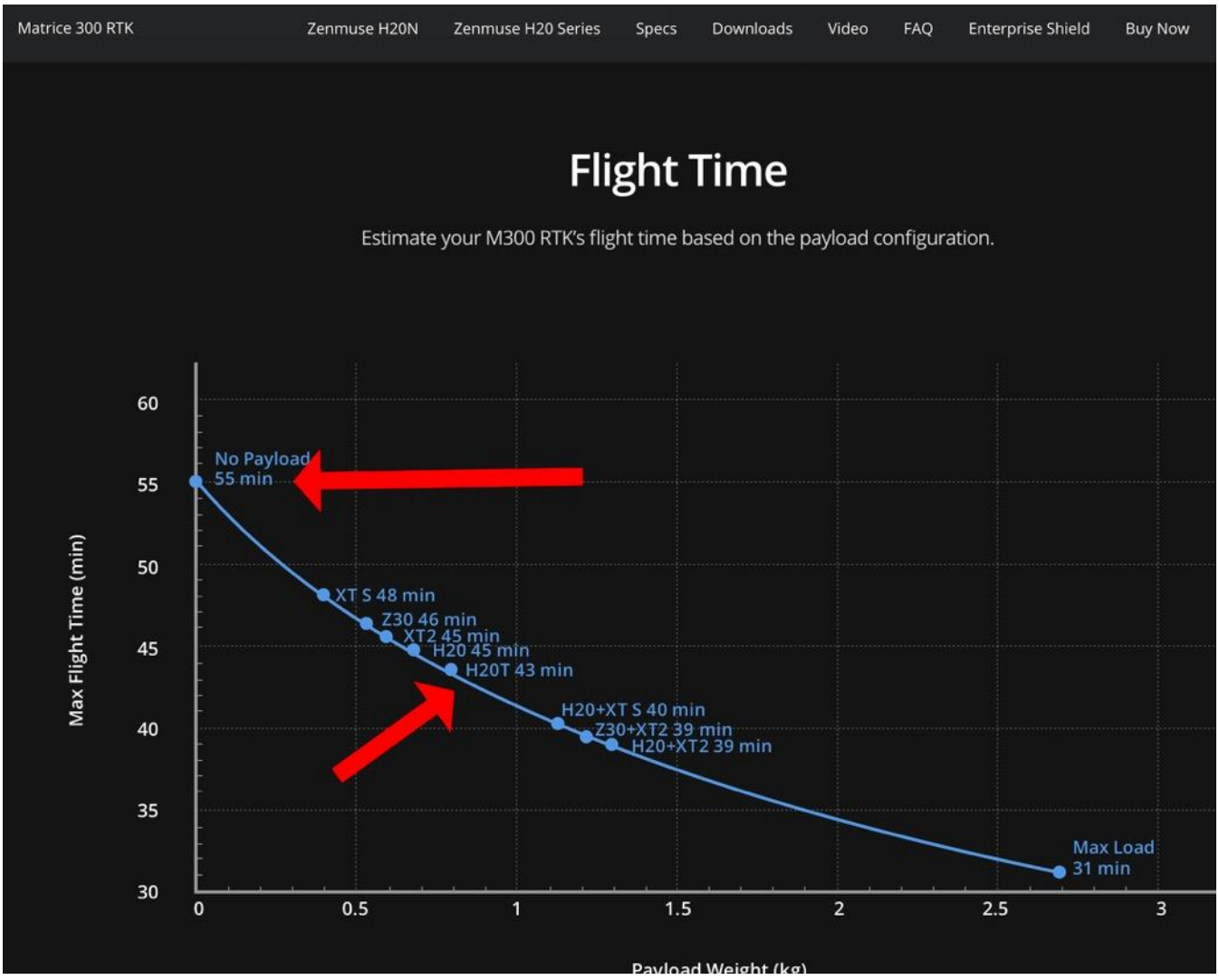
Link to the video here https://youtu.be/ffc1i24SGus



Link to the video here https://youtu.be/Ya_qFAUjBUk

ABOUT THE FLIGHT TIME SPECS

DJI advertises 55 minutes with no payload and basically running it till it falls out of the sky. Battery temperature is a huge component of the health of the batteries in which you don't want to exceed 120 degrees. We never recommend running past 20% or anything higher than 120 degrees as doing so compromises the battery significantly and at $700 each we don't want that. Realistic flight time is 32 to 34 minutes. Here's a video we did on this subject https://youtu.be/-mGVSqg6OFg
We cover battery maintenance in our Matrice 300 online course that covers this material for more than 45 minutes.



Here is a screenshot from DJI's website on the Matrice 300 flight time. It shows up to 43 minutes with the H20T camera but again they are taking the batteries down till they fall out of the sky. DJI has always been known to inflate flight times on all aircraft by as much as 15-20%.

CERTIFICATE OF INSURANCE

This certificate is given as a matter of information only and confers no rights upon the certificate addressee.

Date: July 29, 2022

This is to certify to:
To Whom It May Concern

That the following policy has been issued to:
DESIGNED AV SOLUTIONS DBA STEEL CITY DRONES
282 FOXCROFT ROAD
PITTSBURGH, PA 15220

Policy No. 9003981 issued by one or more member companies of Global Aerospace Pool through Global Aerospace, Inc.

Policy Period: from July 21, 2022 to July 21, 2023 Policy Territory: Worldwide

AIRCRAFT AND COMMERCIAL GENERAL AVIATION LIABILITY
Single Limit Bodily Injury and Property Damage
(All expressed limits are "Each Occurrence" unless otherwise indicated)

Registration Number	Year, Make & Model	Liability Limit	Third Party War Liability
	ANY UNMANNED AIRCRAFT SYSTEM THAT DOES NOT EXCEED 55LBS IN WEIGHT	$1,000,000	$1,000,000 Aggregate
1581F4QCB21AL00E032K	DJI INNOVATIONS MAVIC 3	$1,000,000	$1,000,000 Aggregate
1581F5BKD224G00B3JX7	DJI INNOVATIONS MATRICE 30T	$1,000,000	$1,000,000 Aggregate
1ZNDH3L0010686	DJI INNOVATIONS MATRICE 300 RTK	$1,000,000	$1,000,000 Aggregate

AIRCRAFT PHYSICAL DAMAGE

Registration Number	Year, Make & Model		Risk Basis	Hull War
	ANY UNMANNED AIRCRAFT SYSTEM THAT DOES NOT EXCEED 55LBS IN WEIGHT	Not Covered	None	Excluded
1581F4QCB21AL00E032K	DJI INNOVATIONS MAVIC 3	Not Covered	None	Excluded
1581F5BKD224G00B3JX7	DJI INNOVATIONS MATRICE 30T	Not Covered	None	Excluded
1ZNDH3L0010686	DJI INNOVATIONS MATRICE 300 RTK	Not Covered	None	Excluded

Policy includes Commercial General Aviation Liability coverages, with limits as shown in the policy.

Solely as respects an occurrence arising out of the ownership, maintenance or use of an unmanned aircraft insured under this policy and solely to the extent required in an agreement with the Named Insured, the following provisions shall apply:

The WHO IS AN INSURED section of the policy is amended to include the certificate addressee as an insured, but only as respects the Named Insured's use of the aircraft and only with respect to the certificate addressee's liability because of acts or omissions of the Named Insured. However, no such person or organization is an Insured if he, she, or it, or any of his, her, or its agents or employees is engaged in the manufacture, maintenance, repair, or sale of aircraft, aircraft engines, components or accessories, or in the operation of any airport, hangar, flying school, flight service, or aircraft or piloting service, as respects any occurrence arising out of such activity.

The insurance, as to the interest of the certificate addressee, shall be primary without right of contribution by any other valid and collectible insurance available to the certificate addressee.

We waive any right of recovery we may have against the certificate addressee because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right for recovery for such physical damage against the certificate addressee.

If the certificate addressee information shown on this certificate includes a valid mailing address, we agree to give 30 days (10 if cancelled for non-payment of premium) notice to the certificate addressee in the event the policy is cancelled or materially changed by us.

The certificate addressee has either (a) leased the aircraft described in this certificate to the Named Insured, or (b) hired the Named Insured to manage the aircraft described in this certificate.

As respects liability coverage for bodily injury and property damage arising out of the ownership, maintenance, or use of aircraft described in this certificate, the WHO IS AN INSURED section of the policy is amended to include the certificate addressee as an insured. However, the certificate addressee is not an Insured as respects his, her, or its liability for the design, manufacture, sale, or modification of the aircraft.

Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. This certificate does not amend, extend or otherwise alter the coverages afforded by the policies described herein. Limits may have been reduced by paid claims.

GLOBAL AEROSPACE, INC.
BY:



GLOBAL AEROSPACE

CERTIFICATE OF INSURANCE

This certificate is given as a matter of information only and confers no rights upon the certificate addressee.

Date: December 06, 2022

This is to certify to:	That the following policy has been issued to:
City Of Billings	Steel City Drones LLC
PO BOX 1178	282 Foxcroft Road
Billings, MT 59103	Pittsburgh, PA 15220

Policy No. 9035852 issued by one or more member companies of Global Aerospace Pool through Global Aerospace, Inc.

Policy Period: from November 17, 2022 to November 17, 2023 Policy Territory: Worldwide

AIRCRAFT AND COMMERCIAL GENERAL AVIATION LIABILITY
Single Limit Bodily Injury and Property Damage
(All expressed limits are "Each Occurrence" unless otherwise indicated)

Registration Number	Year, Make & Model	Liability Limit	Third Party War Liability
	ANY UNMANNED AIRCRAFT SYSTEM THAT DOES NOT EXCEED 55LBS IN WEIGHT	$1,000,000	$1,000,000 Aggregate
1581F5BKD224G00B3JX7	2022 DJI INNOVATIONS MATRICE 30T	$1,000,000	$1,000,000 Aggregate
1ZNDH3L0010686	2020 DJI INNOVATIONS MATRICE 300 RTK	$1,000,000	$1,000,000 Aggregate

AIRCRAFT PHYSICAL DAMAGE

Registration Number	Year, Make & Model	Insured Value	Risk Basis	In Motion Deductible	Not in Motion Deductible	Hull War
	ANY UNMANNED AIRCRAFT SYSTEM THAT DOES NOT EXCEED 55LBS IN WEIGHT	Not Covered	None	Not Applicable	Not Applicable	Excluded
1581F5BKD224G00B3JX7	2022 DJI INNOVATIONS MATRICE 30T	$100	All Risk	5.00%	5.00%	Included
1ZNDH3L0010686	2020 DJI INNOVATIONS MATRICE 300 RTK	$100	All Risk	5.00%	5.00%	Included

Policy includes Commercial General Aviation Liability coverages, with limits as shown in the policy.

Solely as respects an occurrence arising out of the ownership, maintenance or use of an unmanned aircraft insured under this policy and solely to the extent required in an agreement with the Named Insured, the following provisions shall apply:

The WHO IS AN INSURED section of the policy is amended to include the certificate addressee as an insured, but only as respects the Named Insured's use of the aircraft and only with respect to the certificate addressee's liability because of acts or omissions of the Named Insured. However, no such person or organization is an Insured if he, she, or it, or any of his, her, or its agents or employees is engaged in the manufacture, maintenance, repair, or sale of aircraft, aircraft engines, components or accessories, or in the operation of any airport, hangar, flying school, flight service, or aircraft or piloting service, as respects any occurrence arising out of such activity.

The insurance, as to the interest of the certificate addressee, shall be primary without right of contribution by any other valid and collectible insurance available to the certificate addressee.

We waive any right of recovery we may have against the certificate addressee because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right for recovery for such physical damage against the certificate addressee.

If the certificate addressee information shown on this certificate includes a valid mailing address, we agree to give 30 days (10 if cancelled for non-payment of premium) notice to the certificate addressee in the event the policy is cancelled or materially changed by us.

The certificate addressee has either (a) leased the aircraft described in this certificate to the Named Insured, or (b) hired the Named Insured to manage the aircraft described in this certificate.

As respects liability coverage for bodily injury and property damage arising out of the ownership, maintenance, or use of aircraft described in this certificate, the WHO IS AN INSURED section of the policy is amended to include the certificate addressee as an insured. However, the certificate addressee is not an Insured as respects his, her, or its liability for the design, manufacture, sale, or modification of the aircraft.

The Company waives any right to recovery it may have against the certificate addressee because of payments it makes for physical damage to aircraft described in this certificate, but only to the same extent that the Named Insured has waived its right of recovery for such physical damage against the certificate addressee.

Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies. This certificate does not amend, extend or otherwise alter the coverages afforded by the policies described herein. Limits may have been reduced by paid claims.

GLOBAL AEROSPACE, INC.
BY:

GLOBAL AEROSPACE

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/06/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

State Farm

TAD PATERRA INSURANCE AGENCY INC

984 GREENTREE RD
PITTSBURGH PA 15220

CONTACT NAME: BERNI
PHONE (A/C, No, Ext): 412-922-2622 **FAX (A/C, No):**
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : State Farm Mutual Automobile Insurance Company	25178
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

STEEL CITY DRONES

282 FOXCROFT RD
PITTSBURGH PA 15220

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADD INSD	SUB WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
X	**AUTOMOBILE LIABILITY**						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	☐ ANY AUTO			551 6304-C06-38	09/06/2022	03/06/2023	BODILY INJURY (Per person)	$ 1,000,000
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$ 1,000,000
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ 1,000,000
								$
	☐ **UMBRELLA LIAB** ☐ OCCUR						EACH OCCURRENCE	$
	☐ **EXCESS LIAB** ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	$
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐	N / A					E.L. EACH ACCIDENT	$
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CITY OF BILLINGS

PO BOX 1178
BILLINGS MT 59103

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Completed by an authorized State Farm representative. If signature is required, please contact a State Farm agent.

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City Council Regular

Date:	12/19/2022
Title:	MET Transit Purchase of Four Heavy Duty Electric Transit Buses and Charging Equipment from Gillig, LLC
Presented by:	Rusty Logan
Department:	Transit
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends Council approve the agreement for $4,423,264 with Gillig, LLC to purchase four Heavy Duty Electric Transit Buses and Charging Equipment.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City of Billings MET Transit system was notified by the Federal Transit Administration on August 16, 2022, of its successful application and award of competitive Low-No Bus and Bus Facility funds to purchase four electric buses, related charging infrastructure, and staff development items. In accordance with 49 USC 5339(C)10, the Federal regulation authorizing the Low-No Program, MET Transit opted to utilize partnership provisions in the submitted application for competitive funds. The referenced regulation states, "A recipient of a grant under this subsection may submit an application in partnership with other entities, including a transit vehicle manufacturer, that intends to participate in the implementation of an eligible project under this subsection. Eligible projects awarded with partnerships under this subsection shall be considered to satisfy the requirement for a competitive procurement under [49 USC] Section 5325 - [Contract Requirements]." This provision allowed MET Transit to directly partner with transit vehicle manufacturer Gillig, LLC to leverage that company's experience and expertise in deploying electric vehicles and related equipment. MET Transit has an 18+ year relationship with Gillig, LLC, as MET's previous fleet consisted of 19 Gillig Heavy Duty Transit vehicles (two of which are still being used) that were utilized well beyond their minimum useful life. MET Transit utilized feedback from transit agencies operating electric buses in similar climates and geographic locations who also recommended Gillig for reasons including vehicle performance and maintenance considerations. Due to the referenced partnership and governing regulation, a formal bid for purchase of these buses was not required because the competitive grant process with partnership provisions fulfilled the competitive requirement of the utilized funds. Since the grant was awarded not only on the basis of MET Transit's ability to execute the project, but also on the selected partner's ability to fulfill the requirements of implementation, the City of Billings MET Transit staff are requesting to move forward with the purchase of the electric vehicles and supporting charging systems from Gillig, LLC. Pricing for the contract items has been established utilizing an in place and in effect multi-state purchasing agreement held and executed by the State of Washington. This agreement competitively established heavy-duty bus prices with available options for the states of Washington, Oregon, Idaho, and Alaska, and provides the ability for governments across the nation to utilize the purchase options available under said contract. Washington State contract is attached for your review; standard City of Billings Purchasing Agreement with applicable Federal Transit Administration clauses is utilized for the purchase with Gillig.

ALTERNATIVES

City Council may:

- Approve the purchase of four Heavy Duty Electric Transit Buses and supporting Charging Systems for a total of $4,423,264; or
- Not Approve the purchase and advise staff on how to proceed.

FISCAL EFFECTS

Purchase of the four heavy duty electric transit buses will be executed using a combination of Federal and local funding at approximately 22% local and 78% Federal across the entire project. MET Transit has adequate local capital reserves to execute this project and is utilizing Section 5339(c) competitive Federal funds awarded by the Federal Transit Administration. Pricing details as follows:

Item	QTY	Unit Price	Local %	Total Local	Federal %	Total Federal	Total Price
Gillig 35 ft Heavy Duty Electric Transit Bus	4	$989,566	20.1%	$796,264	79.9%	$3,162,000	$3,958,264
Chargepoint Express 200kw Dual Dispenser Charger	2	$232,500	37.2%	$173,0000	62.8%	$ 292,000	$ 465,000
		Totals:	21.9%	**$969,264**	78.1%	**$3,454,000**	**$4,423,264**

Attachments

City of Billings Purchase Agreement

Washington GILLIG Contract
Washington Contract Purchasing Agreement

PURCHASE AGREEMENT
FOR
FOUR (4) 35' HEAVY DUTY ELECTRIC TRANSIT BUSES AND TWO (2) CHARGERS

THIS AGREEMENT is made and entered into _____, by and between the **CITY OF BILLINGS, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and, **GILLIG, LLC**, of 451 Discover Drive Livermore, CA 94551, hereinafter referred to as "**SELLER**."

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. PRODUCT PURCHASED: SELLER agrees to sell and **CITY** agrees to purchase the goods ("Product") as described below and, if applicable, per written **CITY'S** specifications and **SELLER'S** proposal attached hereto as Exhibit "A," which are incorporated into this **AGREEMENT** by this reference. The Products being purchased consists of four (4) 35' Heavy Duty Electric Transit Buses and two (2) Chargepoint Express Plus 200kW 350 Amp chargers with dual dispensers.

2. PRICE: The **CITY** agrees to pay four million four hundred twenty three thousand two hundred sixty four Dollars ($4,423,264) as the purchase price. All prices are inclusive of any applicable local, state or federal taxes that may be applied to the product to be purchased. The purchase price is free on board at the place of delivery and **SELLER** may not impose any additional, shipping, delivery or storage charges.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **SELLER'S** discretion.

3. DELIVERY AND PAYMENT: SELLER agrees to deliver the above-described goods or product to **CITY** within 18 to 22 months of receipt of **CITY'S** order unless otherwise provided in this **AGREEMENT**. Delivery will occur at 1705 Monad Rd Billings, MT 59101 or at a place otherwise selected by **CITY**. Upon delivery, **CITY** will inspect the goods or product to ensure that it meets **CITY** specifications, and **SELLER**

may obtain specifications from **CITY** upon request. If the Product meets **CITY** specifications, **CITY** shall tender the purchase price stated above to **SELLER** through the **CITY'S** normal claim process.

4. SPECIFICATIONS: SELLER agrees that this Product complies with the **CITY'S** specifications provided to **SELLER** and with the **SELLER'S** proposal thereto as accepted by the **CITY**. Unless otherwise agreed to by the **CITY**, the **CITY'S** specifications govern and control in the event of inconsistencies with the **SELLER'S** response to the same.

5. NONDISCRIMINATION:

A. **SELLER** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **SELLER** is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **SELLER** subjects subcontractors to the same provisions. In accordance with 49-3-207, MCA, and Executive Order No. 04-2016. **SELLER** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**.

B. The **SELLER** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, religion, national origin, ancestry, age, sex or marital status, or mental

or physical impairment/disability.

The **SELLER** and subcontractor shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a), which prohibit discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

The **SELLER** and any subcontractor shall abide by the requirements of 41 CRF 60-1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with the **SELLER'S** legal duty to furnish information.

C. The **SELLER** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation.

D. The **SELLER** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination.

E. The **SELLER** shall include the provisions of Subsections A through D of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or vendor of the **SELLER** under this **AGREEMENT**.

F. The **SELLER** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause.

6. DEFAULT AND TERMINATION: If **SELLER** fails to deliver the goods or product as set forth in Paragraphs 2 and 3 above, or violates any provision of this **AGREEMENT**, or if the goods or product fails to meet **CITY'S** specifications, **CITY** may, at its option, declare the **SELLER** in default and immediately cancel and rescind this **AGREEMENT**. Thereafter, **CITY** may procure substitute goods or product to replace the goods or product described herein. In such event, **SELLER** is liable to **CITY** for the difference between the price set forth herein and the price paid by **CITY** for replacement goods or product. Additionally, the **CITY** may pursue any other remedy it has at law or in equity.

7. WARRANTY: Unless superseded or supplemented by an express warranty, **SELLER** represents and warrants that the Product(s) are covered by implied warranties for merchantability and fitness for the particular purpose for which they have been purchased.

8. ASSIGNMENT: SELLER may not assign this **AGREEMENT** or any of its rights hereunder without the express written consent of **CITY**.

9. ENTIRE AGREEMENT: This **AGREEMENT**, including its appendices, if any, is the entire understanding between the parties relating to the subject matter contained herein. No agent or representative of either party has authority to make any representations, statements, warranties or agreements not herein expressed and all modifications or amendments of this **AGREEMENT**, including the appendices, must be in writing and signed by an authorized representative of each of the parties hereto.

10. GOVERNING LAW AND VENUE: This **AGREEMENT** shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this **AGREEMENT** shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County. This purchase is subject to the Federal Transit Administration Clauses hereto attached as Exhibit "B."

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

_____

(PRINT BUSINESS NAME ABOVE)

_____

WILLIAM A. COLE, MAYOR

_____

SIGNATURE

PRINT NAME

APPROVED AS TO FORM

_____

PRINT TITLE

_____

CITY ATTORNEY'S OFFICE

_____

(Write Phone Number for Orders Above)

ATTEST:

_____

DENISE BOHLMAN, CITY CLERK

EXHIBIT A

GILLIG

November 22, 2022

Mr. Rusty Logan Transit
Manager Billings MET
Transit 1705 Monad Road
Billings, MT 59101 Dear Mr.

Thank you for your interest to purchase four (4) 35' Low Floor Battery Electric buses by using the State of Washington contract (RFP# 06719-01). Attached you will find the price variance that would pertain to the Billings, MT order. Gillig is pleased to quote the following:

FOUR (4) 35' LOW FLOOR BATTERY ELECTRIC BUSES $989,566.00 each

This price is valid for 30 days and is FOB Billings, MT. Prices do not include tax or license fees. The production start date will begin within 18 to 22 months from receipt of a firm purchase order or contract. We thank you for this opportunity and appreciate your interest in Gillig and our products. We at Gillig certainly look forward to building your order and continuing to build our lasting partnership. Should you have any questions, please do not hesitate to contact me at 510-867-5108.

Sincerely,

Lee Petersen
Regional Sales Manager

GILLIG is pleased to submit the following pricing for ChargePoint plug-in charging equipment and associated services for use with your GILLIG Battery Electric buses. This pricing has been assembled in coordination with ChargePoint and represents our proposed equipment options based on the scoping information you have provided to date.

Charging Equipment	**Quantity**	**Unit Price**	**Total**
Hardware			
ChargePoint Express Plus 200kW Charger • 350 Amp • FTA Buy-America Compliant	2	130,900	261,800
ChargePoint Express Plus Dispenser (350 Amp) • CCS1 Connector	4	26,900	107,600
Warranty			
ChargePoint Express Plus Assure Extended Warranty 2-Year	2	18,900	37,800
ChargePoint Dispenser Assure Extended Warranty 2-Year	4	4,200	16,800
Software			
ChargePoint Network Service Plan 2-Year	4	2,600	10,400
Services & Other			
ChargePoint Preliminary Design Support Service • Does not include Engineering Drawings	1	4,500	4,500
ChargePoint Project Management Service	1	6,300	6,300
ChargePoint Express Plus Commissioning Service	2	2,800	5,600
ChargePoint Express Plus Dispenser Commissioning Service	4	1,000	4,000
Estimated Freight		10,200	10,200
		Hardware	**$369,400**
		Warranty	**$54,600**
		Software	**$10,400**
		Services & Other	**$20,400**
		Freight	**$10,200**
		GRAND TOTAL	**$465,000**

Prepared By: Richard Bissell

EXHIBIT B

FTA Required Contract Clauses and Other Certifications

No Federal Government Obligation to Third Parties

The City of Billings, Aviation/Transit Department - MET Transit Division and the Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Governments in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the City, contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Program Fraud and False or Fraudulent Statements and Related Acts

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in

part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

Access to Records

Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to the contract, including, but not limited to, data, documents, reports, statistics, sub-Contracts, leases, subcontracts, arrangements, other third party Contracts of any type, and supporting materials related to those records.

Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. §200.333. The Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case the Contractor agrees to maintain same until the Purchaser, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this contract as reasonably may be required. The Contractor also agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractors access to the sites of performance under this contract as reasonably may

be required.

Federal Changes

49 CFR Part 18 - The Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between the City and the FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

Civil Rights Laws and Regulations

1) **Federal Equal Employment Opportunity (EEO) Requirements**. These include, but are not limited to:

a) Nondiscrimination in Federal Public Transportation Programs. 49 U.S.C. § 5332, covering projects, programs, and activities financed under 49 U.S.C. Chapter 53, prohibits discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, or age, and prohibits discrimination in employment or business opportunity.

b) Prohibition against Employment Discrimination. Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and Executive Order No. 11246, "Equal Employment Opportunity," September 24, 1965, as amended, prohibit discrimination in employment on the basis of race, color, religion, sex, or national origin.

2) **Nondiscrimination on the Basis of Sex.** Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 C.F.R. part 25 prohibit discrimination on the basis of sex.

3) **Nondiscrimination on the Basis of Age**. The "Age Discrimination Act of 1975," as amended, 42 U.S.C. § 6101 et seq., and Department of Health and Human Services implementing regulations, "Nondiscrimination on the Basis of Age in Programs or

Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, prohibit discrimination by participants in federally assisted programs against individuals on the basis of age. The Age Discrimination in Employment Act (ADEA), 29 U.S.C. § 621 et seq., and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act," 29 C.F.R. part 1625, also prohibit employment discrimination against individuals age 40 and over on the basis of age.

4) **Federal Protections for Individuals with Disabilities**. The Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. § 12101 et seq., prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Third party contractors must comply with their responsibilities under Titles I, II, III, IV, and V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other Federal agencies.

Civil Rights and Equal Opportunity

The City is an Equal Opportunity Employer. As such, the City agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the City agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Contract, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

1) **Nondiscrimination**. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2) **Race, Color, Religion, National Origin, Sex**. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. chapter 60, and Executive Order No. 11246, "Equal Employment Opportunity in Federal Employment," September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

3) **Age**. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621-634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, “Age Discrimination in Employment Act,” 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services regulations, “Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance,” 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any Implementing requirements FTA may issue.

4) **Disabilities**. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

5) **Promoting Free Speech and Religious Liberty**. The Contractor shall ensure that Federal funding is expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements: including, but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination.

The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

Safe Operation of Motor Vehicles

Seat Belt Use

The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or the City.

Distracted Driving

The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contactor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Contract.

Incorporation of Federal Transit Administration (FTA) Terms

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220 are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any City requests which would cause the City to be in violation of the FTA terms and conditions.

Energy Conservation
The Contactor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

Disadvantaged Business Enterprises
The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the City deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;
(2) Assessing sanctions;
(3) Liquidated damages; and/or
(4) Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Prime contractors are required to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the City makes to the prime contractor. 49 C.F.R. § 26.29(a).

Finally, for contracts with defined DBE contract goals, each FTA Recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the City's written consent; and that, unless the City's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

It is the policy of the City and the United States Department of Transportation ("DOT") that
Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts.

Prompt Payment

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work. In addition, the contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

The contractor must promptly notify the City, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the City.

Procurement of Recovered Materials

The Contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 42 CFR Part 247, and Executive Order 12873, as they apply to the procures of the items designated in Subpart B of 40 CFR Part 247. Information about this requirement, along with the list of EPA-designate items, is available at EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

ADA Access

The contractor agrees to comply with the requirements of 49 U.S.C. § 5301 (d), which states the Federal policy that the elderly and persons with disabilities have the same right as other persons to use mass transportation service and facilities, and that special efforts shall be made in planning and designing those services and facilities to implement that policy. The contractor also agrees to comply with all applicable requirements of section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicaps, with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 et seq., which requires that accessible facilities and services be made available to persons with disabilities,

including any subsequent amendments to that Act, and with the Architectural Barriers act of 1968, as amended, 42 U.S.C. §§ 4151 et seq., which requires that buildings and public accommodations be accessible to persons with disabilities, including any subsequent amendments to that Act. In addition, the contractor agrees to comply with any and all applicable requirements issued by the FTA, DOT, DOJ, U.S. GSA, U.S. EEOC, U.S. FCC, any subsequent amendments thereto and any other nondiscrimination statute(s) that may apply to the Project.

Notification to FTA

If a current or prospective legal matter that may affect the Federal Government emerges, the Contractor must promptly notify the City, which will then notify the FTA Chief Counsel and FTA Regional Counsel for the Region in which the City is located. The Contractor is required to include an equivalent provision in its subagreements at every tier, for any agreement that is a "covered transaction" according to 2 C.F.R. § 180.220 and 1200.220.

(1) The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

(2) Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, and any Amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

(3) The City must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which the City is located, if the City has knowledge of potential fraud, waste, or abuse occurring on a Project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bribery, gratuity, or similar misconduct involving federal assistance. This responsibility occurs whether the Project is subject to this Agreement or another agreement between the City and FTA, or an agreement involving a principal, officer, employee, agent, or Third Party Participant of the City. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge

of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative agency, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of the City.

Debarment and Suspension

This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the contractor is required to verify that none of the contractor, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

The accompanying certification is a material representation of fact relied upon by the subrecipient. If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the City and subrecipient, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

Violation and Breach of Contract

Rights and Remedies of the City

The City shall have the following rights in the event that the City deems the Contractor guilty of a breach of any term under the Contract.

1. The right to take over and complete the work or any part thereof as the City for and at the expense of the Contractor, either directly or through other contractors;
2. The right to cancel this Contract as to any or all of the work yet to be performed;

3. The right to specific performance, an injunction or any other appropriate equitable remedy; and
4. The right to money damages.

For purposes of this Contract, breach shall include:

Rights and Remedies of Contractor
Inasmuch as the Contractor can be adequately compensated by money damages for any breach of this Contract, which may be committed by the City, the Contractor expressly agrees that no default, act or omission of the City shall constitute a material breach of this Contract, entitling Contractor to cancel or rescind the Contract (unless the City directs Contractor to do so) or to suspend or abandon performance.

Remedies
Substantial failure of the Contractor to complete the Project in accordance with the terms of this Contract will be a default of this Contract. In the event of a default, the City will have all remedies in law and equity, including the right to specific performance, without further assistance, and the rights to termination or suspension as provided herein. The Contractor recognizes that in the event of a breach of this Contract by the Contractor before the City takes action contemplated herein, the City will provide the Contractor with sixty (60) days written notice that the City considers that such a breach has occurred and will provide the Contractor a reasonable period of time to respond and to take necessary corrective action.

Disputes
Disputes arising in the performance of this Contract that are not resolved by agreement of the parties shall be decided in writing by an authorized representative of The City. This decision shall be final and conclusive unless within [10] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the City's authorized representative. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the City's authorized representative shall be binding upon the Contractor and the Contractor shall abide be the decision.

In the event that a resolution of the dispute is not mutually agreed upon, the parties can agree to mediate the dispute or proceed with litigation. Notwithstanding any provision of this section, or any other provision of this Contract, it is expressly agreed and understood that any court proceeding arising out of a dispute under the Contract shall be heard by a Court de novo and the court shall not be limited in such proceeding to the issue of whether the Authority acted in an arbitrary, capricious or grossly erroneous manner.

Pending final settlement of any dispute, the parties shall proceed diligently with the performance of the Contract, and in accordance with the City's direction or decisions made thereof.

Performance during Dispute
Unless otherwise directed by The City, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages
Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of its employees, agents or others for whose acts it is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies
Unless this Contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the City and the Contractor arising out of or relating to this Contract or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the City is located.

Rights and Remedies
The duties and obligations imposed by the Contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the City or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act

constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

Byrd Anti-Lobbying Amendment

Contractors who apply or bid for an award of $100,000 or more shall file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the City.

Clean Air Act & Federal Water Pollution Control Act

The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). Violations must be reported to FTA and the Regional Office of the Environmental Protection Agency. The following applies for contracts of amounts in excess of $150,000:

Clean Air Act

(1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
(2) The contractor agrees to report each violation to the City and understands and agrees that the City will, in turn, report each violation as required to assure notification to the City, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
(3) The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

Federal Water Pollution Control Act

(1) The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as

amended, 33 U.S.C. 1251 et seq.

(2) The contractor agrees to report each violation to the City and understands and agrees that the City will, in turn, report each violation as required to assure notification to the City, Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.

(3) The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FTA.

Buy America

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661 and 2 CFR 200.322 Domestic preferences for procurements, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C), 49 U.S.C. 5323(u) and 49 C.F.R. 661.11.

A bidder or offeror must submit to the City the appropriate Buy America certification with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Bus Testing

The operator of the bus testing facility is required to provide the resulting test report to the entity that submits the bus for testing. The manufacturer or dealer of a new bus model or a bus
produced with a major change in component or configuration is required to provide a copy of the corresponding full bus testing report and any applicable partial testing report(s) to the City during the point in the procurement process specified by the City, but in all cases before final acceptance of the first bus by the City. The complete bus testing reporting requirements are provided in 49 C.F.R. § 665.11.

Pre-Award and Post-Delivery Audits of Rolling Stock Purchases

The Contractor agrees to comply with 49 U.S.C. § 5323(m) and FTA's implementing regulation at 49 C.F.R. part 663. The Contractor shall comply with the Buy America certification(s) submitted with its proposal/bid. The Contractor agrees to participate and cooperate in any pre-award and post-delivery audits performed pursuant to 49 C.F.R. part 663 and related FTA guidance.

Cargo Preference

Use of United States-Flag Vessels - The contractor agrees:

a. to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

b. to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the City (through the contractor in the case of a subcontractor's bill-of-lading.)

c. to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

Fly America Requirements

a) Definitions. As used in this clause—

1) “International air transportation” means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States.

2) “United States” means the 50 States, the City of Columbia, and outlying areas.

3) “U.S.-flag air carrier” means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

b) When Federal funds are used to fund travel, Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118) (Fly

America Act) requires contractors, Agencies, and others use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available. It requires the Comptroller General of the United States, in the absence of satisfactory proof of the necessity for foreign-flag air transportation, to disallow expenditures from funds, appropriated or otherwise established for the account of the United States, for international air transportation secured aboard a foreign-flag air carrier if a U.S.-flag air carrier is available to provide such services.

c) If available, the Contractor, in performing work under this contract, shall use U.S.-flag carriers for international air transportation of personnel (and their personal effects) or property.

d) In the event that the Contractor selects a carrier other than a U.S.-flag air carrier for international air transportation, the Contractor shall include a statement on vouchers involving such transportation essentially as follows:

Statement of Unavailability of U.S.-Flag Air Carriers
International air transportation of persons (and their personal effects) or property by U.S.-flag air carrier was not available or it was necessary to use foreign-flag air carrier service for the following reasons. See FAR § 47.403. [State reasons]:

e) Contractor shall include the substance of this clause, including this paragraph (e), in each subcontract or purchase under this contract that may involve international air transportation.

Contract Work Hours and Safety Standards Act

a. Applicability: This requirement applies to all FTA grant and cooperative agreement programs.
b. Where applicable (see 40 U.S.C. § 3701), all contracts awarded by the non-Federal entity in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations at 29 C.F.R. Part 5. See 2 C.F.R. Part 200, Appendix II.
c. Under 40 U.S.C. § 3702, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours.

Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week.

d. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
e. The regulation at 29 C.F.R. § 5.5(b) provides the required contract clause concerning compliance with the Contract Work Hours and Safety Standards Act:

Overtime requirements
No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

Violation; liability for unpaid wages; liquidated damages
In the event of any violation of the clause set forth in paragraph (1) of this section the contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

Withholding for unpaid wages and liquidated damages
The City shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under

any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

Subcontracts
The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

Veterans Hiring Preference
Veterans Employment - Recipients of Federal financial assistance shall ensure that contractors working on a capital project funded using such assistance give a hiring preference, to the extent practicable, to veterans (as defined in section 2108 of title 5) who have the requisite skills and abilities to perform the construction work required under the contract. This subsection shall not be understood, construed or enforced in any manner that would require an employer to give a preference to any veteran over any equally qualified applicant who is a member of any racial or ethnic minority, female, an individual with a disability, or a former employee.

Equal Employment Opportunity
During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor

agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

(4) The contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the City contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Other Certifications

1. The individual signing certifies that he/she is authorized to contract on behalf of the proposer.

2. The individual signing certifies that the proposer is not involved in any agreement to pay money or other consideration for the execution of this agreement, other than to an employee of the proposer.

3. The individual signing certifies that there has been no attempt by the proposer to discourage any potential proposer from submitting a proposal.

The proposer, by signing below, agrees to comply with these contract requirements and makes the certifications outlined above.

_____ _____
Signed Date

_____
Printed name

_____ _____
Title Company

APPENDIX A, 49 CFR PART 20--CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq* .)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the

required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Contractor, _____, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq., apply* to this certification and disclosure, if any.

_____ Signature of Contractor's Authorized Official

_____ Name and Title of Contractor's Authorized Official

_____ Date

DEBARMENT AND SUSPENSION CERTIFICATION
(LOWER TIER COVERED TRANSACTION)

The prospective lower tier participant (Bidder/Proposer) certifies by submission of this Offer, that neither it nor its principals, as defined at 2 CFR § 180.995, or affiliates, as defined at 2 CFR 180.905, are excluded (defined at 2 CFR § 180.940) or disqualified as defined at 2 CFR §180.935.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

1) It will comply and facilitate compliance with the requirements of 2 CFR § 180, subpart C and 2 CFR § 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.
2) To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:
    a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently: debarred, suspended, proposed for debarment, declared ineligible, voluntarily excluded, or disqualified.
    b. Its management has not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:
        i. Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
        ii. Violation of any Federal or State antitrust statute, or

iii. Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,

c. It is not presently indicted for, or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification,
d. It has not had one or more public transactions (Federal, State or local) terminated for cause or default within a three-year period preceding this Certification,
e. If, at a later time, it receives any information that contradicts the statements of subsections 2.a – 2.d above, it will promptly provide that information to FTA,
f. It will treat each lower tier contract or lower tier subcontract under its Project as a covered lower tier contract for purposes of 2 CFR part 180 if it:
    i. Equals or exceeds $25,000
    ii. Is for audit services, or
    iii. Requires the consent of a Federal official, and
g. It will require that each covered lower tier contractor and subcontractor:
    i. Comply and facilitate compliance with the Federal requirements of 2 CFR part 180 and 3000, and
    ii. Assure that each lower tier participant in its Project is not presently declared by any Federal department or agency to be:
        (a) Debarred, suspended, proposed for debarment, declared ineligible to participate, voluntarily excluded from participation or disqualified from participation in its federally funded project, and

3) It will provide a written explanation as indicate don a page attached in FTA's TEAM-Web or the Signature Page if it or any of its principals, including any of its first tier Subrecipients or its Third Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Certification Group.

The certification in this clause is a material representation of fact relied upon by the City of Billings, Aviation/Transit Department - MET Transit. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the City of Billings, Aviation/Transit Department - MET Transit, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

_____ **Signature of Bidder or Proposer's Authorized Official**

_____ **Name and Title of Bidder or Proposer's Authorized Official**

_____ **Date**

BUY AMERICA CERTIFICATION

(STEEL OR MANUFACTURED PRODUCTS)
[61 FR 6302, Feb. 16, 1996, as amended at 74 FR 30239, June 25, 2009]

General Requirement (as stated in 49 CFR 661.5)

(a) Except as provided in 49 CFR 661.7 and 49 CFR 661.11, no funds may be obligated by FTA for a grantee project unless all iron, steel, and manufactured products used in the project are produced in the United States.

(b) All steel and iron manufacturing processes must take place in the United States, except metallurgical processes involving refinement of steel additives.

(c) The steel and iron requirements apply to all construction materials made primarily of steel or iron and used in infrastructure projects such as, transit or maintenance facilities, rail lines, and bridges. These items include, but are not limited to, structural steel or iron, steel or iron beams and columns, running rail and contact rail. These requirements do not apply to steel or iron used as components or subcomponents of other manufactured products or rolling stock, or to bimetallic power rail incorporating steel or iron components.

(d) For a manufactured product to be considered produced in the United States:
   1) All of the manufacturing processes for the product must take place in the United States; and
   2) All of the components of the product must be of U.S. origin. A component is considered of U.S. origin if it is manufactured in the United States, regardless of the origin of its subcomponents.

If steel, iron, or manufactured products (as defined in 49 CFR 661.3 and 661.5) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder or offeror in accordance with the requirement contained in 49 CFR 661.13(b).

Certificate of **Compliance** with Buy America Requirements.
The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(1), and the applicable regulations in 49 CFR part 661.

Company_____

Name_____Title_____

Signature_____Date_____

Certificate of **Non-Compliance** with Buy America Steel or Manufactured Products Requirements.
The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j), but it may qualify for an exception to the requirement pursuant to 49 U.S.C. 5323(j)(2), as amended, and the applicable regulations in 49 C.F.R. 661.7.

Company_____

Name_____Title_____

Signature_____Date_____

Bidder List Required Information

The bidder listed below acknowledges that this information is required to be complied and reported in accordance with the City's DBE Program and with the regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. 11(c).

Business Name: _____

Business Address: _____

Years in Business: _____ Telephone: _____

Fax: _____ Email: _____

Type of Organization (Check one):

a. Sole Proprietorship ( ) b. Partnership ( ) c. Corporation ( ) d. Joint Venture ( )

Is Business Registered With the State of Montana as a Disadvantaged Business Enterprise?

a. Yes ( ) b. No ( )

Annual Gross Receipts of Business:

Less than $500,000 ( )

$500,000 - $1,000,000 ( )

$1,000,000 - $5,000,000 ( )

$5,000,000 - $10,000,000 ( )

Over $10,000,000 ( )

_____

Signature

_____

Title

WASHINGTON STATE TRANSIT BUS COOPERATIVE

STATE COOPERATIVE PURCHASING SCHEDULE

MASTER CONTRACT

NO. 06719-01

TRANSIT BUSES: HEAVY DUTY

30 FT DIESEL, 35 FT DIESEL, 40 FT DIESEL 35 FT HYBRID, 40 FT HYBRID, 30 FT CNG, 35 FT, CNG, 40 FT CNG, 35 FT ELECTRIC, 40 FT ELECTRIC CATEGORIES

For Use by Washington State Transit Bus Cooperative Participants

By and Between

STATE OF WASHINGTON

DEPARTMENT OF ENTERPRISE SERVICES

and

GILLIG LLC

Dated April 1, 2021

WASHINGTON STATE TRANSIT BUS COOPERATIVE

STATE COOPERATIVE PURCHASING SCHEDULE

MASTER CONTRACT

NO. 06719

TRANSIT BUS – HEAVY DUTY

30 FT DIESEL, 35 FT DIESEL, 40 FT DIESEL 35 FT HYBRID, 40 FT HYBRID, 30 FT CNG, 35 FT, CNG, 40 FT CNG, 35 FT ELECTRIC, 40 FT ELECTRIC CATEGORIES

This Master Contract ("Master Contract") is made and entered into by and between the State of Washington acting by and through the Department of Enterprise Services, a Washington State governmental agency ("Enterprise Services") and Gillig LLC, a California company ("Contractor") and is dated and effective as of April 1, 2021.

RECITALS

A. Whereas, pursuant to Legislative direction codified in RCW chapter 39.26, Enterprise Services, on behalf of the State of Washington, is authorized to develop, solicit, and establish master contracts for goods and/or services for general use by Washington state agencies and certain other entities (eligible Participants).

B. Whereas, pursuant to RCW 39.26.060, Enterprise Services may develop, solicit, and establish cooperative purchasing agreements for procurement of any goods or services with one or more states, state agencies, local governments, local government agencies, federal agencies, or tribes located in the state, in accordance with an agreement entered into between the participants.

C. Whereas, pursuant to Section 3019 of the FAST Act, the State of Washington acting by and through Enterprise Services, may enter into a cooperative procurement contract with one or more vendors if the vendors agree to provide an option to purchase rolling stock and related equipment to such State government and any other participant and such State government acts throughout the term of the contract as the lead procurement agency.

D. The State of Washington, acting by and through Enterprise Services is a member of and the lead procurement for the Washington State Transit Bus Cooperative. The Washington State Transit Bus Cooperative is a cooperative purchasing agreement for eligible participants to procure transit buses through a competitively solicited and awarded Cooperative Master Contract.

E. Whereas, on behalf of the State of Washington, Enterprise Services, as part of a competitive governmental procurement, issued a Competitive Solicitation No. 06719-01 dated March 4, 2020 regarding Heavy Duty Transit Buses**.**

F. Whereas, Enterprise Services evaluated all responses to the Competitive Solicitation and identified Contractor as an apparent successful bidder.

G. Whereas, Enterprise Services has determined that entering into this Master Contract will meet the identified needs and be in the best interest of the State of Washington and the Washington State Transit Bus Cooperative.

H. Whereas, the purpose of this Master Contract is to enable eligible Participants to purchase Transit Buses as set forth herein.

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises, covenants, and conditions set forth herein, the parties hereto hereby agree as follows:

1. TERM.

The term of this Master Contract is twenty-four (24) months, commencing April 1, 2021 and ending March 31, 2023; Provided, however, that Enterprise Services at is sole discretion may extend the term for three (3) subsequent twelve (12) month extensions if Contractor is not in default; and provided further, that in no event shall such term be extended if Contractor cannot meet the required certifications of this Contract. The maximum contract term is sixty (60) months, ending March 31, 2026.

2. ELIGIBLE PARTICIPANTS. This Master Contract may be utilized by any of the following types of entities ("Participants"):

2.1. WASHINGTON STATE AGENCIES. All Washington state agencies, departments, offices, divisions, boards, and commissions.

2.2. WASHINGTON STATE INSTITUTIONS OF HIGHER EDUCATION (COLLEGES). Any the following institutions of higher education in Washington:

- State universities – i.e., University of Washington & Washington State University;
- Regional universities – i.e., Central Washington University, Eastern Washington University, & Western Washington University
- Evergreen State College;
- Community colleges; and
- Technical colleges.

2.3. MCUA PARTIES. Any of the following types of entities that have executed a Master Contract Usage Agreement with Enterprise Services:

- Political subdivisions (e.g., counties, cities, school districts, public utility districts) in the State of Washington;
- Federal governmental agencies or entities;
- Public-benefit nonprofit corporations (i.e., § 501(c)(3) nonprofit corporations that receive federal, state, or local funding); and
- Federally-recognized Indian Tribes located in the State of Washington.

2.4. TRANSIT BUS COOPERATIVE PARTIES. Any authorized entity that has executed a Washington State Transit Bus Cooperative Purchasing Agreement with Enterprise Services. The following types of entities are anticipated to execute a Washington State Transit Bus Cooperative Purchasing Agreement:

- State agencies, local governments, local government agencies, or political subdivisions (e.g., counties, cities, school districts, public utility districts, ports) of any state or territory of the United States;
- Federal governmental agencies or entities located in any state or territory of the United States; and
- Federally-recognized Indian Tribes located in any state or territory of the United States

3. SCOPE – INCLUDED GOODS AND PRICE.

3.1. CONTRACT SCOPE. Pursuant to this Master Contract, Contractor is authorized to sell only those Transit Buses within the scope of their authorized goods meeting the requirements set forth in *Exhibit A – Included Transit Buses* for the prices set forth in *Exhibit B – Prices*. Contractor shall not represent to any Participant under this Master Contract that Contractor has contractual authority to sell any Transit Buses beyond those meeting the requirements set forth in *Exhibit A – Included Transit Buses*.

3.2. STATE'S ABILITY TO MODIFY SCOPE OF MASTER CONTRACT. Subject to mutual agreement between the parties, Enterprise Services reserves the right to modify the goods included in this Master Contract; *Provided*, however, that any such modification shall be effective only upon thirty (30) days advance written notice; and *Provided further*, that any such modification must be within the scope of this Master Contract. Enterprise Services may, at any time, without notice to Contractor by written order designated or indicated to be a change order, make changes within the general scope of the contract to adjust the quantities of Transit Buses purchased under this Master Contract.

3.3. PARTICIPANT CHANGE ORDERS.

(a) Participants may, at any time, by written order designated or indicated to be a change order, make changes in their Purchase Order within the general scope of this Master Contract, including changes: (1) In the specifications; (2) In the method or manner of performance of the work; (3) In the price sheet to include additional options within the scope of the contract; (4) In the delivery performance of the work; or (5) In additional requirements for compliance with state or federal law.

(b) Any other written or oral order (which includes direction, instruction, interpretation, or determination) from the Participant that causes a change shall be treated as a change order under this clause; provided, that Contractor gives the Participant written notice stating (1) the date, circumstances, and source of the order and (2) that Contractor regards the order as a change order.

(c) Except as provided in this clause, no order, statement, or conduct of the Participant shall be treated as a change under this clause or entitle Contractor to an equitable adjustment.

(d) If any change under this clause causes an increase or decrease in Contractor's cost of, or the time required for, the performance of any part of the work under this Master Contract, whether or not changed by any such order, the Participant will make an equitable adjustment and modify the Purchase Order in writing. However, except for an adjustment based on defective specifications, no adjustment for any change under this clause shall be made for any costs incurred more than twenty (20) days before Contractor gives written notice as required. In the case of defective specifications for which the Participant is responsible, the equitable adjustment shall include any increased cost

reasonably incurred by the Contractor in attempting to comply with the defective specifications.

(e) Contractor will assist Participant in obtaining all of the requested cost details as may be required for FTA assisted purchases. Failure to respond or provide needed details may be grounds for the Participant to cancel the purchase without penalty.

(f) The Contractor must assert its right to an adjustment under this clause within 30 days after

1. receipt of a written change order under paragraph (a) of this clause or

2. the furnishing of a written notice under paragraph (b) of this clause, by submitting to the Contracting Officer a written statement describing the general nature and amount of proposal, unless this period is extended by the Participant. The statement of proposal for adjustment may be included in the notice under paragraph (b) above.

(g) No proposal by the Contractor for an equitable adjustment shall be allowed if asserted after final payment under this Master Contract.

(h) This clause does not supersede FTA Circular C 4220.1F.

3.4. ECONOMIC ADJUSTMENT. Beginning twelve (12) months after the effective date of this Master Contract and for every annual anniversary thereafter, the prices set forth in *Exhibit B* shall be adjusted, based upon the percent changes (whether up or down) in the United States Department of Labor, Bureau of Labor and Statistics (BLS) indices described below, for the most recent year. The Index is the Producer Price Index for Truck and Bus Bodies, Series No. WPU 1413, published by the United States Department of Labor, Bureau of Labor Statistics, or if such Index is no longer in use, then such replacement that is most comparable to the Index as may be designated by the Bureau of Labor Statistics, or as agreed by the parties. Economic adjustment will lag one (1) calendar quarter past the Master Contract commencement date to allow for publication of BLS data. All calculations for the index shall be based upon the latest version of data published as of April 1 each year. Prices shall be adjusted on June 1. If an index is recoded, that is the replacement is a direct substitute according to the BLS, this Master Contract will instead use the recode. If an index becomes unavailable, Enterprise Services shall substitute a proxy index. If there is not a direct substitute, the next higher aggregate index available will be used. The economic adjustment shall be calculated as follows:

New Price = Old Price x (Current Period Index/Base Period Index).

3.5. PRICE CEILING. Although Contractor may offer lower prices to Participants, during the term of this Master Contract, Contractor guarantees to provide the Heavy Duty Transit Buses at no greater than the prices set forth in *Exhibit B – Prices for Heavy Duty Transit Buses* (subject to economic adjustment as set forth herein).

3.6. GOODS AND SERVICES ADDITION. Contractor may offer new goods and services within the scope of the authorized goods set forth in *Exhibit A – Included Transit Buses* to Participants to implement new technology solutions or meet specific Participant requirements. Goods and services added to purchase orders under the Master Contract must be commercially available at the time they are added and fall within the original scope of the Master Contract.

3.7. PRICING OF GOODS AND SERVICE ADDITIONS. Prices for additional Transit Bus goods and services performed under this Master Contract follow cost reimbursement rules under 4220.1F Ch VI,

2.c(1). Cost-reimbursement provides for payment of Contractor's allowable incurred costs, to the extent agreed to in the Contractor's agreement with the Participant. Participants are required to include FAR Part 31 cost principles in their cost reimbursement contracts for the purpose of determining allowable costs under the contract. Contract shall comply with Participants' requests in determining reasonable prices, including but not limited to providing a breakdown of relevant incurred costs or individual component pricing to Participant upon request. A dispute on the reimbursement costs will follow the dispute procedures of this Master Contract.

3.8. MASTER CONTRACT INFORMATION. Enterprise Services shall maintain and provide information regarding this Master Contract, including scope and pricing, to eligible Participants.

4. CONTRACTOR REPRESENTATIONS AND WARRANTIES. Contractor makes each of the following representations and warranties as of the effective date of this Master Contract and at the time any order is placed pursuant to this Master Contract. If, at the time of any such order, Contractor cannot make such representations and warranties, Contractor shall not process any orders and shall, within three (3) business days notify Enterprise Services, in writing, of such breach.

4.1. QUALIFIED TO DO BUSINESS. Contractor represents and warrants that it is in good standing and qualified to do business in the State of Washington, that it is registered with the Washington State Department of Revenue and the Washington Secretary of State, that it possesses and shall keep current all required licenses and/or approvals, and that it is current, in full compliance, and has paid all applicable taxes owed to the State of Washington. Contractor represents and warrants that it is or will be qualified to do business in other applicable states for purchases under this Master Contract with each of the Washington State Transit Bus Cooperative member states, including but not limited to Alaska, Idaho, Oregon, Colorado, Montana, and Nevada.

4.2. SUSPENSION & DEBARMENT. Contractor represents and warrants that neither it nor its principals or affiliates presently are debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any governmental contract by any governmental department or agency within the United States.

4.3. QUALITY OF GOODS OR SERVICES. Contractor represents and warrants that any Transit Bus sold pursuant to this Master Contract shall be merchantable, shall conform to this Master Contract and Participant's Purchase Order, shall be fit and safe for the intended purposes, shall be free from defects in materials and workmanship, and shall be produced and delivered in full compliance with applicable law. Contractor further represents and warrants it has clear title to the goods and that the same shall be delivered free of liens and encumbrances and that the same do not infringe any third party patent. The rights and remedies of the parties under this warranty are in addition to any other rights and remedies of the parties provided by law or equity, including, without limitation, actual damages, and, as applicable and awarded under the law, to a prevailing party, reasonable attorneys' fees and costs. Whenever under the Master Contract or Purchase Order it is provided that Contractor shall furnish materials or manufactured components or shall do work for which no detailed specifications are set forth, the work performed shall be in full conformity and harmony with the intent to secure the best standards of manufacture in the work as a whole or in part. No advantage shall be taken by Contractor in the omission of any part or detail which goes to make the Transit Buses complete and ready for service, even though such part or detail is not mentioned in the specifications or in Contractor's approved design.

4.4. EXECUTIVE ORDER 18-03 – WORKERS' RIGHTS (MANDATORY INDIVIDUAL ARBITRATION). Contractor represents and warrants, as previously certified in Contractor's bid submission, that Contractor

does NOT require its employees, as a condition of employment, to sign or agree to mandatory individual arbitration clauses or class or collective action waivers. Contractor further represents and warrants that, during the term of this Contract, Contractor shall not, as a condition of employment, require its employees to sign or agree to mandatory individual arbitration clauses or class or collective action waivers.

4.5. OREGON REVISED STATUTE 279A.112. Contractor represents and warrants, as previously certified in Contractor's bid submission, that their firm has a written policy and practice preventing sexual harassment, sexual assault and discrimination against employees who are members of a protected class.

4.6. EMISSIONS INFORMATION. Contractor represents and warrants, as previously certified in Contractor's bid submission, that their firm has a written policy and practice to assess and provide accurate emission information on products to Participants.

4.7. SUSTAINABILITY POLICY. Contractor represents and warrants, as previously certified in Contractor's bid submission, that their firm has a written policy and practice, detailing own sustainability policies and programs in place and to provide services in line with the principles established therein.

4.8. PROCUREMENT ETHICS & PROHIBITION ON GIFTS. Contractor represents and warrants that it complies fully with all applicable procurement ethics restrictions including, but not limited to, restrictions against Contractor providing gifts or anything of economic value, directly or indirectly, to Participants' employees.

4.9. WASHINGTON'S ELECTRONIC BUSINESS SOLUTION (WEBS). Contractor represents and warrants that it is registered in Washington's Electronic Business Solution (WEBS), Washington's contract registration system and that, all of its information therein is current and accurate and that throughout the term of this Master Contract, Contractor shall maintain an accurate profile in WEBS.

4.10. STATEWIDE PAYEE DESK. Contractor represents and warrants that it is registered with the Statewide Payee Desk, which registration is a condition to payment.

4.11. COOPERATIVE MASTER CONTRACT PROMOTION; ADVERTISING AND ENDORSEMENT. Contractor represents and warrants that it shall use commercially reasonable efforts both to promote and market the use of this Master Contract with eligible Participants and to ensure that those entities that utilize this Master Contract are eligible Participants. Contractor understands and acknowledges that neither Enterprise Services nor Participants are endorsing Contractor's goods and/or services or suggesting that such goods and/or services are the best or only solution to their needs. Accordingly, Contractor represents and warrants that it shall make no reference to Enterprise Services, any Participant, or the State of Washington in any promotional material without the prior written consent of Enterprise Services.

4.12. MASTER CONTRACT TRANSITION. Contractor represents and warrants that, in the event this Master Contract or a similar contract resulting from the Cooperative, is transitioned to another contractor (e.g., Master Contract expiration or termination), Contractor shall use commercially reasonable efforts to assist Enterprise Services for a period of sixty (60) days to effectuate a smooth transition to another contractor to minimize disruption of service and/or costs to the State of Washington.

4.13. VEHICLE TITLE & REGISTRATION. Contractor represents and warrants that upon payment in full, Contractor shall convey to Participant all necessary paperwork, including a "manufacturer's statement of origin" (MSO) and applicable state title application to register the Transit Bus with the Participant's applicable state licensing authority at the time of delivery.

4.14. WAGE VIOLATIONS. Contractor represents and warrants that, during the term of this Master Contract and the three (3) year period immediately preceding the award of the Master Contract, it is not determined, by a final and binding citation and notice of assessment issued by the Washington Department of Labor and Industries or through a civil judgment entered by a court of limited or general jurisdiction, to be in willful violation of any provision of Washington state wage laws set forth in RCW chapters 49.46, 49.48, or 49.52.

4.15. PAY EQUITY. Contractor represents and warrants that, among its workers, similarly employed individuals are compensated as equals. For purposes of this provision, employees are similarly employed if the individuals work for the same employer, the performance of the job requires comparable skill, effort, and responsibility, and the jobs are performed under similar working conditions. Job titles alone are not determinative of whether employees are similarly employed. Contractor may allow differentials in compensation for its workers based in good faith on any of the following: a seniority system; a merit system; a system that measures earnings by quantity or quality of production; a bona fide job-related factor or factors; or a bona fide regional difference in compensation levels. A bona fide job-related factor or factors may include, but not be limited to, education, training, or experience that is: consistent with business necessity; not based on or derived from a gender-based differential; and accounts for the entire differential. A bona fide regional difference in compensation level must be consistent with business necessity; not based on or derived from a gender-based differential; and account for the entire differential. Notwithstanding any provision to the contrary, upon breach of warranty and Contractor's failure to provide satisfactory evidence of compliance within thirty (30) days, Enterprise Services may suspend or terminate this Master Contract and any Participant hereunder similarly may suspend or terminate its use of the Master Contract and/or any agreement entered into pursuant to this Master Contract.

5. USING THE MASTER CONTRACT – PURCHASES.

5.1. ORDERING REQUIREMENTS. Participants shall order Transit Buses from this Master Contract, consistent with the terms hereof and by using any ordering mechanism agreeable both to Contractor and Participant but, at a minimum, including the use of a purchase order. When practicable, Contractor and Participant also shall use telephone orders, email orders, web-based orders, and similar procurement methods (collectively "Purchase Order"). All order documents must reference the Master Contract number. Consistent with Participant's procurement authority, Participant may propose and negotiate additional terms with the applicable Contractor to meet Participant's needs, subject to agreement with the applicable Contractor. Under no circumstances will Participant's agreements change or modify the contract obligations of this Master Contract. The terms of this Master Contract shall apply to any Purchase Order and, in the event of any conflict, the terms of this Master Contract shall prevail. Notwithstanding any provision to the contrary, in no event shall any 'click-agreement,' software or web-based application terms and conditions, or other agreement modify the terms and conditions of this Master Contract.

5.2. APPROVAL OF PURCHASES. Enterprise Services and, if the Participant is using FTA funds, the Participant's respective authorization authority for use of those FTA funds shall approve the Participant's initial Purchase Order. Enterprise Services shall review the Purchase Order and approve that the purchase is within the Scope of the Master Contract. The Participant's respective authorization authority for use of those FTA funds will approve the purchase according to their own policies and procedures. Participant and Contractor shall provide timely information as requested by Enterprise Services for the approval process.

5.3. CONTRACTOR COOPERATIVE USE APPROVAL. Pursuant to RCW 39.26.060, the intent of this Contract is to allow for cooperative procurement to the maximum extent possible. Accordingly, any authorized entity that has executed a Washington State Transit Bus Cooperative Purchasing Agreement with Enterprise Services may place orders under this Master Contract. Participation in the cooperative is voluntary. If agreed to by Contractor, this Contract may be used by any participant in the cooperative to procure the Transit Buses. Contractor has the right to refuse initial orders by cooperative participants on a capacity basis, if the Contractor cannot fulfill the complete order based on delivery deadlines. Orders under this Contract will be fulfilled on a first come, first serve basis of the initial order date. If Contractor rejects an order for capacity, Enterprise Services may request additional information from the Contract regarding Contractor's capacity to fulfill orders.

5.4. FTA PRE-AWARD AND POST-DELIVERY CERTIFICATIONS. Contractor shall take all reasonable steps assist Participants in completing all required pre-award and post-delivery certifications required by federal or state law or policy for purchases under this Master Contract. Contractor shall provide all requested information to complete the certifications in a reasonable time to ensure certifications are completed in a timely manner.

5.5. DELIVERY REQUIREMENTS. Contractor must ensure that delivery of Transit Buses will be made as required by this Master Contract, the Purchase Order used by Participants, or as otherwise mutually agreed in writing between the Participant and Contractor. The following apply to all deliveries:

(a) Contractor shall make all deliveries to the applicable delivery location specified in the Purchase Order by the delivery date. The delivery date must be within 18 months of the initial order date, as stated in the Purchaser Order or agreement between Participant and

Contractor; provided however that the Participant and Contractor may amend the delivery date by mutual agreement. Deliveries shall occur during Participant's normal work hours and within the time period mutually agreed in writing between Participant and Contractor at the time of order placement.

(b) Contractor shall deliver all buses with a full tank of fuel and clean inside and out. For any bus not meeting this requirement, Contractor will be assessed $300. When Transit Buses are delivered, certificates or releases signed by Participant simply acknowledge receipt of the Transit Buses and do not constitute acceptance by the Participant of the condition of the Transit Buses, or its conformance with the terms of the Master Contract or Participant's Purchase Order. Acceptance by Participant occurs subsequent to final inspection when Participant provides Contractor with a written Notice of Acceptance.

(c) Contractor shall ship or deliver all goods and/or services purchased pursuant to this Master Contract, freight charges prepaid by Contractor, FOB Participant's specified destination with all transportation and handling charges included. Contractor shall bear all risk of loss, damage, or destruction of the goods and/or services ordered hereunder that occurs prior to delivery, except loss or damage attributable to Participant's negligence. Contractor shall use a qualified and experienced common or contract carrier who is properly licensed and insured. Contractor shall make all arrangements for shipment.

(d) All packing lists, packages, instruction manuals, correspondence, shipping notices, shipping containers, and other written materials associated with this Master Contract shall be identified by the Master Contract number set forth on the cover of this Master Contract and the applicable Participant's Purchase Order number. Packing lists shall be included with each shipment and clearly identify all contents and any backorders.

5.6. PROTOTYPE BUSES. If requested by Participant, Contractor shall produce one prototype bus for each type of bus with respect to the Purchase Order for inspection and testing at the Participant's facilities. The prototype bus will demonstrate that the bus fully meets all requirements of the Purchase Order. Contractor shall produce and deliver the prototype bus to Participant for inspection and testing a minimum of one-hundred twenty (120) days prior to initiation of any production activities for the remaining buses unless otherwise authorized in writing by Participant. The cost of transporting the prototype bus to and from the Participant's facilities shall be at the expense of Contractor. Contractor shall schedule the prototype review with the Participant when a vehicle has been completed with all equipment and furnishings installed, but early enough so design changes resulting from the review will not delay production or cause scrapping of production material.

In the event of nonconformity Participant shall, to the extent practicable, notify Contractor of said nonconformity. No later than seven (7) days after the end of the fourteen (14) day test, Participant shall issue a written report to the Contractor that advises the Contractor of any noncompliance issues and/or any proposed modifications or changes required on the remaining vehicles. Any failure by Participant to detect any defects or omissions in this testing period will in no way relieve Contractor from fully complying with the specifications of the Master Contract and Participant Order. All prototype buses shall be brought up to the final production bus configuration in all respects at no additional cost to Participant, except as may be agreed by change orders.

5.7. NOTIFICATION OF DELAY. Contractor shall provide prompt notice to Participant and Enterprise Services for any delay in the manufacturing process that will affect the expected delivery date. Contractor will provide notice of the delay within fourteen (14) days of discovery of the potential delay. This notice of delay must include a reasonable expectation of when the delay will be resolved, the reason for the delay, whether the delay will cause the delivery to exceed the delivery date, and any other applicable information regarding the delay.

- Participant shall provide Contractor with notice of acceptance of the reasonable delay or notice that the delay is determined to be non-excusable within seven (7) days of receipt of the notice of delay.
- If there is a dispute between Contractor and Participant as to whether the delay is reasonable, Contractor may appeal Participant's decision to Enterprise Services within seven (7) days of receipt of the notice that the delay is non-excusable. Enterprise Services will review the provided information and make a final determination as to whether the delay is reasonable or non-excusable. If a dispute remains after this procedure, parties shall follow the dispute resolution process of Section 16.
- Contractor shall promptly comply with any request from Enterprise Services or Participant for additional information in making the delay determination. A request for more information from Enterprise Services or Participant tolls the time for required response until the time that Contractor responds to the request for more information.
- Reasonable delay is a delay for which the Contractor is not responsible. A reasonable delay must arise from unforeseeable causes, be beyond the control of Contractor, and be without the fault of the Contractor. A reasonable delay will extend the delivery date by the agreed upon length of the delay.
- Non-excusable delay is a delay for which Contractor is wholly or partially responsible. A non-excusable delay is a delay that arises from a foreseeable cause, is within the control of Contractor, or is due to the fault of Contractor. A non-excusable delay will not extend the agreed upon delivery date.

5.8. DELAY DAMAGES. Participant will be damaged by any failure on the part of Contractor to deliver the buses within the time specified in delivery date. The amount of damages for delay of beyond the delivery date is difficult if not impossible to ascertain. The amount of such damages Contractor shall pay to Participant is fixed at the amount of $250.00 per day for each bus not delivered in substantially good condition as inspected by the Participant. Participant may elect to deduct the amount of the damages from the amount due to Contractor under the Purchase Order or may notify Contractor of the amount due based on the delay. If Participant requires Contractor to pay the delay damages, Contractor shall pay the entire amount within thirty (30) days after receipt of a written demand by Participant. The payment of damages will be in lieu of any damages for any loss of profit, loss of revenue, loss of use, or for any other direct, indirect, special or consequential losses or damages of any kind that may be suffered by Participant arising at any time from the failure of Contractor to fulfill the delivery obligations in a timely manner.

5.9. INSPECTION AND ACCEPTANCE OF TRANSIT BUSES. Transit Buses purchased under this Master Contract are subject to Participant's reasonable inspection, testing, and approval at Participant's destination for a period of fourteen (14) days from the date that the Transit Buses are received at the place of delivery. Participant reserves the right to reject and refuse acceptance of Transit Buses that are not in accordance with this Master Contract and the Participant's Purchase Order during this inspection period. Representatives of Contractor may witness acceptance inspections

and testing if so requested by Contractor. Participant retains the right to complete as thorough an inspection as it deems necessary to determine if each bus is in conformance with Master Contract and Purchase Orders requirements for configuration and performance parameters. Contractor shall coordinate and manage Contractor's post-delivery inspection process and notify the Participant of scheduling and availability of buses ready for pre-acceptance inspection. Acceptance by the Participant occurs when Participant provides Contractor with a written Notice of Acceptance, which will be subsequent to final inspection by responsible assigned employees of the Participant. All acceptances are subject to the warranty requirements of this Master Contract.

5.10. INSPECTION DEFECTS. If there are any apparent defects in the goods and/or services within the inspection period, Participant will promptly notify Contractor. At Participant's option, and without limiting any other rights, Participant may:

- Require Contractor to repair or replace, at Contractor's expense, any or all of the damaged goods; or
- Require Contractor to refund the price of any or all of the damaged goods; or
- Participant may note any damage to the goods on the receiving report, decline acceptance, and deduct the cost of rejected goods from final payment.

Payment for any goods under such Purchase Order shall not be deemed acceptance of the goods. If Participant discovers defects during the inspection process, the requirement for timely delivery under 6.2(a) will continue to run until Contractor resolves the defects and provides Participant with the applicable goods free of defects. The period for the delivery date for the goods will be tolled for the length of time Participant was in the inspection period until the time that Participant provided notice of defect to Contractor.

5.11. POST-INSPECTION REPAIRS BY CONTRACTOR. In the event of non-acceptance of the bus, Contractor must begin Work within five (5) working days after receiving notification from Participant of failure of acceptance tests. Participant shall make the bus available to complete repairs timely with the Contractor repair schedule. If Contractor fails or refuses to begin the repairs within five (5) days, then the repair work may be done by Participant's personnel with reimbursement by Contractor. Contractor shall provide, at its own expense, all spare parts, tools and space required to complete the repairs. At Participant's option, Contractor may be required to remove the bus from Participant's property while repairs are being made. If the bus is removed from Participant's property, then repair procedures must be diligently pursued by Contractor's representatives, and Contractor shall assume risk of loss while the bus is under its control.

5.12. CONTRACTOR SERVICE AND PARTS SUPPORT. For each Participant Order, Contractor shall supply Participant with a completed *Exhibit D - Contractor Service and Parts Support Data* with contact information on the representatives responsible for assisting Participant, as well as the location of the nearest distribution center, which shall furnish a complete supply of parts and components for the repair and maintenance of the buses to be supplied. Contractor shall also submit its policy on transportation charges for parts other than those covered by warranty.

5.13. PARTS AVAILABILITY GUARANTEE. Contractor guarantees to provide the spare parts, software, and all equipment necessary to maintain and repair the buses supplied under this Master Contract for a period of at least twelve (12) years after the date of acceptance. Parts will be interchangeable with the original equipment and will be manufactured in accordance with the quality assurance

provisions of this Master Contract. Prices shall not exceed the Contractor's then-current published catalog prices.

Where the parts ordered by the Participant are not received within two (2) working days of the agreed-upon time and date and a bus procured under this Master Contract is out of service due to the lack of said ordered parts, then the Contractor shall provide the Participant, within eight (8) hours of the Participant's verbal or written request, the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the Participant.

In the event Contractor fails to honor this parts guarantee or parts ordered by the Participant are not received within thirty (30) days of the agreed-upon delivery date, then Contractor shall provide to Participant, within seven (7) days of the Agency's verbal or written request, the design and manufacturing documentation for those parts manufactured by the Contractor and the original suppliers' and/or manufacturers' parts numbers, company names, addresses, telephone numbers and contact persons' names for all of the specific parts not received by the Participant. Contractor's design and manufacturing documentation provided to the Participant shall be for its sole use in regard to the buses procured under this Master Contract and for no other purpose.

5.14. TERMINATION FOR WITHDRAWAL OF FUNDING. If any Participant's expected or actual funding for purchases under this Master Contract are withdrawn, reduced, or limited in any way prior to the payment for the last bus accepted, Participant may, upon written notice to Contractor, terminate their Purchase Order for Transit Buses not yet accepted. If the Purchase Order is terminated as provided in this subsection: (1) Participant will be liable only for payment in accordance with the terms of this Contract for work performed satisfactorily up to the date of termination and materials on order that cannot be canceled; and (2) Contractor shall be released from any obligation to provide additional buses as are affected by the termination.

5.15. FACILITY INSPECTIONS. Contractor shall provide right of access to its facilities to Enterprise Services, any Enterprise Services agents, Participant, any of Participants agents, or to any other authorized agent or official of the state of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Contract.

5.16. ON SITE REQUIREMENTS. While on Participant's premises, Contractor, its agents, employees, or subcontractors shall comply, in all respects, with Participant's physical, fire, access, safety, or other security requirements.

6. INVOICING & PAYMENT.

6.1. CONTRACTOR INVOICE. Contractor shall submit to Participant's designated invoicing contact properly itemized invoices. Such invoices shall itemize the following:

(a) Master Contract No. 06719

(b) Contractor name, address, telephone number, and email address for billing issues (i.e., Contractor Customer Service Representative)

(c) Contractor's Federal Tax Identification Number

(d) Date(s) of delivery

(e) Invoice amount; and

(f) Payment terms, including any available prompt payment discounts.

Contractor's invoices for payment shall reflect accurate Master Contract prices. Invoices will not be processed for payment until receipt of a complete invoice as specified herein.

6.2. PAYMENT. Payment is the sole responsibility of, and will be made by, the Participant. Payment is due within thirty (30) days of invoice. If Participant fails to make timely payment(s), Contractor may invoice Participant in the amount of one percent (1%) per month on the amount overdue or a minimum of $1. Payment will not be considered late if a check or warrant is mailed within the time specified. Contractor provides a prompt payment discount of 0.10% for payments within 20 days of receipt of the invoice. This discount will only be provided for Participant payments within the stated time.

6.3. MILESTONE PAYMENTS. Participant and Contractor may condition payment on the achievement of various agreed upon milestones for the Transit Buses. Milestone payments will be mutually agreed upon by Participant and Contractor in regard to timing of milestone, acceptance of milestone, and amounts for milestone payments. Payment for milestones will follow the procedure for invoice payment.

6.4. OVERPAYMENTS. Contractor promptly shall refund to Participant the full amount of any erroneous payment or overpayment. Such refunds shall occur within thirty (30) days of written notice to Contractor; *Provided*, however, that Participant shall have the right to elect to have either direct payments or written credit memos issued. If Contractor fails to make timely payment(s) or issuance of such credit memos, Participant may impose a one percent (1%) per month on the amount overdue thirty (30) days after notice to the Contractor.

6.5. NO ADVANCE PAYMENT. No advance payments shall be made for any goods or services furnished by Contractor pursuant to this Master Contract.

6.6. NO ADDITIONAL CHARGES. Unless otherwise specified herein, Contractor shall not include or impose any additional charges including, but not limited to, charges for shipping, handling, or payment processing.

6.7. TAXES/FEES. Contractor promptly shall pay all applicable taxes on its operations and activities pertaining to this Master Contract. Failure to do so shall constitute breach of this Master Contract. Unless otherwise agreed, Participant shall pay applicable sales tax imposed by the tax jurisdictions in which delivery occurs on purchased goods and/or services. Contractor, however, shall not make any charge for federal excise taxes and Participant agrees to furnish Contractor with an exemption certificate where appropriate.

7. CONTRACT MANAGEMENT.

7.1. CONTRACT ADMINISTRATION & NOTICES. Except for legal notices, the parties hereby designate the following contract administrators as the respective single points of contact for purposes of this Master Contract. Enterprise Services' contract administrator shall provide Master Contract oversight. Contractor's contract administrator shall be Contractor's principal contact for business activities under this Master Contract. The parties may change contractor administrators by written notice as set forth below.

Any notices required or desired shall be in writing and sent by U.S. mail, postage prepaid, or sent via email, and shall be sent to the respective addressee at the respective address or email address set forth below or to such other address or email address as the parties may specify in writing:

Enterprise Services	**Contractor**
Attn: David Mgebroff Washington Dept. of Enterprise Services PO Box 41411 Olympia, WA 98504-1411 Tel: (360) 407-8049 Email: david.mgebroff@des.wa.gov	Attn: Lee Petersen, Regional Sales Manager and Maribel Gonzalez-Becerra, Bid & Contract Specialist GILLIG LLC 451 Discovery Drive Livermore, CA 94551 Tel: (800) 785-1500 Email: sales@gillig.com

Notices shall be deemed effective upon the earlier of receipt, if mailed, or, if emailed, upon transmission to the designated email address of said addressee.

7.2. CONTRACTOR CUSTOMER SERVICE REPRESENTATIVE. Contractor shall designate a customer service representative (and inform Enterprise Services of the same) who shall be responsible for addressing Participant issues pertaining to this Master Contract.

7.3. LEGAL NOTICES. Any legal notices required or desired shall be in writing and delivered by U.S. certified mail, return receipt requested, postage prepaid, or sent via email, and shall be sent to the respective addressee at the respective address or email address set forth below or to such other address or email address as the parties may specify in writing:

Enterprise Services	**Contractor**
Attn: Legal Services Manager Washington Dept. of Enterprise Services PO Box 41411 Olympia, WA 98504-1411 Email: greg.tolbert@des.wa.gov	Attn: William F. Fay, Jr. Vice President Sales GILLIG LLC 451 Discovery Drive Livermore, CA 94551 Email: sales@gillig.com

Notices shall be deemed effective upon the earlier of receipt when delivered, or, if mailed, upon return receipt, or, if emailed, upon transmission to the designated email address of said addressee.

8. CONTRACTOR SALES REPORTING; VENDOR MANAGEMENT FEE; & CONTRACTOR REPORTS.

8.1. MASTER CONTRACT SALES REPORTING. Contractor shall report total Master Contract sales quarterly to Enterprise Services, as set forth below.

(a) Master Contract Sales Reporting System. Contractor shall report quarterly Master Contract sales in Enterprise Services' Master Contract Sales Reporting System. Enterprise Services will provide Contractor with a login password and a vendor number. The password and vendor number will be provided to the Sales Reporting Representative(s) listed on Contractor's Bidder Profile.

(b) Data. Each sales report must identify every authorized Participant by name as it is known to Enterprise Services and its total combined sales amount invoiced during the reporting period (i.e., sales of an entire agency or political subdivision, not its individual subsections). The "Miscellaneous" option may be used only with prior approval by Enterprise Services. Upon request, Contractor shall provide contact information for all authorized Participants specified herein during the term of the

Master Contract. If there are no Master Contract sales during the reporting period, Contractor must report zero sales.

(c) Due dates for Master Contract Sales Reporting. Quarterly Master Contract Sales Reports must be submitted electronically by the following deadlines for all sales invoiced during the applicable calendar quarter:

FOR CALENDAR QUARTER ENDING	MASTER CONTRACT SALES REPORT DUE
March 31:	April 30
June 30:	July 31
September 30:	October 31
December 31:	January 31

8.2. VENDOR MANAGEMENT FEE. Contractor shall pay to Enterprise Services a vendor management fee ("VMF") of 0.15 percent on the purchase price for all Master Contract sales (the purchase price is the total invoice price less applicable sales tax).

(a) The sum owed by Contractor to Enterprise Services as a result of the VMF is calculated as follows:

> Amount owed to Enterprise Services = Total Master Contract sales invoiced (not including sales tax) x .00150.

(b) The VMF must be rolled into Contractor's current pricing. The VMF must not be shown as a separate line item on any invoice unless specifically requested and approved by Enterprise Services.

(c) Enterprise Services will invoice Contractor quarterly based on Master Contract sales reported by Contractor. Contractors are not to remit payment until they receive an invoice from Enterprise Services. Contractor's VMF payment to Enterprise Services must reference this Master Contract number, work request number (if applicable), the year and quarter for which the VMF is being remitted, and the Contractor's name as set forth in this Master Contract, if not already included on the face of the check.

(d) Failure to accurately report total net sales, to submit a timely usage report, or remit timely payment of the VMF, may be cause for Master Contract suspension or termination or the exercise of other remedies provided by law. Without limiting any other available remedies, the Parties agree that Contractor's failure to remit to Enterprise Services timely payment of the VMF shall obligate Contractor to pay to Enterprise Services, to offset the administrative and transaction costs incurred by the State to identify, process, and collect such sum, the sum of $200.00 or twenty-five percent (25%) of the outstanding amount, whichever is greater, or the maximum allowed by law, if less.

(e) Enterprise Services reserves the right, upon thirty (30) days advance written notice, to increase, reduce, or eliminate the VMF for subsequent purchases, and reserves the right to renegotiate Master Contract pricing with Contractor when any subsequent adjustment of the VMF might justify a change in pricing.

8.3. ANNUAL MASTER CONTRACT SALES REPORT. Contractor shall provide to Enterprise Services a detailed annual Master Contract sales report. Such report shall include, at a minimum: Product description, part number or other Product identifier, per unit quantities sold, and Master Contract price. This report must be provided in an electronic format that can be read by MS Excel.

9. RECORDS RETENTION & AUDITS.

9.1. RECORDS RETENTION. Contractor shall maintain books, records, documents, and other evidence pertaining to this Master Contract and orders placed by Participants under it to the extent and in such detail as shall adequately reflect performance and administration of payments and fees. Contractor shall retain such records for a period of six (6) years following expiration or termination of this Master Contract or final payment for any order placed by a Participant against this Master Contract, whichever is later; *Provided*, however, that if any litigation, claim, or audit is commenced prior to the expiration of this period, such period shall extend until all such litigation, claims, or audits have been resolved.

9.2. AUDIT. Enterprise Services reserves the right to audit, or have a designated third party audit, applicable records to ensure that Contractor has properly invoiced Participants and that Contractor has paid all applicable contract management fees. Accordingly, Contractor shall permit Enterprise Services, any Participant, and any other duly authorized agent of a governmental agency, to audit, inspect, examine, copy and/or transcribe Contractor's books, documents, papers and records directly pertinent to this Master Contract or orders placed by a Participant under it for the purpose of making audits, examinations, excerpts, and transcriptions. This right shall survive for a period of six (6) years following expiration or termination of this Master Contract or final payment for any order placed by a Participant against this Master Contract, whichever is later; *Provided*, however, that if any litigation, claim, or audit is commenced prior to the expiration of this period, such period shall extend until all such litigation, claims, or audits have been resolved.

9.3. OVERPAYMENT OF PURCHASES OR UNDERPAYMENT OF FEES. Without limiting any other remedy available to any Participant, Contractor shall (a) reimburse Participants for any overpayments inconsistent with the terms of this Master Contract or orders, at a rate of 125% of such overpayments, found as a result of the examination of the Contractor's records; and (b) reimburse Enterprise Services for any underpayment of fees, at a rate of 125% of such fees found as a result of the examination of the Contractor's records (e.g., if Contractor underpays the Vendor Management Fee by $500, Contractor would be required to pay to Enterprise Services $500 x 1.25 = $625).

10. INSURANCE.

10.1. REQUIRED INSURANCE. During the Term of this Master Contract, Contractor, at its expense, shall maintain in full force and effect the insurance coverages set forth in *Exhibit C – Insurance Requirements*. All costs for insurance, including any payments of deductible amounts, shall be considered incidental to and included in the prices for goods/services and no additional payment shall be made.

10.2. WORKERS COMPENSATION. Contractor shall comply with applicable workers compensation statutes and regulations (e.g., RCW Title 51, Industrial Insurance). If Contractor fails to provide industrial insurance coverage or fails to pay premiums or penalties on behalf of its employees as may be required by law, Enterprise Services may terminate this Master Contract. This provision does not waive any of the Washington State Department of Labor and Industries (L&I) rights to collect

from Contractor. In addition, Contractor waives its immunity under RCW Title 51 to the extent it is required to indemnify, defend, and hold harmless the State of Washington and its agencies, officials, agents, or employees.

11. WARRANTY.

11.1. CONTRACTOR WARRANTY. Warranties in this document are in addition to any statutory remedies or warranties imposed on Contractor. Consistent with this requirement, Contractor warrants and guarantees to Participant each complete Transit Bus and specific subsystems and components as follows.

Contractor warrants the Transit Buses are of good material and workmanship and agrees to promptly replace any part or parts, at no cost to the Participant, which by reason of defective materials or workmanship fail under normal use, free of negligence or accident during the applicable warranty period. Contractor warranties include the replacement of parts and services associated with the replacement and repair, including but not limited to any diagnostic, refurbishment, shipping, or travel costs.

Performance requirements based on design criteria will not be deemed a warranty item. Contractor shall insure in its procurement arrangements that the warranty requirements of this Master Contract are enforceable through and against the Contractor's suppliers, vendors, material men, and subcontractors. Any inconsistency or difference between the warranties extended to Participants by Contractor and those extended to Contractor by its suppliers, vendors, material men, and subcontractors, are at the risk and expense of Contractor. Such inconsistency or difference will not excuse Contractor's full compliance with its obligations under this Contract.

11.2. WARRANTY INFORMATION. Upon Participant's request, Contractor promptly shall provide complete copies of all written warranties or guarantees and documentation of any other arrangement relating to such warranties or guarantees extended by Contractor's suppliers, sub-suppliers, vendors, material men, and subcontractors covering parts, components, and systems utilized in the bus. Contractor shall ensure that such suppliers, sub-suppliers, vendors, material men, and subcontractors satisfactorily perform warranty related work when requested to do so by Participant.

11.3. SYSTEM WARRANTIES. The following systems are warranted to be free from defects and related defects for the years and mileage listed in the table below, whichever comes first. Each warranty is based on regular operation of the bus under the operating conditions prevailing in Participant's locale.

Warranty	Description	Years/Mileage
Complete Bus	Complete bus, propulsion system, components, major subsystems, and body and chassis structure	2 years, 100,000 miles; Class 1 or 2 Failures: 12 years, 500,000 miles
Body And Chassis Structure	Body, body structure, structural elements of the suspension and engine cradle	3 years, 150,000 miles
Body and Chassis Corrosion Failure or Fatigue Failure	Primary load-carrying members of the bus structure, including structural elements of the suspension	Class 1 or 2 Failures: 12 years, 500,000 miles
Propulsion System (Diesel, CNG, Hybrid)	engine, transmission or drive motors, and generators (for hybrid technology) and drive and non-drive axles	2 years, 100,000 miles
Propulsion System (Electric)	traction motors, traction motor controllers, transmission, drive motors, drive and non-drive axles, and any other propulsion system-related replacement component	3 years, 100,000 miles
Energy Storage System	traction battery, Battery Management System, and any other ESS-related replacement component	6 years, 300,000 miles
Emission Control System	complete exhaust system, including catalytic converter (if required), after treatment device, components identified as emission control devices	5 years, 100,000 miles

The ESS is warranted to remain within warrantable end of life during the warranty period. The ESS original specified energy storage capacity and warrantable end of life, as a percentage of the original specified energy capacity, must be clearly defined by the Contractor. Acceptable methods for measuring or obtaining ESS storage capacity with respect to its original specified capacity must be clearly identified by the manufacturer. The manufacturer will propose the test method, and certify the results are true and accurate. The test will be performed according to a documented test procedure. Participant may engage third-parties for capacity testing.

11.4. SUBSYSTEMS WARRANTY. The Contractor warrants the following subsystems to be free from defects and related defects for at least two years or 100,000 miles, whichever comes first.

- Brake system: Foundation brake components, including advancing mechanisms, as supplied with the axles, excluding friction surfaces.
- Destination signs: All destination sign equipment for the front, side and rear signs, power modules and operator control.
- Heating, ventilating: Roof and/or rear main unit only, excluding floor heaters and front defroster.
- AC unit and compressor: Roof and/or rear main unit only, excluding floor heaters and front defroster.
- Door systems: Door operating actuators and linkages. ** Warranty of One Year/Unlimited Miles
- Air compressor.
- Air dryer. ** Warranty of One Year/Unlimited Miles
- Wheelchair lift and ramp system: Lift and/or ramp parts and mechanical only.

- Starter.
- Alternator: Alternator only. Does not include the drive system.
- Charge air cooler: Charge air cooler including core, tanks and including related surrounding framework and fittings.
- Fire suppression: Fire suppression system including tank and extinguishing agent dispensing system.
- Hydraulic systems: Including radiator fan drive and power steering as applicable.
- Propulsion cooling systems: Radiator including core, tanks and related framework, including surge tank. Transmission cooler.
- Power electronics: DC/DC converters, inverters, if supplied
- Passenger seating excluding upholstery.
- Fuel storage and delivery system.
- Surveillance system including cameras and video recorders.

Contractor warrants the following subsystems to be free from defects and related defects for at least two years or 100,000 miles, whichever comes first:

- Low voltage and high voltage electrical wiring and harnesses

11.5. SERIAL NUMBERS. Prior to final delivery of each bus, Contractor shall provide a complete electronic list of serialized units installed on each bus to facilitate warranty tracking. The list will include, but is not limited to the following:

- Engine
- Transmission or Traction Motor
- Alternator
- Starter
- Destination/Luminator (Major components)
- Drive axle and non-drive axle(s)
- DVR unit, supporting electronics (Monitors)
- Driver's seat
- Battery equalizer
- Radiator package
- Exhaust emission components
- A/C compressor and condenser/evaporator unit
- Power steering unit
- Fuel cylinders (if applicable)
- Air compressor
- Wheelchair ramp (if applicable)

Contractor shall provide updated serial numbers resulting from warranty campaigns. The format of the list will be approved by Participant prior to delivery of the first production bus.

11.6. EXTENSION OF WARRANTY. If, during the warranty period, repairs or modifications on any bus are made necessary by defective design, materials, or workmanship but are not completed due to lack of material or inability to provide the proper repair for thirty (30) calendar days, then the applicable warranty period shall be extended by the number of days equal to the delay period.

11.7. VOIDING OF WARRANTY. The warranty will not apply to the failure of any part or component of the bus that directly results from misuse, negligence, accident, or repairs not conducted in accordance with the Contractor-provided maintenance manuals and with workmanship performed by adequately trained personnel in accordance with recognized standards of the industry. The warranty will be void if Participant fails to conduct normal inspections and scheduled preventive maintenance procedures as recommended in the Contractor's maintenance manuals and if that omission caused the part or component failure. Participant should maintain documentation, auditable by Contractor, verifying service activities in conformance with the Contractor's maintenance manuals.

11.8. EXCEPTIONS AND ADDITIONS TO WARRANTY. Warranties will not apply to the following items:

- scheduled maintenance items
- normal wear-out items, such as brake linings, filters, belts, and wiper blades
- items furnished by Participant

Should Participant require the use of a specific product and has rejected Contractor's request for an alternate product, then the standard supplier warranty for that product will be the only warranty provided to Participant. This product will not be eligible under "Fleet Defects," below.

11.9. PASS-THROUGH/SUPERIOR WARRANTY. If any vendor to the Contractor offers, at no additional cost, a warranty on a component that is longer or more comprehensive than the required warranties on this Contract, Contractor shall inform Participant of the additional warranty and pass it through to Participant at no additional cost.

Contractor shall state in writing that Participant's warranty reimbursements will not be impacted. Contractor also shall state in writing any exceptions and reimbursement including all costs incurred in transport of vehicles and/or components. At any time during the warranty period, Contractor may request approval from Participant to assign its warranty obligations to others, but only on a case-by-case basis approved in writing by Participant. Otherwise, Contractor shall be solely responsible for the administration of the warranty as specified. Warranty administration by others does not eliminate the warranty liability and responsibility of Contractor.

11.10. FLEET DEFECTS. "Fleet Defect" means cumulative failures of twenty five (25%) percent of the same components in the same or similar application in a minimum fleet size of twelve (12) or more buses where such items are covered by warranty. A Fleet Defect applies only to the base warranty period in for Complete Bus, Propulsion System, and Subsystems Warranty. When a Fleet Defect is declared, the remaining warranty period on that item/component is suspended. The warranty period does not resume until the Fleet Defect is corrected.

For the purpose of Fleet Defects, each order shall be treated as a separate bus fleet. In addition, if there is a change in a major component within the order, the buses containing the new major component will become a separate bus fleet for the purposes of determining Fleet Defects.

Contractor shall correct a Fleet Defect under the warranty provisions defined in Section 13 Repair Procedure. After correcting the Fleet Defect, Participant and Contractor shall mutually agree to and Contractor shall promptly undertake and complete a work program reasonably designed to prevent the occurrence of the same Fleet Defect in all other buses and spare parts purchased under the order. Where the specific Fleet Defect is solely attributed to particular identifiable parts, the work program will include redesign and/or replacement of only the defectively designed and/or manufactured parts. In all other cases, the work program will include inspection and/or correction of all the buses in the fleet via a mutually agreed-to arrangement. Contractor shall update, as necessary, technical support information (parts, service and operator's manuals) due to changes resulting from warranty repairs. Participant may immediately declare a defect in design resulting in a safety hazard to be a Fleet Defect. Contractor shall be responsible to furnish, install and replace all defective units.

The Fleet Defect warranty provisions do not apply to Participant-supplied items, such as radios, fare collection equipment, communication systems, and tires. In addition, Fleet Defects do not apply to interior and exterior finishes, hoses, fittings, and fabric.

12. REPAIR PROCEDURE.

12.1. REPAIR PERFORMANCE. Contractor is responsible for all warranty-covered repair work, including diagnostics of warranty covered parts. To the extent practicable, Participant will allow Contractor or its designated representative to perform repair work. At its discretion, Participant may perform such repair work if it determines it needs to do so based on transit service or other requirements. Contractor shall reimburse Participant for any warranty-covered repair work it performs.

12.2. REPAIRS BY THE CONTRACTOR. Participant shall notify Contractor's designated representative within thirty (30) days if Participant detects a defect within the warranty periods defined in this Master Contract or the applicable Participant Order. Contractor or its designated representative shall, if requested, begin repair work on warranty-covered repairs within five (5) calendar days after receiving notification of a defect from Participant. Participant will make the bus available to complete repairs timely with the Contractor's repair schedule.

Contractor shall provide at its own expense all spare parts, tools, and space required to complete repairs. At Participant's option, Contractor may be required to remove the bus from Participant's property while repairs are made. If the bus is removed from Participant's property, then repair procedures must be diligently pursued by Contractor's representative.

12.3. REPAIRS BY PARTICIPANT. If Participant performs the warranty-covered repairs, then it must correct or repair the defect and any related defects utilizing parts supplied by Contractor specifically for this repair. At its discretion, Participant may use Contractor-specified parts available from its own stock if deemed in its best interests. Parts supplied by Contractor may be remanufactured but must have the same form, fit and function, and warranty. The parts will be shipped prepaid to Participant from any source selected by Contractor within fourteen (14) days of receipt of the request for said parts and shall not be subject to a handling charge.

12.4. DEFECTIVE COMPONENT RETURN. Contractor may request that parts covered by the warranty be returned to the manufacturing plant. Contractor will pay the freight costs for this action.

12.5. FAILURE ANALYSIS. Upon specific request of Participant, Contractor will provide a failure analysis of Fleet Defect or safety-related parts, or major components, removed from buses under the terms of the warranty that could affect fleet operation. Such reports will be delivered within 60 days of the receipt of failed parts.

12.6. REIMBURSEMENT FOR LABOR AND OTHER RELATED COSTS. Contractor shall reimburse Participant for repair labor. The amount is determined by Participant for a qualified mechanic at a straight time wage rate per hour, which includes fringe benefits and overhead adjusted for Participant's most recently published rate in effect at the time the repair work is performed, plus the cost of towing the bus if such action was necessary and if the bus was in the normal service area. These wage and fringe benefit rates shall not exceed the rates in effect in Participant's service garage at the time the defect correction is made.

12.7. REIMBURSEMENT FOR PARTS. Contractor shall reimburse Participant for defective parts and for parts that must be replaced to correct the defect. The reimbursement will be at the current price at the time of repair and include taxes where applicable, plus fifteen (15) percent handling costs. Handling costs will not be paid if parts are supplied by Contractor and shipped to Participant.

12.8. REIMBURSEMENT REQUIREMENTS. Contractor shall respond to parts warranty claims with an accept/reject decision including necessary failure analysis no later than sixty (60) days after

Participant submits the claim and defective part(s), when requested. Reimbursement for all accepted claims shall occur no later than sixty (60) days from the date of acceptance of a valid claim. Participant may dispute rejected claims or claims for which Contractor did not reimburse the full amount. Contractor and Participant will review disputed warranty claims during the following quarter to reach an equitable decision to permit the disputed claim to be resolved and closed. Contractor and Participant will review all claims at least once per quarter throughout the entire warranty period to ensure that open claims are being tracked and properly dispositioned.

12.9. WARRANTY AFTER REPLACEMENT/REPAIRS. If any component, unit, or subsystem is repaired, rebuilt, or replaced by Contractor or by Participant with the concurrence of Contractor, then the component, unit, or subsystem will have the unexpired warranty period of the original. Repairs will not be warranted if Contractor-provided or authorized parts are not used for the repair, unless Contractor has failed to respond within five days, in accordance with Section 13.2 Repairs by the Contractor.

If an item is declared to be a Fleet Defect, then the warranty stops with the declaration of the Fleet Defect. Once the Fleet Defect is corrected, the items shall have three (3) months or the remaining time and/or miles of the original warranty, whichever is greater. This remaining warranty period will begin on the repair/replacement date for corrected items on each bus if the repairs are completed by Contractor or on the date Contractor provides all parts to Participant if repairs are completed by Participant.

12.10. WARRANTY PROCESSING PROCEDURES. The following list represents information required by Contractor from the Participant for processing warranty claims. One failure per bus per claim is allowed.

- bus number and VIN
- total vehicle life mileage at time of repair
- date of failure/repair
- acceptance/in-service date
- Contractor part number and description
- component serial number
- description of failure
- all costs associated with each failure/repair (invoices may be required for third-party costs):
    - towing
    - road calls
    - labor
    - materials
    - parts
    - handling
    - troubleshooting time

The Participant's forms will be accepted by Contractor if all of the above information is included. Electronic submittal may be used if available between Contractor and Participant.

12.11. RETURN OF PARTS. When returning defective parts to Contractor, Participant will tag each part with the following:

- bus number and VIN
- claim number

- part number
- serial number (if available)

12.12. TIMEFRAME. Each claim must be submitted no more than thirty (30) days from the date of failure and/or repair, whichever is later. All defective parts must be returned to the Contractor, when requested, no more than forty-five (45) days from the date of repair.

13. QUALITY ASSURANCE

13.1. QUALITY ASSURANCE ORGANIZATION ESTABLISHMENT. Contractor shall establish and maintain an effective in-plant quality assurance organization.

13.2. QUALITY CONTROL. The quality assurance organization shall exercise quality control over all phases of production, from initiation of design through manufacture and preparation for delivery. The organization shall also control the quality of supplied articles.

13.3. AUTHORITY AND RESPONSIBILITY. The quality assurance organization shall have the authority and responsibility for reliability, quality control, inspection planning, establishment of the quality control system, and acceptance/rejection of materials and manufactured articles in the production of the transit buses.

13.4. MINIMUM FUNCTIONS. The quality assurance organization shall include the following minimum functions:

- Work instructions: The quality assurance organization shall verify inspection operation instructions to ascertain that the manufactured product meets all prescribed requirements.

- Records maintenance: The quality assurance organization shall maintain and use records and data essential to the effective operation of its program. These records and data shall be available for review by the resident inspectors. Inspection and test records for this procurement shall be available for a minimum of one year after inspections and tests are completed.

- Corrective action: The quality assurance organization shall detect and promptly ensure correction of any conditions that may result in the production of defective transit buses. These conditions may occur in designs, purchases, manufacture, tests or operations that culminate in defective supplies, services, facilities, technical data or standards.

13.5. BASIC STANDARDS AND FACILITIES. The following standards and facilities shall be basic in the quality assurance process:

- Configuration control: Contractor shall maintain drawings, assembly procedures and other documentation that completely describe a qualified bus that meets all of the options and special requirements of each Purchase Order. The quality assurance organization shall verify that each transit bus is manufactured in accordance with these controlled drawings, procedures and documentation.

- Measuring and testing facilities: Contractor shall provide and maintain the necessary gauges and other measuring and testing devices for use by the quality assurance organization to verify that the buses conform to all specification requirements. These devices shall be calibrated at established periods against certified measurement standards that have known, valid relationships to national standards.

- Production tooling as media of inspection: When production jigs, fixtures, tooling masters, templates, patterns and other devices are used as media of inspection, they shall

be proved for accuracy at formally established intervals and adjusted, replaced or repaired as required to maintain quality.

- Equipment use by resident inspectors: Contractor's gauges and other measuring and testing devices shall be made available for use by the resident inspectors to verify that the buses conform to all specification requirements. If necessary, the Contractor's personnel shall be made available to operate the devices and to verify their condition and accuracy.

13.6. MAINTENANCE OF CONTROL. Contractor shall maintain quality control of purchases:

- Supplier control: Contractor shall require each supplier to maintain a quality control program for the services and supplies that it provides. Contractor's quality assurance organization shall inspect and test materials provided by suppliers for conformance to specification requirements. Materials that have been inspected, tested and approved shall be identified as acceptable to the point of use in the manufacturing or assembly processes. Controls shall be established to prevent inadvertent use of nonconforming materials.

- Purchasing data: Contractor shall verify that all applicable specification requirements are properly included or referenced in purchase orders of articles to be used on transit buses.

13.7. MANUFACTURING CONTROL. Contractor shall maintain quality control of production:

- Controlled conditions: Contractor shall ensure that all basic production operations, as well as all other processing and fabricating, are performed under controlled conditions. Establishment of these controlled conditions shall be based on the documented work instructions, adequate production equipment and special working environments if necessary.

- Completed items: A system for final inspection and test of completed transit buses shall be provided by the quality assurance organization. It shall measure the overall quality of each completed bus.

- Nonconforming materials: The quality assurance organization shall monitor the Contractor's system for controlling nonconforming materials. The system shall include procedures for identification, segregation and disposition.

- Statistical techniques: Statistical analysis, tests and other quality control procedures may be used when appropriate in the quality assurance processes.

- Inspection status: A system shall be maintained by the quality assurance organization for identifying the inspection status of components and completed transit buses. Identification may include cards, tags or other normal quality control devices.

13.8. Inspection System. The quality assurance organization shall establish, maintain and periodically audit a fully documented inspection system. The system shall prescribe inspection and test of materials, Work in process and completed articles. At a minimum, it shall include the following controls:

- Inspection personnel: Sufficient trained inspectors shall be used to ensure that all materials, components and assemblies are inspected for conformance with the qualified bus design.

- Inspection records: Acceptance, rework or rejection identification shall be attached to inspected articles. Articles that have been accepted as a result of approved materials review actions shall be identified. Articles that have been reworked to specified drawing

configurations shall not require special identification. Articles rejected as unsuitable or scrap shall be plainly marked and controlled to prevent installation on the bus. Articles that become obsolete as a result of engineering changes or other actions shall be controlled to prevent unauthorized assembly or installation. Unusable articles shall be isolated and then scrapped. Discrepancies noted by the Contractor or resident inspectors during assembly shall be entered by the inspection personnel on a record that accompanies the major component, subassembly, assembly or bus from start of assembly through final inspection. Actions shall be taken to correct discrepancies or deficiencies in the manufacturing processes, procedures or other conditions that cause articles to be in nonconformity with the requirements of the Contract specifications. The inspection personnel shall verify the corrective actions and mark the discrepancy record. If discrepancies cannot be corrected by replacing the nonconforming materials, then the Agency shall approve the modification, repair or method of correction to the extent that the Contract specifications are affected.

- Quality assurance audits: The quality assurance organization shall establish and maintain a quality control audit program. Records of this program shall be subject to review by the Agency.

14. CLAIMS.

14.1. ASSUMPTION OF RISKS; CLAIMS BETWEEN THE PARTIES. Contractor assumes sole responsibility and all risks of personal injury or property damage to itself and its employees, and agents in connection with its operations under this Master Contract. Neither Enterprise Services nor any Participant has made any representations regarding any factor affecting Contractor's risks. Contractor shall pay for all damage to any Participant's property resulting directly or indirectly from its acts or omissions under this Master Contract.

14.2. THIRD-PARTY CLAIMS; INDEMNITY. To the fullest extent permitted by law, Contractor shall defend, indemnify, and hold harmless Enterprise Services and any Participant and their employees and agents from and against all claims, demands, judgments, assessments, damages, penalties, fines, costs, liabilities or losses including, without limitation, sums paid in settlement of claims, attorneys' fees, consultant fees, and expert fees (collectively "claims") arising from any act or omission of Contractor or its successors, agents, and subcontractors under this Master Contract, except claims caused solely by Enterprise Services or any Participants' negligence. Contractor shall take all steps needed to keep Participant's property free of liens arising from Contractor's activities, and promptly obtain or bond the release of any such liens that may be filed.

15. DISPUTE RESOLUTION.

15.1. DISPUTE PROCEDURE. The parties shall cooperate to resolve any dispute pertaining to this Master Contract efficiently, as timely as practicable, and at the lowest possible level with authority to resolve such dispute. If, however, a dispute persists and cannot be resolved, it may be escalated within each organization. In such situation, upon notice by either party, each party, within five (5) business days shall reduce its description of the dispute to writing and deliver it to the other party. The receiving party then shall have three (3) business days to review and respond in writing. In the event that the parties cannot then agree on a resolution of the dispute, the parties shall schedule a conference between the respective senior manager of each organization to attempt to resolve the dispute. In the event the parties cannot agree, either party may resort to court to resolve the dispute.

15.2. PERFORMANCE DURING DISPUTE. Unless otherwise directed by Enterprise Services, Contractor shall continue performance under this Master Contract while matters in dispute are being resolved.

16. SUSPENSION & TERMINATION.

16.1. SUSPENSION & TERMINATION FOR DEFAULT. Enterprise Services may suspend Contractor's operations under this Master Contract immediately by written cure notice of any default. In such case, the notice of suspension will state the time period in which cure is permitted and other appropriate conditions. Suspension shall continue until the default is remedied to Enterprise Services' reasonable satisfaction; *Provided*, however, that, if after thirty (30) days from such a suspension notice, Contractor remains in default, Enterprise Services may terminate Contractor's rights under this Master Contract. All of Contractor's obligations to Enterprise Services and Participants survive termination of Contractor's rights under this Master Contract, until such obligations have been fulfilled.

16.2. DEFAULT. Each of the following events shall constitute default of this Master Contract by Contractor:

(a) Contractor fails to perform or comply with any of the terms or conditions of this Master Contract including, but not limited to, Contractor's obligation to pay vendor management fees when due;

(b) Contractor breaches any representation or warranty provided herein; or

(c) Contractor enters into proceedings relating to bankruptcy, whether voluntary or involuntary.

16.3. REMEDIES FOR DEFAULT.

(a) Enterprise Services' rights to suspend and terminate Contractor's rights under this Master Contract are in addition to all other available remedies.

(b) In the event of termination for default, Enterprise Services may exercise any remedy provided by law including, without limitation, the right to procure for all Participants replacement goods and/or services. In such event, Contractor shall be liable to Enterprise Services for damages as authorized by law including, but not limited to, any price difference between the Master Contract price and the replacement or cover price.

16.4. LIMITATION ON DAMAGES. Notwithstanding any provision to the contrary, the parties agree that in no event shall any party or Participant be liable to the other for exemplary or punitive damages.

16.5. GOVERNMENTAL TERMINATION.

(a) Termination for Withdrawal of Authority. Enterprise Services may suspend or terminate this Master Contract if, during the term hereof, Enterprise Services' procurement authority is withdrawn, reduced, or limited such that Enterprise Services, in its judgment, would lack authority to enter into this Master Contract; *Provided*, however, that such suspension or termination for withdrawal of authority shall only be effective upon twenty (20) days prior written notice; and *Provided further*, that such suspension or termination for withdrawal of authority shall not relieve any Participant from payment for goods and/or services already ordered as of the effective date of such notice. Except as stated in this provision, in the event

of such suspension or termination for withdrawal of authority, neither Enterprise Services nor any Participant shall have any obligation or liability to Contractor.

(b) TERMINATION FOR CHANGE OF AUTHORITY. Enterprise Services may suspend or terminate this Master Contract if, during the term hereof, federal procurement authority is withdrawn, reduced, or limited such that Enterprise Services, in its judgment, would lack authority to enter into this Master Contract as a State Cooperative Purchasing Schedule under applicable federal law; Provided, however, that such suspension or termination for withdrawal of authority shall only be effective upon twenty (20) days prior written notice; and Provided further, that such suspension or termination for withdrawal of authority shall not relieve any Participant from payment for goods and/or services already ordered as of the effective date of such notice. Except as stated in this provision, in the event of such suspension or termination for withdrawal of authority, neither Enterprise Services nor any Participant shall have any obligation or liability to Contractor.

(c) TERMINATION FOR PUBLIC CONVENIENCE. Enterprise Services, for public convenience, may terminate this Master Contract; *Provided*, however, that such termination for public convenience must, in Enterprise Services' judgment, be in the best interest of the State of Washington; and *Provided further*, that such termination for public convenience shall only be effective upon sixty (60) days prior written notice; and *Provided further*, that such termination for public convenience shall not relieve any Participant from payment for goods and/or services already ordered as of the effective date of such notice. Except as stated in this provision, in the event of such termination for public convenience, neither Enterprise Services nor any Participant shall have any obligation or liability to Contractor.

16.6. TERMINATION PROCEDURE. Regardless of basis, in the event of suspension or termination (in full or in part), the parties shall cooperate to ensure an orderly and efficient suspension or termination. Accordingly, Contractor shall deliver to Participants all goods and/or services that are complete (or with approval from Enterprise Services, substantially complete) and Participants shall inspect, accept, and pay for the same in accordance with this Master Contract and the applicable Purchase Order. Unless directed by Enterprise Services to the contrary, Contractor shall not process any orders after notice of suspension or termination inconsistent therewith.

17. FTA ROLE IN DISPUTES, BREACHES, DEFAULTS, OR OTHER LITIGATION.

17.1. FTA INTEREST. The U.S. Federal Transit Administration ("FTA") has a vested interest in the settlement of any violation of federal law, regulation, or requirement, or any disagreement involving the award, this Master Contract, and any amendments thereto including, but not limited to, a default, breach, major dispute, or litigation. Accordingly, FTA shall have the right to concur in such any settlement or compromise.

17.2. NOTIFICATION TO FTA. If a current or prospective legal matter that may affect the Federal Government emerges, Enterprise Services and Participant promptly shall notify the FTA Chief Counsel, or FTA Regional Counsel for the Region in which Enterprise Services and Participant are located.

1. The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

2. Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the award, this Master Contract, and any amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

3. If Enterprise Services or Participant have credible evidence that a Principal, Official, Employee, Agent, or Third Party Participant of Enterprise Services or Participant, or other person has submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bribery, gratuity, or similar misconduct involving federal assistance, Enterprise Services and Participant promptly shall notify the U.S. DOT Inspector General, in addition to the FTA Chief Counsel or Regional Counsel for the Region in which the Enterprise Services and Participant are located.

17.3. FEDERAL INTEREST IN RECOVERY. The Federal Government retains the right to a proportionate share of any proceeds recovered from any third party, based on the percentage of the federal share for this Master Contract.

18. GENERAL PROVISIONS.

18.1. TIME IS OF THE ESSENCE. Time is of the essence for each and every provision of this Master Contract.

18.2. COMPLIANCE WITH LAW. Contractor shall comply with all applicable law.

18.3. INTEGRATED AGREEMENT. This Master Contract constitutes the entire agreement and understanding of the parties with respect to the subject matter and supersedes all prior negotiations, representations, and understandings between them. There are no representations or understandings of any kind not set forth herein.

18.4. AMENDMENT OR MODIFICATION. Except as set forth herein, this Master Contract may not be amended or modified except in writing and signed by a duly authorized representative of each party.

18.5. AUTHORITY. Each party to this Master Contract, and each individual signing on behalf of each party, hereby represents and warrants to the other that it has full power and authority to enter into this Master Contract and that its execution, delivery, and performance of this Master Contract has been fully authorized and approved, and that no further approvals or consents are required to bind such party.

18.6. NO AGENCY. The parties agree that no agency, partnership, or joint venture of any kind shall be or is intended to be created by or under this Master Contract. Neither party is an agent of the other party nor authorized to obligate it.

18.7. ASSIGNMENT. Contractor may not assign its rights under this Master Contract without Enterprise Services' prior written consent and Enterprise Services may consider any attempted assignment without such consent to be void; *Provided*, however, that, if Contractor provides written notice to Enterprise Services within thirty (30) days, Contractor may assign its rights under this Master Contract in full to any parent, subsidiary, or affiliate of Contractor that controls or is controlled by or under common control with Contractor, is merged or consolidated with Contractor, or purchases a majority or controlling interest in the ownership or assets of Contractor. Unless otherwise agreed, Contractor guarantees prompt performance of all obligations under this Master Contract notwithstanding any prior assignment of its rights.

18.8. BINDING EFFECT; SUCCESSORS & ASSIGNS. This Master Contract shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns.

18.9. PUBLIC INFORMATION. This Master Contract and all related documents are subject to public disclosure as required by Washington's Public Records Act, RCW chapter 42.56. The Purchase Order and all related documents are subject to the public disclosure requirements of the Participant's jurisdiction.

18.10. ASSIGNMENT OF ANTITRUST RIGHTS REGARDING PURCHASED GOODS/SERVICES. Contractor irrevocably assigns to Enterprise Services, on behalf of the State of Washington, or any applicable Participant any claim for relief or cause of action which the Contractor now has or which may accrue to the Contractor in the future by reason of any violation of state or federal antitrust laws in connection with any Transit Buses provided in Washington for the purpose of carrying out the Contractor's obligations under this Master Contract, including, at Enterprise Services' option, the right to control any such litigation on such claim for relief or cause of action.

18.11. FEDERAL FUNDS. To the extent that any Participant uses federal funds to purchase goods and/or services pursuant to this Master Contract, such Participant shall specify, with its order, any applicable requirement or certification that must be satisfied by Contractor at the time the order is placed or upon delivery.

18.12. SEVERABILITY. If any provision of this Master Contract is held to be invalid or unenforceable, such provision shall not affect or invalidate the remainder of this Master Contract, and to this end the provisions of this Master Contract are declared to be severable. If such invalidity becomes known or apparent to the parties, the parties agree to negotiate promptly in good faith in an attempt to amend such provision as nearly as possible to be consistent with the intent of this Master Contract.

18.13. WAIVER. Failure of either party to insist upon the strict performance of any of the terms and conditions hereof, or failure to exercise any rights or remedies provided herein or by law, or to notify the other party in the event of breach, shall not release the other party of any of its obligations under this Master Contract, nor shall any purported oral modification or rescission of this Master Contract by either party operate as a waiver of any of the terms hereof. No waiver by either party of any breach, default, or violation of any term, warranty, representation, contract, covenant, right, condition, or provision hereof shall constitute waiver of any subsequent breach, default, or violation of the same or other term, warranty, representation, contract, covenant, right, condition, or provision.

18.14. SURVIVAL. All representations, warranties, covenants, agreements, and indemnities set forth in or otherwise made pursuant to this Master Contract shall survive and remain in effect following the expiration or termination of this Master Contract, *Provided*, however, that nothing herein is intended to extend the survival beyond any applicable statute of limitations periods.

18.15. GOVERNING LAW. The validity, construction, performance, and enforcement of this Master Contract shall be governed by and construed in accordance with the laws of the State of Washington, without regard to its choice of law rules. The validity, construction, performance, and enforcement of Purchase Orders shall be governed by and construed in accordance with the laws of the Participant's jurisdiction.

18.16. JURISDICTION & VENUE. In the event that any action is brought to enforce any provision of this Master Contract, the parties agree to exclusive jurisdiction in Thurston County Superior Court for the State of Washington and agree that in any such action venue shall lie exclusively at Olympia,

Washington. In the event that any action is brought to enforce any provision of a Purchase Order, the parties agree to submit to exclusive jurisdiction and venue in the Participant's jurisdiction.

18.17. ATTORNEYS' FEES. Should any legal action or proceeding be commenced by either party in order to enforce this Master Contract or any provision hereof, or in connection with any alleged dispute, breach, default, or misrepresentation in connection with any provision herein contained, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs incurred in connection with such action or proceeding, including costs of pursuing or defending any legal action, including, without limitation, any appeal, discovery, or negotiation and preparation of settlement arrangements, in addition to such other relief as may be granted.

18.18. FAIR CONSTRUCTION & INTERPRETATION. The provisions of this Master Contract shall be construed as a whole according to their common meaning and not strictly for or against any party and consistent with the provisions contained herein in order to achieve the objectives and purposes of this Master Contract. Each party hereto and its counsel has reviewed and revised this Master Contract and agrees that the normal rules of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be construed in the interpretation of this Master Contract. Each term and provision of this Master Contract to be performed by either party shall be construed to be both a covenant and a condition.

18.19. FURTHER ASSURANCES. In addition to the actions specifically mentioned in this Master Contract, the parties and any applicable Participant shall each do whatever may reasonably be necessary to accomplish the transactions contemplated in this Master Contract including, without limitation, executing any additional documents reasonably necessary to effectuate the provisions and purposes of this Master Contract.

18.20. EXHIBITS. All exhibits referred to herein are deemed to be incorporated in this Master Contract in their entirety.

18.21. CAPTIONS & HEADINGS. The captions and headings in this Master Contract are for convenience only and are not intended to, and shall not be construed to, limit, enlarge, or affect the scope or intent of this Master Contract nor the meaning of any provisions hereof.

18.22. ELECTRONIC SIGNATURES. A signed copy of this Master Contract or any other ancillary agreement transmitted by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original executed copy of this Master Contract or such other ancillary agreement for all purposes.

18.23. COUNTERPARTS. This Master Contract may be executed in any number of counterparts, each of which shall be deemed an original and all of which counterparts together shall constitute the same instrument which may be sufficiently evidenced by one counterpart. Execution of this Master Contract at different times and places by the parties shall not affect the validity thereof so long as all the parties hereto execute a counterpart of this Master Contract.

EXECUTED as of the date and year first above written.

STATE OF WASHINGTON
Department of Enterprise Services

By: _____
Elena McGrew
Its: Enterprise Procurement Manager

GILLIG LLC
a California company

By: _____
William F Fay, Jr.
Its: Vice President Sales

Included Transit Buses

Contractor is authorized to sell Heavy Duty Transit Buses in the categories awarded, including applicable accessories, components, subsystems, and replacement parts necessary for operation of the transit buses for its operational life. Transit buses offered under this Master Contract will comply with the specifications listed in the attached specification document.

[attached as a separate document]

Exhibit B

Prices for Heavy Duty Transit Buses

Prices for Heavy Duty Transit Buses as listed in the attached Heavy Duty Price Sheet.

[attached as a separate document]

Exhibit C

Insurance Requirements

1. **INSURANCE OBLIGATION**. During the Term of this Master Contract, Contractor shall possess and maintain in full force and effect, at Contractor's sole expense, the following insurance coverages:

    a. COMMERCIAL GENERAL LIABILITY INSURANCE. Commercial general liability insurance (and, if necessary, commercial umbrella liability insurance) covering bodily injury and property damage, personal injury, and advertising injury liability on an 'occurrence form' that shall be no less comprehensive and no more restrictive than the coverage provided by Insurance Services Office (ISO) under the most recent version of form CG 00 01 in the amount of not less than $2,000,000 per occurrence and $4,000,000 general aggregate. This coverage shall include blanket contractual liability coverage. This coverage shall include a cross-liability clause or separation of insured condition.

    b. WORKERS' COMPENSATION INSURANCE & EMPLOYER'S LIABILITY (STOP GAP). Contractor shall comply with applicable Workers' Compensation or Industrial Accident insurance providing benefits to statutory limits, including Employer's or Stop-Gap Liability with a minimum limit of $1,000,000 per accident/bodily injury by disease; $1,000,000 policy limit/Bodily injury by disease; and $1,000,000 each employee.

    c. PRODUCTS-COMPLETED OPERATIONS LIABILITY INSURANCE. Products-completed operations liability insurance in the amount of not less than $2,000,000 combined single limit per occurrence, $4,000,000 general annual aggregate for a period of five (5) years after acceptance of the last bus delivered under this Contract. Products Liability coverage may be effected through one or more excess liability policies.

    d. COMMERCIAL AUTOMOBILE LIABILITY INSURANCE. 'Symbol 1' Commercial Automobile Liability coverage (and, if necessary, commercial umbrella liability insurance) including coverage for all owned, hired, and non-owned vehicles. The combined single limit per accident shall not be less than $2,000,000.

    e. PROFESSIONAL LIABILITY (ERRORS & OMISSIONS) INSURANCE. Professional liability insurance in the amount of not less than $2,000,000 combined single limit per occurrence, $4,000,000 general annual aggregate.

    f. UMBRELLA INSURANCE. Umbrella coverage in the sum of $_____ shall be provided and shall apply over all liability policies, without exception, including but not limited to Commercial General Liability, Employers' Liability, Products-Completed Operations Liability, Automobile Liability, and Professional Liability.

    Claims Made Policies (applicable only to professional liability). If any of the required policies provide claims-made coverage:

    1. The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work

    2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract work.

3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

The insurance coverage limits set forth herein are the minimum. Contractor's insurance coverage shall be no less than the minimum amounts specified. Coverage in the amounts of these minimum limits, however, shall not be construed to relieve Contractor from liability in excess of such limits. Contractor waives all rights against the State of Washington for the recovery of damages to the extent such damages are covered by any insurance required herein.

2. **INSURANCE CARRIER RATING**. Coverages provided by the Contractor must be underwritten by an insurance company deemed acceptable to the State of Washington's Office of Risk Management. Insurance coverage shall be provided by companies authorized to do business within the State of Washington and rated A- Class VII or better in the most recently published edition of Best's Insurance Rating. Enterprise Services reserves the right to reject all or any insurance carrier(s) with an unacceptable financial rating.

3. **ADDITIONAL INSURED**. Except for Workers' Compensation, Commercial Automobile Liability, and Professional Liability (Errors and Omissions), all required insurance shall include the State of Washington (and its agents, officers, and employees) and the applicable Participant as an Additional Insureds evidenced by copy of the Additional Insured Endorsement attached to the Certificate of Insurance on such insurance policies.

4. **CERTIFICATE OF INSURANCE**. Prior to execution of the Master Contract, Contractor shall furnish to Enterprise Services, as evidence of the insurance coverage required by this Master Contract, a certificate of insurance satisfactory to Enterprise Services that insurance, in the above-stated kinds and minimum amounts, has been secured. In addition, no less than ten (10) days prior to coverage expiration, Contractor shall furnish to Enterprise Services an updated or renewed certificate of insurance, satisfactory to Enterprise Services, that insurance, in the above-stated kinds and minimum amounts, has been secured. Failure to maintain or provide proof of insurance, as required, will result in contract cancellation. All policies and certificates of insurance shall include the Master Contract number stated on the cover of this Master Contract.

5. **PRIMARY COVERAGE**. Contractor's insurance shall apply as primary and shall not seek contribution from any insurance or self-insurance maintained by, or provided to, the additional insureds listed above including, at a minimum, the State of Washington and/or any Participant. All insurance or self-insurance of the State of Washington and/or Participants shall be excess of any insurance provided by Contractor or subcontractors.

6. **SUBCONTRACTORS**. Contractor shall include all subcontractors as insureds under all required insurance policies. Alternatively, prior to utilizing any subcontractor, Contractor shall cause any such subcontractor to provide insurance that complies will all applicable requirements of the insurance set forth herein and shall furnish separate Certificates of Insurance and endorsements for each subcontractor. Each subcontractor must comply fully with all insurance requirements stated herein. Failure of any subcontractor to comply with insurance requirements does not limit Contractor's liability or responsibility.

7. **WAIVER OF SUBROGATION**. Contractor waives all rights of subrogation against the State of Washington and any Participant for the recovery of damages to the extent such damages are or would be covered by the insurance specified herein.

8. **NOTICE OF CHANGE OR CANCELLATION**. There shall be no cancellation, material change, exhaustion of aggregate limits, or intent not to renew insurance coverage, either in whole or in part, without at least sixty (60) days prior written Legal Notice by Contractor to Enterprise Services. Failure to provide such notice, as required, shall constitute default by Contractor. Any such written notice shall include the Master Contract number stated on the cover of this Master Contract.

Exhibit D

Federal Transit Administration Clauses

1.1. NO FEDERAL GOVERNMENT OBLIGATIONS TO THIRD PARTIES.

(a) Participant and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Participant, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract.

(b) Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

1.2. FALSE STATEMENTS OR CLAIMS CIVIL AND CRIMINAL FRAUD.

(a) Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on Contractor to the extent the Federal Government deems appropriate.

(b) Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on Contractor, to the extent the Federal Government deems appropriate.

(c) Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

1.3. ACCESS TO THIRD PARTY CONTRACT RECORDS.

(a) Where the Participant is not a State but a local government and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C.F.R. 18.36(i), the Contractor agrees to provide the Participant, the FTA Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions. Contractor also agrees, pursuant to 49 C.F.R. 633.17 to provide the FTA Administrator or his

authorized representatives including any PMO Contractor access to Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311.

(b) Where the Participant is a State and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C.F.R. 633.17, Contractor agrees to provide the Participant, the FTA Administrator or his authorized representatives, including any PMO Contractor, access to the Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described at 49 U.S.C. 5307, 5309 or 5311. By definition, a major capital project excludes contracts of less than the simplified acquisition threshold currently set at $100,000.

(c) Where the Participant enters into a negotiated contract for other than a small purchase or under the simplified acquisition threshold and is an institution of higher education, a hospital or other non-profit organization and is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 C.F.R. 19.48, Contractor agrees to provide the Participant, FTA Administrator, the Comptroller General of the United States or any of their duly authorized representatives with access to any books, documents, papers and record of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts and transcriptions.

(d) Where any Participant which is the FTA Recipient or a subgrantee of the FTA Recipient in accordance with 49 U.S.C. 5325(a) enters into a contract for a capital project or improvement (defined at 49 U.S.C. 5302(a)1) through other than competitive bidding, the Contractor shall make available records related to the contract to the Participant, the Secretary of Transportation and the Comptroller General or any authorized officer or employee of any of them for the purposes of conducting an audit and inspection.

(e) Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

(f) Contractor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until the Participant, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

(g) FTA does not require the inclusion of these requirements in subcontracts.

1.4. CHANGES TO FEDERAL REQUIREMENTS. Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Participant and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this Contract.

1.5. TERMINATION. See Section 16 Suspension & Termination and Section 18.13 Waiver.

1.6. CIVIL RIGHTS.

(a) Nondiscrimination. In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act (ADA) of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

(b) Equal Employment Opportunity. The following equal employment opportunity requirements apply to the underlying contract:

1. Race, Color, Creed, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

2. Age. In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. §§ 623 and Federal transit law at 49 U.S.C. § 5332, Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

3. Disabilities. In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, Contractor agrees to comply with any implementing requirements FTA may issue.

(c) Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

1.7. DISADVANTAGED BUSINESS ENTERPRISES. The Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26 and USDOT's official interpretations (i.e., Questions & Answers) apply to this Contract. As such, the requirements of this Contract are to make affirmative efforts to solicit DBEs, provide information on who submitted a Bid or quote and to report DBE participation. No

preference will be included in the evaluation of Bids/Proposals, no minimum level of DBE participation shall be required as a Condition of Award and Bids/Proposals may not be rejected or considered non-responsive on that basis.

Transit Vehicle Manufacturer Compliance with DBE Requirements. Before a transit vehicle manufacturer (TVM) may submit a bid or proposal to provide vehicles to be financed with FTA assistance, 49 C.F.R. § 26.49 requires the TVM to submit a certification that it has complied with FTA's DBE requirements.

1.8. ADA ACCESS. Contractor shall comply with the requirements of 49 CFR FTA C 4710.1 as applicable to this Contract. Equal access and the opportunity should be given to individuals with disabilities to fully participate in or benefit from the goods, services, facilities, privileges, advantages, or accommodations.

Contractor must comply with the accessibility requirements of DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 C.F.R. part 37, and Joint Access Board/DOT regulations, "Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 C.F.R. part 1192 and 49 C.F.R. part 38.

1.9. INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS. The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding Contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. Contractor shall not perform any act, fail to perform any act, or refuse to comply with any (name of grantee) requests which would cause (name of grantee) to be in violation of the FTA terms and conditions.

1.10. DEBARMENT AND SUSPENSION. This Contract is a covered transaction for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. Contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into. By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by Enterprise Services. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to Enterprise Services, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

1.11. BUY AMERICA. Contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. § 661.11. Rolling stock must be assembled in the United States and have at least a 65 percent

domestic stock content for rolling stock procurements with the first vehicle scheduled for delivery in fiscal years 2018 and 2019 and at least 70 percent domestic content for rolling stock procurements with the first vehicle scheduled for delivery in 2020 or thereafter.

Contractor must submit to Participants the appropriate Buy America Certification with all offers on FTA-funded contracts, except those subject to a general waiver. Proposals that are not accompanied by a properly completed Bus America certification are subject to the provisions of 49 CFR 661.13 and will be rejected as nonresponsive.

Pursuant to Appendix A to §661.7(b), a general public interest waiver from the Buy America requirements applies to microprocessors, computers, microcomputers, or software, or other such devices, which are used solely for the purpose of processing or storing data. This general waiver does not extend to a product or device which merely contains a microprocessor or microcomputer and is not used solely for the purpose of processing or storing data.

1.12. RESOLUTION OF DISPUTES, BREACHES, OR OTHER LITIGATION. See Section 15.

1.13. LOBBYING. Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.]. Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

1.14. CLEAN AIR. Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. §§ 7401 et seq. Contractor agrees to report each violation to the Participant and understands and agrees that the Participant will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

1.15. CLEAN WATER. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. Contractor agrees to report each violation to the Participant and understands and agrees that the Participant will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

Contractor also agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with Federal assistance provided by FTA.

1.16. CARGO PREFERENCE - Use of United States-Flag Vessels. Contractor agrees to:

(a) Use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant

to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;

(b) Furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading.)

(c) Include these requirements in all subcontracts issued pursuant to this Contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

1.17. ENERGY CONSERVATION. Contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

1.18. BUS TESTING. Contractor agrees to comply with the Bus Testing requirements under 49 U.S.C. A 5318(e) and FTA's implementing regulation at 49 CFR Part 665 to ensure that the requisite testing is performed for all new bus models or any bus model with a major change in configuration or components, and that the bus model has achieved a passing score. Upon completion of the testing, Contractor shall obtain a copy of the bus testing reports from the operator of the testing facility and make that report publicly available prior to final acceptance of the first vehicle by the recipient.

1.19. PRE-AWARD AND POST-DELIVERY AUDIT REQUIREMENTS. Contractor agrees to comply with 49 U.S.C. § 5323(m) and FTA's implementing regulation at 49 C.F.R. part 663. Contractor shall comply with the Buy America certification(s) submitted with its proposal/bid. Contractor agrees to participate and cooperate in any pre-award and post-delivery audits performed pursuant to 49 C.F.R. part 663 and related FTA guidance. Contractor shall submit manufacturer's FMVSS self-certification, Federal Motor Bus Safety Standards, that the bus complies with relevant FMVSS or manufacturer's certified statement that the contracted buses will not be subject to FMVSS regulations.

1.20. FLY AMERICA. Contractor agrees to comply with 49 USC 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub recipients of federal funds and their Contractors are required to use U.S. flag air carriers for U.S. government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S.-flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

1.21. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT. For all contracts in excess of $100,000 that involve the employment of mechanics or laborers, Contractor shall comply with the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 3701- 3708), as supplemented by the

Department of Labor regulations at 29 C.F.R. part 5. Under 40 U.S.C. § 3702 of the Act, Contractor shall compute the wages of every mechanic and laborer, including watchmen and guards, on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchase of supplies or materials or articles ordinarily available on the open market, or to contracts for transportation or transmission of intelligence.

In the event of any violation of the clause set forth herein, Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Liquidated damages will be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of this clause in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by this clause.

The Participant will upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor, such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in this section.

Contractor or subcontractor shall insert in any subcontracts the clauses set forth in this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime Contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in this agreement.

Exhibit E

Federal Transit Administration Certifications

[attached as a separate document from Solicitation Exhibit A-3]

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COOPERATIVE PURCHASING AGREEMENT

FOR

TRANSIT BUSES

MASTER CONTRACT NO. 06719

This Cooperative Purchasing Agreement for Transit Buses ("Agreement") is made and entered into by and between the State of Washington acting by and through the Department of Enterprise Services, a Washington State governmental agency ("Enterprise Services") and The City of Billings, Montana, a Montana State governmental agency ("Authorized Purchasing Entity") and is dated and effective as of 9/30/2022.

R E C I T A L S

A. Pursuant to Legislative authorization, Enterprise Services, on behalf of the State of Washington, is authorized to develop, solicit, and establish master contracts for goods and/or services to support Washington state agencies. *See* RCW 39.26.050(1). The Washington State Legislature also has authorized Enterprise Services to make these master contracts available, pursuant to an agreement in which Enterprise Services ensures full cost recovery, to other local or federal government agencies or entities, public benefit nonprofit organizations, and any tribes located in the State of Washington. *See* RCW 39.26.050(1) & (2).

B. In addition, Enterprise Services is authorized "to participate in, sponsor, conduct, or administer a cooperative purchasing agreement." *See* RCW 39.26.060(1).

C. Master Contract Cooperative Purchasing Agreements provide an opportunity for Enterprise Services to meet the needs of its customers and, by designing and developing the Competitive Solicitation and resulting Master Contract to include the opportunity for cooperative utilization by Authorized Purchasing Entities through a Cooperative Purchasing Agreement, to meet the needs of similarly situated purchasing entities who collectively enable an innovative, cost-effective, and efficient procurement solution for awarded contractors and eligible purchasers.

D. The above-referenced Master Contract was competitively bid, evaluated, and awarded pursuant to the State of Washington's procurement laws for goods/services. *See* RCW 39.26. The procurement and resulting Master Contracts were designed to create competition and awarded contractors for a variety of Transit Buses (contract categories).

E. The above-referenced Master Contract was designed to and meets Federal Transit Administration ("FTA") requirements for a State Cooperative Purchasing Contract under the FAST Act Sec. 3019. *See* Pub.L. 114-94.

F. There are no pending protests or lawsuits pertaining to the procurement or award of the Master Contract.

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G. Enterprise Services maintains procurement and contract records pertaining to the Master Contract including the Competitive Solicitation, Bid Tab, Bidder Profiles, and resulting Master Contracts. In addition, Enterprise Services Transit Buses website identifies the various awarded contractors.

H. The purpose of this Agreement is to enable the Authorized Purchasing Entity to utilize the above referenced Master Contract consistent with the terms thereof and the terms and conditions set forth herein.

A G R E E M E N T

NOW THEREFORE, in consideration of the mutual promises, covenants, and conditions set forth herein, the parties hereto hereby agree as follows:

1. TERM. Upon execution, this Cooperative Purchasing Agreement shall continue for the term of the applicable Master Contract, as amended or extended; *Provided*, however, that, upon written notice to Enterprise Services, Purchasing Entity may terminate its participation in this Cooperative Purchasing Agreement and its ability to utilize the above-referenced Master Contract.

2. AUTHORIZATION TO UTILIZE THE MASTER CONTRACT. Consistent with the terms and conditions of the Master Contract and Purchasing Entity's applicable procurement law, Purchasing Entity is authorized to utilize the above-referenced Master Contract as a procurement solution. The State of Washington makes no representation or warranty regarding Purchasing Entity's governing law or whether the Master Contract is an appropriate procurement solution for Purchasing Entity.

3. CONTRACTOR CONSENT. Consistent with its applicable procurement authority, Purchasing Entity may propose and negotiate jurisdiction-specific terms with the applicable awarded Contractor to meet Purchasing Entity's needs; *Provided*, however, that any such jurisdiction-specific modifications are subject to agreement with the applicable awarded Contractor. **Under no circumstances, however, will Purchasing Entity's jurisdiction-specific modifications change or modify the Master Contract obligations between the State of Washington and the applicable awarded Contractor.** Upon execution of Purchasing Entity's agreement with the applicable awarded Contractor, Purchasing Entity shall provide a copy of the same to Enterprise Services prior to making any purchases under the Master Contract.

4. VENDOR MANAGEMENT FEE. The Vendor Management Fee set forth in the Master Contract shall be paid by the applicable Contractor to Enterprise Services on all applicable purchases. In no event shall Purchasing Entity modify, waive, or terminate the Vendor Management Fee. Any such modification, waiver, or termination of the Vendor Management Fee shall be deemed a material breach of this Agreement and shall terminate the Agreement; and, in the event Purchasing Entity attempts to modify, waive, or terminate the Vendor Management Fee, Purchasing Entity shall, by such act, agree to notify Enterprise Services of the same and to pay to Enterprise Services, within thirty (30) days, the equivalent of the otherwise applicable Vendor Management Fee.

5. ACCURATE PURCHASES. Purchasing Entity shall make orders within the scope of the Master Contract. Any purchases outside of the scope of the Master Contract shall constitute a breach of this Agreement. IN the event of such breach, Enterprise Services may terminate this Agreement, including the authorization for any purchases by Purchasing Entity under the Master Contract. Purchasing Entity represents and warrants that it shall use reasonable, good faith efforts to assist the Contractor

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in obtaining and reporting to Enterprise Services accurate purchases under the Master Contract for purposes of the applicable Vendor Management Fee.

6. AGREEMENT MANAGEMENT; NOTICES; PURCHASING ENTITY CONTRACT ADMINISTRATOR.

   (a) AGREEMENT MANAGEMENT; NOTICES. The parties hereby designate the following contacts as the respective single points of contact for purposes of this Agreement. The parties may change such individuals by written notice as set forth below. Any notices required or desired shall be in writing and sent by U.S. mail, postage prepaid, or sent via email, and shall be sent to the respective addressee at the respective address or email address set forth below or to such other address or email address as the parties may specify in writing:

Enterprise Services	Insert
Attn: Bus Purchases Department of Enterprise Services PO Box 41411 Olympia, WA 98504-1411	Attn: MET Transit P.O. Box 1178 Billings, MT 59103 Tel: (406) 657-8218
Email: buspurchases@des.wa.gov	Email: loganr@billingsmt.gov

   Notices shall be deemed effective upon the earlier of receipt, if mailed, or, if emailed, upon transmission to the designated email address of said addressee.

   (b) PURCHASING ENTITY INFORMATION. Purchasing Entity hereby designates the following contract administrator as the single point of contact for business activities under this Agreement.

Purchasing Entity Information	
Organization Name	City of Billings – MET Transit
Tax Identification Number	81-6001237
State Business Identification Number (Required for Non-Profit entities)	
Contact Name for Contract Administrator	Liz Kampa
Title	Purchasing Agent
Address	P.O. Box 1178
City, State, Zip	Billings, MT 59103
Phone Number	406-657-8216
Email Address	kampal@billingsmt.gov

7. COMMUNICATION. In the event Purchasing Entity becomes aware of a significant contract performance issue pertaining to the Master Contract that, in Purchasing Entity's reasonable judgment, could adversely impact the State of Washington, Purchasing Entity shall communicate the same to Enterprise Services.

8. CONTRACTOR DISPUTES. Purchasing Entity is responsible for resolving any disputes between itself and the applicable Master Contract Contractor regarding its purchases. Purchasing Entity shall notify Enterprise Services of any material dispute between Purchasing Entity and the applicable Master Contract Contractor. When appropriate, Enterprise Services may assist Purchasing Entity in resolving such disputes.

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9. NO LIABILITY. Other than those obligations expressly set forth in this Agreement, including the right of the State of Washington to the Vendor Management Fee, the parties shall have no liability whatsoever to each other with regard to transactions arising out of this Agreement or the Master Contract.

10. TAXES/FEES. Unless otherwise agreed with Contractor, Purchasing Entity shall pay applicable sales and use taxes imposed by the tax jurisdictions in which purchase delivery occurs. Contractor agrees not make any charge for federal excise taxes and Purchasing Entity shall furnish Contractor with an exemption certificate where appropriate.

11. SCOPE OF PARTICIPATION. Purchasing Entity shall provide Enterprise Services with Purchasing Entity's estimates for purchases under the Master Contract. Purchasing Entity shall provide timely updates regarding such estimated purchases if there is a material change in such planned purchases. The purchasing estimates are for Enterprise Services' planning purposes in managing and approving purchases on the Master Contract.

Category	Estimated Purchases
Heavy Duty	$5.6 million
Light/Medium Duty	
Double Decker	
Rebuilt	
Refurbish	
Repower	

12. APPROVAL PROCESS. Purchasing Entity shall submit purchase information to Enterprise Services for approval of purchases under the Master Contract. Purchasing Entity shall provide necessary purchase information for each purchase including but not limited to, the final purchase order, the use of FTA funding, FTA grant number, and applicable Department of Transportation contact for approval. Enterprise Services shall include the respective state Department of Transportation for purchasing using FTA funds which require state DOT approval.

13. GENERAL PROVISIONS

    (a) ENTIRE AGREEMENT. This Agreement constitutes the entire agreement and understanding of the parties with respect to the subject matter and supersedes all prior negotiations and representations. There are no representations or understandings of any kind not set forth herein.

    (b) AMENDMENT OR MODIFICATION. Except as set forth herein, this Agreement may not be amended or modified except in writing signed by a duly authorized representative of each party.

    (c) AUTHORITY. Each party to this Agreement, and each individual signing on behalf of each party, hereby represents and warrants to the other that it has full power and authority to enter into this Agreement and that its execution, delivery, and performance of this Agreement has been fully authorized and approved, and that no further approvals or consents are required to bind such party.

    (d) ELECTRONIC SIGNATURES. An electronic signature or electronic record of this Agreement or any other ancillary agreement shall be deemed to have the same legal effect as delivery of an original executed copy of this Agreement or such other ancillary agreement for all purposes.

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(e) COUNTERPARTS. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, and all of which counterparts together shall constitute the same instrument which may be sufficiently evidenced by one counterpart. Execution of this Agreement at different times and places by the parties shall not affect the validity thereof so long as all the parties hereto execute a counterpart of this Agreement.

EXECUTED as of the date and year first above written.

TRANSIT BUSES COOPERATIVE **STATE OF WASHINGTON** **DEPARTMENT OF ENTERPRISE SERVICES**	**AUTHORIZED PURCHASING ENTITY** **AGENCY** **NAME**
By: _____	By: _____
Name: Jaime Rossman	Name: Chris Kukulski
Title: Assistant Director	Title: City Administrator

DocuSigned by:
Chris A. Kukulski
57F140BA3A00485...

Return this Agreement to Enterprise Services at:
buspurchases@des.wa.gov

City Council Regular

Date: 12/19/2022
Title: MET Transit Purchase of a Bus Training Simulator from FAAC, Inc.
Presented by: Rusty Logan
Department: Transit
Presentation: No
Legal Review Yes

RECOMMENDATION

Staff recommends Council approve the agreement for $210,750 with FAAC, Inc. to purchase a Bus Training Simulator.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

The City of Billings MET Transit system was notified by the Federal Transit Administration on August 16, 2022, of its successful application and award of competitive Low-No Bus and Bus Facility funds to purchase four electric buses, related charging infrastructure, and staff development items. In accordance with 49 USC 5339(C)10, the Federal regulation authorizing the Low-No Program, MET Transit opted to utilize partnership provisions in the submitted application for competitive funds. The referenced regulation states, "A recipient of a grant under this subsection may submit an application in partnership with other entities, including a transit vehicle manufacturer, that intends to participate in the implementation of an eligible project under this subsection. Eligible projects awarded with partnerships under this subsection shall be considered to satisfy the requirement for a competitive procurement under [49 USC] section 5325 - [Contract Requirements]." This provision allowed MET Transit to directly partner with a bus simulator manufacturer, FAAC, Inc., to leverage that company's experience and expertise in deploying simulator equipment. A provision of the Low-No Bus and Bus Facility Program requires that the applying agency allocate at least 5% of the total grant request funds to staff development and training. MET determined the purchase of a Bus Training Simulator in support of regular required safety training for City personnel would be a valuable addition to both training of existing staff and onboard training and development of new hires, especially those who do not possess a Commercial Driver's License. Prior to partnering with FAAC, MET Transit assessed multiple simulator options from a wide range of manufacturers to determine the most appropriate partner. Due to the referenced partnership and governing regulation, a formal bid for purchase of this equipment was not required because the competitive grant process with partnership provisions fulfilled the competitive requirement of the utilized funds. Since the grant was awarded not only on the basis of MET Transit's ability to execute the project, but also on the selected partner's ability to fulfill the requirements of implementation, City of Billings MET Transit staff are requesting to move forward with the purchase of the simulator from FAAC, Inc. Pricing for the contract was determined to be fair and reasonable through independent quotes received from the various manufacturers prior to selection of a simulator partner for the grant application.

ALTERNATIVES

City Council may:

- Approve the purchase of a Bus Training Simulator from FAAC, Inc. for a total of $210,750; or
- Not Approve the purchase and advise staff on how to proceed.

FISCAL EFFECTS

Purchase of the Bus Training Simulator will be executed using a combination of Federal and local funding at 20% local and 80% Federal. MET Transit has adequate local capital reserves to execute this project and is utilizing Section 5339(c) competitive Federal funds awarded by the Federal Transit Administration. Pricing details follow below:

Item	QTY	Local %	Total Local	Federal %	Total Federal	Total Price
FAAC, Inc. Bus Training Simulator	1	20.0%	$42,150	80.0%	$168,600	$210,750

Attachments

Purchasing Contract

(remove color, highlighting and instructions before sending or printing)

Yellow = data entry needed

Green = instructions to authors

(Additional contract provisions are necessary if your project is being funded, in whole or part, by a FEMA grant or other Federal funding – talk to Purchasing)

PURCHASE AGREEMENT

THIS AGREEMENT is made and entered into _____, by and between the **CITY OF BILLINGS, MONTANA**, a municipal corporation organized and existing under the laws of the State of Montana, P.O. Box 1178, Billings, Montana 59103, hereinafter referred to as "**CITY**," and, _____, of _____, hereinafter referred to as "**SELLER**."

In consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency whereof being hereby acknowledged, the parties hereto agree as follows:

1. PRODUCT PURCHASED: SELLER agrees to sell and **CITY** agrees to purchase the goods ("Product") as described below and, if applicable, per written **CITY'S** specifications and **SELLER'S** proposal attached hereto as Exhibit "A," which are incorporated into this **AGREEMENT** by this reference. The Product being purchased consists of:

Item	Price

2. PRICE: The **CITY** agrees to pay _____ Dollars ($_____) as the purchase price. All prices are inclusive of any applicable local, state or federal taxes that may be applied to the product to be purchased. The purchase price is free on board at the place of delivery and **SELLER** may not impose any additional, shipping, delivery or storage charges.

The prices established in this **AGREEMENT** may be extended to other political subdivisions within the State of Montana solely at the **SELLER'S** discretion.

3. DELIVERY AND PAYMENT: SELLER agrees to deliver the above-described goods or product to **CITY** within _____ days of receipt of **CITY'S** order unless otherwise provided in this **AGREEMENT**. Delivery will occur at _____ or at a place otherwise selected by **CITY**. Upon delivery, **CITY** may inspect the goods or product to ensure that it meets **CITY** specifications, and **SELLER** may obtain specifications from **CITY** upon request. If the Product meets **CITY** specifications, **CITY** shall tender the purchase price stated above to **SELLER** through the **CITY'S** normal claim process.

4. SPECIFICATIONS: SELLER agrees that this Product complies with the **CITY'S** specifications provided to **SELLER** and with the **SELLER'S** proposal thereto as accepted by the **CITY**. Unless otherwise agreed to by the **CITY**, the **CITY'S** specifications govern and control in the event of inconsistencies with the **SELLER'S** response to the same.

5. NONDISCRIMINATION:

A. **SELLER** shall, in performance of work under this **AGREEMENT**, fully comply with all applicable federal, state, or local laws, rules, regulations, and executive orders including but not limited to, the Montana Human Rights Act, the Equal Pay Act of 1963, the Civil Rights Act of 1964, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. **SELLER** is the employer for the purpose of providing healthcare benefits and paying any applicable penalties, fees and taxes under the Patient Protection and Affordable Care Act [P.L. 111-148, 124 Stat. 119]. Any subletting or subcontracting by **SELLER** subjects subcontractors to the same provisions. In accordance with 49-3-207, MCA, and Executive Order No. 04-2016. **SELLER** agrees that the hiring of persons to perform this Contract will be made on the basis of merit and qualifications and there will be no discrimination based on race, color, sex, pregnancy, childbirth or medical conditions related to pregnancy or childbirth, political or religious affiliation or ideas, culture, creed, social origin or condition, genetic information, sexual orientation, gender identity or expression, national origin, ancestry, age, disability, military service or veteran status, or marital status by the persons performing this **AGREEMENT**.

B. The **SELLER** shall state, in all solicitations or advertisements for employees to work on jobs, that all qualified applicants will receive equal consideration for employment without regard to race, color, religion, national origin, ancestry, age, sex or marital status, or mental or physical impairment/disability.

The **SELLER** and subcontractor shall abide by the requirements of 41 CFR 60-300.5(a) and 41 CFR 60-741.5(a), which prohibit

discrimination against qualified protected veterans and/or qualified individuals on the basis of disability, and requires affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

The **SELLER** and any subcontractor shall abide by the requirements of 41 CRF 60-1.4, which states employees or applicants may not be discharged or in any other manner discriminated against because they have inquired about, discussed, or disclosed their own pay or the pay of another employee or applicant. However, employees who have access to the compensation information of other employees or applicants as a part of their essential job functions cannot disclose the pay of other employees or applicants to individuals who do not otherwise have access to compensation information, unless the disclosure is (a) in response to a formal complaint or charge, (b) in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or (c) consistent with the **SELLER'S** legal duty to furnish information.

C. The **SELLER** shall comply with any and all reporting requirements that may apply to it that the **CITY** may establish by regulation.

D. The **SELLER** shall comply with all applicable federal, state, and city laws concerning the prohibition of discrimination.

E. The **SELLER** shall include the provisions of Subsections A through D of this Section in every subcontract or purchase order under this **AGREEMENT**, so as to be binding upon every such subcontractor or vendor of the **SELLER** under this **AGREEMENT**.

F. The **SELLER** agrees to post, in conspicuous places available to employees and applicants for employment, notices setting forth the provisions of this non-discrimination clause.

6. DEFAULT AND TERMINATION: If **SELLER** fails to deliver the goods or product as set forth in Paragraphs 2 and 3 above, or violates any provision of this **AGREEMENT**, or if the goods or product fails to meet **CITY'S** specifications, **CITY** may, at its option, declare the **SELLER** in default and immediately cancel and rescind this **AGREEMENT**. Thereafter, **CITY** may procure substitute goods or product to replace the goods or product described herein. In such event, **SELLER** is liable to **CITY** for the difference between the price set forth herein and the price paid by **CITY** for replacement goods or product. Additionally, the **CITY** may pursue any other remedy it has at law or in equity.

7. WARRANTY: Unless superseded or supplemented by an express warranty, **SELLER** represents and warrants that the Product(s) are covered by implied warranties for

merchantability and fitness for the particular purpose for which they have been purchased.

8. ASSIGNMENT: SELLER may not assign this **AGREEMENT** or any of its rights hereunder without the express written consent of **CITY**.

9. ENTIRE AGREEMENT: This **AGREEMENT**, including its appendices, if any, is the entire understanding between the parties relating to the subject matter contained herein. No agent or representative of either party has authority to make any representations, statements, warranties or agreements not herein expressed and all modifications or amendments of this **AGREEMENT**, including the appendices, must be in writing and signed by an authorized representative of each of the parties hereto.

10. GOVERNING LAW AND VENUE: This **AGREEMENT** shall be construed and enforced in accordance with the laws of the State of Montana. Venue for any suit between the parties arising out of this **AGREEMENT** shall be the State of Montana Thirteenth Judicial District Court, Yellowstone County.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

CITY OF BILLINGS, MONTANA

_____
(PRINT BUSINESS NAME ABOVE)

_____
CHRIS A. KUKULSKI,
CITY ADMINISTRATOR
(OR WILLIAM A. COLE, MAYOR)

_____
SIGNATURE

_____
PRINT NAME

APPROVED AS TO FORM

_____
PRINT TITLE

_____
CITY ATTORNEY'S OFFICE

_____
(Write Phone Number for Orders Above)

ATTEST:

_____
DENISE BOHLMAN, CITY CLERK

EXHIBIT A

City Council Regular

Date:	12/19/2022
Title:	Cardwell Ranch Subdivision, 2nd Filing Preliminary Minor Plat
Presented by:	Hunter Kelly, Planner 1
Department:	Planning & Community Services
Presentation:	No
Legal Review	No

RECOMMENDATION

Staff recommends to the City Council that the preliminary plat of Cardwell Ranch Subdivision, 2nd Filing be conditionally approved and the Findings of Fact adopted as presented in the staff report.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On November 15, 2022, Performance Engineering, LLC, on behalf of EIG4T Nova MT Billings, LLC, applied for preliminary minor plat approval for Cardwell Ranch Subdivision, 2nd Filing. The Proposed subdivision creates two (2) lots for development. The subject property is generally located South of Grand Avenue and West of 30th Street West. The property is zoned PUD - Planned Unit Development. The land is currently vacant.

VARIANCES

No variances are requested.

PROPOSED CONDITIONS OF APPROVAL

1. To minimize the effects on local service, prior to final plat approval the applicant will coordinate with the USPS to determine what type of deliver system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.
2. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.
3. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

Pre-Application Meeting: August 18, 2022
Preliminary Plat application submitted to Planning Division: November 15, 2022
Preliminary Plat to City Council: December 19, 2022
35 Working-Day Preliminary Plat Review period ends: January 6, 2023

PLAT INFORMATION

General Location: South of Grand Avenue and West of 30th Street West
Legal Description: CARDWELL RANCH SUB 1ST FILING (10), S01, T01 S, R25 E, BLOCK 2, Lot 13A, AMD (18)
Owner/Subdivider: EIG4T Nova MT Billings, LLC
Engineer/Surveyor: Performance Engineering, LLC
Existing Zoning: PUD - Planned Unit Development
Existing Land Use: Vacant
Proposed Zoning: PUD - Planned Unit Development
Proposed Land Use: Commercial Development
Gross & Net Area: 1.405 Acres
    Lot Size:
        Minimum: 0.637 Acres
        Maximum: 0.768 Acres
Parkland Requirements: None

STAKEHOLDERS

A public hearing is not scheduled for the City Council meeting; however nearby property owners may attend the City Council meeting. The Planning Division has received no public comments or questions regarding the proposed subdivision.

ALTERNATIVES

In accordance with state law, the City Council has 35 working days to act upon this minor preliminary plat. The 35

working day review period for the proposed plat ends January 6, 2023. State and City subdivision regulations also require that preliminary plat be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 35 working day review period, the City Council is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

FISCAL EFFECTS

The preliminary plat of this subdivision will have no financial impact on the Planning Division.

SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City departments, private service/utility providers and the affected school district/s, have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be minimal impacts from this proposed subdivision.

Attachments

Mayor's Letter
Preliminary Plat
Subdivision Improvement Agreement
Findings of Fact

Bill Cole, Mayor
P.O. Box 1178
Billings, MT 59103
P 406.657.8296
F 406.657.8390

CITY OF
Billings
MAYOR'S OFFFICE

December 19, 2022

Craig Dalton
Performance Engineering, LLC
608 North 29th Street
Billings, MT 59101

Dear Applicant/Engineer:

On December 19, 2022, the Billings City Council conditionally approved the preliminary plat of Cardwell Ranch Subdivision, 2nd Filing, subject to the following conditions of approval:

1. To minimize the effects on local service prior to final plat approval, the applicant will coordinate with the USPS to determine what type of deliver system is preferred and to locate and provide the correct amount of space for safely delivering the mail to the residents.

2. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.

3. The final plat shall comply with all requirements of the City of Billings Subdivision Regulations, rules, regulations, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

Should you have any questions please contact Hunter Kelly at (406) 247-8613 or by email at kellyh@billingsmt.gov

Sincerely,

_____
William A. Cole, Mayor

PRELIMINARY PLAT OF

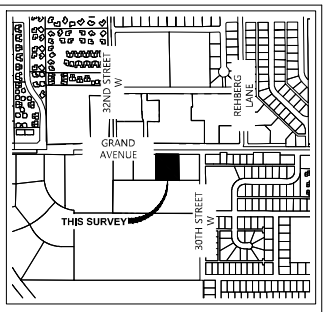
CARDWELL RANCH SUBDIVISION, SECOND FILING

BEING LOT 13A OF THE AMENDED CARDWELL RANCH SUBDIVISION, 1ST FILING
LOCATED IN THE NW 1/4 OF SECTION 1, TOWNSHIP 01 SOUTH, RANGE 25 EAST, P.M.M.,
CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

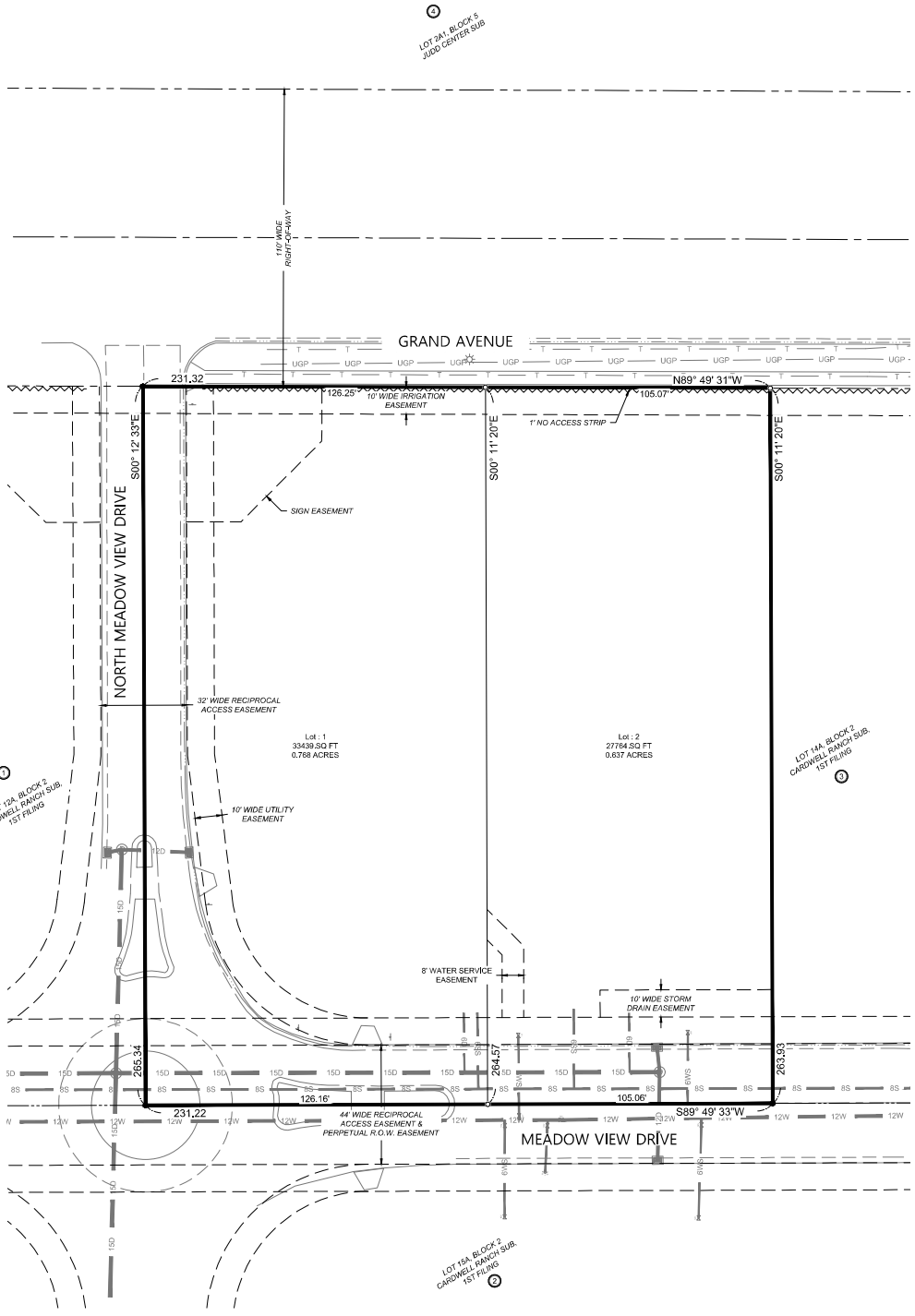
PREPARED FOR : EIG4T NOVA MT BILLINGS LLC

PREPARED BY : PERFORMANCE ENGINEERING, LLC

DATE OF SURVEY : AUGUST 2022



VICINITY MAP



ADJOINING LANDOWNER INFORMATION

1. CBM REAL ESTATE, LLC
   1215 24TH STREET WEST, SUITE 204
   BILLINGS, MONTANA 59102
2. YEGEN GRAND AVE FARM, INC.
   P.O. BOX 959
   BILLINGS, MONTANA 59103
3. STEVEN J CORNING AND LILLIAN CORNING THOMPSON
   P.O. BOX 80510
   BILLINGS, MONTANA 59108
4. MILLINGTON FAMILY PARTNERSHIP, LP
   ALBERTSONS COMPANIES
   C/O PARADIGM TAX GROUP
   P.O. BOX 800729
   DALLAS, TEXAS 75380

SITE DATA

EXISTING LAND USE	:	VACANT
EXISTING ZONING	:	PLANNED UNIT DEVELOPMENT
PROPOSED LAND USE	:	COMMERICAL
PROPOSED ZONING	:	PLANNED UNIT DEVELOPMENT
TOTAL LOTS IN SUBDIVISION	:	2
GROSS AREA	:	1.405 ACRES
RIGHT-OF-WAY	:	0 ACRES
LINEAL FEET OF STREETS	:	0 LF
NET AREA OF LOTS	:	1.405 ACRES
PARKLAND REQUIRED	:	NONE
PARKLAND DEDICATED	:	NONE

0 20 40
IN FEET

SHEET 1 OF 1

10/17/2022 3:27:14 PM PE STANDARD.CTB
C:\Users\CraigDalton\PEC Billings Dropbox\EIG4T\2-L071 Cardwell Ranch Urgent Care\CAD\DWG\Plat\2021-L071 GRUC Prelim Plat.dwg

SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

Cardwell Ranch Subdivision, Second Filing

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(City of Billings)

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SUBDIVISION IMPROVEMENTS AGREEMENT & WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

Cardwell Ranch Subdivision, Second Filing

This agreement is made and entered into this ____ day of _____, 20___, by and between *EIG4T Nova MT Billings, LLC,* whose address for the purpose of this agreement is **1695 12 Mile Road Suite 100, Berkley, MI 48072**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

WITNESSETH:

WHEREAS, the plat of *Cardwell Ranch Subdivision, Second Filing* located in Yellowstone County, Montana, was submitted to the Yellowstone County Board of Planning; and

WHEREAS, at a regular meeting conducted on _____ day of _____, 20__, the City Council conditionally approved a preliminary plat of *Cardwell Ranch Subdivision, Second Filing*; and

WHEREAS, a Subdivision Improvements Agreement is required by the City prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to *Cardwell Ranch Subdivision, Second Filing* upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. VARIANCES

Subdivider has requested, and the City hereby grants, the following variances by the City Council from the strict interpretation of the City's Subdivision Regulations (Section 23.1101, BMCC):

1. No variances are requested.

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

A. Lot owners will be required to construct that segment of the required sidewalk that fronts their property at the time of lot development. If sidewalk is not constructed within 5 years, the City has the right to construct the sidewalk and assess the property owners.

B. Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

C. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.

D. No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

E. There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

F. The subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.

G. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best

Management Practices are defined within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

III. TRANSPORTATION

A. Streets

- All public roadways adjacent to the Subdivision have been completed as part of previous projects. No additional public street improvements are required by the Subdivider.

- All public right-of-way for surrounding streets has been dedicated. No additional right-of-way dedication is required.

B. Sidewalks

- Individual lot owners will be responsible for the construction of the sidewalks within public right-of-way or easements adjacent to or through their lot at the time of lot construction and shall be included in each building permit.

- Sidewalks shall be 5-foot wide with a 5-foot boulevard planting strip between the sidewalk and the curb at corner intersection handicap ramps and aprons.

C. Street Lighting

- No street lighting is proposed for the development; however, street lighting is included in the waiver of right to protest.

D. Traffic Control Devices

- A Traffic Impact Study (TIS) evaluating the impacts of the entire Cardwell Ranch Subdivision project area has previously been completed and submitted to City Engineering. Impact fees associated with the findings of the TIS have been previously collected. City Engineering may request an update to the TIS and collect additional impact fees at the time of lot development in the event the proposed use differs significantly from the assumptions in the original TIS.

E. Access

- The Subdivision will be accessed by way of North Meadow View Drive and Meadow View Drive.

F. Public Transit

- MET Transit provides service along Grand Avenue with the closest stop at the intersection of Grand Avenue and Rehberg Lane, approximately 0.20

miles east of the Subdivision. No improvements are required to ensure public transit service.

IV. EMERGENCY SERVICE

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (fire hydrants) in place to allow for fire suppression requirements. Prior to the issuance of a building permit for construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the City of Billings.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- An operational fire hydrant shall be located within 600 feet of the furthest portion of a residence under construction or within 400 feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.

V. STORM DRAINAGE

All drainage improvements shall comply with the provisions set forth in Chapter 28, BMCC, and the Stormwater Management Manual in place at the time of development. Storm facilities for adjacent streets have been installed as part of a previous private contract.

Individual Lots will be required to manage their own stormwater in accordance with the Stormwater Management Manual in place at the time of development. A complete stormwater management plan shall be submitted to the Engineering Division for review and approval at the time of Lot development.

VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department – Engineering Division. The extension/connection of/to water mains and sanitary sewers is subject to the

approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Developer/Owner acknowledges that the subdivision shall be subject to the applicable System Development in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc) shall be in accordance with design standards, specifications, rules, regulations of and as approved by the City of Billings Public Works Department, Fire Department and the Montana Department of Environmental Quality.

A. Water

The subdivision will be serviced by existing water mains located in Meadow View Drive and North Meadow View Drive.

B. Sanitary Sewer

The subdivision will be serviced by existing sanitary sewer mains located in Meadow View Drive.

C. Power, Telephone, Gas, and Cable Television

All telephone, gas, electrical power, and cable television lines within the public right-of-way or easement has been installed as part of a prior project. 10-foot utility easements are provided along the front lot lines of North Meadow View Drive and Meadow View Drive.

VII. PARKS/OPEN SPACE

There is no parkland requirement for proposed *Cardwell Ranch Subdivision, Second Filing* as this is a minor subdivision [MCA 76-3-621(3)(a)].

VIII. IRRIGATION

No water rights have been transferred to the lot owners. An existing 10-ft irrigation easement along the north side of the Lots shall remain.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical investigation was performed for the area and can be obtained from the City Engineering Department office.

X. PHASING OF IMPROVEMENTS

The Subdivision is not proposed to be constructed in phases.

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

A. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.

B. The covenants, agreements, and all statements in this Agreement run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees of the respective parties.

C. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

D. Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

E. Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

"SUBDIVIDER" *EIG4T Nova MT Billings, LLC*

By: _____

Title: _____

STATE OF MONTANA)
: ss
County of)

On this _____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____ _____, known to me to be the _____ of *EIG4T Nova MT Billings, LLC,* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20___.

"CITY"
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
: ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

Waiver of Right to Protest
FUTURE SPECIAL IMPROVEMENT DISTRICTS

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all other agreements and is supported by sufficient independent consideration to which the undersigned are parties and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

This Waiver is in addition to any other recorded waiver related to the property described herein and is not intended to replace, supersede, or invalidate any such waiver.

The real property hereinabove mentioned is more particularly described as follows:

Cardwell Ranch Subdivision, Second Filing

Signed and dated this _____ day of _____, 20___.

EIG4T Nova MT Billings, LLC

By: _____

Title: _____

STATE OF MONTANA)
: ss
County of)

On this _____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ _____, known to me to be the _____ of *EIG4T Nova MT Billings, LLC,* who executed the foregoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Cardwell Ranch Subdivision, 2nd Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]

1. Effect on agriculture and agricultural water user facilities

The subject property is Vacant Perimeter ditches and drains shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

a. **Utilities** – Water service will be provided by the City of Billings. New individual services will be provided to all the lots, and new fire hydrants will be installed as required by the City Fire Department. The water service for this subdivision comes from existing mains in Meadow View Drive and North Meadow View Drive. Any needed extension of those water lines will be installed by the subdivider to meet the requirements of the City of Billings Engineering Department regulations. The subdivider will install all new water lines in the local streets and individual services for each lot in accordance with design standards, specifications, rules and regulations of the City of Billings Engineering/Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, A, Water.

   Sanitary sewer service will be provided by connecting to the existing City of Billings' sewer mains. There is an existing sewer main located in Meadow View Drive. All new services shall be installed in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This is outlined in the SIA under the heading VI Utilities, B, Sanitary Sewer.

   Private Utilities will be provided from existing facilities to the subdivision. No additional easements on the lot frontage have been requested.

   Stormwater – Stormwater drainage for the public streets is proposed to be provided by curb and gutters that discharge into storm water pipes. These and all other drainage improvements shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department.

b. **Solid Waste** – The City of Billings will provide solid waste collection and disposal. The City's landfill has adequate capacity for this waste.

c. **Streets** – The subdivision is adjacent to North Meadow View Drive and Meadow View Drive. Both streets are developed rights of way and no street improvements are anticipated at this time. Street improvements are included in the Waiver of Right to Protest Future Special Improvement Districts.

   The sidewalks will be installed by the respective lot owner on a lot-by-lot basis, as lots develop. Sidewalks along the street frontage shall be minimum 5-foot-wide and separated with a boulevard width not less than five feet. The developer will also install all ADA required ramps at the intersections within the proposed subdivision. This information is all in the SIA under the heading Transportation.

d. **Emergency Services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The nearest fire station, Fire Station #3, is located at 1928 17th Street West. The subdivision is located within the ambulance service area of American Medical Response (AMR).

e. **Schools** –School District #2 provides educational services to elementary through high school students. Schools serving these students are Boulder Elementary, Will James Middle School, and West High School. At the time of the writing of this staff report all schools are shown as being over capacity.

f. **Parks and Recreation** – This subdivision is part of a master planned development, and well as previous Master Site Plan. The parkland requirements have been met with the previous filing of the subdivision.

g. **Mail Delivery -** The United States Postal Service will provide postal service to the subdivision and has indicated that centralized mailbox units will be required as were installed for the previous filings of this subdivision. The developer will need to coordinate mailbox locations with the postal service. **(Condition #1)**

3. Effect on the natural environment

The subject property is currently Vacant with the proposed use of Urgent Care Facility and Coffee Shop. The property is not located in a floodplain. During development, storm water pollution prevention best management practices are required to be used and monitored to prevent erosion on exposed ground. Overall, the effect on the natural environment should be minimal.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

5. Effect on the public health, safety and welfare

There will be no impacts to public health, safety and welfare because of this subdivision.

B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.]

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]

1. City of Billings 2016 Growth Policy

The proposed subdivision is consistent with the following goals of the Growth Policy:

> **Essential Investments (relating public and private expenditures to public values)** Infill development and development near existing City infrastructure may be the most cost effective
>
> **Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods):** Neighborhoods that are safe and attractive and provide essential services are much desired.
>
> Zoning regulations that allow a mixture of housing types provide housing options for all age groups and income levels
>
> **Home Base (healthy, safe and diverse housing options)** Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings.
>
> A mix of housing types that meet the needs of a diverse population is important.

2. West Billings Area Plan Growth Policy

The proposed subdivision is consistent with the following goals of the West Billings Area Plan.

> **Establish Development Patterns that Use Land More Efficiently** Promote efficient utilization of land within the West Billings planning area by promoting well designed, more pedestrian friendly, urban development patterns with a mix of uses and an efficient, creative use of land.

3. 2018 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan.

4. Billings Area Bikeway and Trail Master Plan (BABTMP)

The proposed subdivision is within the jurisdiction of the Billings Area Bikeways and Trail Master Plan. There is are existing Bikeway improvements along Grand Avenue. No additional improvements of this nature are anticipated.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]

The subject property is located within Planned Unit Development zoning. The lot frontages conform to the requirements of this zone. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]

The subdivider will provide utility easements as requested by private utility companies on the face of the plat.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]

Legal and physical access is provided to the proposed will be from Meadow View Drive and North Meadow View Drive. The two newly created lots will have a shared access easement between them.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Cardwell Ranch Subdivision, 2nd Filing does not create any adverse impacts that warrant denial of the subdivision.

- The proposed subdivision conforms to several of the goals and policies of the 2016 Growth Policy, West Billings Area Plan and does not conflict with the Transportation or Bikeway/Trail Plans.

- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.

- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

Staff recommends to City Council that the preliminary plat of Cardwell Ranch Subdivision, 2nd Filing be conditionally approved and adopt the Findings of Fact as presented in the staff report.

Approved by the Billings City Council, December 19, 2022

_____

William A. Cole, Mayor

City Council Regular

Date:	12/19/2022
Title:	Amended Midland Subdivision, 4th Filing - Preliminary Minor Plat
Presented by:	Monica Plecker
Department:	Planning & Community Services
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the City Council conditionally approve the preliminary plat of Amended Midland Subdivision, 4th Filing and adopt the Findings of Fact as presented in the staff report.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

On November 15, 2022, Performance Engineering, applied for preliminary minor plat approval for Amended Lot 1-K Midland Subdivision, 4th Filing. The proposed subdivision creates 2 lots for residential/commercial development. The subject property is generally located west of South 29th Street West and south of King Avenue West. The property is zoned CMU2, Corridor Mixed Use 2.

VARIANCES REQUESTED

No variances from the City Subdivision Regulations have been requested.

PROPOSED CONDITIONS OF APPROVAL

Pursuant to Section 76-3-608(4), MCA, the following conditions are recommended to reasonably minimize potential adverse impacts identified within the Findings of Fact.

1. To protect public health and safety and provide multiple ways out of the property, prior to final plat approval, the applicant will coordinate reciprocal access easements with the surrounding property owners to the north and south.

2. To protect public health and safety, prior to final plat approval, the applicant will include language in the SIA under the heading III Transportation E, to require a TIS with future development that will generate more than 500 trips per day. All intersection impact contributions identified within the traffic impact study must be made prior to the issuance of any building permits.

3. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.

4. The final plat shall comply with all requirements of the City of Billings Subdivision regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

PROCEDURAL HISTORY

- Pre-application meeting August 4, 2022
- Preliminary plat application submitted to Planning Division on November 15, 2022
- Preliminary plat to City Council December 19, 2022
- 35 working-day preliminary plat review period ends January 6, 2023

PLAT INFORMATION

General location:	West of South 29th Street West and south of King Avenue West
Legal Description:	Amended lot 1-K, Block 2, of amended plat of Lots 1E & 1D-1, Block 2 of Midland Subdivision
Owner/Subdivider:	Capital Holdings, LLC
Engineer and Surveyor:	Performance Engineering
Existing Zoning:	CMU2

Existing land use:	Vacant subdivision lot
Proposed land use:	Residential / Commercial
Gross and Net area:	6.799 acres / 6.799 acres
Proposed number of lots:	2
Lot size:	Max: 4.3 acres Min: 2.49 acres
Parkland requirements:	Parkland dedication is not required as this is a minor subdivision. Section 23-1008 A. BMCC

STAKEHOLDERS

A public hearing is not scheduled for the City Council meeting; however nearby property owners may attend the City Council meeting. The Planning Division has received no public comments or questions regarding the proposed subdivision.

ALTERNATIVES

In accordance with state law, the City Council has 35 working days to act upon this minor preliminary plat. The 35 working day review period for the proposed plat ends on January 6, 2023. State and City subdivision regulations also require that preliminary plats be reviewed using specific criteria, as stated within this report. The City may not unreasonably restrict an owner's ability to develop land if the subdivider provides evidence that any identified adverse effects can be mitigated. Within the 35 working day review period, the City Council is required to:

1. Approve;
2. Conditionally Approve; or
3. Deny the Preliminary Plat

FISCAL EFFECTS

This plat will have no fiscal impacts on the City/County Planning Division.

SUMMARY

One of the purposes of the City's subdivision review process is to identify potential negative effects of property being subdivided. Negative effects that are identified become the subdivider's responsibility to mitigate. Various City departments, private service/utility providers and the affected school district/s, have reviewed this application and provided input on effects and mitigation. The Findings of Fact, which are presented as an attachment, discuss potential negative impacts of the subdivision and conditions of approval are recommended as measures to further mitigate any impacts. In this case, there were found to be minimal impacts from this proposed subdivision.

Attachments

Findings of Fact
Preliminary Plat
SIA Draft
Mayors Letter

FINDINGS OF FACT

The Planning staff has prepared the Findings of Fact for the preliminary plat of Midland Subdivision, 4th Filing. These findings are based on the preliminary plat application and supplemental documents and address the review criteria required by the Montana Subdivision and Platting Act (76-3-608, MCA) and the Billings Subdivision Regulations (Section 23-303(H), BMCC).

A. What are the effects on agriculture, local services, the natural environment, wildlife, wildlife habitat, and public health, safety and welfare? [MCA 76-3-608 (3) (a) and BMCC 23-302.H.2.]

1. Effect on agriculture and agricultural water user facilities

The subject property is not used for agricultural purposes. There will be no irrigation infrastructure affected by this subdivision. There are no water rights or shares that will be available to this proposed subdivision. Any perimeter ditches and drains, that have downstream users, shall remain in place and not be altered by the subdivider or subsequent owners. The subdivision should not affect agricultural water users' facilities.

2. Effect on local services

a. **Utilities** – Water service will be provided by the City of Billings. Lot 1-K-2 currently has water service to it. Lot 1-K-1 will be required to connect to existing water line stub-outs or connect to the existing 16-inch water main in South 29th Street West. The parcel will be required to install private fire hydrants within the proposed subdivision. The water line will be approved by the Engineering Division and shall be installed in conformance with the design standards, specifications, rules and regulations of the City of Billings and Montana Department of Environmental Quality. This information will be added into the SIA under the heading VI, Utilities.

b. Sanitary sewer service will be provided by the City of Billings. Lot 1-K-2 currently has sewer service to it. Lot 1-K-1 will be required to connect to existing sewer line stub-outs or connect to the existing 8-inch sewer main in South 29th Street West. Sewer services shall be reviewed and approved and built in accordance with design standards, specifications, rules and regulations of the City of Billings Public Works Department and MDEQ. This information will be added into the SIA under the heading VI, Utilities.

   Private utility companies will provide services to the subdivision. Private utility easements run along the western side of the lots.

   Stormwater – This subdivision shall satisfy the criteria set forth by the *City of Billings Stormwater Management Manual* and will be subject to review and approval by the City Engineering Department. A Stormwater Report will be submitted for review and approval by City Engineering at the time of individual lot development. This information is within the SIA under the heading V, Storm Drainage.

c. **Solid waste** – The City of Billings will provide solid waste collection and disposal. The City's landfill has adequate capacity for this waste.

d. **Streets** – The lots within the subdivision will be served by a connection to South 29th Street West. All internal circulation will be private drives through parking provided for proposed residential/commercial development. There is a second way out through other parking lot access drives to Millennium Circle. There is another way out to the north through a shopping area which is also part of the Midland Subdivision, 4th Filing. Either option will require the applicant to obtain a reciprocal access easement to gain additional access to South 29th Street West. **(Condition #1)**

   A traffic impact study was not submitted for this subdivision. Future development of the lots will require a traffic impact study if the proposed development will produce more than 500 trips per day. At that time all identified intersection impact contributions identified within the traffic impact study must be made prior to issuance of any building permit. Language in the SIA under the heading III Transportation E, to require a TIS with future development. **(Condition #2)**

   The internal sidewalks will be installed by individual lot owners when the lots are developed. All sidewalks will be 5-foot-wide with a 5-foot-wide boulevard behind the curb.

e. **Emergency services** – The Billings Police and Fire Departments will respond to emergencies within the proposed subdivision. The fire station serving this area is located at 605 South 24th Street West. (Station #5). The subdivision is located within the ambulance service area of American Medical Response (AMR).

f. **Schools** – School District #23, Elysian School provides educational services to elementary through Middle school students. School District #2 will provide services to high school Students at West High School. Response from School District #2 shows West is over capacity. School District #23 did not respond at the time of the writing of this staff report.

g. **Parks and Recreation** – This subdivision is a minor subdivision and is not required to provide parkland. Section 23-1008 A, Billings Subdivision Regulations.

h. **Mail Delivery -** The United States Postal Service will provide postal service to the subdivision. Future development of the property will require coordination with the developer and the postal service for location of mail delivery boxes.

i. **Phasing of Development** - The applicant is not proposing to develop this subdivision in phases.

3. Effect on the natural environment

The subject property, as currently subdivided in 2003 is vacant subdivision lots that have not developed up to this point. The property is somewhat flat, generally draining south. There is the Bannister Drain and the BBWA on the west boundary of the subject property. There is also a Bannister Drain right of way south of the subject property.

The geotechnical study will be performed when future development is proposed on the land. The subdivision should have a minimal effect on the natural environment.

4. Effect on wildlife and wildlife habitat

There are no known endangered or threatened species on the property. There is a paragraph in the SIA that warns future lot owners of the presence of deer in the area, which may cause damage to their landscaping. This subdivision should have a minimal effect on wildlife and wildlife habitat.

5. Effect on the public health, safety and welfare

There will be minimal impacts to public health, safety and welfare because of this subdivision.

B. Was an Environmental Assessment required? [(MCA 76-3-616 and BMCC 23-302.H.1.]

The proposed subdivision is exempt from the requirement for an Environmental Assessment pursuant to Section 76-3-616, MCA.

C. Does the subdivision conform to the City of Billings 2016 Growth Policy, the 2014 Transportation Plan, and the Billings Area Bikeway and Trail Master Plan? [BMCC 23-302.H.4.]

1. City of Billings 2016 Growth Policy

The proposed subdivision is consistent with the following goals of the Growth Policy:

> **Essential Investments (relating public and private expenditures to public values)** Infill development and development near existing City infrastructure may be the most cost effective
>
> **Strong Neighborhoods (livable, safe, sociable and resilient neighborhoods):** Neighborhoods that are safe and attractive and provide essential services are much desired.
>
> Zoning regulations that allow a mixture of housing types provide housing options for all age groups and income levels
>
> **Home Base (healthy, safe and diverse housing options)** Planning and construction of interconnected sidewalks and trails are important to the economy and livability of Billings.
>
> A mix of housing types that meet the needs of a diverse population is important.

2. 2018 Billings Urban Area Long Range Transportation Plan

The proposed subdivision adheres to the goals and objectives of the 2018 Transportation Plan and preserves the street network and street hierarchy specified in the plan. The applicant will be connecting Avenue D through the proposed subdivision.

3. Billings Area Bikeway and Trail Master Plan (BABTMP)

There is an existing trail along the west edge of the subdivision along the Bannister Drain. There are no trails within the subdivision. Connection to the existing trail on the west is encouraged.

D. Does the subdivision conform to the Montana Subdivision and Platting Act and to local subdivision regulations? [MCA 76-3-608 (3) (b) and BMCC 23-302.H.3.a.]

The proposed subdivision satisfies the requirements of the Montana Subdivision and Platting Act and to the design standards specified in the local subdivision regulations. The subdivider and the local government have complied with the subdivision review and approval procedures set forth in the local and state subdivision regulations.

E. Does the proposed subdivision conform to all requirements of the zoning in effect? [BMCC 23-302.H.3.e.]

The subject property is located within CMU2 zoning. The lot frontages conform to the requirements of these zonings. Other building setbacks and structure specific requirements will be reviewed for compliance at the time of building permit review.

F. Does the proposed plat provide easements for the location and installation of any utilities? [MCA 76-3-608 (3) (c) and BMCC 23-302.H.3.b.]

The subdivider will provide utility easements as requested by private utility companies on the face of the plat. There are existing utility easements along the western side of the subdivision.

G. Does the proposed plat provide legal and physical access to each parcel within the subdivision and notation of that access on the plat? [MCA 76-3-608 (3) (d) and BMCC 23-302.H.3.c.]

Legal and physical access is provided to the proposed lots from South 29th Street West. Future access points will be determined at the time of development.

CONCLUSIONS OF FINDINGS OF FACT

- The preliminary plat of Amended Lot 1-K Midland Subdivision, 4th Filing does not create any adverse impacts that warrant denial of the subdivision.

- The proposed subdivision conforms to several of the goals and policies of the 2018 Growth Policy and does not conflict with the Transportation or Bikeway/Trail Plans.

- The proposed subdivision complies with state and local subdivision regulations, local zoning, and sanitary requirements and provides legal and physical access to each lot.

- Any potential negative or adverse impacts will be mitigated with the proposed conditions of approval.

RECOMMENDATION

It is recommended to City Council that the preliminary plat of Amended Lot 1-K Midland Subdivision, 4th Filing, be conditionally approved and adopt the Findings of Fact as presented in the staff report.

Approved by the Billings City Council, December 19, 2022

_____

William A. Cole, Mayor

PRELIMINARY PLAT OF THE AMENDED LOT 1-K, BLOCK 2, OF THE AMENDED
PLAT OF LOTS 1E & 1D-1, BLOCK 2 OF

MIDLAND SUBDIVISION, FOURTH FILING

BEING TRACT 1-K LOCATED IN THE N 1/2 OF SECTION 13, TOWNSHIP 01 SOUTH, RANGE 25 EAST, P.M.M., CITY OF BILLINGS, YELLOWSTONE COUNTY, MONTANA

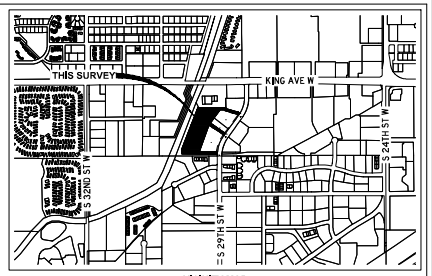
PREPARED FOR : CAPITAL HOLDINGS, LLC & PST, LLC

PREPARED BY : PERFORMANCE ENGINEERING, LLC

DATE OF SURVEY : JULY 2022

LEGEND

- SURVEY BOUNDARY
- PROPERTY LINE
- EASEMENT LINE
- EXISTING EASEMENT TO BE RELOCATED
- RIGHT-OF-WAY LINE
- FOUND PROPERTY CORNER, AS DESCRIBED
- SET PROPERTY CORNER, 5/8" REBAR W/ PEC CAP



VICINITY MAP

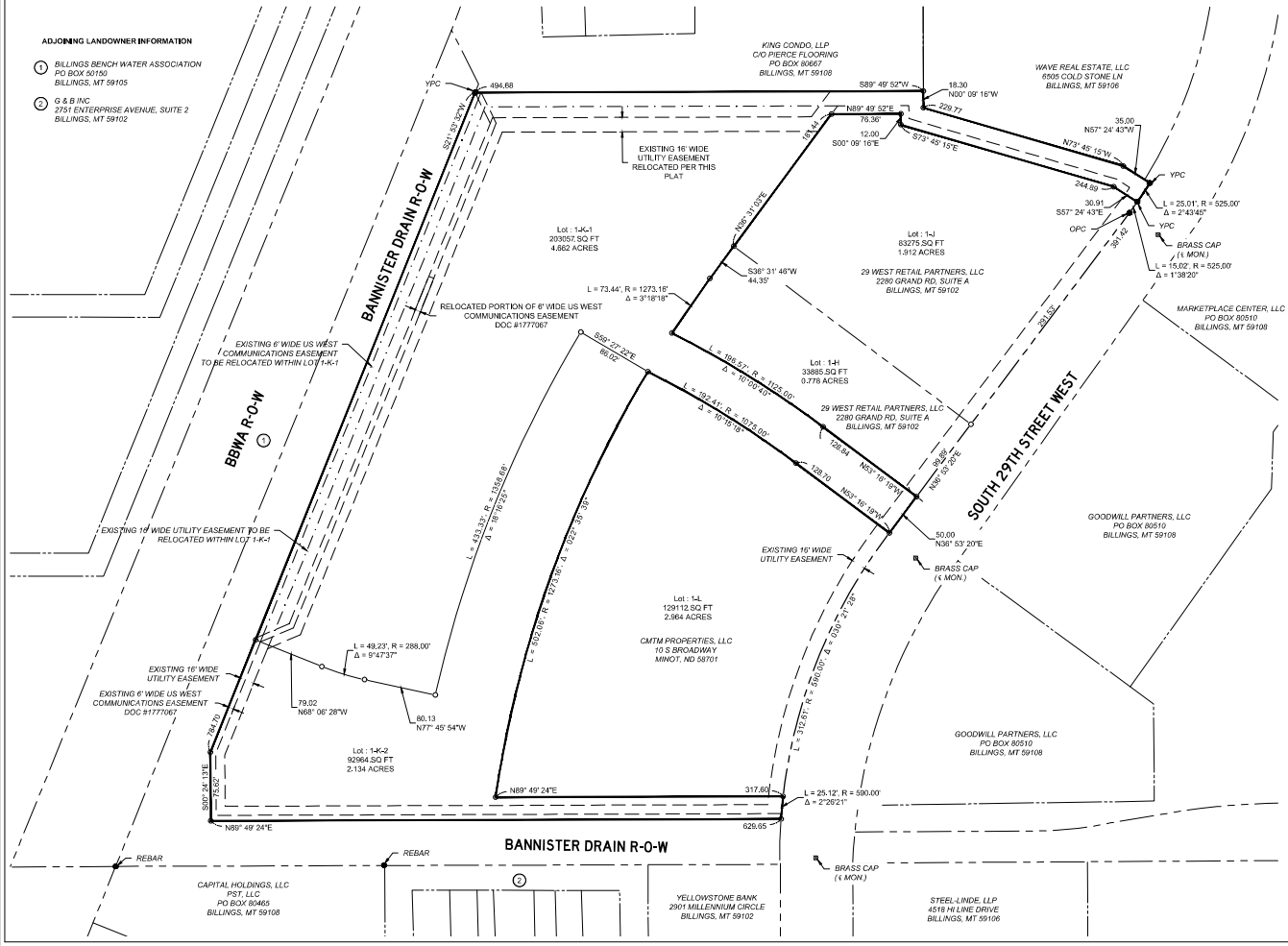
ADJOINING LANDOWNER INFORMATION

1. BILLINGS BENCH WATER ASSOCIATION
PO BOX 80159
BILLINGS, MT 59105

2. G & B INC
2751 ENTERPRISE AVENUE, SUITE 2
BILLINGS, MT 59102

SITE DATA

EXISTING LAND USE:	COMMERCIAL / VACANT
EXISTING ZONING:	CORRIDOR MIXED USE 2
PROPOSED LAND USE:	COMMERICAL
TOTAL LOTS IN SUBDIVISION:	2
GROSS AREA:	6.799 AC
RIGHT-OF-WAY:	0 AC
LINEAL FEET OF STREETS:	0 LF
NET AREA OF LOTS:	6.799 AC
PARKLAND REQUIRED:	NONE
PARKLAND DEDICATED:	NONE



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SHEET 1 OF 1

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SUBDIVISION IMPROVEMENTS AGREEMENT
& WAIVER OF RIGHT TO PROTEST FURTURE SPECIAL IMPROVEMENT DISTRICTS

Amended Lot 1-K, Block 2, of the Amended Lots 1E & 1D-1, Block 2 of Midland Subdivision, Fourth Filing

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(City of Billings)

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SUBDIVISION IMPROVEMENTS AGREEMENT & WAIVER OF RIGHT TO PROTEST FUTURE SPECIAL IMPROVEMENT DISTRICTS

Amended Lot 1-K, Block 2, of the Amended Lots 1E & 1D-1, Block 2 of Midland Subdivision, Fourth Filing

This agreement is made and entered into this ____ day of _____, 20__, by and between *Capital Holdings, LLC*, whose address for the purpose of this agreement is **PO Box 80465, Billings, MT 59108**, hereinafter referred to as "Subdivider," and the **CITY OF BILLINGS**, Billings, Montana, hereinafter referred to as "City."

WITNESSETH:

WHEREAS, the plat of *Amended Lot 1-K, Block 2, of the Amended Lots 1E and 1D-1, Block 2, of Midland Subdivision, 4th Filing*, located in the City of Billings, Yellowstone County, Montana was submitted to the Yellowstone County Board of Planning as an expedited plat which was deemed to not require preliminary review; and

WHEREAS, at a regular meeting conducted on _____ day of _____, 2022, the City Council conditionally approved a preliminary plat of *Amended Lot 1-K, Block 2, of the Amended Lots 1E and 1D-1, Block 2, of Midland Subdivision, 4th Filing;* and

WHEREAS, a Subdivision Improvements Agreement is required by the City prior to the approval of the final plat.

WHEREAS, the provisions of this agreement shall be effective and applicable to *Amended Lot 1-K, Block 2, of the Amended Lots 1E and 1D-1, Block 2, of Midland Subdivision, 4th Filing,* upon the filing of the final plat thereof in the office of the Clerk and Recorder of Yellowstone County, Montana. The Subdivision shall comply with all requirements of the City of Billings Subdivision Regulations, the rules, regulations, policies, and resolutions of the City of Billings, and the laws and administrative rules of the State of Montana.

THEREFORE, THE PARTIES TO THIS AGREEMENT, for and in consideration of the mutual promises herein contained and for other good and valuable consideration, do hereby agree as follows:

I. <u>VARIANCES</u>

Subdivider has requested, and the City hereby grants, the following variances by the City Council from the strict interpretation of the City's Subdivision Regulations (Section 23.1101, BMCC):

1. No variances are requested as part of this Subdivision.

II. PROPERTY CONDITIONS AND INFORMATION FOR LOT PURCHASERS

A. Lot owners should be aware that this subdivision is being built in close proximity to prime deer and antelope habitat and it is likely that homeowners will experience problems with damage to landscaped shrubs, flowers, and gardens. The Montana Fish, Wildlife, and Parks Department does not provide damage assistance unless there is damage to commercial crops and/or a threat to public health and safety.

C. Lot owners should be aware that soil characteristics within the area of this subdivision, as described in the 1972 Yellowstone County Soil Survey, indicate that there could be potential limitations for proposed construction on the lots, which may require a geotechnical survey prior to construction.

D. No water rights have been transferred to the lot owners. Irrigation ditches that exist on the perimeter of this development are for the benefit of other properties. Perimeter ditches and drains shall remain in place and shall not be altered by the Subdivider or subsequent owners.

E. There is attached hereto a Waiver waiving the right to protest the creation of the special improvement district or districts which by this reference is expressly incorporated herein and made as much a part hereof as though fully and completely set forth herein at this point. The Waiver will be filed with the plat, shall run with the land, and shall constitute the guarantee by the Subdivider and property owner or owners of the developments described herein. Said Waiver is effective upon filing and is not conditioned on the completion of the conditions set forth in this Agreement. The Subdivider and owner specifically agree that they are waiving valuable rights and do so voluntarily.

F. The subdivider and subsequent contractors/builders acknowledge that there is a Stormwater Pollution and Prevention Plan (SWPPP) filed with the city and the Montana Department of Environmental Quality (MDEQ). This SWPPP shall be adhered to during all phases of construction and shall be updated as required by MDEQ under the General Permit for Stormwater Discharges Associated with Construction Activity, Chapter 28, BMCC and the Billings Stormwater Management Manual.

G. Individual lot owners should be aware that Best Management Practices for stormwater control shall be required for new construction on lots. Best Management Practices are defined within Section 28-201, BMCC and detailed in the Billings Stormwater Management Manual.

III. TRANSPORTATION

A. Streets

- No public street improvements are necessitated for the Subdivision. Private drive aisles with reciprocal access and use between Lots 1-F, 1-G, 1-H, 1-J, and 1-K of Block 2 of the Amended Plat of Lot 1E and 1D-1, Block 2, of Midland Subdivision 4th Filing are existing. Additional internal private access aisles shall be constructed as reviewed and approved by the City of Billings at time of development of Lot 1-K-1.

B. Sidewalks

- Public sidewalks have previously been constructed along 29th Street West.

C. Street Lighting

- No street lighting is proposed for the development; however, street lighting is included in the waiver of right to protest.

D. Traffic Control Devices

- It is not anticipated traffic control devices will be necessary as part of the constructing improvements related to the Subdivision. At time of development of subject lots, a traffic study shall be conducted by the Developer as required by the City of Billings Engineering Department.

E. Access

- The Subdivision will be accessed via the existing accesses off South 29th Street W and Millennium Court. In addition, an existing access aisle is present on the northeast portion of Lot 1-K-1 in the southeast corner of Lot 1A-1, Block 2 of the Amended Plat of Lot 1A, Block 2, of Midland Subdivision 4th Filing.

F. Billings Area Bikeway and Trail Master Plan

- No segment of the Bikeway and Trail Master Plan is located in the Subdivision. An existing trail is adjacent to the subdivision along its western boundary.

G. Public Transit

- Met Transit provides service to the City of Billings. No improvements are required to ensure public transit service.

IV. EMERGENCY SERVICE

Construction of buildings made of combustible materials shall have adequate fire apparatus access roads and water supply (fire hydrants) in place to allow for fire suppression requirements. Prior to the issuance of a building permit for construction using combustible materials (i.e. lumber, plywood, wood trusses, etc.), fire apparatus access roads and water supply requirements shall be provided in accordance with the International Fire Code as adopted by the City of Billings.

At a minimum, the following is required:

- An unobstructed gravel road or gravel road base must be within 150 feet of the furthest portion of a building under construction as measured along the approved route.
- The access roads are required to support fire apparatus vehicle loading (40 tons) during all weather conditions and shall be a minimum of twenty (20) feet wide.
- An operational fire hydrant shall be located within 600 feet of the furthest portion of a residence under construction or within 400 feet of the furthest portion of a commercial building under construction as measured along the access roads to the site.
- The above requirements do not alter or effect the current minimum subdivision requirements for fire apparatus access and water supply.
- All internal roads and hydrants shall be maintained in accordance to the currently adopted fire code requirements of the City of Billings.

V. STORM DRAINAGE

- All drainage improvements shall comply with the provisions set forth in Chapter 28, BMCC, and the Stormwater Management Manual in place at the time of development.
- A complete stormwater management plan shall be submitted to the Engineering Division for review and approval at the time of development.
- Stormwater from subject properties may discharge stormwater into the adjacent Bannister Drain provided approval from the drain district and/or City of Billings.

VI. UTILITIES

The Subdivision Improvements Agreement does not constitute an approval for extension of or connection to water mains and sanitary sewers. The property owner shall make application for extension/connection of water mains and sanitary sewers to the Public Works Department – Engineering Division. The extension/connection of/to water mains and sanitary sewers is subject to the approval of the applications and the conditions of approval. Applications shall be submitted for processing prior to the start of any construction and prior to review and approval of any project plans and specifications.

The Developer/Owner acknowledges that the subdivision shall be subject to the applicable System Development in effect at the time new water and/or sanitary sewer service connections are made.

The design/installation of sanitary sewers and appurtenances, and water mains and appurtenances (fire hydrants, etc) shall be in accordance with design standards, specifications, rules, regulations of and as approved by the City of Billings Public Works Department, Fire Department and the Montana Department of Environmental Quality.

A. Water

Lot 1-K-2 is currently provided water service by the City of Billings. Lot 1-K-1 will be required to connect to existing service stub-outs to the property or connect to the existing 16" water main in South 29th Street West. Private fire hydrants will be necessitated to be installed according to the City of Billings Public Works Department and Fire Department based on final development plan.

B. Sanitary Sewer

Lot 1-K-2 is currently provided sewer service by the City of Billings. Lot 1-K-1 will be required to connect to existing service stub-outs to the property or connect to the existing 8" sewer main in South 29th Street West.

C. Power, Telephone, Gas, and Cable Television

- Power, telephone, gas, and cable television lines already existing within the public right-of-way. Appropriate utility lines will be provided across the Subdivision lots for service to the proposed development.

VII. PARKS/OPEN SPACE

There is no parkland requirement for proposed Subdivision, as this is a minor subdivision [MCA 76-3-621(3)(a)].

VIII. IRRIGATION

No irrigation rights, infrastructure, or amenities are affected by the Subdivision.

IX. SOILS/GEOTECHNICAL STUDY

A geotechnical investigation shall be provided as part of a building permit application for any new structure/s within the Subdivision.

X. PHASING OF IMPROVEMENTS

Phasing of the Subdivision is not proposed.

XI. FINANCIAL GUARANTEES

Except as otherwise provided, Subdivider shall install and construct said required improvements with cash or by utilizing the mechanics of a private contract secured by letters of credit or a letter of commitment to lend funds from a commercial lender. All engineering and legal work in connection with such improvements shall be paid by the contracting parties pursuant to said private contract, and the improvements shall be installed as approved by the City Engineer and Utility Department Manager.

XII. LEGAL PROVISIONS APPLYING TO SUBDIVIDER

A. Prior agreements contained within Midland Subdivision 4th Filing agreements, including those Declarations of Covenants, Conditions, Restrictions, and Reciprocal Easements, remain in effect for subject properties.

B. The owners of the properties involved in this proposed Subdivision by signature subscribed herein below agree, consent, and shall be bound by the provisions of this Agreement.

C. The covenants, agreements, and all statements in this Agreement run with the land and apply to and shall be binding on the heirs, personal representatives, successors, assigns and transferees of the respective parties.

D. In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement or to give any notice required herein, then the prevailing party or the party giving notice shall be entitled to reasonable attorney fees and costs.

E. Any amendments or modifications of this Agreement or any provisions herein shall be made in writing and executed in the same manner as this original document and shall after execution become a part of this Agreement.

F. Subdivider shall comply with all applicable federal, state, and local statutes, ordinances, and administrative regulations during the performance and discharge of its obligations. Subdivider acknowledges and agrees that nothing contained herein shall relieve or exempt it from such compliance.

IN WITNESS WHEREOF, the parties hereto have set their hands and official seals on the date first above written.

"SUBDIVIDER" *Capital Holdings, LLC*

By: _____

Title: _____

STATE OF MONTANA)
: ss
County of)

On this _____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ _____, known to me to be the _____ of *Capital Holdings, LLC,*

who executed the foregoing instrument and acknowledged to me that he/she executed the same.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

This agreement is hereby approved and accepted by the City of Billings, this ____ day of _____, 20__.

"CITY"
CITY OF BILLINGS
MONTANA

By: _____
Mayor

Attest: _____
City Clerk

STATE OF MONTANA)
: ss
County of Yellowstone)

On this ____ day of _____, 20__, before me, a Notary Public in and for the State of Montana, personally appeared _____ and _____, known to me to be the Mayor and City Clerk, respectively, of the City of Billings, Montana, whose names are subscribed to the foregoing instrument in such capacity and acknowledged to me that they executed the same on behalf of the City of Billings, Montana.

Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

Waiver of Right to Protest
FUTURE SPECIAL IMPROVEMENT DISTRICTS

FOR VALUABLE CONSIDERATION, the undersigned, being the Subdivider and all of the owners of the hereinafter described real property, do hereby waive the right to protest the formation of one or more special improvement district(s) for a period of no more than twenty years from the recording of this waiver, for street light maintenance and energy, and for the construction of streets, street widening, sidewalks, survey monuments, street name signs, curb and gutter, street lights, driveways, traffic signals, and traffic control devices, parks and park maintenance, trails, sanitary sewer lines, water lines, storm drains (either within or outside the area), and other improvements which the City of Billings may require.

This Waiver and Agreement is independent from all other agreements and is supported by sufficient independent consideration to which the undersigned are parties and shall run with the land and shall be binding upon the undersigned, their successors and assigns, and the same shall be recorded in the office of the County Clerk and Recorder of Yellowstone County, Montana.

This Waiver is in addition to any other recorded waiver related to the property described herein and is not intended to replace, supersede, or invalidate any such waiver.

The real property hereinabove mentioned is more particularly described as follows:

Amended Lot 1-K, Block 2, of the Amended Lots 1E and 1D-1, Block 2, of Midland Subdivision, 4th Filing

Signed and dated this _____ day of _____, 20___.

Capital Holdings, LLC

_____

STATE OF MONTANA)
: ss
County of Yellowstone)

On this ____ day of _____, 20___, before me, a Notary Public in and for the State of Montana, personally appeared _____, known to me to be *Subdivider/Owner Name*, the person who executed the forgoing instrument and acknowledged to me that he/she executed the same.

_____
Notary Public in and for the State of Montana
Printed Name: _____
Residing at: _____
My commission expires: _____

CITY OF
Billings
MAYOR'S OFFFICE

Bill Cole, Mayor
P.O. Box 1178
Billings, MT 59103
P 406.657.8296
F 406.657.8390

Performance Engineering, LLC
608 North 29th Street
Billings, MT 59101

Dear Applicant:

On December 19, 2022, the Billings City Council conditionally approved the preliminary plat of Amended Midland Subdivision, 4th Filing subject to the following conditions of approval:

1. To protect public health and safety and provide multiple ways out of the property, prior to final plat approval, the applicant will coordinate reciprocal access easements with the surrounding property owners to the north and south.

2. To protect public health and safety, prior to final plat approval, the applicant will include language in the SIA under the heading III Transportation E, to require a TIS with future development that will generate more than 500 trips per day. All intersection impact contributions identified within the traffic impact study must be made prior to the issuance of any building permits.

3. Minor changes may be made in the SIA and final documents, as requested by the Planning, Legal or Public Works Departments to clarify the documents and bring them into the standard acceptable format.

4. The final plat shall comply with all requirements of the City of Billings Subdivision regulations, rules, policies, and resolutions of the City of Billings, and the laws and Administrative Rules of the State of Montana.

Should you have any questions please contact Dave Green at (406) 657-8666 or by email at greend@billingsmt.gov

December 19, 2022

Sincerely,

_____
William A. Cole, Mayor

City Council Regular

Date:	12/19/2022
Title:	FY2024 Technology Replacement Plan (TRP)
Presented by:	David Watterson, IT Director
Department:	Information Technology
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends that City Council adopt the FY2024 Technology Replacement Plan (TRP).

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

City staff presented the Technology Replacement Plan at the December 5th, 2022, City Council work session. No changes have been made to the plan that was presented, based upon discussion that occurred at that meeting. The City of Billings Technology Replacement Program (TRP) is a plan to systematically fund replacement of City technology equipment and software. The TRP ensures that all technology equipment is purchased, replaced, or upgraded on a regular schedule, so that no departments fall behind on technology or make unnecessary or premature investments in technology.

The TRP replacement and funding guidelines include all PCs, laptops, servers, software, and other technology equipment, such as copiers, security equipment and specialized technology equipment.

Replacement funding is maintained within each department/division budget for technologies that are used solely within that department/division. Enterprise-wide hardware and software systems, both new and enhancements/upgrades to existing systems may be funded through multi-departmental funding sources including debt financing.

ALTERNATIVES

City Council may: Approve; or, Not Approve the Technology Replacement Plan

FISCAL EFFECTS

The total technology investment for FY24 is $1,114,792. Technology Replacement Plan items are funded by individual departments and will be included as part of their annual budget presented to City Council in the FY24 budget process.

Attachments

FY24 TRP Replacement List
FY24 TRP Capital Items
TRP Resolution

FY2024 TRP Replacement List **As of 11-09-2022**

Dept	Div	Description	Mfg	Date	Purchased	Est. Life	Class	Fiscal Year	Cost	Model/ Type #	User Name	Network ID	CPU Serial #	Physical Location
Admin	Admin	Laptop	Dell	1/18/2018	2018	5	150	2024	$1,400	Latitude 5	Denise Bohlman		B100HM2	City Hall
Admin Srv	Fleet	Laptop	Dell	5/10/2016	2016	5	250	2024	$3,800	Latitude R	Mechanic	Fam-Patc	G96TNY1	Mechanic
Admin Srv	Fleet	Laptop	Dell	4/14/2017	2017	5	250	2024	$3,800	Latitude 5	Mechanic	FAM-Patc	2S4MG92	Mechanic
Admin Srv	Fleet	Laptop	Dell	4/14/2017	2017	5	250	2024	$3,800	Latitude 5	Mechanic	FAM-Patc	JR4MG92	Mechanic
HR	HR	GO	Dell	9/26/2019	2019	5	100	2024	$1,400	Optiplex 5	Pete Byorth		5CCSFX2	1st Floor
IT	IT	High-end PC	Dell	1/15/21	2021	3	175	2024	$3,500	Precision	Jeff Sproc	itd-sprockj	5L7QK93	PW-Belknap Service Center
IT	IT	High-end PC	Dell	4/23/2020	2020	4	175	2024	$3,500	Precision	Kevin Moc	itd-moorek	FS5CF33	PW-Belknap Service Center
														City Hall
IT	IT	GO	Dell	1/12/2018	2018	4	100	2024	$1,400	Optiplex 5	Barb McR	itd-mcrae3	FJN3CM2	1st floor
IT	IT	GO	Dell	27-Jun-20	2020	4	100	2024	$1,400	OptiPlex 5	Joyce Mill	itd-millerj1	J8DY053	City Hall 1st floor
IT	IT	Active Directo	Microsoft	8/26/20	2021	3	983	2024	$6,000	200 User (	3yr SA Renewal (MS Select)			IT Server Room
IT	IT	Win Server -L	Microsoft	8/26/20	2021	3	982	2024	$8,000	1 VM w/2	3yr SA Renewal (MS	Lic for 5th		IT Server Room
IT	IT	Wireless Acc	Extreme	4/12/16	2016	6	325	2024	$70,000	70 AP's		Remaining	AP's	City Facilities/Stillwater
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02181	City Hall - IT Server Room
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02181	City Hall - IT Server Room
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02181	City Hall - IT Server Room
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02181	City Hall - IT Server Room
													CT02160	
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX2200-48p		172.17.80	60768	CH - Parking Maintenance
IT	IT	Network Swit	Juniper	6/1/15	2015	7	325	2024	$7,500	EX4300-24T		172.17.80	PG37151	City Hall BSMT - Core Support
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-24T		172.17.80	GD02161	City Hall - 4th Floor
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02163	City Hall - Police 1st Floor
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02174	City Hall - Police 1st Floor
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX2200-48P		172.17.80	CT02142	City Hall - Basement Offices
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P		172.17.80	GB02174	City Hall - Court 2nd Floor
IT	IT	Network Swit	Juniper			7	325	2024	$6,000	EX3300-48P			GB02174	City Hall - Court 2nd Floor
IT	IT	Network Swit	Avaya/Nor		2012	7	325	2024	$6,000	5650-TD		172.17.92	LBNNTM	City Hall - Depot
IT	IT	Network Swit	Avaya/Nor		2012	7	325	2024	$6,000	5650-TD		172.17.92	LBNNTM	City Hall - Depot
Copier	Legal	Canon IRA42	CANON	10/28/2013	2014	7	450	2024	$5,733	IRA4245		19205	QHM011	City Hall - Legal 2nd Floor
Legal	Legal	Tablet	Surface		2020	4	160	2024	$2,000	Surface B	lixm	lgl-lixmsur	02722010	Legal Dept.-1st Floor
Library	Library	Public PC Vir	Trend Mic	4/15/2021	2021	2	610	2024	$900	Business	20 license	PUBLIC C	SKU CMR	Public equipment
Library	Library	Public PC Se	Faronics	5/15/2021	2021	2	610	2024	$2,000	Deep Free	70 Licens	Public Computers		Staff equipment
													Recorde d by phone	
Aviation/T	MET	Tablets	Samsung	9/1/2020	2021	3	160	2024	$2,250	Tab-8A	Para Van	Qty = 15 (	number	Kept in Conf. Rm when not in use
Aviation/T	MET	Intel Windows	IBM	7/25/2015	2016	5	800	2024	$20,000	x3500 M4	MET DVR	MEST-w1	E2CH228	MET Vault
										Precision	Billings	FRC-SUP1		Supervis
Fire	Comm	PC	Dell	7/24/18	7/10/05	4	175		$2,200	5820	911		5P0T0Q2	or1-CAD
Fire	Comm	Laptop	Dell	12/5/2021	2020	4	175		$2,500	Latitude 7	Derek Yea	FRC-Yeag	8P5TQ73	Comm Center
Fire	Admin	GO	Dell	8/5/2019	2020	4	100	2024	$1,400	Optiplex 5	HUNTT	FIR-HUN1	96QQNY2	

							100							Deputy Fire Marshal's office
Fire	Admin	Desktop	Dell	5/3/2020	2020	4		2024	$1,800	Optiplex 5	Andrew M	fir-mcclain	B24F333	McLain
Finance	Finance	Laptop	Dell	12/16/2019	2019	5	100	2024	$1,300	Lattitude 5	FAS-LaneS		6ZYC3Z2	Finance
Finance	Finance	PC	Dell	6/30/2019	2019	5	100	2024	$1,300	Optiplex 5	FAF-NagelC		7GC2DV2	Finance
Finance	Finance	PC	Dell	6/30/2019	2019	5	100	2024	$1,300	Optiplex 5	FAF-Wallsjz		7GJ2DV2	Finance
Finance	Finance	Printer	HP	8/11/2010	2010	10	475	2024	$1,500	HP Laser,	FAS-hurdd		CNGXJ44	Finance
Library	Library	Display softwa	Elementi	7/1/2021	2021	3	860	2024	$1,500					
Library	Library	Public Tablet	Apple	6/5/2015	2019	4	160	2024	$600	iPad Air 3	Public	Tablet	DMPPM8	Digital Learning Lab
Library	Library	Public Tablet	Apple	6/5/2015	2019	4	160	2024	$600	iPad Air 3	Public	Tablet	DMPPM8	Digital Learning Lab
Library	Library	Public Tablet	Apple	6/5/2015	2019	4	160	2024	$600	iPad Air 3	Public	Tablet	DMPPM8	Digital Learning Lab
Library	Library	Public Tablet	Apple	6/5/2015	2019	4	160	2024	$600	iPad Air 3	Public	Tablet	DMPPM8	Digital Learning Lab
Library	Library	Public Tablet	Apple	6/5/2015	2019	4	160	2024	$600	iPad Air 3	Public	Tablet	DMPPM8	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	6/17/2019	2019	4	160	2024	$1,400	Surface P	may	Laptop19	0227343 91853	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	6/18/2019	2019	4	160	2024	$1,400	Surface P	may	Laptop19	0292134 91753	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	5/1/2019	2019	4	160	2024	$1,400	Surface P	may	Laptop19	0394525 91753	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	5/1/2019	2019	4	160	2024	$1,400	Surface P	may	Laptop19	0186463 91853	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/1/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0311934 64853	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/1/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0686717 54153	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/1/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0442477 62953	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/1/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0270291 54853	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	3/14/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0323006 64853	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	3/14/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0411591 54353	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/16/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0932597 60253	Digital Learning Lab
Library	Library	Public Tablet	Microsoft	2/15/2017	2019	4	160	2024	$1,400	Surface P	crates	Laptop17	0064112 55353	Digital Learning Lab
Library	Library	Credit Card R	Pax Tech	9/20/2016	2017	4	675	2024	$1,500	S300 PIN Pad		selfcheck4	Secure - c	1st floor self check
Library	Library	Credit Card R	Pax Tech	9/20/2016	2017	4	675	2024	$1,500	S300 PIN Pad		Selfcheck	Secure - c	1st floor self check
Library	Library	Credit Card R	Pax Tech	7/1/2021	2021	4	675	2025	$1,500	S300 PIN Pad		selfcheck3	Secure - c	1st floor self check
Library	Library	Credit Card R	Pax Tech	9/20/2016	2017	4	675	2024	$1,500	S300 PIN Pad		selfcheck2	Secure - c	1st floor self check
Library	Library	Security DVR	Hikvision	9/15/2016	2017	6	800	2024	$3,000	DS7316H	DVR1	DVR1		Server Room
Library	Library	Security DVR	Hikvision	9/15/2016	2017	6	800	2024	$3,000	DS7316H	DVR2	DVR2	5.8E+08	Server Room
Library	Library	Security DVR	Hikvision	9/15/2016	2017	6	800	2024	$3,000	DS7316H	DVR3	DVR3		Server Room
Library	Library	Digital Displa	TV-Monito	12/15/2013	2014	7	860	2024	$2,800	65" E SER	TV/Library	Teen Livin	S3600028	Teen Area
Library	Library	Digital Displa	TV-Monito	6/1/2014	2014	7	860	2024	$850	LG – Mod	LEED Das	n/a		Lobby
Library	Library	Digital Displa	TV-Monito	12/15/2013	2014	7	860	2024	$450	LG 26LT5	Library Ev	Concierge	310RMKU	2nd floor computer island
Library	Library	Digital Displa	TV-Monito	12/15/2013	2014	7	860	2024	$450	LG 26LT5	Meeting R	Communit	310RMEN	Lobby

Library	Library	Digital Displa	TV-Monitc	12/15/2013	2014	7	860	2024	$1,225	LG 55LN5	Program 1	n/a	310RMYA	2nd Floor conf room
Library	Library	ceiling project	Panasonic	12/31/2013	2014	7	850	2024	$3,300	PT-FW430				2nd fl computer classrm
Library	Library	Digital Displa	TV-Monitc	6/1/2017	2017	7	860	2024	$450	LG Smart	This Weel	This Weel	704RMXX	Lobby
Library	Library	Network High	Dell	4/9/2013	2018	6	175	2024	$2,000	Optiplex 7	3M netwo	cmdctr	jwt7cx1	Server Room
Library	Library	Network High	Dell	4/9/2013	2018	6	175	2024	$2,000	Optiplex 7	PC Res S	pcres	jwt8cx1	Server Room
Library	Library	Network Print	Hewlett-P	12/1/2013	2019	5	475	2024	$1,800	LaserJet CP2025		2nd Floor	Public colc	2nd Floor public
Library	Library	Network Print	Hewlett-P	2/1/2019	2019	5	475	2024	$1,800	LaserJet P4515N		2nd floor	public B&W	2nd Floor public
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Hannah S	Dir-assist	9qwbjb2	Reference Office
Library	Library	Staff PC	Dell	6/27/2020	2020	4	175	2024	$2,000	Precision	Crystal Ma	workshop	76mjzc2	Systems Workshop
Library	Library	Staff PC	Dell	6/27/2020	2020	4	175	2024	$2,000	Precision	Kelsie Rul	sysadmin	763gzc2	Systems Admin Office
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Shared St	maintain1	9qt1jb2	Maintenance
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Barb Rieb	refofc-4	9qw5jb2	Reference Office
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Vanessa ،	TechLab	9qt5jb2	
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Shared St	circ5	9qwfjb2	Circulation Office
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Shared St	Circ3	9qt2jb2	Circulation Office
Library	Library	Staff PC	Dell	6/27/2020	2020	4	100	2024	$1,400	Precision	Dee Ann F	refofc3	9qwcjb2	2nd Floor Admin
Library	Library	Public Access	IBM	4/6/2018	2018	6	550	2024	$1,400	IBM Think	PC Res ai	2printrelea	MJ06FTY	2nd floor north station
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	102P7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	106T7Y1	2nd Floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	102S7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	108Q7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	B9JT7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	B9HS7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	B9HR7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	B9KN7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS0	B9JR7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS1	B9JP7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS1	B9KP7Y1	2nd floor Computer Class
Library	Library	Public Access	Dell	7/7/2013	2019	5	125	2024	$1,400	OptiPlex 9	Public	2CLASS1	B9KQ7Y1	2nd floor Computer Class
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07MC2L	Digital Learning Lab
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07MC39	Digital Learning Lab
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07MD00	Digital Learning Lab
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07MC2L	Digital Learning Lab
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07LP2P	Digital Learning Lab
Library	Library	Public Compu	Apple	3/7/2014	2019	5	100	2024	$1,400	Mac Mini			C07MC34	Digital Learning Lab
Library	Library	RFID Sorter	3M	12/15/2013	2014	10	525	2024	$165,000	3M FX AM	Materials	Sorter -Controller-Ind		Circ
Library	Library	Sorter Conveyance		12/15/2013	2014	10	525	2024	$180,000	3M FX AM	Materials	Conveyance from Bo		Circ
Library	Library	Server	Dell	6/20/2018	2018	6	200	2024	$4,800	Optiplex 7	Web - OP	opacserve	1M6F0Q2	Systems Assistant Office
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Reference	laptop12p	95YRDS1	Laptop cart
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Shared St	laptop12p	85yrds1	Laptop cart
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Shared St	laptop12p	55yrds1	Laptop cart
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Reference	laptop12p	9F3SDS1	Digitization room
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Children's	laptop12p	25yrds1	Children's office
Library	Library	Staff Laptop	Dell	5/12/2012	2018	6	150	2024	$1,200	Latitude E	Shared St	laptop12p	35yrds1	Laptop cart
Library	Library	Switch	Avaya/Nor	9/15/2013	2014	10	325	2024	$11,000	5698-TFD	96-port st	2nd floor s	lbnntmjpw	Server Room

Planning	Planning	COVIDWFH_	Dell	8/11/2020	2021	4	150	2024	$1,445	Latitude 5510 BTX Base	Karen Husman	husmank	4FX9N53	Husman WFH Covid 19	
Planning	Planning	COVIDWFH_	Dell	8/12/2020	2021	4	150	2024	$1,445	Latitude 5510 BTX Base	Nicole Cromwell	cromwelln	BCX9N53	Cromwell WFH Covid 19	
Planning	Planning	COVIDWFH_	Dell	8/13/2020	2021	4	150	2024	$1,445	Latitude 5510 BTX Base	Unassigned Planner		C33BN53	Unassigned Planner	
Planning	Building	Microsoft Surface Pro	Surface	7/1/2019	2019	5	150	2024	$1,200	SurfacePr	J Iverson	fam-iversc	1.1E+10	Miller Building 4th Floor	
Planning	Code Enf	Laptop	Dell	7/1/2019	2020	4	250	2024	$2,000	Latitude R	morgant	plnmorgar	9SWMTG	PLN-CodeEnf	
Planning	Code Enf	PC	Dell	2/15/2019	2019	4	175	2024	$2,000	Optiplex 5	adamst	plnadamst	H5ZZCV2	PLN-Code Enf Clerk Adamst	
Planning	Com Dev	GO / Desktop	Dell	10/15/2019	2020	4	100	2024	$1,350	Optiplex 5	Beckett, B	BeckettB	BXG9SZ2	Miller - 6th Fl	
Planning	Com Dev	GO / Desktop	Dell	10/15/2019	2020	4	100	2024	$1,350	Optiplex 5	Collins, C	CollinsC	BXGBSZ2	Miller - 6th Fl	
Planning	Com Dev	GO / Desktop	Dell	10/15/2019	2020	4	100	2024	$1,350	Optiplex 5	Harmon, I	HarmonD	BXG7SZ2	Miller - 6th Fl	
Planning	Com Dev	GO / Desktop	Dell	10/15/2019	2020	4	100	2024	$1,350	Optiplex 5	Rodier, Ta	RodierT	BXG8SZ2	Miller - 6th Fl	
Police	Administra	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Sgt. Kram	POL-Char	3NLCR33	Detectives	
Police	Detectives	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Det. Johns	POL-Kaise	3NMGR33	Detectives	
Police	Operation	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Shawn W	POL-Wan	3NJFR33	City Hall/Court Ofc	
Police	Operation	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Watchgua	POL-WGF	3NNHR33	City Hall	
Police	Support	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Jamie We	POL-Weg	3NRJR33	City Hall	
Police	Administra	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Rich St. J	POL-StJol	8NZRH03	City Hall	
Police	Administra	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Sergeants	POL-Serg	8NZPH03	City Hall	
Police	Support	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Clerical	POL-Sec3	3NJDR33	City Hall	
Police	Support	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Becky Sha	POL-Shay	3NJCR33	City Hall	
Police	Administra	Desktop	Dell	5/29/2020	2020	4	100	2024	$1,350	Optiplex 5	Neil Lawre	POL-Lawr	3NMHR33	City Hall	
Police	Evidence	Desktop	Dell	10/13/2020	2020	4	100	2024	$1,350	Optiplex 5	Evidence	POL-EviP	3VPMH63	Evidence	
Police	Volunteer	Laptop	Microsoft	10/13/2020	2020	4	160	2024	$1,600	Surface B	Katie Nash	POL-Nash	zero2604	CPC	
Police	Support	Laptop	Dell	12/31/2020	2020	4	150	2024	$1,350	Precision	WFH Lap	POL-WFH	9GKY693	City Hall	
Police	Support	Laptop	Dell	12/31/2020	2020	4	150	2024	$1,350	Precision	WFH Lap	POL-WFH	1FKY693	City Hall	
Parks & R	Admin	PC Desktop	Dell		2020	4	175	2024	$2,000	Optiplex 7	PRPL-trar	Melonie T	BDK04Y2	PRPL Offices	
Parks & R	Admin	Laptop	Dell		2020	4	150	2024	$2,000	Latitude e5480		Allison Reichert		PRPL Offices	
Parks & R	Admin	Surface Pro	Windows		2020	4	160	2024	$2,000	Surface P	RPPL-whi	Mike Whit	02628649	PRPL Offices	
Parks & R	Forestry	Laptop	Dell		2020	4	150	2024	$2,000	Dell Latitu	PRPL-riley	Forester -	9DVGPQ2	BOC Offices	
Parks & R	Forestry	PC Desktop	Dell		2020	4	150	2024	$2,000	Dell Optip	prk-mccor	Forester -	1PPF333	BOC Offices	
Parks & R	Rec	Laptop	Surface Pro		2020	4	175	2024	$2,000	Optiplex 7	Prk-koryt	Kory Thon	15574793	PRPL Offices	
Parks & R	Rec	Laptop	Dell		2020	4	150	2024	$2,000	Latitude 5	PRK-mcki	Dan McKi	4D4YL33	PRPL Offices	
Parks & R	Rec	PC Desktop	Dell		2020	4	175	2024	$2,000	Optiplex 5	prk-beem	Kaylie Bee	2J3HR92	BCC Offices	
Parks & R	Rec	Mini PC POS	Dell		2019	5	100	2024	$700	Optiplex	mini 5050	POS Batting Cages		Stewart Park	
Parks & R	Rec	Mini PC POS	Dell		2019	5	100	2024	$700	Optiplex m	PRK-RPP	POS Rose Pool		Rose Pool	
Parks & R	Rec	Mini PC POS	Dell		2019	5	100	2024	$700	Optiplex m	PRK-RPP	POS Rose	JW7HDV2	Rose Pool	

Parks & R	Rec	Mini PC POS	Dell		2019	5	100	2024	$700	Optiplex m	PRK-RPP	POS Rose	JW7GHV2	Rose Pool	
Parks & R	Rec	Laptop	Dell		2020	4	150	2024	$2,000	Inspirion 1	prk-brown	Jennifer B	9B58KT2	BCC Offices	
Parks & R	Rec	Laptop	Dell		2020	4	150	2024	$2,000	Latitude 5000		Front Desk Cust. Se		PRPL Offices	
Parks & R	Rec	Laptop	Dell		2020	4	150	2024	$2,000	Latitude 5000		Front Desk Cust. Se		PRPL Offices	
Parks & R	Parks	PC Desktop	Dell		2020	4	100	2024	$2,000	Optiplex 5	PRK-jarvis	Mark Jarv	2NF7XQ2	PRPL Offices	
Parks & R	Parks	Laptop	Dell		2020	4	175	2024	$2,000	Optiplex 5040		Mike Pigg	2V14LH2	PRPL Offices	
PW	Admin	General Offic	Dell	12/31/2018	2019	5	100	2024	$1,400	Optiplex 5	DurayJ	pwadurayj	D45WCS2	DEPOT	
PW	Admin	General Offic	Dell	11/15/19	2019	5	100	2024	$1,400	Optiplex 5060	frankk	PWA-Frar	960XNY2	DEPOT	
PW	Admin	GO	Dell	10/26/18	2019	5	100	2024	$1,400	Optiplex 5060	Heather W	pwu-Willia	HJBJMR2	Belknap	
PW	Admin	GO	Dell	10/22/18	2019	5	100	2024	$1,400	OptiPlex 5060	Julie Beck	pwu-becke	HJBGMR2	Belknap	
PW	Admin	GO	Dell	12/03/18	2019	5	100	2024	$1,400	Optiplex 5060			HJCDMR2	Belknap	
PW	Admin	GO	Dell	10/23/18	2019	5	100	2024	$1,400	Optiplex 5060	Sharon St	pwu-stnch	HJBHMR2	Belknap	
PW	Admin	GO	Dell	10/16/18	2019	5	100	2024	$1,400	OptiPlex 5060	Donna Cu	pwu-curtis	HJBKMR2	Belknap	
PW	Admin	Laptop - Leno	Lenovo	02/01/19	2019	5	150	2024	$2,000	Lenovo P72 ThinkPad	Amanda S	pwaskewi	PF1LY1VI	Belknap	
PW	Admin	Hi-end PC	Dell	9/25/2019	2019	5	100	2024	$2,000	Precision	Insp Scan	pwd-insps	8XWZ4Z2	Belknap	
PW	D&C	GO	Dell	12/01/18	2019	5	100	2024	$1,400	Optiplex 5050	Marty Laib	pwu-laibm	1YDRXM2	Belknap	
PW	D&C	GO	Dell	10/11/18	2019	5	100	2024	$1,400	Optiplex 5050	Cord Albre	pwu-Albre	1YFPXM2	Belknap	
PW	D&C	GO	Dell	02/01/19	2019	5	100	2024	$1,400	OptiPlex 5060	Jeff Wagn	WagnerJ	HJCFNR2	Belknap	
PW	D&C	GO	Dell	01/24/19	2019	5	100	2024	$1,400	OptiPlex 5060	Scott Whit	pwuwhites	HJBFMR2	Belknap	
PW	D&C	iPad	Apple	08/15/19	2019	5	160	2024	$750		Albrecht, (	D&C	DMPTL02	Belknap	
PW	D&C	iPad	Apple	08/08/19	2019	5	160	2024	$750		Clark, Qui	D&C	DMPYG07	Belknap	
PW	D&C	iPad	Apple	08/27/19	2019	5	160	2024	$750		SW Crew	D&C	DMPK65V	Belknap	
PW	D&C	iPad	Apple	08/01/19	2019	5	160	2024	$750		Shock, Pr	D&C	DMPYCK	Belknap	
PW	D&C	iPad	Apple	08/02/19	2019	5	160	2024	$750		Fulkerson	D&C	DMPTL0J	Belknap	
PW	D&C	iPad	Apple	08/03/19	2019	5	160	2024	$750		Trenton B	D&C	DMPMRG	Belknap	
PW	D&C	iPad	Apple	08/04/19	2019	5	160	2024	$750		RindahlJir	D&C	DMPK653	Belknap	
PW	D&C	iPad	Apple	08/06/19	2019	5	160	2024	$750		Brownlee,	D&C	DMPYG1A	Belknap	
PW	D&C	iPad	Apple	08/07/19	2019	5	160	2024	$750		Chad Can	D&C	DLXPQ1N	Belknap	
PW	D&C	iPad	Apple	08/08/19	2019	5	160	2024	$750		Daughtery	D&C	DMPTL01	Belknap	
PW	D&C	iPad	Apple	08/09/19	2019	5	160	2024	$750		Ralph Mar	D&C	DMPTG57	Belknap	
PW	D&C	iPad	Apple	08/10/19	2019	5	160	2024	$750		Jason Ives	D&C	DMPPQEI	Belknap	
PW	D&C	iPad	Apple	08/11/19	2019	5	160	2024	$750		Donovan,	D&C	DMPYF1Z	Belknap	
PW	D&C	iPad	Apple	8/27/2019	2019	5	160	2024	$750		SW Crew	D&C	DMPK66J	Belknap	
PW	D&C	iPad	Apple	06/21/19	2019	5	160	2024	$750		Laib, Mart	D&C	F9FY70K7	Belknap	
PW	D&C	iPad	Apple		2019	5	160	2024	$750		Beckman	D&C	DMPQ12A	Belknap	
PW	D&C	iPad	Apple	8/1/2019	2019	5	160	2024	$750		Nedens, M	D&C	DMPYF19	Belknap	

PW	D&C	iPad	Apple	8/1/2019	2019	5	160	2024	$750		Gerrells, K	D&C	DMPYF09	Belknap	
PW	D&C	Neptune Gate	Neptune	12/19/13	2014	10	960	2024	$11,600	Neptune C	CityHall	172.17.65	00108	CityHall	
PW	D&C	Neptune Gate	Neptune	03/10/14	2014	10	960	2024	$11,600	Neptune C	Sahara Sa	406-812-0	00112	Sahara Sands	
PW	D&C	Neptune Gate	Neptune	04/15/14	2014	10	960	2024	$11,600	Neptune C	Willett	406-812-0	00113	Willett	
PW	D&C	Neptune Gate	Neptune	12/19/13	2014	10	960	2024	$11,600	Neptune C	Vintage Es	406-371-6	400614	Vintage Estates	
PW	D&C	Neptune Gate	Neptune	03/10/14	2014	10	960	2024	$11,600	Neptune C	Spare		112	Spare	
PW	Eng	General PC	Dell	7/1/2019	2019	5	100	2024	$1,600	OptiPlex 5	CarlsonR	CarlsonR	7K099T2	Depot	
PW	Eng	General PC	Dell	1/18/2019	2019	5	100	2024	$1,600	OptiPlex 5	Christman	pwe-christ	7K0C9T2	Depot	
PW	Eng	General PC	Dell	1/18/2019	2019	5	100	2024	$1,600	OptiPlex 5	anderson_	pwe-nders	7K189T2	Depot	
PW	Eng	General PC	Dell	1/18/2019	2019	5	100	2024	$1,600	OptiPlex 5	MelingD	MelingD	7K0D9T2	Depot	
PW	Eng	General PC	Dell	1/12/2019	2019	5	100	2024	$1,600	OptiPlex 9	RobbinsW	RobbinsW	7K0B9T2	Depot	
PW	Eng	General PC	Dell	1/18/2019	2019	5	100	2024	$1,600	OptiPlex 5	Wellbrook	Wellbrook	7K179T2	Depot	
PW	Eng	General PC	Dell	1/12/2019	2019	5	100	2024	$1,600	OptiPlex 9	ZieglerE	ZieglerE	7K0F9T2	Depot	
PW	Street	PC	Dell	4/1/2019	2019	5	100	2024	$1,400	Optiplex 5	Don Sweatt		9QXG3W:	BOC	
PW	Street	PC	Dell	4/1/2019	2019	5	100	2024	$1,400	Optiplex 5	John Strub		9QXF3W2	BOC	
PW	Street	PC	Dell	9/10/2018	2019	5	100	2024	$1,400	Dell Optip	Sign shop	pwr-signsl	2NG1XQ2	BOC	
PW	Street	GO	Dell	11/13/2018	2018	5	100	2024	$1,400	Optiplex 5	pwd-digha	pwd-zigha	CNXDMR:	BOC	
PW	Solid Was	PC	Dell	3/13/2019	2019	5	100	2024	$1,400	Optiplex 5	Twitchell	TwitchellB	JL8KHV2	Landfill/scalehouse	
PW	Solid Was	PC	Dell	3/13/2019	2019	5	100	2024	$1,400	Optiplex 5	Maul	Maulr	JL9KHV2	SW	
PW	Solid Was	PC	Dell	3/13/2019	2019	5	100	2024	$1,400	Optiplex 5	Barker	Barkerm	JL5JHV2	SW	
	WQD	Server	Dell	01/23/19	2019	5	200	2024	$25,000	PowerEd	vSphere H	WTP-Adm	6P67DW2	WTP	
										ge R340					
PW															
	WQD	Server	Dell	06/20/19	2019	5	200	2024	$25,000	PowerEd	vSphere H	WTP-Dmz	33LHFX2	WTP	
										ge R340					
PW															
	WQD	Laptop	Dell	08/06/18	2019	5	150	2024	$2,400	Precision	Operators	WTP-Oprl	89XZQQ2	WTP	
PW										7720					
	WQD	Laptop	Dell	03/03/19	2019	5	150	2024	$2,800	Precision	Conferenc	WTPConf	G61QNF2	WTP	
PW										7520					
	WQD	High-End	Dell	04/22/19	2019	5	100	2024	$3,200	Optiplex	Lyle Zumb	WRF-Ana	96TC3W2	WTP	
PW										3060					
	WQD	High-End	Dell	04/29/19	2019	5	100	2024	$2,400	Optiplex	Brian Riss	WTP-Mair	8C0CDW:	WTP	
PW										3060					
	WQD	High-End	Dell	04/29/19	2019	5	100	2024	$2,400	Optiplex	Louis Eng	WQD-Eng	8C0DDW:	WTP	
PW										3060					
	WQD	GO	Dell	08/20/18	2019	5	100	2024	$1,400	Optiplex	Filter Gall	WTPSECI	1ZHYYQ2	WTP	
PW										3060					
	WQD	GO	Dell	08/20/18	2019	5	100	2024	$1,400	Optiplex	Filter Gall	WTPSECI	207XYQ2	WTP	
PW										3060					
	WQD	GO	Dell	08/20/18	2019	5	100	2024	$1,400	Optiplex	Filter Gall	WTPSECI	20QTYQ2	WTP	
PW										3060					
	WQD	GO	Dell	03/20/19	2019	5	100	2024	$1,400	Optiplex	HVAC Co	WTP-HVA	HBVHDV2	WTP	
PW										3060					
	WQD	GO	Dell	03/20/19	2019	5	100	2024	$1,400	Optiplex	Lunch Ro	WTP-Lun	HBRLHV2	WTP	
PW										3060					
	WQD	GO	Dell	04/15/19	2019	5	100	2024	$1,700	Optiplex	RSLogix	WTP-RSL	5XX6JV2	WTP	
PW										7060					
	WQD	GO	Dell	04/15/19	2019	5	100	2024	$1,400	Optiplex	Server Ro	WTP-SEC	CPYK2W2	WTP	
PW										3060					

PW	WQD	Millipore Wate	Millipore	1/1/2014	2014	10	985	2024	$26,000				F3HA24165C	
	WQD	High-End	Dell	03/09/17	2017	4	100	2024	$2,400	OptiPlex 3040	Server Ro	WRF-Ser	FJMH0F2	WRF
PW														
PW	WQD	GO	Dell	03/09/17	2017	4	100	2024	$1,400	Optiplex 3	Lunch Ro	WRF-Lun	H3LH0F2	WRF
	WQD	High-End	Dell	08/29/18	2019	5	100	2024	$2,400	Optiplex 3050	Cole Perri	WQD-EM	7S5MHQ2	WRF
PW														
	WQD	Laptop	Dell	6/252011	2011	5	150	2024	$2,000	Latitude E6420	Electrical ·	WQDCom	B0ZC2Q1	WRF
PW														
	WQD	Server	Dell	08/30/19	2020	4	200	2024	$25,000	PowerEdge R6415	vSphere H	WRF-PrimaryHost2	HXZ34Z2	WRF
PW														
	WQD	Server	Dell	08/30/19	2020	4	200	2024	$25,000	PowerEdge R6415	vSphere H	WRF-PrimaryHost1	HXZ44Z2	WRF
PW														
	WQD	Server	Dell	07/14/18	2019	4	200	2024	$25,000	PowerEdge R640	vSphere H	WRF-DmzHost	11WQ0Q2	WRF
PW														
PW	WQD	Network Switch				6	325	2024	$13,000					WRF
PW	WQD	Network Switch				6	325	2024	$13,000					WRF
PW	WQD	Network Switch				6	325	2024	$13,000					WRF
	WQD	High-End	Dell	10/04/19	2020	4	175	2024	$2,000	Optiplex 7070	AB Progra	WRF-RSL	DTYTN23	WRF
PW														
	WQD	GO	Dell	10/04/19	2020	4	100	2024	$1,400	Optiplex 3060	Justin Har	WRF-Che	8JWGBZ2	WRF
PW														
	WQD	GO	Dell	08/09/19	2020	4	100	2024	$1,400	Optiplex 3060	Alexis Litt	WRF-Lab	9JLTNY2	WRF
PW														
PW	WQD	GO	Dell	10/01/19	2020	4	100	2024	$1,400	Optiplex 3	Control R	WRF-Can	G6RJ4Z2	WRF
PW	WQD	GO	Dell	10/04/19	2020	4	100	2024	$1,400	Optiplex 3	Mike Heck	WRF-Ops	8JVQRZ2	WRF
PW	WQD	GO	Dell	10/04/19	2020	4	100	2024	$1,400	Optiplex 3	Lunch Ro	WRF-Lun	8JVTRZ2	WRF
	WQD	GO	Dell	10/04/19	2020	4	100	2024	$1,600	Optiplex 3060	WRF Elec	WRF-Elec	8JVSRZ2	WRF
PW														
	WQD	GO	Dell	05/20/18	2018	4	100	2024	$1,400	Optiplex 3060	WRF Elec	WRF-Elec	20QTYQ2	WRF
PW														
PW	WQD	INCUBATOR	Micro	2/26/2014	2014	10	985	2024	$4,999					

Capital Total: $785,233
Non-Capital Total: $329,559

FY2024 Totals: $1,114,792

Technology Replacement Plan

Capital Expenditures for FY2024

Department/Division	Description	Price

Information Technology **Wireless Network (Part 2)** **$ 70,000**

The City of Billings currently provides Wi-Fi access in and around every facility within the organization. Part 2 of the Wi-Fi replacement will provide all of the Wi-Fi Access Points for the new Stillwater building along with AP's to cover all of the Billings Operations Center facilities. Part 1 of this project, which was approved last year, is underway in the current fiscal year and will replace out more than 50% of our wireless network. The new wireless solution replaces our existing system which is over 6 years old and is manufacturer "End of Life/End of Support".

Information Technology **Network Switches (13 @ $6K each)** **$ 78,000**

These switches are replacement for various City Hall & Depot switches. They are over 6 years old and will serve as main closet switches in the new Stillwater Building.

Information Technology **Network Switch – Ethernet Core** **$ 7,500**

This switch will be 8 years old and serves as the Ethernet connection to the main network core switches.

Aviation – Transit **File Server** **$ 20,000**

MET Transit's Windows file server is nearing seven years old and the end of its useful life. This server provides storage for MET's on-board video system management for the bus fleet, fuel system management, and MET's local file storage. This critical storage device is in need of replacement with an updated operating system, storage capacity and backup and is scheduled for replacement in FY2024.

Copier Fund **Canon IRA4245 – Legal 2nd Floor** **$ 5,733**

This printer is used by the Legal Department's 2nd Floor staff. At the time of replacement, it will be nearly 10 years old, which has been determined to be past the useful life of a copier. Additionally, it will have finished over 100,000 copies and repair or replacement parts are becoming difficult to acquire.

Library **Sorter Conveyance** **$180,000**

The sorter conveyance transports library materials returned via the interior book drop through a tunnel spanning a distance of over 95' to the RFID sorter in the circulation workroom. The existing conveyance has been in operation since the library opened in 2014 and has experienced numerous equipment failures in recent years, including many requiring staff to crawl into the conveyance tunnel to clear trapped materials. A new conveyance solution will transport materials more efficiently, reduce equipment

Technology Replacement Plan

Capital Expenditures for FY2024

Department/Division	Description	Price

downtime, and eliminate the need for staff to be placed in dangerous situations to remove blocked materials.

Library **RFID Sorter** **$165,000**

Returned materials are transported via the conveyance and are physically placed into the RFID sorter through the staff induction unit. The equipment checks in and transfers items to designated storage containers for shelving within the library. This equipment has been operating since 2014 and experiences frequent issues resulting in lengthy equipment downtimes. The vendor for the product has also become highly unreliable and unresponsive to service calls in the past year and a half. A new RFID sorter will make the return process more efficient, reduce equipment noise, feature ergonomic return bins, and utilize technology that eliminates the need for library staff to feed materials into the sorter manually.

Library **Avaya/Nortel Network Switch** **$11,000**

The Avaya/Nortel switch was purchased in 2014 to provide 96 POE powered ports to support the Library staff needs. This switch is now over 8 years old, maintenance and support is not available, represents a reliability & security concerns, and is in need of replacement.

Public Works – Water Quality **File Server (5 units)** **$125,000**

This is for replacement of five (5) units with an estimated cost of $25,000 each and a total cost of $125,000. These servers are Virtual Machine Host servers which host virtual servers within the City Hall Domain that supports plant processes and operations. They provide a variety of functions, including network management tools and applications, primary computer backup, and file sharing.

Public Works – Water Quality **Network Switch (3 units)** **$39,000**

This is for replacement of three (3) units with an estimated cost of $13,000 each and a total cost of $125,000. These switches enable to exchange of data between devices within the City Hall Domain that supports plant processes and operations. They enable a variety of functions, including network management tools and applications, primary computer backup, and file sharing.

Public Works – Water Quality **Millipore Water System (1 unit)** **$26,000**

This is the reverse osmosis and deionizing unit for pure water used in quality testing measures in the state certified laboratory in the Water Quality Division.

Public Works – D & C **Neptune Gateway (5 units)** **$ 57,500**

radio frequency. The replacement cost per unit is estimated at $11,500 for a total of $57,500. These units are strategically located throughout our community to constantly

Department/Division	Description	Price

collect meter readings from homes and businesses and automatically feed these readings into our utility billing system. The readings are used for monthly billing, for routine service on & off orders, to help detect increase usage in a building due to potential leaks, and more.

RESOLUTION 22-_____

A RESOLUTION ADOPTING THE FY 2024 TECHNOLOGY REPLACEMENT PLAN (TRP)

WHEREAS, the Technology Replacement Plan (TRP), is a financial tool adopted by the City Council as an indication of its priorities for funding projects in future budget years; and

WHEREAS, the City Council of the City of Billings was presented on December 5, 2022 with staff recommendations for the Fiscal Year (FY) 2024 TRP.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA, AS FOLLOWS:

Section 1: The FY 2024 TRP is hereby adopted as approved by Council on December 19, 2022.

Section 2: City staff is hereby directed to utilize the adopted plan to prepare the FY 2024 departmental budgets that will be incorporated into the comprehensive FY 2024 City of Billings budget, which will be presented for City Council review and approval at a future City Council meeting.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the 19th day of December, 2022.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk

City Council Regular

Date:	12/19/2022
Title:	FY2024 Equipment Replacement Plan (ERP)
Presented by:	Andy Zoeller, Finance Director
Department:	Finance
Presentation:	No
Legal Review	No

RECOMMENDATION

Staff recommends that City Council adopt the FY24 Equipment Replacement Plan

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

City staff presented the FY24 Equipment Replacement Plan at the November 21st, 2022, City Council work session. No changes have been made to the plan that was presented, based upon discussion that occurred at that meeting.

In 2000, the City developed an equipment replacement program to monitor and plan for all equipment replacement at the City. All vehicles and non-stationary equipment with a useful life of greater than 3 years and a cost of $5,000 or more is included in the plan. The program has criteria and guidelines to identify when equipment should be considered for replacement, as well as allow the city to make intelligent investments in equipment into the future. The plan covers a 20-year time period and is reviewed annually. Each year every piece of equipment that is eligible for replacement is reviewed by a committee made up of representatives from across all city departments. The committee makes replacement recommendations to City Administration and City Council for annual adoption. Once the plan is adopted, the replacement costs are included in the next fiscal year budget.

All City equipment is included in the plan, which is used to budget and make sound financial decisions for equipment replacement. The City uses the plan to set aside money for replacements. Governmental fund departments, Parks, Code Enforcement, Police, Fire, Planning, and Library, contribute to a separate fund to ensure funds are available when equipment is in need of replacement, while Enterprise and Internal Service departments maintain reserves within their departmental funds for equipment replacement.

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve the Equipment Replacement Plan

FISCAL EFFECTS

The FY24 ERP replacements total $10,024,412 across multiple departments. This includes $9,228,174 of planned replacements, with an additional $796,238 in additional requests for added equipment costs related to equipment upgrades.

Department	Total FY24 Replacement Cost	Funding from ERP Fund	Funding from Department Fund
AIRPORT	$ 2,563,013		x
ANIMAL SHELTER	58,000	x	
ENGINEERING	141,860		x
FACILITIES	12,356		x
FIRE	1,165,000	x	
FLEET SERVICES	21,871		x
ITD	15,231		x
LIBRARY	5,141	x	
MET TRANSIT	1,277,332		x
PARK DIVISION	347,898	x	
PARKING	63,205		x
POLICE DEPT	407,802	x	
PW BELKNAP	880,127		x
SOLID WASTE	1,127,891		x
STREET/TRAFFIC	1,937,685		x
	$10,024,412		

FY2024 contributions to the ERP Fund are $1,660,000, and increase of $141,130 from FY2023:

Estimated Contributions by Fund

Fund	2023	2024	Difference
Parks & Recreation	327,466	364,546	37,080
Code Enfrocment	13,029	23,079	10,050
General Fund Total	**319,847**	**387,625**	**67,778**
Animal Shelter	19,153	22,498	3,345
Fire	647,193	648,955	1,762
Police	437,917	574,433	136,516
Public Safety Total	**1,150,445**	**1,245,886**	**95,442**
Planning	3,708	2,497	(1,211)
Community Development	1,128	1,116	(12)
Library	43,743	22,876	(20,867)
Total Governmental	**1,518,870**	**1,660,000**	**141,130**

Attachments

FY24 ERP Resolution
FY24 Equipment Replacement Plan

RESOLUTION 22-_____

A RESOLUTION ADOPTING THE FY 2024 EQUIPMENT REPLACEMENT PLAN

WHEREAS, the Equipment Replacement Plan (ERP), is a financial tool adopted by the City Council as an indication of its priorities for funding projects in future budget years; and

WHEREAS, the City Council of the City of Billings was presented on November 21, 2022 with staff recommendations for the Fiscal Year (FY) 2024 ERP.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA, AS FOLLOWS:

Section 1: The FY 2024 ERP is hereby adopted as approved by Council on December 19, 2022.

Section 2: City staff is hereby directed to utilize the adopted plan to prepare the FY 2024 departmental budgets that will be incorporated into the comprehensive FY 2024 City of Billings budget, which will be presented for City Council review and approval at a future City Council meeting.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the 19th day of December, 2022.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk



Equipment Replacement Plan

Fiscal year 2024

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City Of Billings

Equipment Replacement Plan

- The City of Billings Equipment Replacement Plan identifies replacement and funding guidelines for vehicles and equipment with a useful life in excess of three years and a cost of $5000 or more. Stationary equipment which is part of a facility
  Such as compressors, generators, air conditioners, etc. are exempt.

- On an annual basis the Equipment Replacement Committee will review vehicles and equipment scheduled for replacement, make required changes and submit recommendations for current or future replacements to the City Administrator.

- Equipment replacement guidelines are not intended to be an automatic replacement indicator. Guidelines are an indicator for consideration to recommend equipment for replacement. Because a piece of equipment is scheduled for replacement in a certain year, does not necessarily mean that it will automatically be replaced. Likewise, because a piece of equipment falls within the age and meter/miles guidelines does not necessarily mean that it will be recommended for replacement. Extended use options will be considered.
  Departments are required to review and adjust replacement schedules annually, prior to committee review. Departmental review for replacement consideration include: Meter/Miles, Age, Usage, Condition, Cost, Obsolescence, Safety and Change of operations.

- The replacement plan will cover a 20-year time period and will be reviewed and updated annually. This would require many pieces of equipment to be replaced several times over the 20 years.

- Each piece of equipment will be assigned a replacement year, salvage value, and replacement cost.

- Salvage value is determined by past market analysis as a percentage of purchase price varied by equipment class. Average salvage values range from 15 to 20% of purchase price. Some exceptions will apply to obsolete, low demand, and high demand equipment.

- Estimated Replacement costs are determined by manufacturer average annual percentage increases ranging from 3 to 5%. Some exceptions will apply.

- Departments should ensure that replacement cost estimates are accurate. The amount entered in the Equipment Replacement Plan (ERP) must match the annual budget request amount. Budget amounts will be determined by taking total estimated replacement cost less estimated salvage value. Instances where the equipment is not traded in but sold through auction or other methods will be handled on a case by case basis. The affected department/division will work with finance to determine the budget impact if any.

Budget amendments if required will need Department Head and City Administrator approval prior to placing on the council agenda.
Any savings from purchase replacements will not be used to purchase other equipment.

- Any piece of equipment which has been approved for replacement must be disposed of unless otherwise approved by the committee for retention. It will be the respective department's responsibility to ensure that all replacement equipment is appropriately disposed of.

- Replacement funding is maintained by annual contributions for each piece of equipment based on the estimated life, salvage value and replacement cost.
  Internal Service and Enterprise funded equipment are excluded from the annual contribution funding process but are included in the replacement, cost projection and budgeting process of the program.

- The final plan document will total equipment by department, fund and replacement year including a grand total for all city funds.

- Departments requesting additional equipment or upgraded equipment replacements are required to obtain the additional funding through an **approved** Supplemental Budget Request submitted through the ERP committee.
  - *Example of "upgraded equipment":* If a department presently has a compact car and wishes to replace it with a full size pickup, the replacement funding calculations are based on the replacement cost of the compact car. The additional cost for the pickup will require a Supplemental Budget Request Form to be submitted.

- Change requests after the final plan is submitted will likely be deferred to the next budget year. Any changes to the final plan, such as equipment purchases, transfers, retentions or other revisions must be reviewed by the committee, recommend by majority vote and then requested in writing and submitted to the City Administrator for approval.

EQUIPMENT REPLACEMENT GUIDELINES

Class Code	Equipment Class	Years	Meter
1001	Autos - General Use	10-12	110-130K
1002	Police Patrol Cars	5-7	110-130K
1003	Pickups and Light trucks	7-12	110-130K
1004	SUVs	7-12	110-130K
1005	Trucks over 1 ton	10-15	80-120k
1006	Dump trucks	10-15	60-100k mi/ 7-12k hrs
1007	Trucks Refuse	7-10	7-12k hrs
1008	Trucks Sewer Jet	7-12	7-12k hrs
1009	Trucks Ariel Bucket	7-10	7-10k hrs
1010	Trucks Sander/Dump	10-12	60-100k
1011	Trucks Fire Aerial ladder	13-18	N/A
1012	Trucks Fire/Pumper	13-18	N/A
1013	Trucks Fire/Rescue	13-18	N/A
1014	Bus MET	12	300-500k
1015	Bus Paratransit	5	80-100k
1016	Bus Misc	10-20	100-500k
1017	Dozers	3-6	8-10k hrs
1018	Tractors	10-20	5-15k hrs
1019	Loaders	10-20	7-10k hrs
1020	Backhoes	7-15	7-10k hrs
1021	Compactor Landfill	3-5	8-10k hrs
1022	Graders	10-20	7-12k hrs
1023	Rollers	10-20	5-8k hrs
1024	Pavers	15-20	5-7k hrs
1025	Misc Const Equipment	10-20	4-15k hrs
1026	Small Equipment	3-15	N/A
1027	Non Powered Equipment	7-20	N/A
1028	Forklifts	15-20	5-10k hrs
1029	Cushman & Enforcement Scooters	10-15	25-35k
1030	Snow Blowers	10-20	N/A
1031	Snow Plows	10-20	N/A
1032	Street Sweepers	7-10	7-12k hrs
1033	Pumps/generators	7-20	N/A
1034	Air Compressors	10-20	N/A
1035	Mowers/Riding	5-10	3-10k hrs
1036	Attachments/accessories	5-20	N/A
1037	Electronic equipment	3-20	N/A
1038	Computer equipment	3-20	N/A
1039	Furniture/office equipment	3-20	N/A
1040	Shop equipment/machines	3-20	N/A

FY 24 EQUIPMENT REPLACEMENTS

Department	Unit #	Description	Grants	City Funding	2024
Airport	1730	Oshkosh Broom	814,125	0	814,125
Airport	1732	Oshkosh Snowplow	505,579	0	505,579
Airport	1733	Oshkosh Snow Blower	731,201	0	731,201
Airport	1736	Oshkosh Snow Plow	512,108	0	512,108
Airport Total			2,563,013	0	2,563,013
Animal Control	1004	Ford F250		23,688	23,688
Animal Control Total				23,688	23,688
Engineering	1083	Ford Ranger 4x4		23,118	23,118
Engineering	1084	Ford Fusion 4 door		28,406	28,406
Engineering	1085	Ford Fusion 4 door		32,063	32,063
Engineering	1094	Chevy Colorado x-Cab		25,899	25,899
Engineering	1099	Ford Transit Van		32,374	32,374
Engineering Total				141,860	141,860
Facilities	1975	GMC Canyon 2wd pickup		12,356	12,356
Facilities Total				12,356	12,356
Fleet	1044	08 Ford F-350		21,871	21,871
Fleet Total				21,871	21,871
Fire	4048	Sutphen Fire Pumper		766,062	766,062
Fire	4074	GMC 1500 4WD Pickup		35,082	35,082
Fire	4080	Chevy Malibu 4DR Sedan		33,711	33,711
Fire	4081	Chevy Malibu 4DR Sedan		33,711	33,711
Fire Total				868,566	868,566
I.T.	1982	Chevy Astro van		11,517	11,517
I.T.	1984	Ford Taurus		3,714	3,714
I.T. Total				15,231	15,231
Library	5006	Ford Van		5,141	5,141
Library Totals				5,141	5,141
MET	1820	Ford F550 31' Bus	209,823	52,456	262,279
MET	1821	Ford F550 31' Bus	209,823	52,456	262,279
MET	1823	Ford F550 31' Bus	209,823	52,456	262,279
MET	1824	Ford F550 31' Bus	209,823	52,456	262,279
MET	1865	Ford Taurus	19,312	4,829	24,141
MET	1886	MET Paratransit	87,359	21,840	109,199
MET	1888	Ford Paratransit	75,901	18,975	94,876
Met Transit Total			1,021,864	255,468	1,277,332
Parking	1964	Bobcat UTV w/plow		31,602	31,602
Parking	1965	Bobcat UTV w/plow		31,602	31,602
Parking Total				63,204	63,204
Parks	1023	Ford Paratransit van		101,807	101,807
Parks	1610	Chevy 1500 2wd pickup		27,032	27,032
Parks	1624	Toro Sprayer		35,409	35,409
Parks	1674	Ditch Witch Trailer		6,888	6,888
Parks	1906	JCB Backhoe/ Loader		123,974	123,974

FY 24 EQUIPMENT REPLACEMENTS

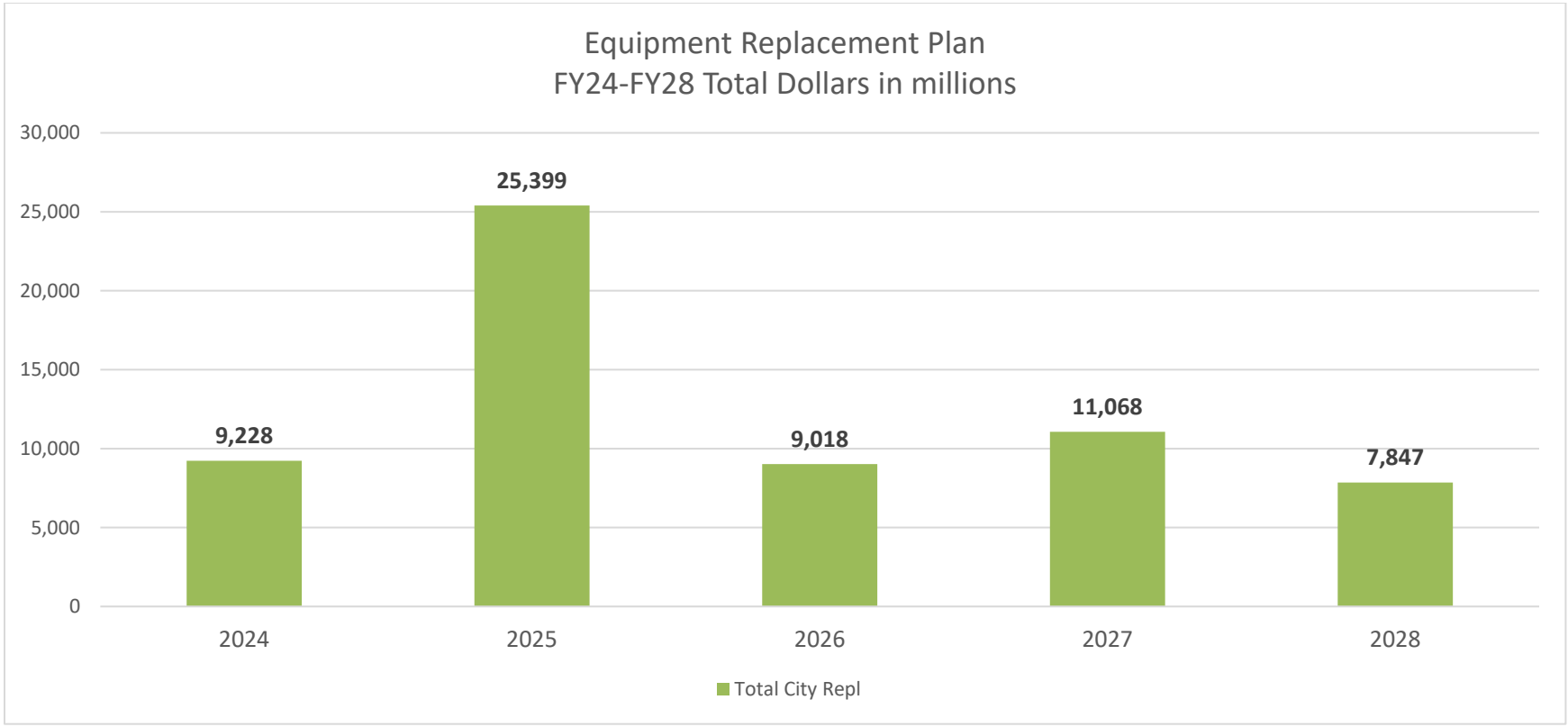
Department	Unit #	Description	Grants	City Funding	2024
Parks	1928	Walker Mower		34,788	34,788
Parks Dept Total				329,898	329,898
Police	1424	Ford Police Patrol		34,870	34,870
Police	1427	Ford Police Patrol		34,870	34,870
Police	1429	Ford Police Patrol		34,870	34,870
Police	1434	Ford Police Patrol		32,134	32,134
Police	1436	Ford Police Patrol		32,134	32,134
Police	1438	Ford Police Patrol		32,134	32,134
Police	1498	Ford Police Patrol		33,711	33,711
Police	1500	Ford Police Patrol		33,711	33,711
Police	1504	Ford Police Patrol		37,303	37,303
Police	1533	Ford Police Patrol		32,063	32,063
Police Total				337,800	337,800
PW Belknap	7109	Ford F250 with service body		37,680	37,680
PW Belknap	7112	Ford F250 with service body		43,989	43,989
PW Belknap	7411	Wachs Vac&Valve		48,343	48,343
PW Belknap	7413	International Dump Truck		159,141	159,141
PW Belknap	7424	Ford F350 Xcab		53,800	53,800
PW Belknap	7501	Ford F350 Regular cab		44,512	44,512
PW Belknap	7904	Freightliner Vactor		471,638	471,638
PW Belknap's Total				859,103	859,103
Solid Waste	55	Auto car side load		352,139	352,139
Solid Waste	56	Auto car side load		383,696	383,696
Solid Waste	229	Volvo Rubber tire Excavator		327,891	327,891
Solid Waste Total				1,063,726	1,063,726
Street/Traffic's Total	1113	Chevy 3500 4x4 pickup		43,543	43,543
Street/Traffic's Total	1196	Ford F750 Double Dump		203,979	203,979
Street/Traffic's Total	1197	Ford F750 Double Dump		203,979	203,979
Street/Traffic's Total	1203	Asphalt Roller		69,095	69,095
Street/Traffic's Total	1224	IHC De-ice unit		140,498	140,498
Street/Traffic's Total	1245	Freightliner Elgin Sweeper		289,817	289,817
Street/Traffic's Total	1248	Freightliner Elgin Sweeper		287,051	287,051
Street/Traffic's Total	1250	Freightliner Elgin Sweeper		279,421	279,421
Street/Traffic's Total	1323	Vermeer Brush Chipper		49,814	49,814
Street/Traffic's Total	1324	Isuzu Paint Striper		21,533	21,533
Street/Traffic's Total	1337	Hotsy Steamer		14,286	14,286
Street/Traffic's Total	1344	Portable Solar Arrow board		13,799	13,799
Street/Traffic's Total	1385	Rock Wheel Attachment		28,569	28,569
Street/Traffic's Total				1,645,384	1,645,384
RECOMMENDED PLAN REPLACEMENTS TOTAL			3,584,877	5,643,296	9,228,173

FY 24 EQUIPMENT REPLACEMENTS

Department	Unit #	Description	Grants	City Funding	2024
SUPPLEMENTAL REQUESTS					
PW Belknap	7424	upgrade to F-450 or 4500		21,025	21,025
Solid Waste	55	Increase due to inflation		47,861	47,861
Solid Waste	56	Increase due to inflation		16,304	16,304
Street Department	1113	Upgrade from 3/4 to 1 Ton		14,457	14,457
Street Department	1203	Increase size of roller		82,355	82,355
Street Department	1344	Upgrade message board		1,490	1,490
Street Department	1100	Short Fall		194,000	194,000
Fire Department	4048	Upgrade 4048		233,938	233,938
Fire Department	4074	Upgrade fron 1/2 to 3/4 ton		29,918	29,918
Fire Department	4080	Upgrade to a light duty pickup		16,289	16,289
Fire Department	4081	Upgrade to a light duty pickup		16,289	16,289
Police	1424	Upgrade to SUV		7,000	7,000
Police	1427	Upgrade to SUV		7,000	7,000
Police	1429	Upgrade to SUV		7,000	7,000
Police	1434	Upgrade to SUV		7,000	7,000
Police	1436	Upgrade to SUV		7,000	7,000
Police	1438	Upgrade to SUV		7,000	7,000
Police	1495	Upgrade to SUV		7,000	7,000
Police	1500	Upgrade to SUV		7,000	7,000
Police	1504	Upgrade to SUV		7,000	7,000
Police	1533	Upgrade to SUV		7,000	7,000
Animal Conrtol	1004	Increase due to inflation		34,312	34,312
Parks Department	1083	Add unit to the fleet		8,000	8,000
Parks Department	1094	Add unit to the fleet		8,000	8,000
Parks Department	7106	Add unit to fleet		2,000	2,000
SUPPLEMENTAL REQUESTS			0	796,238	796,238
RECOMMENDED REPLACMENTS GRAND TOTAL			3,584,877	6,439,534	10,024,411

Transfer Request

1083 and 1094 sold to Parks
7106 sold to Parks
1099 sold to I.T.
1982 sold to Library
1044 sold to Facilities
1984 sold to Facilities


Equipment Replacement Plan
FY24-FY28 Total Dollars in millions
30,000
25,000
20,000
15,000
10,000
5,000
0
9,228
25,399
9,018
11,068
7,847
2024
2025
2026
2027
2028
Total City Repl

FY 2024 Equipment Replacement Worksheets

Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
AIRPORT	1732	OSHKOSH P SERIES 4X4 SNOW PLOW/22' SCHMID	21	7,000	4%	10%	23,205	100%	2003	232,048	2024	505,579									
AIRPORT	1736	OSHKOSH P SERIES 4X4 SNOW PLOW/22' SCHMID	20	7,000	4%	10%	24,490	100%	2004	244,896	2024	512,108									
AIRPORT	1733	OSHKOSH H SERIES 4X4 SNOW BLOWER (A-17)	21	7,000	4%	10%	33,560	100%	2003	335,603	2024	731,201									
AIRPORT	1730	OSHKOSH HB SERIES 4X4/20' MB BROOM (A-23)	20		4%	8%	30,851	100%	2004	385,636	2024	814,125									
AIRPORT	1775	TYMCO SWEEPER/VAC TRUCK	15	7,000	4%	15%	28,099	100%	2010	187,329	2025		309,270								
AIRPORT	1708	CHEVY 2500 PICKUP W/SERVICE BODY-(A-37)	20	100,000	4%	10%	2,096	100%	2005	20,962	2025		43,834								
AIRPORT	1710	FORD F350 REG CAB 4X4 PU	14	100,000	3%	10%	2,432	100%	2011	24,322	2025		34,357								
AIRPORT	1704	FORD EXPEDITION	15	100,000	3%	10%	2,881	100%	2010	28,806	2025		41,998								
AIRPORT	1746	Ford Paratransit Van	20	90,000	3%	7%	660	100%	2005	9,426	2025		16,365								
AIRPORT	1718	NEW HOLLAND TRACTOR TC45/LAND PRIDE 6' FL/	23	5,000	3%	5%	1,020	100%	2002	20,400	2025		39,241								
AIRPORT	E-139	CLYDE 18' PORTABLE HYDRAULIC AIR-STAIRS (E-	38		3%	3%	234	100%	1987	7,800	2025		23,749								
AIRPORT	E-157	1 JLG CM2033 SCISSOR LIFT (E-157)	30		3%	3%	404	100%	1995	13,467	2025		32,284								
AIRPORT	E177	RIDING CARPET SWEEPER	8		3%	2%	337	100%	2017	16,850	2025		21,008								26,702
AIRPORT	1729	FORD ECONOLINE 350/MB (A-29)	37	4,000	1%	1%	698	100%	1988	69,799	2025		100,167								
AIRPORT	1782	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			56,763							
AIRPORT	1783	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			56,763							
AIRPORT	1784	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			56,763							
AIRPORT	1716	CHEVY 3/4 TON PICKUP	20	100,000	4%	5%	900	100%	2006	17,996	2026			38,532							
AIRPORT	1743	JOHN DEERE TRACTOR WITH MOWER	20	7,000	4%	2%	1,672	100%	2006	83,591	2026			181,486							
AIRPORT	1779	OSHKOSH 4X4 20' BROOM	15	7,000	3%	7%	36,610	100%	2011	523,000	2026			778,207							
AIRPORT	E171	CAT GTX 30" RIDING FLOOR SCRUBBER	15		3%	5%	933	100%	2011	18,665	2026			28,146							
AIRPORT	E172	TERMINAL BUILDING TRASH COMPACTOR (E-158)	15		3%	3%	886	100%	2011	29,547	2026			45,147							
AIRPORT	E-146	MILLER 300 SHOP MASTER WELDER/WIRE FEED (	32		3%	0%	-	100%	1994	7,000	2026			18,026							
AIRPORT	1734	MILLER BIG 40 PORTABLE WELDER/GENERATOR (	44	4,000	3%	0%	-	100%	1982	6,500	2026			23,864							
AIRPORT	1702	FORD CROWN VICTORIA	20	100,000	4%	10%	2,191	100%	2007	21,908	2027				45,812						
AIRPORT	1755	DEEP VAC 850	15	N/A	4%	5%	1,248	100%	2012	24,968	2027				43,718						
AIRPORT	1725	JOHN DEERE SKIDSTEER LOADER	20	7,000	4%	3%	743	100%	2007	24,772	2027				53,535						
AIRPORT	1709	SKID STEER 320D LOADER	15	7,000	4%	3%	949	100%	2012	31,645	2027				56,042						
AIRPORT	1741	BAUER SCBA COMPRESSOR	20	N/A	4%	3%	1,104	100%	2007	36,785	2027				79,497						
AIRPORT	1772	ROSENBAUER AIRCRAFT FIRE RESCUE TRUCK	20		3%	8%	50,726	100%	2007	634,075	2027				1,094,484						
AIRPORT	1773	ROSENBAUER AIRCRAFT FIRE RESCUE TRUCK	20		3%	8%	50,726	100%	2007	634,075	2027				1,094,484						
AIRPORT	E-147	OPS CENTER HYDRAULIC TRASH COMPACTOR (E	35		3%	5%	359	100%	1992	7,185	2027				19,858						
AIRPORT	E-168	Escalator Tread Cleaning Machine	19		3%	5%	680	100%	2008	13,595	2027				23,159						
AIRPORT	1763	AMIDA LT760D PORTABLE LIGHT PLANT/GENERAT	30	4,000	3%	5%	750	100%	1997	15,000	2027				35,659						
AIRPORT	1715	E-ONE TITAN AIRCRAFT RESCUE AND FIREFIGHTI	30	N/A	3%	3%	9,040	100%	1997	301,343	2027				722,398						
AIRPORT	1760	16' HOMEMADE TANDEM AXLE EQUIPMENT TRAILI	30		3%	2%	100	100%	1997	5,000	2027				12,036						
AIRPORT	E176	CARPET EXTRACTOR	10		3%	2%	207	100%	2017	10,340	2027				13,689						
AIRPORT	1705	JOHN DEERE TRACTOR 6420/15'ALAMO HYDRO M(	24	5,000	3%	2%	1,758	100%	2003	87,900	2027				176,925						
AIRPORT	1703	CHEVY 1 TON 4X4 PICKUP	20	100,000	5%	5%	1,131	100%	2008	22,622	2028					58,892					
AIRPORT	1706	CHEVY 1 TON 4x4 PICKUP W/SERVICE BOD	20	100,000	5%	5%	1,131	100%	2008	22,622	2028					58,892					
AIRPORT	1720	IHC TANDEM DUMP TRUCK (A-22)	25	60,000	5%	5%	4,153	100%	2003	83,058	2028					277,111					
AIRPORT	1724	HENDERSON RUNWAY SANDER (E-161)	25	7,000	5%	0%	-	100%	2003	56,942	2028					192,826					
AIRPORT	1728	JOHN DEERE MOTOR GRADER (A-10)	25	7,000	3%	5%	6,978	100%	2003	139,563	2028					285,236					
AIRPORT	E-165	TURBOWAY PASSENGER RAMP	25		3%	2%	440	100%	2003	22,000	2028					45,623					
AIRPORT	1744	ASPHALT CRACK ROUTER	20	N/A	2%	5%	418	100%	2008	8,350	2028					11,990					
AIRPORT	1713	FORD F350 4X4 EXT CAB PICKUP	20	100,000	4%	10%	2,392	100%	2009	23,916	2029						50,011				
AIRPORT	1712	FORD F350 4X4 WITH SERVICE BODY	20	100,000	4%	10%	3,391	100%	2009	33,911	2029						70,912				
AIRPORT	1768	JOHN DEERE WHEEL LOADER	24	7,000	4%	7%	9,450	100%	2005	135,000	2029						336,596				
AIRPORT	1737	MB SNOW BLOWER	15	7,000	4%	7%	40,601	100%	2014	580,012	2029						1,003,968				
AIRPORT	1711	FORD F350 4X4 PICKUP	15	100,000	3%	15%	3,836	100%	2014	25,576	2029						36,010				
AIRPORT	E-169	BOOM LIFT AERIAL PLATFORM	20		3%	10%	4,167	100%	2009	41,665	2029						71,085				
AIRPORT	1750	OSHKOSH HB-SERIES 4X4/20' MB BROOM/PLOW	20		3%	7%	35,252	100%	2009	503,598	2029						874,302				
AIRPORT	1764	CRAFCO 200 ASPHALT CRACK ROUTER (E-133)	30	4,000	3%	5%	295	100%	1999	5,894	2029						14,012				
AIRPORT	1751	BOBCAT TOOLCAT	10		3%	5%	2,552	100%	2019	51,044	2029						66,047				
AIRPORT	1774	INTERNATIONAL 6X6 WATER TENDER	20		4%	10%	11,869	100%	2010	118,687	2030							248,189			
AIRPORT	1770	RUNWAY CLOSURE MARKERS	23	N/A	4%	5%	641	100%	2007	12,825	2030							30,969			
AIRPORT	1771	RUNWAY CLOSURE MARKERS	23	N/A	4%	5%	641	100%	2007	12,825	2030							30,969			
AIRPORT	1777	SULLAIR COMPRESSOR	20	7,000	3%	10%	1,671	100%	2010	16,705	2030							28,501			
AIRPORT	1765	CRAFTCO SS250 ASPHALT CRACK SEALER (E-138	30	4,000	3%	10%	3,503	100%	2000	35,030	2030							81,524			
AIRPORT	1738	INGERSOLL-RAND PORTABLE COMPACTOR ROLLI	45	5,000	3%	0%	-	100%	1985	20,358	2030							76,986			
AIRPORT	1778	MEDICAL SUPPORT TRAILER	20		5%	10%	3,500	100%	2011	35,000	2031								89,365		
AIRPORT	1749	TEREX PORTABLE LIGHT PLANT	20	7,000	3%	10%	1,791	100%	2011	17,907	2031								30,551		
AIRPORT	1785	FORD F350 4X4 PICKUP	15	100,000	4%	15%	4,356	100%	2017	29,039	2032									47,942	
AIRPORT	1786	FORD F350 4X4 PICKUP	15	100,000	4%	15%	4,356	100%	2017	29,039	2032									47,942	
AIRPORT	1745x	CHEVROLET C1500 PICKUP 4X2 (A-80)	10	100,000	3%	2%	589	100%	2023	29,455	2033										38,996
AIRPORT	E170x	WINDSOR FLOOR SCRUBBER	10	N/A	3%	0%	-	100%	2023	17,581	2033										23,627
AIRPORT	1727	JOHN DEERE 644 LOADER	20	7,000	4%	20%	48,330	100%	2013	241,650	2033										481,155
AIRPORT	1780	IHC DUMP TRUCK/SANDER/PLOW	20	7,000	4%	20%	58,159	100%	2013	290,793	2033										579,005
AIRPORT	1781	IHC DUMP TRUCK/SANDER/PLOW	20	7,000	4%	20%	65,178	100%	2013	325,889	2033										648,885
AIRPORT	1721	MULTI-TASK SNOW REMOVAL VEHICLE	15	100,000	4%	15%	114,912	100%	2018	766,080	2033										1,264,755
AIRPORT	1722	MULTI-TASK SNOW REMOVAL VEHICLE	15	100,000	4%	15%	114,912	100%	2018	766,080	2033										1,264,755
AIRPORT	E-174	Voyager Duo Carpet Extractor	10		3%	0%	-	100%	2023	13,731	2033										18,453
AIRPORT	1776	CHEVY BRUSH/RESCUE TRUCK	12		5%	5%	3,003	100%	2023	60,054	2035										
AIRPORT	1740	MASS TRANSIT BUS SURPLUS (C-7)	15			5%	238	100%	2023	4,750	2038										
AIRPORT Total												2,563,013	662,273	1,283,696	3,471,297	930,569	2,522,943	497,137	119,917	95,883	4,346,333
ANIMAL SHELTER	1004	FORD F250 4X4 EXT CAB PICKUP	15	100,000	1%	20%	4,930	100%	2009	24,650	2024	23,688									
ANIMAL SHELTER	AS100	ANIMAL CONTROL UNIT TRUCK MOUNTED 1002	24		4%	10%	1,259	100%	2001	12,585	2025		31,001								
ANIMAL SHELTER	1011	FORD F250 4WD XCAB PICKUP	10	100,000	3%	10%	2,620	100%	2015	26,195	2025		32,584								

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
ANIMAL SHELTER	1010	FORD F250 4X4 SUPERCAB	11	100,000	3%	10%	2,725	100%	2014	27,245	2025		34,989								
ANIMAL SHELTER	AS1006	Animal control Box mounted on 1006	25	N/A	5%	5%	629	100%	2003	12,583	2028					41,981					
ANIMAL SHELTER	1005	CHEVY 2500 4X4 EXT CAB	10	100,000	4%	15%	4,888	100%	2020	32,589	2030							43,351			
ANIMAL SHELTER	AS1004	SCHWAB ANIMAL CONTROL UNIT	22		4%	10%	-	100%	2009		2031								-		
ANIMAL SHELTER	AS1002	ANIMAL TRANSPORT UNIT	20	N/A	4%	15%	2,073	100%	2013	13,820	2033										28,208
ANIMAL SHELTER	1001	CHEVY 3/4 TON EXT CAB PICKUP	10	100,000	4%	15%	5,378	100%	2023	35,851	2033										47,691
ANIMAL SHELTER	1002	CHEVY 3/4 TON EXT CAB PICKUP	10	100,000	4%	15%	5,378	100%	2023	35,851	2033										47,691
ANIMAL SHELTER Total												23,688	98,574	-	-	41,981	-	43,351	-	-	123,591
BUILDING	1054	CHEVY MALIBU SEDAN	17	100,000	4%	15%	2,440	100%	2008	16,264	2025		29,241								
BUILDING	1055	FORD FUSION 4DR SEDAN	10	100,000	3%	10%	1,806	100%	2015	18,060	2025		22,465								
BUILDING	1056	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			25,062							
BUILDING	1060	DODGE 1500 4X4 XCAB PKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
BUILDING	1061	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
BUILDING	1062	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
BUILDING	1063	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
BUILDING	1064	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
BUILDING	1057	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	4,006	100%	2018	26,706	2028					35,526					
BUILDING	1066	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	4,074	100%	2022	27,158	2032									36,127	
BUILDING	1059	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	7,082	100%	2022	47,212	2032									62,803	
BUILDING	1065	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	4,074	100%	2022	27,158	2032									36,127	
BUILDING Total												-	51,706	25,062	175,014	35,526	-	-	-	135,057	-
CITY COUNTY PLAN	5101	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	3%	10%	2,507	100%	2020	25,072	2030							31,187			
CITY COUNTY PLANNING Total												-	-	-	-	-	-	31,187	-	-	-
CODE ENFORCEME	1955	FORD F150 4X2 XCAB PICKUP	10	100,000	5%	15%	3,543	100%	2016	23,622	2026			34,934							
CODE ENFORCEME	1953	DODGE 1500 4X4 EXTCAB PU	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
CODE ENFORCEME	1956	CHEVY EQUINOX AWD	15	100,000	3%	10%	2,392	100%	2014	23,918	2029						34,872				
CODE ENFORCEME	1950	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	15%	3,761	100%	2020	25,072	2030							37,079			
CODE ENFORCEME	1952	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	15%	3,761	100%	2020	25,072	2030							37,079			
CODE ENFORCEME	1957	FORD RANGERS	10	100,000	4%	15%	5,899	100%	2022	39,324	2032									52,311	
CODE ENFORCEME	1951	FORD RANGERS	10	100,000	4%	15%	5,956	100%	2022	39,704	2032									52,816	
CODE ENFORCEMENT Total												-	-	34,934	35,003	-	34,872	74,158	-	105,127	-
DEVELOPMENT SEF	1954	FORD FUSION 4 DOOR	17	90,000	4%	15%	910	33%	2011	6,069	2028					10,911					
DEVELOPMENT SEF	1954	FORD FUSION 4 DOOR	17	90,000	4%	15%	1,848	67%	2011	12,321	2028					22,152					
DEVELOPMENT SERVICES Total												-	-	-	-	33,063	-	-	-	-	-
ENGINEERING	1094	Chevy Colorado Ext cab pickup	12	80,000	4%	15%	2,677	100%	2012	17,849	2024	25,899									
ENGINEERING	1083	FORD RANGER X-CAB PICKUP	13	80,000	4%	10%	1,477	100%	2011	14,771	2024	23,118									
ENGINEERING	1084	FORD FUSION 4 DOOR	13	80,000	4%	10%	1,815	100%	2011	18,150	2024	28,406									
ENGINEERING	1085	FORD FUSION 4 DOOR	15	100,000	4%	10%	1,885	100%	2009	18,850	2024	32,063									
ENGINEERING	1099	FORD TRANSIT CONNECT	13	100,000	4%	10%	2,069	100%	2011	20,685	2024	32,374									
ENGINEERING	1091	Chevy Colorado Ext cab pickup	13	80,000	4%	15%	2,677	100%	2012	17,849	2025		27,043								
ENGINEERING	1092	Chevy Colorado Ext cab pickup	13	80,000	4%	15%	2,677	100%	2012	17,849	2025		27,043								
ENGINEERING	1086	FORD F150 EXT CAB PICKUP	12	100,000	4%	15%	3,514	100%	2014	23,425	2026			33,990							
ENGINEERING	1088	ADDCO MESSAGE BOARD	15	N/A	4%	10%	1,700	100%	2011	17,000	2026			28,916							
ENGINEERING	1098	ADDCO MESSAGE BOARD	15	N/A	4%	10%	1,700	100%	2011	17,000	2026			28,916							
ENGINEERING	1080	DODGE 1500 2WD XCAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				31,396						
ENGINEERING	1089	DODGE 1500 2WD ECAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				31,396						
ENGINEERING	1096	DODGE 1500 2WD XCAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				31,396						
ENGINEERING	1093	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	4,006	100%	2018	26,706	2028					35,526					
ENGINEERING	1081	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						35,547				
Engineering	1079	Dodge ram 4x4	10	100,000	4%	10%	2,536	100%	2021	25,359	2031								35,002		
ENGINEERING	1082	FORD F150 EXT CAB PICKUP	10	80,000	4%	15%	4,623	100%	2023	30,818	2033										40,996
ENGINEERING	1095	FORD E150 CARGO VAN	10	80,000	4%	15%	6,775	100%	2023	45,167	2033										60,083
ENGINEERING Total												141,860	54,085	91,823	94,189	35,526	35,547	-	35,002	-	101,079
FACILITIES	1975	GMC CANYON PICKUP W/LIFTGATE	15	100,000	4%	10%	726	100%	2009	7,264	2024	12,356									
FACILITIES	1072	JOHN DEERE GATOR 6X4	25		4%	25%	625	100%	2000	2,500	2025		6,040								
FACILITIES	1073	GENIE SISSOR LIFT	19	7,000	4%	10%	1,500	100%	2006	15,000	2025		30,103								
FACILITIES	1075	TENNANT SWEEPER/SCRUBBER	10	3,000	3%	10%	6,900	100%	2015	69,000	2025		85,830								
FACILITIES	1071	FORD FUSION 4 DOOR	15	100,000	4%	15%	2,723	100%	2011	18,150	2026			29,965							
FACILITIES	1074x	JOHN DEERE MOWER/BLOWER	12	7,000	4%	15%	2,172	100%	2023	14,480	2035										
FACILITIES Total												12,356	121,973	29,965	-	-	-	-	-	-	-
FIRE	4080	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024	33,711									
FIRE	4081	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024	33,711									
FIRE	4048	SUTPHEN FIRE PUMPER	15		5%	4%	16,168	100%	2009	404,194	2024	766,062									
FIRE	4074	GMC 1/2 TON 4X4 PICKUP	15	80,000	4%	10%	2,063	100%	2009	20,625	2024	35,082									
FIRE	4083	FORD F550 BRUSH TRUCK	18		5%	10%	4,337	100%	2007	43,367	2025		100,031								
FIRE	4068	FREIGHTLINER HAZMAT UNIT	21		5%	10%	8,782	100%	2004	87,820	2025		235,881								
FIRE	4089	GMC TOPKICK 4DR W/RESCUE BODY	16		5%	10%	12,769	100%	2009	127,686	2025		265,954								
FIRE	4088	WATER TENDER 2500 GL	28		5%	10%	8,677	100%	1997	86,770	2025		331,473								
FIRE	4093	S2 RESCUE PMPER	18		5%	4%	457	100%	2007	11,437	2025		27,067								
FIRE	4098	CHEVY MALIBU	17	100,000	4%	15%	2,440	100%	2008	16,264	2025		29,241								
FIRE	4065	HAZMAT TRAILER	21		4%	0%	-	100%	2004	87,820	2025		200,121								
FIRE	4087	FORD F250 PICKUP W/PLOW	15	80,000	5%	10%	2,998	100%	2011	29,984	2026			59,336							
FIRE	4096	FORD F550 QRV	15	100,000	5%	10%	11,695	100%	2011	116,953	2026			231,442							
FIRE	4097	FORD F550 QRV	15	100,000	5%	10%	11,695	100%	2011	116,953	2026			231,442							
FIRE	4050	SUTPHEN PUMPER	18		5%	4%	598	100%	2008	14,939	2026			32,395							
FIRE	4051	SUTPHEN PUMPER	18		5%	4%	598	100%	2008	14,939	2026			32,395							
FIRE	4073	HAZMAT TRAILER	35	N/A	2%	15%	2,100	100%	1991	14,000	2026			26,295							
FIRE	4075	FORD FUSION 4DR SEDAN	12	80,000	5%	10%	1,806	100%	2015	18,060	2027				30,627						

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
FIRE	4053	SUTPHEN AERIAL LADDER	30		4%	3%	360	100%	1997	12,000	2027				38,561						
FIRE	4064	FREIGHTLINER WATER TENDER	25		5%	10%	11,587	100%	2004	115,868	2029						380,783				
FIRE	4067	H&H TECHNICAL RESCUE TRAILER	20		4%	10%	695	100%	2009	6,950	2029						14,533				
FIRE	4041	FORD INTERCEPTOR UTILITY	10	110,000	4%	10%	3,162	100%	2019	31,624	2029						43,649				
FIRE	4042	FORD INTERCEPTOR UTILITY	10	110,000	4%	10%	3,162	100%	2019	31,624	2029						43,649				
FIRE	4077	DODGE 2500 4X4 CREWCAB	10	100,000	4%	10%	3,614	100%	2019	36,139	2029						49,881				
FIRE	4094	DODGE 2500 4X4 CREWCAB	10	100,000	4%	10%	3,614	100%	2019	36,139	2029						49,881				
FIRE	4069	FREIGHTLINER TOW VEHICLE	15	7,000	4.0%	10%	19,540	100%	2014	195,395	2029						332,356				
FIRE	4066	FORD F350 4X4 UTILITY BDY	15	100,000	3.0%	15%	6,058	100%	2014	40,385	2029						56,861				
FIRE	4076	DODGE RAM 2500 4X4 CREWCAB PICKUP	10	100,000	4%	15%	4,581	100%	2020	30,542	2030							40,628			
FIRE	4086	FORD F250 4X4 CREWCAB	15	100,000	4%	15%	4,294	100%	2015	28,625	2030							47,258			
FIRE	4030	Kawasaki WRC	8	1,000	4%	10%	0	100%	2022	1	2030							1			
FIRE	4031	Kawasaki WRC	8	1,000	4%	10%	0	100%	2022	1	2030							1			
FIRE	4054	PIERCE AERIAL LADDER TRUCK	15	100,000	3%	10%	91,649	100%	2016	916,487	2031								1,336,208		
FIRE	4072	FREIGHTLINER AIR VAN	20	N/A	4%	5%	4,868	100%	2012	97,360	2032									208,460	
FIRE	4057	FORD F550 4X4 BRUSH TRUCK	10	80,000	5%	10%	11,479	100%	2023	114,790	2033										175,502
FIRE	4082	FORD EXPLORER 4X4	10	80,000	4%	10%	4,397	100%	2023	43,970	2033										60,689
FIRE	4055	PIERCE FIRE PUMPER	15	100,000	5%	4%	24,435	100%	2020	610,879	2035										
FIRE	4056	PIERCE FIRE PUMPER	15	100,000	5%	4%	24,435	100%	2020	610,879	2035										
FIRE	4045	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,912	100%	2021	647,801	2036										
FIRE	4046	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,912	100%	2021	647,801	2036										
FIRE	4047	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,551	100%	2021	638,777	2036										
FIRE	4027	BREATHING AIR COMPRESSOR	20	0	4%	10%	13,384	100%	2018	133,835	2038										
FIRE	4060x	FIRE TRUCK SUTPHEN QUINT	18		4%	4%	43,522	100%	2023	1,088,043	2041										
FIRE	4070x	FORD 4X4 BRUSH TRUCK	20		5%	10%	13,900	100%	2023	139,000	2043										
FIRE Total												868,566	1,189,768	613,304	69,188	-	971,592	87,889	1,336,208	208,460	236,191
FLEET SERVICES	1044	FORD 1T 4X4 W/UTILITY & COMPRESSOR	16	100,000	6%	25%	2,469	100%	2008	9,875	2024	21,871									
FLEET SERVICES	1047	FORD 3/4T W/UTILITY BOX	17	100,000	4%	25%	1,781	100%	2008	7,125	2025		12,098								
FLEET SERVICES	1038	FORD 3/4 TON PICKUP	17	80,000	4%	20%	1,425	100%	2008	7,125	2025		12,454								
FLEET SERVICES	1039	FORD F250 2WD W/SERVICE BODY	17	100,000	4%	15%	750	100%	2008	5,000	2025		8,990								
FLEET SERVICES	1042	FORD F350 4X4 WITH PLOW	16	100,000	4%	15%	4,409	100%	2009	29,394	2025		50,645								
FLEET SERVICES	1034	TOYOTA FORKLIFT 6000#	26	8,000	4%	15%	3,794	100%	1999	25,290	2025		66,322								
FLEET SERVICES	1036	FORD RANGER 1/2 TON PICKUP	18	80,000	4%	10%	1,400	100%	2007	14,000	2025		26,961								
FLEET SERVICES	1033	FORD F150 2WD PICKUP	17	80,000	4%	10%	1,575	100%	2008	15,750	2025		29,104								
FLEET SERVICES	1048	FORD ESCAPE AWD	12	100,000	4%	10%	2,600	100%	2013	26,002	2025		39,030								
FLEET SERVICES	1032	FORD F550 W/SERVICE BODY	14	80,000	4%	10%	5,195	100%	2011	51,954	2025		84,772								
FLEET SERVICES	1581	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025		40,837								
FLEET SERVICES	1584	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025		40,837								
FLEET SERVICES	1588	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025		40,837								
FLEET SERVICES	1045	FORD 3/4T EXT CAB W/SERVICEBODY	15	100,000	3%	15%	975	100%	2010	6,500	2025		9,152								
FLEET SERVICES	1035	FORD F150 4X4 EXT CAB PICKUP	10	100,000	4%	15%	4,060	100%	2017	27,065	2027				36,002						
FLEET SERVICES	1030	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	35%	8,775	100%	2020	25,072	2030							33,246			
FLEET SERVICES Total												21,871	462,039	-	36,002	-	-	33,246	-	-	-
ITD	1982	CHEVY ASTRO VAN	22	80,000	5%	15%	623	100%	2002	4,150	2024	11,517									
ITD	1984	FORD TAURUS	19	80,000	4%	25%	500	100%	2005	2,000	2024	3,714									
ITD	1983	FORD RANGER EXT CAB PICKUP	20	80,000	4%	10%	250	100%	2006	2,500	2026			5,228							
ITD Total												15,231	-	5,228	-	-	-	-	-	-	-
LIBRARY	5006	FORD E350 12 PSGR VAN (A-9)	26	80,000	3%	10%	250	100%	1998	2,500	2024	5,141									
LIBRARY	5004	FORD CUTAWAY VAN	18	80,000	4%	10%	4,406	100%	2007	44,058	2025		84,848								
LIBRARY	5005	FREIGHTLINER BOOKMOBILE	16	150,000	3%	10%	27,337	100%	2013	273,372	2029						411,345				
LIBRARY Total												5,141	84,848	-	-	-	411,345	-	-	-	-
MET TRANSIT	1865	FORD TAURUS	19	100,000	3%	10%	1,460	100%	2005	14,600	2024	24,141									
MET TRANSIT	1888	Ford Paratransit Van	10	90,000	3%	5%	733	20%	2014	14,665	2024	18,975									
MET TRANSIT	1820	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024	52,456								67,025	
MET TRANSIT	1821	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024	52,456								67,025	
MET TRANSIT	1823	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024	52,456								67,025	
MET TRANSIT	1824	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024	52,456								67,025	
MET TRANSIT	1888	Ford Paratransit Van	10	90,000	3%	5%	2,933	80%	2014	58,660	2024	75,901									
MET TRANSIT	1820	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024	209,823								268,098	
MET TRANSIT	1821	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024	209,823								268,098	
MET TRANSIT	1823	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024	209,823								268,098	
MET TRANSIT	1824	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024	209,823								268,098	
MET TRANSIT	1886	MET PARATRANSIT VAN	13	90,000	3%	5%	770	20%	2011	15,396	2024	21,840									
MET TRANSIT	1886	MET PARATRANSIT VAN	13	90,000	3%	5%	3,079	80%	2011	61,584	2024	87,359									
MET TRANSIT	1866	FORD WINDSTAR VAN	25	81,900	5%	5%	1,009	100%	2000	20,170	2025		67,294								
MET TRANSIT	1861	FORD F350 4X4 TRUCK	26	32,000	5%	5%	1,226	100%	1999	24,517	2025		85,949								
MET TRANSIT	1869	FORD F350 4X4 EXT CAB W/PLOW	16	100,000	4%	10%	3,398	100%	2009	33,984	2025		60,253								
MET TRANSIT	1889	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		107,334								
MET TRANSIT	1889	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		107,334								
MET TRANSIT	1890	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		107,334								
MET TRANSIT	1890	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		107,334								
MET TRANSIT	1891	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		107,334								
MET TRANSIT	1891	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		107,334								
MET TRANSIT	1818	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	768	20%	2011	76,818	2025		123,577								
MET TRANSIT	1819	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	768	20%	2011	76,818	2025		123,577								
MET TRANSIT	1818	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	3,073	80%	2011	307,274	2025		494,310								
MET TRANSIT	1819	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	3,073	80%	2011	307,274	2025		494,310								
MET TRANSIT	1859	MASSY 4WD TRACTOR/BROOM	15	7,000	3%	10%	2,041	100%	2010	20,406	2025		29,751								

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
MET TRANSIT	1870	NILFISK ADVANCE SWEEPER	21		3%	10%	3,241	100%	2004	32,412	2025		57,055								
MET TRANSIT	1892	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	791	20%	2017	15,816	2025		19,244								24,589
MET TRANSIT	1893	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	791	20%	2017	15,816	2025		19,244								24,589
MET TRANSIT	1872	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025		20,809							25,796	
MET TRANSIT	1873	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025		20,809							25,796	
MET TRANSIT	1874	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025		20,809							25,796	
MET TRANSIT	1875	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025		20,809							25,796	
MET TRANSIT	1876	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025		20,809							25,796	
MET TRANSIT	1825	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	2,156	20%	2016	43,111	2025		54,095								
MET TRANSIT	1862	FORKLIFT	35	700	3%	5%	1,198	100%	1990	23,963	2025		66,230								
MET TRANSIT	1892	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	3,163	80%	2017	63,260	2025		76,973								98,351
MET TRANSIT	1893	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	3,163	80%	2017	63,260	2025		76,973								98,351
MET TRANSIT	1872	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025		83,238							103,183	
MET TRANSIT	1873	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025		83,238							103,183	
MET TRANSIT	1874	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025		83,238							103,183	
MET TRANSIT	1875	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025		83,238							103,183	
MET TRANSIT	1876	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025		83,238							103,183	
MET TRANSIT	1878	MET PARATRANSIT VAN	6	9,000	3%	5%	4,028	20%	2019	80,555	2025		92,159						110,824		
MET TRANSIT	1879	MET PARATRANSIT VAN	6	9,000	3%	5%	4,028	20%	2019	80,555	2025		92,159						110,824		
MET TRANSIT	1822	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	8,622	80%	2016	172,443	2025		216,377								
MET TRANSIT	1825	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	8,622	80%	2016	172,443	2025		216,377								
MET TRANSIT	1822	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	2,156	20%	2016	43,111	2025		54,095								
MET TRANSIT	1863	FORD EXPLORER 4X4	4	100,000	3%	5%	2,690	100%	2021	53,790	2025		57,852				65,450				74,002
MET TRANSIT	1868	TANDEM FLAT BED TRAILER	33	0	2%	6%	110	100%	1992	1,828	2025		3,405								
MET TRANSIT	1877	Ford Paratransit Van	7	90,000	3%	5%	882	20%	2019	17,637	2026			20,809							25,796
MET TRANSIT	1877	Ford Paratransit Van	7	90,000	3%	5%	3,527	80%	2019	70,548	2026			83,238							103,183
MET TRANSIT	1857	GENIE SCISSOR LIFT	10	N/A	3.0%	15%	2,468	100%	2020	16,450	2030							19,640			
MET TRANSIT	1897	HYUNDAI KONA	10	N/A	3%	5%	1,095	80%	2022	21,890	2032									28,324	
MET TRANSIT	1897	HYUNDAI KONA	10	N/A	3%	5%	274	20%	2022	5,472	2032									7,080	
MET TRANSIT	1867	CHEVY MALIBU 4DR SEDAN	10	53,000	5%	5%	2,315	100%	2023	46,302	2033										73,107
MET TRANSIT	1826	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1827	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1842	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1826	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1827	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1842	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1828	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1828	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1829	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1829	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1830	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1830	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1831	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1831	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1832	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1832	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1833	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1833	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1834	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1834	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1835	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1835	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1836	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1836	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1837	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1837	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1838	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										103,175
MET TRANSIT	1838	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										412,704
MET TRANSIT	1839	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										102,351
MET TRANSIT	1839	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										409,406
MET TRANSIT	1840	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										102,351
MET TRANSIT	1840	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										409,406
MET TRANSIT	1841	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										102,351
MET TRANSIT	1841	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										409,406
MET TRANSIT	1858	FLATBED TRAILER	20	N/A	3.0%	10%	580	100%	2020	5,800	2040										
MET TRANSIT Total												1,277,335	3,745,498	104,047	-	-	65,450	19,640	221,649	2,020,789	9,279,540
PARK DIVISION	1906	JCB BACKHOE / LOADER	27	7,000	5%	14%	4,830	100%	1997	34,500	2024	123,974									
PARK DIVISION	1624	TORO SPRAYER	16	7,000	5%	10%	1,700	100%	2008	17,000	2024	35,409									
PARK DIVISION	1928	WALKER MOWER	9	3,000	4%	15%	4,098	100%	2015	27,321	2024	34,788									51,249
PARK DIVISION	1674	Ditch Witch Tilt-bed trailer	21	N/A	4%	10%	316	100%	2003	3,161	2024	6,888									
PARK DIVISION	1610	CHEVY 1500 2WD PICKUP	19	80,000	4%	10%	1,347	100%	2005	13,470	2024	27,032									
PARK DIVISION	1023	FORD E450 PASSENGER VAN	15	100,000	4%	10%	5,985	100%	2009	59,853	2024	101,807									
PARK DIVISION	1629	HOLLAND AERWAY AERATOR, ATTACHMENT	25	N/A	4%	15%	715	100%	2000	4,765	2025		11,988								
PARK DIVISION	3601	CHEVY 1500 2WD PICKUP	10	100,000	4%	15%	3,329	100%	2015	22,193	2025		29,522								
PARK DIVISION	3602	CHEVY 1500 2WD PICKUP	10	100,000	4%	15%	3,329	100%	2015	22,193	2025		29,522								
PARK DIVISION	1687	TURF SWEEPER	30	3,000	4%	15%	1,969	100%	1995	13,125	2025		40,601								
PARK DIVISION	1633	TURFTENDER TOP DRESSER, 4 CU YD, DAKOTA E	26	N/A	4%	15%	2,505	100%	1999	16,700	2025		43,795								

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Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
PARK DIVISION	1614	FORD F250 PICKUP W/PLOW	13	80,000	4%	15%	4,868	100%	2012	32,453	2025		49,169								
PARK DIVISION	1618	IHC 4700 W/VERSALIFT, OVERHEAD RACK	25	8,000	4%	15%	14,285	100%	2000	95,233	2025		239,591								
PARK DIVISION	1609	FORD F150 2WD REG CAB PICKUP	12	80,000	4%	10%	1,869	100%	2013	18,686	2025		28,048								
PARK DIVISION	1622	FORD F150 EXT CAB PICKUP	12	80,000	4%	10%	2,101	100%	2013	21,010	2025		31,537								
PARK DIVISION	1930	WALKER 52" MOWER W/ATTCHMENTS	7	3,000	4%	10%	2,727	100%	2018	27,267	2025		33,155							44,491	
PARK DIVISION	1929	TORO WORKMAN HDX 4X4	9	3,000	4%	10%	2,574	100%	2016	25,741	2025		34,063								
PARK DIVISION	3618	FORD F150 X-CAB 2WD PICKUP	10	100,000	4%	10%	2,580	100%	2015	25,803	2025		35,614								
PARK DIVISION	1675	Ditch Witch	22	7,000	4%	10%	1,830	100%	2003	18,299	2025		41,536								
PARK DIVISION	1625	FORD F350 STAKE BED/HLIST	14	80,000	4%	10%	2,935	100%	2011	29,345	2025		47,882								
PARK DIVISION	1630	FORD F350 W/SERVICE BODY	14	80,000	4%	10%	2,961	100%	2011	29,613	2025		48,319								
PARK DIVISION	1020	FORD E450 PASSENGER VAN	16	100,000	4%	10%	5,985	100%	2009	59,853	2025		106,118								
PARK DIVISION	1641	CASE TRACTOR W/MOWER	20	7,000	4%	5%	1,446	100%	2005	28,925	2025		61,932								
PARK DIVISION	3617	TORO 4100D TRIM MOWER	10	6,000	4%	5%	2,737	100%	2015	54,742	2025		78,294								
PARK DIVISION	3615	TORO 5900 MOWER	10	6,000	4%	5%	4,037	100%	2015	80,749	2025		115,491								
PARK DIVISION	3616	TORO 5900 MOWER	10	6,000	4%	5%	4,037	100%	2015	80,749	2025		115,491								
PARK DIVISION	3606	BOBCAT UTV 4X2 3200	10	3,000	3%	15%	1,119	100%	2015	7,462	2025		8,909								
PARK DIVISION	3610	BOBCAT UTV 4X4 W/ATTCHMNT	10	3,000	3%	15%	3,205	100%	2015	21,365	2025		25,508								
PARK DIVISION	7808	IR COMPRESSOR	15		3%	15%	2,835	100%	2010	18,900	2025		26,611								
PARK DIVISION	1642	BOBCAT UTILITY VEHICLE	11	3,000	3%	10%	739	100%	2014	7,386	2025		9,485								
PARK DIVISION	1640	JOHN DEERE 5420 TRACTOR 4WD	23	10,000	3%	10%	4,218	100%	2002	42,184	2025		79,035								
PARK DIVISION	1680	TORO WORKMAN ATV	15	N/A	3%	5%	353	100%	2010	7,064	2025		10,652								
PARK DIVISION	1903	SUL AIR AIR COMPRESSOR 18	39	1,700	3%	14%	1,587	100%	1986	11,339	2025		28,116								
PARK DIVISION	1637	COMPRESSOR	35	5,000	3%	10%	300	100%	1990	3,000	2025		6,820								
PARK DIVISION	1607	FORD RANGER 4X4	24	100,000	1%	40%	1,105	100%	2001	2,762	2025		2,402								
PARK DIVISION	1693	FORD RANGER EXT CAB PICKUP	17	100,000	1%	30%	1,200	100%	2008	4,000	2025		3,537								
PARK DIVISION	1692	FORD RANGER EXT CAB PICKUP	18	100,000	1%	30%	1,200	100%	2007	4,000	2025		3,585								
PARK DIVISION	1914	JOHN DEERE GATOR	12	2,000	4%	12%	1,319	100%	2014	10,995	2026			16,284							
PARK DIVISION	1697	CHEVY 1500 4X4 W/PLOW	12	100,000	3%	15%	4,857	100%	2014	32,383	2026			41,313							
PARK DIVISION	1634	PJ TILT BED TRAILER	15	N/A	3%	10%	788	100%	2011	7,876	2026			11,483							
PARK DIVISION	1612	CHEVY 3/4 TON PICKUP	20	80,000	1%	15%	675	100%	2006	4,500	2026			4,816							
PARK DIVISION	1905	Chevy Colorado Ext cab pickup	15	100,000	4%	15%	2,677	100%	2012	17,849	2027				29,468						
PARK DIVISION	1638	DODGE 1500 2WD LB PICKUP	10	100,000	4%	15%	3,376	100%	2017	22,506	2027				29,938						
PARK DIVISION	1639	DODGE 1500 2WD LB PICKUP	10	100,000	4%	15%	3,376	100%	2017	22,506	2027				29,938						
PARK DIVISION	1024	FORD RANGER 1/2 TON PICKUP	20	80,000	4%	15%	2,248	100%	2007	14,989	2027				30,594						
PARK DIVISION	1605	FORD F250 4X4 W SNOWPLOW	10	100,000	4%	15%	3,835	100%	2017	25,565	2027				34,008						
PARK DIVISION	1651	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				35,003						
PARK DIVISION	3603	FORD F250 4X4 W SNOWPLOW	12	100,000	4%	15%	5,387	100%	2015	35,911	2027				52,108						
PARK DIVISION	1691	FREIGHTLINER DUMP TRUCK	15	80,000	4%	15%	11,974	100%	2012	79,825	2027				131,787						
PARK DIVISION	1694	FREIGHTLINER DUMP TRUCK	15	80,000	4%	15%	11,974	100%	2012	79,825	2027				131,787						
PARK DIVISION	1664	JOHN DEERE 72" FRONT MOUNT MOWER	8	5,000	4%	15%	3,875	100%	2020	25,835	2028					31,482					
PARK DIVISION	1649	TORO 4100D 16' MOWER	10	3,000	4%	15%	8,965	100%	2018	59,767	2028					79,505					
PARK DIVISION	1647	TORO 5900 16' MOWER	10	3,000	4%	15%	12,748	100%	2018	84,984	2028					113,049					
PARK DIVISION	1654	Vermeer Stump Grinder	25	2,500	4%	10%	15	100%	2003	150	2028					385					
PARK DIVISION	3622	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					13,087					
PARK DIVISION	3623	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					13,087					
PARK DIVISION	3624	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					13,087					
PARK DIVISION	3628	FORD F250 W/UTILITY BODY	10	100,000	4%	10%	3,410	100%	2018	34,101	2028					47,068					
PARK DIVISION	3629	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	3,410	100%	2018	34,101	2028					47,068					
PARK DIVISION	3625	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	4,105	100%	2018	41,050	2028					56,659					
PARK DIVISION	3626	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	4,105	100%	2018	41,050	2028					56,659					
PARK DIVISION		FUEL STORAGE TANKS	25		4%	1%	120	100%	2003	11,962	2028					31,769					
PARK DIVISION	3631	DODGE RAM 1500 2WD PICKUP	10	100,000	3%	15%	3,717	100%	2018	24,780	2028					29,585					
PARK DIVISION	1919	WALKER 52" RIDING MOWER	9	3,000	4%	15%	3,916	100%	2020	26,106	2029						33,241				
PARK DIVISION	1636	DODGE RAM 1500 2WD REG CAB PICKUP	10	100,000	4%	10%	2,322	100%	2019	23,220	2029						32,049				
PARK DIVISION	3634	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	4%	15%	3,761	100%	2020	25,072	2030							33,352			
PARK DIVISION	1602	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	4%	15%	4,832	100%	2020	32,216	2030							42,855			
PARK DIVISION	3612	TRU BURROW BLOCKER TRAILR	15	N/A	4%	10%	1,990	100%	2015	19,895	2030							33,840			
PARK DIVISION	1627	IHC PACMAC GARBAGE TRUCK	10	10,000	4%	10%	13,203	100%	2020	132,033	2030							182,238			
PARK DIVISION	1648	JOHN DEERE FRONT MOWER	10	3,000	4%	15%	3,291	100%	2021	21,943	2031								29,190		
PARK DIVISION	1646	JOHN DEERE	10	3,000	4%	15%	4,335	100%	2021	28,900	2031								38,444		
PARK DIVISION	1668	DODGE 4500 2WD	10	100,000	4%	15%	7,650	100%	2021	51,000	2031								67,842		
PARK DIVISION	3635	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	1,198	100%	2021	11,983	2031								16,539		
PARK DIVISION	3636	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	1,198	100%	2021	11,983	2031								16,539		
PARK DIVISION	3621	NORTHSTAR WASHER/TRAILER	15	N/A	3%	10%	740	100%	2016	7,400	2031								10,789		
PARK DIVISION	1660	DODGE RAM 5500 2WD DUMP TRUCK	12	100,000	4%	15%	6,793	100%	2020	45,287	2032									65,713	
PARK DIVISION	1684	CAT 908H WHEEL LOADER	20	7,000	4%	15%	12,939	100%	2012	86,258	2032									176,063	
PARK DIVISION	1644	TORO PROCORE AERATOR	15	100,000	4%	10%	3,454	100%	2017	34,538	2032									58,747	
PARK DIVISION	1643	WIEDENMAN LAWN MACHINE	15	100,000	4%	10%	4,218	100%	2017	42,175	2032									71,737	
PARK DIVISION	1678	TORO MOWER	21	3,000	3%	10%	1,796	100%	2011	17,964	2032									28,376	
PARK DIVISION	1604	FORD F250 2WD W/SERVICE BODY	10	100,000	4%	25%	2,326	100%	2023	9,306	2033										11,448
PARK DIVISION	1613	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	1,364	100%	2023	9,090	2033										12,093
PARK DIVISION	1635	BOBCAT TRACK LOADER	15	7,000	4%	15%	8,570	100%	2018	57,133	2033										94,323
PARK DIVISION	1635	BOBCAT TRACK LOADER	15	7,000	4%	15%	8,570	100%	2018	57,133	2033										94,323
PARK DIVISION	1671	TORO 5900 16' MOWER	10	3,000	4%	15%	15,893	100%	2023	105,953	2033										140,943
PARK DIVISION	1676	TORO 5900 16' MOWER	10	7,000	4%	15%	15,893	100%	2023	105,953	2033										140,943
PARK DIVISION	1617	FREIGHTLINER SERIAL MANLIFT	15	7,000	4%	15%	21,932	100%	2019	146,213	2034										
PARK DIVISION	1617	FREIGHTLINER ALTEC	15	7,000	0.04	0.1	14,621	100%	2019	146,213	2034										
PARK DIVISION	1028	MOBIL SOUND STAGE TRAILER	30	N/A	4%	10%	8,183	100%	2004	81,829	2034										

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
PARK DIVISION	3613	VERMEER BRUSH CHIPPER	20	7,000	4%	10%	3,878	100%	2015	38,779	2035										
PARK DIVISION	3608	PJ TILT BED TRAILER	20	N/A	3%	15%	774	100%	2015	5,161	2035										
PARK DIVISION	3609	PJ TILT BED TRAILER	20	N/A	3%	15%	774	100%	2015	5,161	2035										
PARK DIVISION	1683	BOBCAT E35 MINIX	15	4,000	4%	15%	8,870	100%	2022	59,130	2037										
PARK DIVISION	1603x	FORD HI-CUBE VAN	15	60,000	4%	50%	2,780	100%	2023	5,560	2038										
PARK DIVISION	1026x	FORD 1/2 TON PICKUP WHITE	15	80,000	4%	15%	5,433	100%	2023	36,220	2038										
PARK DIVISION	1687x	TURF SWEEPER	15	3,000	4%	15%	5,608	100%	2023	37,389	2038										
PARK DIVISION	1611x	CHEVY 1500 2WD PICKUP	15	80,000	4%	10%	2,489	100%	2023	24,891	2038										
PARK DIVISION	1907x	CHEVY 1T DUMP TRK W/PLOW	15	70,000	3%	14%	6,449	100%	2023	46,064	2038										
PARK DIVISION	1632	JOHN DEERE TRACTOR BACKHOE, LOADER	15	5,000	4%	15%	8,349	100%	2023	55,662	2038										
PARK DIVISION	3630	B-B 20' Tiltbed Trailer	20	N/A	3%	15%	1,254	100%	2018	8,363	2038										
PARK DIVISION	1650	IHC TRUCK WITH BOX HOIST LIFTGATE	40	80,000	5%	10%	4,269	100%	2001	42,685	2041										
PARK DIVISION	1938	TORO TURF SWEEPER	20	2,000	3%	15%	3,207	100%	2023	21,377	2043										
PARK DIVISION Total												329,898	1,426,328	73,896	504,631	532,491	65,290	292,285	179,344	445,127	545,322
PARKING	1964	BOBCAT UTV W/PLOW & BROOM	9	3,000	4%	15%	3,723	100%	2015	24,819	2024	31,602									46,556
PARKING	1965	BOBCAT UTV W/PLOW & BROOM	9	3,000	4%	15%	3,723	100%	2015	24,819	2024	31,602									46,556
PARKING	1960	ADVANCE SWEEPER	15	7,000	5%	10%	3,440	100%	2010	34,395	2025		68,065								
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025		1,526								
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025		1,526								
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025		1,526								
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025		1,526								
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	774	33%	2006	5,162	2025		8,277								
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	774	33%	2006	5,162	2025		8,277								
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	798	34%	2006	5,318	2025		8,527								
PARKING	1969	GMC SONOMA 4X4 PICKUP	29	80,000	3%	15%	2,380	100%	1996	15,868	2025		35,014								
PARKING	1972	FORD F150 4X4 PICKUP	16	100,000	4%	10%	2,128	100%	2011	21,275	2027				37,720						
PARKING	1966	FORD ECOSPORT	10	100,000	4%	10%	2,540	100%	2021	25,397	2031								35,054		
PARKING Total												63,205	134,266	-	37,720	-	-	-	35,054	-	93,112
POLICE DEPT	1570	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1574	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1575	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1579	Ford Interceptor		100,000	4%	10%	2,721	100%	2013	27,206	2013										
POLICE DEPT	1585	Ford Interceptor		100,000	4%	10%	2,721	100%	2013	27,206	2013										
POLICE DEPT	1498	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024	33,711									
POLICE DEPT	1500	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024	33,711									
POLICE DEPT	1504	FORD FUSION 4 DOOR	15	100,000	5%	10%	1,885	100%	2009	18,850	2024	37,303									
POLICE DEPT	1533	FORD FUSION 4 DOOR	15	100,000	4%	10%	1,885	100%	2009	18,850	2024	32,063									
POLICE DEPT	1424	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024	34,870								48,736	
POLICE DEPT	1427	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024	34,870								48,736	
POLICE DEPT	1429	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024	34,870								48,736	
POLICE DEPT	1434	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024	32,134							43,593		
POLICE DEPT	1436	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024	32,134							43,593		
POLICE DEPT	1438	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024	32,134							43,593		
POLICE DEPT	1593	HURD BOMB TRAILER	30	N/A	3%	20%	-	100%	1995	0	2025		-								
POLICE DEPT	1530	TOYOTA 4X4 EXT CAB PICKUP	28	100,000	5%	15%	-	100%	1997	0	2025		-								
POLICE DEPT	1529	GMC 1/2 TON EXT CAB PICKUP	27	100,000	0%	15%	-	100%	1998	0	2025		-								
POLICE DEPT	3417	CHEVY SUBURBAN 4WD	23	80,000	5%	15%	780	100%	2002	5,200	2025		15,192								
POLICE DEPT	1595	Meth Lab Trailer	22	N/A	5%	10%	-	100%	2003	0	2025		-								
POLICE DEPT	1492	FORD TAURUS	19	100,000	5%	15%	2,273	100%	2006	15,150	2025		36,011								
POLICE DEPT	1494	FORD TAURUS	19	100,000	5%	15%	2,273	100%	2006	15,150	2025		36,011								
POLICE DEPT	1495	CHEVY MALIBU	17	100,000	5%	15%	2,440	100%	2008	16,264	2025		34,838								
POLICE DEPT	1532	FORD F350 4X4 4DR BOMB UNIT	17	100,000	4%	15%	-	100%	2008	0	2025		-								
POLICE DEPT	1511	FORD FUSION 4 DOOR	16	100,000	4%	10%	1,885	100%	2009	18,850	2025		33,421								
POLICE DEPT	1510	FORD FUSION 4 DOOR	14	100,000	4%	10%	1,815	100%	2011	18,150	2025		29,615								
POLICE DEPT	1528	FORD E250 PRISONER TRANSPROT VAN	14	100,000	4%	10%	2,194	100%	2011	21,937	2025		35,794								
POLICE DEPT	1589	FORD F150 4X4 CREW	14	100,000	0%	0%	-	100%	2011	0	2025		-								
POLICE DEPT	1501	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025		30,665								
POLICE DEPT	1508	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025		30,665								
POLICE DEPT	1514	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025		30,665								
POLICE DEPT	1408	FORD F150 4X4 SUPERCREW	11	100,000	4%	15%	4,553	100%	2014	30,350	2025		42,170								
POLICE DEPT	1410	FORD F150 4X4 SUPERCREW	11	100,000	4%	15%	4,553	100%	2014	30,350	2025		42,170								
POLICE DEPT	3415	F150 CREW MARSHALL SERVIC	11	100,000	4%		-	100%	2014	0	2025		-								
POLICE DEPT	3414	FORD INTERCEPTOR UTILITY	10	100,000	3%	15%	4,245	100%	2015	28,299	2025		33,787								
POLICE DEPT	1425	FORD INTERCEPTOR	9	100,000	4%	10%	2,749	100%	2016	27,488	2025		36,375								
POLICE DEPT	1430	FORD INTERCEPTOR	9	100,000	4%	10%	2,749	100%	2016	27,488	2025		36,375								
POLICE DEPT	1431	FORD INTERCEPTOR	9	100,000	4%	10%	2,756	100%	2016	27,561	2025		36,472								
POLICE DEPT	1433	FORD INTERCEPTOR	9	100,000	4%	10%	2,756	100%	2016	27,561	2025		36,472								
POLICE DEPT	1437	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1439	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1440	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1442	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1443	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1444	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1445	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025		33,585								47,487
POLICE DEPT	1446	FORD INTERCEPTOR	8	100,000	4%	15%	4,192	100%	2017	27,946	2025		34,054								48,150
POLICE DEPT	1448	FORD INTERCEPTOR	7	100,000	4%	6%	1,737	100%	2018	28,944	2025		36,352							48,385	
POLICE DEPT	1450	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	
POLICE DEPT	1451	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
POLICE DEPT	1452	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	
POLICE DEPT	1453	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	
POLICE DEPT	1454	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	
POLICE DEPT	1455	FORD INTERCEPTOR UTILITY	7	100,000	4%	6%	1,902	100%	2018	31,706	2025		39,821							53,002	
POLICE DEPT	1456	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025		34,580							46,026	
POLICE DEPT	1409	FORD F150 4X4 SUPERCREW	12	100,000	4%	15%	4,553	100%	2014	30,350	2026			44,039							
POLICE DEPT	1497	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			25,062							
POLICE DEPT	1457	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1458	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1459	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1460	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1461	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1462	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026			33,478							44,925
POLICE DEPT	1463	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026			38,552							51,734
POLICE DEPT	1542	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026			38,552							51,734
POLICE DEPT	1547	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026			38,552							51,734
POLICE DEPT	PD200	Luma Light	30	N/A	3%	0%	-	100%	1997	10,000	2027				24,273						
POLICE DEPT	1506	FORD FUSION SILVER	12	100,000	3%	10%	1,806	100%	2015	18,060	2027				23,943						
POLICE DEPT	1516	FORD FUSION BLUE	12	100,000	3%	10%	1,806	100%	2015	18,060	2027				23,943						
POLICE DEPT	1518	FORD FUSION BLACK	12	100,000	3%	10%	1,806	100%	2015	18,060	2027				23,943						
POLICE DEPT	1520	FORD FUSION WHITE	12	100,000	3%	10%	1,806	100%	2015	18,060	2027				23,943						
POLICE DEPT	1539	FORD F150 SUPERCREW	10	100,000	4%	15%	4,663	100%	2017	31,089	2027				41,356						
POLICE DEPT	1464	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027				41,836						
POLICE DEPT	1465	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027				41,836						
POLICE DEPT	1466	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027				41,836						
POLICE DEPT	1467	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027				41,836						
POLICE DEPT	1468	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1469	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1470	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1471	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1472	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1473	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1474	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1475	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1476	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1477	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1478	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027				41,929						
POLICE DEPT	1519	FORD F150 CREWCAB PICKUP	10	100,000	4%	6%	1,865	100%	2018	31,091	2028					44,157					
POLICE DEPT	1479	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1480	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1481	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1482	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1483	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1484	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1485	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1486	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1487	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1488	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028					44,079					
POLICE DEPT	1550	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1551	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1552	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1553	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1554	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1555	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1556	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1557	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1558	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	1559	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028					43,656					
POLICE DEPT	PD200	Cyvac	30	N/A	3%	0%	-	100%	2000	22,195	2030							53,873			
POLICE DEPT	1502	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
POLICE DEPT	1507	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
POLICE DEPT	1513	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
POLICE DEPT	1517	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
POLICE DEPT	1521	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
POLICE DEPT	1537	RADAR TRAILER	30	N/A	4%	13%	1,932	100%	2001	14,860	2031								46,265		
POLICE DEPT	1435x	FORD INTERCEPTOR	8	100,000	4%	15%	5,850	100%	2023	39,000	2031								47,524		
POLICE DEPT	1441x	FORD INTERCEPTOR	8	100,000	4%	15%	5,850	100%	2023	39,000	2031								47,524		
POLICE DEPT	3408	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	3409	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	3424	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	3425	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	3426	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	3427	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									42,133	
POLICE DEPT	1423x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032									51,609	
POLICE DEPT	1426x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032									51,609	
POLICE DEPT	1428x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032									51,609	
POLICE DEPT	1411x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1412x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
POLICE DEPT	1413x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1414x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1416x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1420x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1422x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032									61,414	
POLICE DEPT	1538	RADAR TRAILER	30	N/A	4%	13%	-	100%	2003	0	2033										-
POLICE DEPT	1596	FORD TRANSIT SWAT VAN	15	100,000	4%	6%	2,296	100%	2018	38,265	2033										66,617
POLICE DEPT	1404x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										60,103
POLICE DEPT	1406x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										60,103
POLICE DEPT	1407x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										60,103
POLICE DEPT	1590	NABCO BOMB TRAILER	30	N/A	5%	13%	-	100%	2004	0	2034										
POLICE DEPT	1598	CHARMAC ROBOT TRAIER	30	N/A	4%	13%	-	100%	2004	0	2034										
POLICE DEPT	1535	GMC TOPKICK BOMB TRUCK	25	100,000	4%	10%	-	100%	2009	0	2034										
POLICE DEPT	1597	KENWORTH CSI VAN	25	100,000	4%	10%	-	100%	2009	0	2034										
POLICE DEPT	1567x	Ford F150 4x4 crew cab pickup	14	100,000	4%	10%	4,130	100%	2023	41,296	2037										
POLICE DEPT	1569x	Ford F150 4x4 crew cab pickup	14	100,000	4%	10%	4,130	100%	2023	41,296	2037										
POLICE DEPT	1512x	FORD FUSION 4 DOOR	15	100,000	4%	10%	2,386	100%	2023	23,855	2038										
POLICE DEPT Total												337,802	1,129,494	385,627	789,967	921,500	-	199,555	272,091	1,361,277	1,052,239
PW ADMIN	3091	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			25,062							
PW ADMIN	1090	FORD FUSION 4 DOOR	12	100,000	4%	15%	2,741	100%	2014	18,274	2026			26,516							
PW ADMIN Total												-	-	51,578	-	-	-	-	-	-	-
PW BELKNAP	7109	FORD F250 SRW 4X4 REG CAB	9	100,000	4%	15%	4,439	100%	2015	29,592	2024	37,680									55,509
PW BELKNAP	7112	FORD F250 SRW 4X4 REG CAB	8	100,000	4%	15%	5,415	100%	2016	36,099	2024	43,989								62,198	
PW BELKNAP	7501	FORD F350 4X4 REG CAB	9	100,000	4%	15%	5,244	100%	2015	34,958	2024	44,512									65,575
PW BELKNAP	7424	FORD F350 4X4 XCAB	9	100,000	4%	15%	6,338	100%	2015	42,252	2024	53,800									79,257
PW BELKNAP	7413	IHC 8 YD TANDEM DUMP TRUCK	12	7,000	4%	15%	16,451	100%	2012	109,674	2024	159,141									
PW BELKNAP	7904	VACTOR SEWER JET	16	7,000	4%	10%	26,601	100%	2008	266,014	2024	471,638									
PW BELKNAP	7411	WACHS VAC & VALVE OPERATOR	12	N/A	4%	5%	1,558	100%	2012	31,168	2024	48,343									
PW BELKNAP	7430	JOHN DEERE 710G BACKHOE	22	7,000	5%	15%	13,871	100%	2003	92,470	2025		256,628								
PW BELKNAP	7450	JOHN DEERE 710G BACKHOE	22	7,000	5%	15%	13,871	100%	2003	92,470	2025		256,628								
PW BELKNAP	7351	FLOATING DREDGE	22	7,000	5%	5%	10,331	100%	2003	206,620	2025		594,086								
PW BELKNAP	7417	FORD F150 2WD EXT CAB PICKUP	12	100,000	4%	15%	3,152	100%	2013	21,010	2025		30,486								
PW BELKNAP	7303	JOHN DEERE 60" LAWN MOWER	22	5,000	4%	15%	2,154	100%	2003	14,363	2025		31,885								
PW BELKNAP	7324	FORD F150 4X4 XCAB PICKUP	10	100,000	4%	15%	3,885	100%	2015	25,903	2025		34,457								
PW BELKNAP	7502	FORD F350 4X2 FLATBED	10	100,000	4%	15%	4,077	100%	2015	27,183	2025		36,160								
PW BELKNAP	7108	FORD F250 SRW 4X4 REG CAB	10	100,000	4%	15%	4,439	100%	2015	29,592	2025		39,365								
PW BELKNAP	7520	INGERSOL RAND AIR COMPRESSOR	18	7,000	4%	15%	3,959	100%	2007	26,393	2025		49,508								
PW BELKNAP	7322	FORD F250 4X4 W/SERVICE BODY	16	100,000	4%	15%	4,573	100%	2009	30,485	2025		52,525								
PW BELKNAP	7907	BOBCAT S650 SKIDSTEER	13	7,000	4%	15%	6,141	100%	2012	40,939	2025		62,026								
PW BELKNAP	7905	POWER PRIME PUMP	18	7,000	4%	15%	5,535	100%	2007	36,898	2025		69,214								
PW BELKNAP	7515	TRAC STAR FUSION MACHINE	19	7,000	4%	15%	5,712	100%	2006	38,080	2025		74,517								
PW BELKNAP	7510	NEW HOLLAND EXCAVATOR	19	7,000	4%	15%	8,364	100%	2006	55,763	2025		109,120								
PW BELKNAP	7505	HAMMERHEAD HG12 WINCH	19		4%	15%	21,000	100%	2006	140,000	2025		273,959								
PW BELKNAP	7365	Ford F450 flat bed	26	100,000	4%	15%	3,614	100%	1999	24,091	2025		63,178								
PW BELKNAP	7370	SULLIVAN AIR COMPRESSOR	25	7,000	4%	10%	912	100%	2000	9,115	2025		23,388								
PW BELKNAP	7111	FORD TRANSIT CONNECT	12	100,000	4%	10%	2,070	100%	2013	20,696	2025		31,065								
PW BELKNAP	7313	CUMMINS GENERATOR	16	7,000	4%	10%	8,281	100%	2009	82,810	2025		146,821								
PW BELKNAP	7555	HAMMERHEAD POWERPAK	15	N/A	4%	10%	18,600	100%	2010	186,000	2025		316,375								
PW BELKNAP	7416	Freightliner 10YD DumpTruck	14	80,000	4%	10%	13,384	100%	2011	133,839	2025		218,382								
PW BELKNAP	7345	30' DREDGE TRAILER	22	N/A	4%	5%	150	100%	2003	3,000	2025		6,960								
PW BELKNAP	7202	FORD FUSION 4 DOOR	14	100,000	3%	15%	2,723	100%	2011	18,150	2025		24,731								
PW BELKNAP	7104	FORD F250 PICKUP W/SERVICEBODY	14	100,000	3%	15%	3,475	100%	2011	23,165	2025		31,564								
PW BELKNAP	7418	FORD F350 2WD W/UTILITY	11	100,000	3%	10%	3,151	100%	2014	31,509	2025		40,465								
PW BELKNAP	7120	CHEVY MALIBU	18	100,000	4%	15%	383	100%	2008	2,550	2026			4,783							
PW BELKNAP	7530	TOWMASTER 20' TRAILER	19		4%	15%	1,613	100%	2007	10,750	2026			21,036							
PW BELKNAP	7116	WACHS PORTABLE VAC SYSTEM	10		4%	15%	2,441	100%	2016	16,270	2026			21,643							
PW BELKNAP	7323	FORD TRANSIT CONNECT VAN	10	100,000	4%	15%	3,238	100%	2016	21,586	2026			28,715							
PW BELKNAP	7316	DODGE RAM 1500 4X4 EXT CAB	10	100,000	4%	15%	3,968	100%	2016	26,451	2026			35,186							
PW BELKNAP	7317	DODGE RAM 1500 4X4 EXT CAB	10	100,000	4%	15%	3,968	100%	2016	26,451	2026			35,186							
PW BELKNAP	7431	IR COMPRESSOR	28	7,000	4%	15%	1,875	100%	1998	12,500	2026			35,609							
PW BELKNAP	7113	FORD F250 SRW 4X4 REG CAB	10	100,000	4%	15%	5,415	100%	2016	36,099	2026			48,020							
PW BELKNAP	7318	FORD F250 4X4 XCAB UTL BODY	10	100,000	4%	15%	5,736	100%	2016	38,241	2026			50,870							
PW BELKNAP	7810	CHEVY 3/4T 4X4 EXT CAB W/PLOW	13	100,000	4%	15%	7,453	100%	2013	49,686	2026			75,278							
PW BELKNAP	7340	JOHN DEERE TRACTOR BACKHOE, LOADER	21	7,000	4%	15%	5,529	100%	2005	36,858	2026			78,462							
PW BELKNAP	7565	MCELROY FUSION MACHINE	10	N/A	4%	15%	9,926	100%	2016	66,170	2026			88,022							
PW BELKNAP	7912	FREIGHTLINER VACTOR SEWER TRUCK	10	7,000	4%	15%	53,974	100%	2016	359,828	2026			478,659							
PW BELKNAP	7997	FREIGHTLINER VACTOR	10	7,000	4%	11%	40,027	100%	2016	363,885	2026			498,611							
PW BELKNAP	7373	ONAN GENERATOR	26	7,000	4%	10%	3,250	100%	2000	32,500	2026			86,855							
PW BELKNAP	7437	FORD F900	35	7,000	4%	10%	4,595	100%	1991	45,946	2026			176,712							
PW BELKNAP	7440	AIR COMPRESSOR	32	7,000	4%	5%	1,125	100%	1994	22,500	2026			77,806							
PW BELKNAP	7201	FORD FUSION 4 DOOR	15	100,000	3%	15%	2,723	100%	2011	18,150	2026			25,555							
PW BELKNAP	7412	FORD F250 W/SERVICE BODY	17	100,000	4%	15%	3,297	100%	2010	21,977	2027				39,512						
PW BELKNAP	7426	FORD F250 4X4 REG CAB	10	100,000	4%	15%	4,715	100%	2017	31,431	2027				41,811						
PW BELKNAP	7117	FORD F250 4X4 REG CAB	10	100,000	4%	15%	5,055	100%	2017	33,703	2027				44,833						
PW BELKNAP	7118	FORD F350 4X4 REG CAB	10	100,000	4%	15%	5,358	100%	2017	35,721	2027				47,518						
PW BELKNAP	7916	VOLVO 8YD DUMP TRUCK	10	100,000	4%	15%	16,508	100%	2017	110,050	2027				146,393						
PW BELKNAP	7304	CUMMINS POWER GENERATOR	15	7,000	4%	15%	15,911	100%	2012	106,075	2027				175,124						
PW BELKNAP	7925	CUMMINS POWER GENERATOR	24		4%	5%	1,582	100%	2003	31,635	2027				79,508						

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
PW BELKNAP	7409	FORD F250 EXT CAB W/SRVICE BODYPICKUP	16	100,000	3%	15%	3,763	100%	2011	25,084	2027				36,490						
PW BELKNAP	7121	KUBOTA UTV RTV500	10	100,000	4%	15%	1,571	100%	2018	10,475	2028					13,934					
PW BELKNAP	7326	KUBOTA UTV RTV500	10	100,000	4%	15%	1,571	100%	2018	10,475	2028					13,934					
PW BELKNAP	7813	JD GATOR UTV 6X4	10	5,000	4%	15%	2,819	100%	2018	18,792	2028					24,998					
PW BELKNAP	7814	JD GATOR UTV 6X4	10	5,000	4%	15%	2,819	100%	2018	18,792	2028					24,998					
PW BELKNAP	7327	KUBOTA RTV X1100C	10	5,000	4%	15%	2,864	100%	2018	19,095	2028					25,401					
PW BELKNAP	7149	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	5,421	100%	2018	36,139	2028					48,074					
PW BELKNAP	7305	JD 1575 TERRAIN CAT 4WD	10	7,000	4%	15%	5,447	100%	2018	36,314	2028					48,306					
PW BELKNAP	7446	FORD F350 W/SERVICE BODY	10	100,000	4%	15%	5,505	100%	2018	36,699	2028					48,819					
PW BELKNAP	7344	FORD F350 W/SERVICE BODY	10	100,000	4%	15%	5,761	100%	2018	38,407	2028					51,091					
PW BELKNAP	7546	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	5,761	100%	2018	38,407	2028					51,091					
PW BELKNAP	7486	FREIGHTLINER DUMP TRUCK	10	7,000	4%	15%	27,069	100%	2018	180,462	2028					240,059					
PW BELKNAP	7995	RAPID VIEW CAMERA TRAILER	10	5,000	4%	15%	29,517	100%	2018	196,781	2028					261,767					
PW BELKNAP	7917	FRTLINR VACTOR JET TRUCK	10	7,000	4%	15%	54,794	100%	2018	365,290	2028					485,925					
PW BELKNAP	7802	KUBOTA F2690 MOWER	10	3,000	4%	15%	2,535	100%	2019	16,900	2029						22,481				
PW BELKNAP	7815	KUBOTA F2690 MOWER	10	3,000	4%	15%	2,535	100%	2019	16,900	2029						22,481				
PW BELKNAP	7811	SMITHCO SWEEPER	10	3,000	4%	15%	5,708	100%	2019	38,055	2029						50,623				
PW BELKNAP	7484	FREIGHTLINER 12YD DUMP TRUCK	10	100,000	4%	15%	22,092	100%	2019	147,277	2029						195,914				
PW BELKNAP	7550	KIEFER BUILT 45' TRAILER	20		4%	10%	1,298	100%	2009	12,980	2029						27,143				
PW BELKNAP	7143	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						35,547				
PW BELKNAP	7320	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						35,547				
PW BELKNAP	7114	FORD F250 4X4 PICKUP W/SERVICE BODY	10	100,000	4%	10%	3,749	100%	2019	37,487	2029						51,741				
PW BELKNAP	7415	FORD F350 4X4 PICKUP W/SERVICE BODY	10	100,000	4%	10%	3,955	100%	2019	39,551	2029						54,590				
PW BELKNAP	7851	FORD F250 4X4 EXTCAB W/SERVICE BODY	10	100,000	4%	10%	3,978	100%	2019	39,777	2029						54,902				
PW BELKNAP	7177	FORD F250 4X4 EXTCAB WITH SERVICE BODY	10	100,000	4%	10%	4,011	100%	2019	40,113	2029						55,366				
PW BELKNAP	7909	FORD F250 4X4 EXTCAB WITH SERVICE BODY,CO	10	100,000	4%	10%	5,489	100%	2019	54,893	2029						75,766				
PW BELKNAP	7540	FORD F250 4X4 EXTCAB WITH SERVICE BODY,CO	10	100,000	4%	10%	6,599	100%	2019	65,987	2029						91,078				
PW BELKNAP	7846	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	35%	8,775	100%	2020	25,072	2030							33,246			
PW BELKNAP	7801	JOHN DEERE GATOR	10		4%	15%	1,500	100%	2020	10,000	2030							13,302			
PW BELKNAP	7115	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							29,136			
PW BELKNAP	7319	CHEVY MALIBU 4DR SEDAN	30	80,000	4%	15%	2,299	100%	2000	15,324	2030							47,404			
PW BELKNAP	7355	DODGE 3500 2WD W/SERVICE BODY	10	100,000	4%	15%	5,522	100%	2020	36,812	2030							48,969			
PW BELKNAP	7352	CHEVY 3500 4X4 EXT CAB WITH SERVICE BODY	10	100,000	4%	15%	6,290	100%	2020	41,932	2030							55,780			
PW BELKNAP	7408	CHEVY 3500 4X4 EXT CAB WITH SERVICE BODY	10	100,000	4%	15%	6,290	100%	2020	41,932	2030							55,780			
PW BELKNAP	3090	FORD TRANSIT CONNECT VAN	15	100,000	3%	15%	3,268	100%	2015	21,784	2030							30,671			
PW BELKNAP	7806	FORD F550 4X4 W/PLOW DUMP BED	10	100,000	3%	15%	8,628	100%	2020	57,517	2030							68,670			
PW BELKNAP	7914	DODGE RAM 5500 DUMP TRUCK W/SNOW PLOW	10	100,000	3%	15%	10,437	100%	2020	69,583	2030							83,076			
PW BELKNAP	7407	DODGE 3500 2X4	10	100,000	4%	15%	6,243	100%	2021	41,618	2031								55,362		
PW BELKNAP	7918	FREIGHTLINER VACTOR	10	7,000	4%	10%	39,628	100%	2021	396,282	2031								546,966		
PW BELKNAP	7107	GENRAC GENERATOR ON TRAILER	20	N/A	4%	15%	5,220	100%	2012	34,800	2032									71,031	
PW BELKNAP	7421	HENDERSON SLIDE IN SANDER	20	N/A	4%	5%	510	100%	2012	10,200	2032									21,839	
PW BELKNAP	7423	HENDERSON SLIDE IN SANDER	20	N/A	4%	5%	510	100%	2012	10,200	2032									21,839	
PW BELKNAP	7420	WAUSAU SNOW PLOW	20	100,000	4%	5%	1,092	100%	2012	21,844	2032									46,771	
PW BELKNAP	7422	WAUSAU SNOW PLOW	20	N/A	4%	5%	1,092	100%	2012	21,844	2032									46,771	
PW BELKNAP	7620x	FREIGHTLINER 12 YD	10	7,000	4%	15%	11,370	100%	2023	75,800	2033										100,833
PW BELKNAP	7405	CHEVY COLORADO PICKUP	10	100,000	4%	15%	3,720	100%	2023	24,800	2033										32,991
PW BELKNAP	7101	FORD F250 PICKUP W/SERVICEBODY	10	100,000	4%	15%	5,702	100%	2023	38,016	2033										50,570
PW BELKNAP	7353	FORD F150 4X2 SUPERCAB	10	80,000	4%	15%	6,264	100%	2023	41,757	2033										55,548
PW BELKNAP	7908	TRAILER	10	N/A	4%	10%	752	100%	2023	7,522	2033										10,383
PW BELKNAP	7106	FORD RANGER REG CAB PICKUP	10	100,000	3%	15%	2,790	100%	2023	18,597	2033										22,203
PW BELKNAP	7350	FORD F150 4X2 SUPERCAB	10	80,000	2%	15%	546	100%	2023	3,641	2033										3,893
PW BELKNAP	7812	HANCO GENERATOR ON TRAILR	20	7,000	4%	15%	3,547	100%	2014	23,645	2034										
PW BELKNAP	7930	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034										
PW BELKNAP	7804	BOBCAT S70 SKIDSTEER	15	4,000	3%	15%	3,032	100%	2020	20,211	2035										
PW BELKNAP	7919	Behnke 8x25 trailer	15	N/A	4%	5%	795	100%	2021	15,900	2036										
PW BELKNAP	7476	CAT SKID STEER LOADER	15	2,000	4%	15%	11,345	50%	2023	75,633	2038										
PW BELKNAP	7476	CAT SKID STEER LOADER	15	2,000	4%	15%	11,345	50%	2023	75,633	2038										
PW BELKNAP	7436	JOHN DEERE 710D BACKHOE	15	7,000	4%	15%	43,975	100%	2023	293,168	2038										
PW BELKNAP	7342	PJ DECKOVER TRAILER	20	100,000	3%	15%	1,199	100%	2018	7,993	2038										
PW BELKNAP	7871	CATERPILLAR FORKLIFT	20	7,000	4%	5%	4,933	100%	2020	98,662	2040										
PW BELKNAP	7872	HELI LIFT TRUCK	20	7,000	4%	5%	1,493	100%	2022	29,850	2042										
PW BELKNAP	3423x	TOYOTA FORKLIFT	20	7,000	4%	10%	5,265	100%	2023	52,653	2043										
PW BELKNAP	7360x	TOYOTA FORKLIFT	20	1,000	4%	10%	5,265	100%	2023	52,653	2043										
PW BELKNAP Total												859,102	2,873,493	1,867,011	611,190	1,338,397	773,179	466,036	602,328	270,449	476,760
SOLID WASTE	0055	ATC CNG/CURBTENDER S LOAD	7	10,000	4%	20%	63,111	100%	2017	315,556	2024	352,139							483,330		
SOLID WASTE	0229	VOLVO EXCAVATOR RUBBER TIRE	24	12,000	4%	15%	20,380	100%	2000	135,868	2024	327,891									
SOLID WASTE	0056	AUTO CAR CURBTENDER SIDE LD	7	10,000	4%	10%	31,556	100%	2017	315,557	2024	383,696							514,887		
SOLID WASTE	0269	JOHN DEERE DOZER	4	10,000	4%	40%	204,000	100%	2021	510,000	2025		392,628				493,970				612,526
SOLID WASTE	0263	JOHN DEERE 950K DOZER	5	10,000	4%	40%	200,843	100%	2020	502,107	2025		410,047					542,398			
SOLID WASTE	0262	CAT 836K COMPACTOR	5	10,000	4%	40%	410,840	100%	2020	1,027,100	2025		838,784					1,109,519			
SOLID WASTE	0243	CAT 327G TWIN ENGINE SCRAPER	16	8,000	4%	20%	127,888	100%	2009	639,438	2025		1,069,768								
SOLID WASTE	0256	CAT SKIDSTEER 259D	8	7,500	4%	17%	8,411	100%	2017	49,475	2025		59,299								84,255
SOLID WASTE	0264	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		86,464					108,239			
SOLID WASTE	0265	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		86,464					108,239			
SOLID WASTE	0266	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		86,464					108,239			
SOLID WASTE	0249	MONROE TRIPEDGE SNOWPLOW	31	0	4%	15%	75	100%	1994	500	2025		1,612								
SOLID WASTE	0027	CHEVY 3/4 TON 4X4 PICKUP	12	100,000	4%	15%	3,830	100%	2013	25,533	2025		37,049								
SOLID WASTE	0250	KINCAID PRO HYDROSEEDER	12	7,000	4%	15%	6,876	100%	2013	45,843	2025		66,520								

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Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
SOLID WASTE	0206	CHAMPION GRADER MDL 720A	30	10,000	4%	15%	15,975	100%	1995	106,498	2025		329,441								
SOLID WASTE	0030	FORD F250 4X4 PICKUP	10	100,000	4%	10%	2,402	100%	2015	24,024	2025		33,159								
SOLID WASTE	0063	PETERBUILT NEWAY FRONTLOAD	7	10,000	4%	10%	24,712	100%	2018	247,122	2025		300,483							403,223	
SOLID WASTE	0260	CAT 938M LOADER	6	8,000	4%	10%	26,353	100%	2019	263,533	2025		307,100						395,572		
SOLID WASTE	0074	AUTOCAR BRIDGEPORT SIDE LOAD	7	10,000	4%	10%	25,465	100%	2018	254,648	2025		309,635							415,503	
SOLID WASTE	0075	AUTOCAR BRIDGEPORT SIDE LOAD	7	10,000	4%	10%	25,465	100%	2018	254,648	2025		309,635							415,503	
SOLID WASTE	0070	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025		316,215							424,334	
SOLID WASTE	0071	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025		316,215							424,334	
SOLID WASTE	0072	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025		316,215							424,334	
SOLID WASTE	0073	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025		316,215							424,334	
SOLID WASTE	0058	PETERBUILT REARLOAD	9	10,000	4%	10%	25,737	100%	2016	257,374	2025		340,586								
SOLID WASTE	0050	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	27,719	100%	2016	277,192	2025		366,811								
SOLID WASTE	0051	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	27,719	100%	2016	277,192	2025		366,811								
SOLID WASTE	0057	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	29,235	100%	2016	292,346	2025		386,865								
SOLID WASTE	0254	CAT 966M FRONTEND LOADER	8	10,000	4%	10%	38,712	100%	2017	387,118	2025		491,086								686,353
SOLID WASTE	0066	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025		322,979							431,623	
SOLID WASTE	0067	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025		322,979							431,623	
SOLID WASTE	0068	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025		322,979							431,623	
SOLID WASTE	0231	5YD DUMP TRUCK	14	70,000	4%	5%	6,692	100%	2011	133,839	2025		225,074								
SOLID WASTE	0236	5YD DUMP TRUCK	14	70,000	4%	5%	6,692	100%	2011	133,839	2025		225,074								
SOLID WASTE	236	FRTLINER 10YD DUMP TRUCK	14	80,000	3%	10%	2,500	100%	2011	25,000	2025		35,315								
SOLID WASTE	0194	AUTOCAR CNG HEIL 5000 RL	10	10,000	3%	10%	25,013	100%	2015	250,126	2025		311,136								
SOLID WASTE	0197	PETERBUILT CNG SIDELOAD	9	10,000	3%	10%	30,380	100%	2016	303,795	2025		366,004								
SOLID WASTE	0198	PETERBUILT CNG SIDELOAD	9	10,000	3%	10%	30,380	100%	2016	303,795	2025		366,004								
SOLID WASTE	0261x	CAT 836K COMPACTOR	3	10,000	4%	40%	431,273	100%	2023	1,078,183	2026			781,536			932,972			1,103,317	
SOLID WASTE	0033	CHEVY 2500HD 4X4 PICKUP	10	100,000	4%	15%	4,330	100%	2016	28,869	2026			38,403							
SOLID WASTE	0069	PETERBUILT/HEIL SIDELOAD	8	8,000	4%	15%	39,328	100%	2018	262,186	2026			319,492							
SOLID WASTE	0059	PETERBUILT REARLOAD	10	10,000	4%	5%	12,525	100%	2016	250,490	2026			358,262							
SOLID WASTE	0060	PETERBUILT REARLOAD	10	10,000	4%	5%	12,525	100%	2016	250,490	2026			358,262							
SOLID WASTE	0052	PETERBUILT REAR LOAD	10	12,000	4%	5%	12,882	100%	2016	257,648	2026			368,500							
SOLID WASTE	0053	PETERBUILT REAR LOAD	10	12,000	4%	5%	12,882	100%	2016	257,648	2026			368,500							
SOLID WASTE	0028	FORD F250 4X4 PICKUP	12	100,000	3.0%	15%	3,783	100%	2014	25,217	2026			32,171							
SOLID WASTE	1392	SWENSON SLIDE-IN SANDER	15	N/A	3%	10%	240	100%	2011	2,400	2026			3,499							
SOLID WASTE	1292	SCHMIDT/WAUSAU MF3	15	N/A	3%	10%	350	100%	2011	3,500	2026			5,103							
SOLID WASTE	1391	SWENSON SLIDE-IN SANDER	15	N/A	3%	10%	1,200	100%	2011	12,000	2026			17,496							
SOLID WASTE	1291	SCHMIDT/WAUSAU MF3	15	N/A	3%	10%	1,723	100%	2011	17,225	2026			25,113							
SOLID WASTE	0054	FREIGHTLINER ROLL OFF	10	10,000	4%	20%	32,830	100%	2017	164,151	2027				210,153						
SOLID WASTE	0258	CAT 316 EXCAVATOR	10	12,000	4%	15%	32,212	100%	2017	214,745	2027				285,663						
SOLID WASTE	0191	PTRBLT LEACH REARLOAD	12	12,000	4%	10%	20,443	100%	2015	204,432	2027				306,859						
SOLID WASTE	0076	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0077	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0078	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0079	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0080	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0081	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027				345,568						
SOLID WASTE	0082	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,844	100%	2020	288,441	2027				350,725						
SOLID WASTE	0085	PETERBUILT HEIL FRONT LD	7	10,000	4%	10%	32,221	100%	2020	322,214	2027				391,790						
SOLID WASTE	0086	PETERBUILT HEIL FRONT LD	7	10,000	4%	10%	32,221	100%	2020	322,214	2027				391,790						
SOLID WASTE	0036	FORD F250 4X4 PICKUP	10	100,000	4%	5%	1,366	100%	2017	27,329	2027				39,087						
SOLID WASTE	0037	FORD F250 4X4 PICKUP	10	100,000	4%	5%	1,366	100%	2017	27,329	2027				39,087						
SOLID WASTE	0026	CHEVY 4X4 CREW CAB PICKUP	15	100,000	4%	15%	4,351	100%	2013	29,008	2028					47,891					
SOLID WASTE	0270	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028					225,766					
SOLID WASTE	0271	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028					225,766					
SOLID WASTE	0272	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028					225,766					
SOLID WASTE	0255	CAT WHEEL LOADER	7	8,000	4%	15%	40,266	100%	2021	268,439	2028					312,982					
SOLID WASTE	0202	SWENSON SANDER	39	N/A	4%	10%	633	100%	1989	6,328	2028					28,580					
SOLID WASTE	0061	FREIGHTLINER ROLLOFF	10	10,000	4%	10%	16,572	100%	2018	165,720	2028					228,734					
SOLID WASTE	0062	FREIGHTLINER ROLLOFF	10	10,000	4%	10%	16,572	100%	2018	165,720	2028					228,734					
SOLID WASTE	0064	AUTOCAR HEIL REARLOAD	10	10,000	4%	8%	19,688	100%	2018	246,098	2028					344,597					
SOLID WASTE	0065	AUTOCAR HEIL REARLOAD	10	10,000	4%	8%	19,688	100%	2018	246,098	2028					344,597					
SOLID WASTE	0219	HYDRAULIC SLIDE IN SANDER-Under $5000	44	N/A	4%	5%	240	100%	1984	4,800	2028					26,719					
SOLID WASTE	90209	REFUSE CONTAINER CARRIER 8000# W/360 DEGR	29		4%	5%	622	100%	1999	12,430	2028					38,143					
SOLID WASTE	0087	FREIGHTLINER ROLL OFF	7	10,000	4%	5%	8,654	100%	2021	173,073	2028					219,099					
SOLID WASTE	90205	TWO STATION HIGH PRESSURE WASHER	29		4%	0%	-	100%	1999	10,661	2028					33,249					
SOLID WASTE	0196	FREIGHTLINER GRAPPLE TRUCK	15	10,000	3%	20%	29,367	100%	2013	146,833	2028					199,394					
SOLID WASTE	0039	FORD F250 4X4 PICKUP	10	100,000	4%	15%	4,356	100%	2019	29,038	2029						38,628				
SOLID WASTE	90208	ROTARY BROOM FOR CASE LOADER	30		4%	10%	889	100%	1999	8,890	2029						27,945				
SOLID WASTE	0020	FORD F550 SERVICE TRUCK	10	10,000	4%	10%	8,123	100%	2019	81,227	2029						112,113				
SOLID WASTE	0088	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029						383,094				
SOLID WASTE	0089	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029						383,094				
SOLID WASTE	0090	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029						383,094				
SOLID WASTE	0029	FORD FUSION SEDAN	15	100,000	3.0%	10%	1,872	100%	2014	18,724	2029						27,299				
SOLID WASTE	0192x	PTRBLT NEWAY FRONTLOAD	7	7,000	4%	20%	50,255	100%	2023	251,273	2030							280,404			
SOLID WASTE	0193x	PTRBLT CURBTENDER SIDE LD	7	7,000	4%	20%	59,189	100%	2023	295,947	2030							330,257			
SOLID WASTE	0195x	AUTOCAR CNG HEIL SIDELOAD	7	10,000	3%	10%	29,901	100%	2023	299,008	2030							337,841			
SOLID WASTE	0024	DODGE RAM 2500 4X4 CREW CAB PICKUP	10	100,000	4%	10%	3,054	100%	2020	30,542	2030							42,155			
SOLID WASTE	0220	FREIGHTLINER 4000GL WATER TRUCK	10	10,000	4%	10%	19,175	100%	2020	191,750	2030							264,662			
SOLID WASTE	0083	PETERBUILT HEIL REARLOAD	10	10,000	4%	10%	20,861	100%	2020	208,605	2030							287,926			

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
SOLID WASTE	0084	FREIGHTLINER ROLLOFF	10	10,000	4%	5%	9,110	100%	2020	182,200	2030							260,591			
SOLID WASTE	0268	DPS GRINDER	10	10,000	4%	5%	39,520	100%	2020	790,400	2030							1,130,465			
SOLID WASTE	0040	DODGE RAM 4500 4X4 FLATBED	10	100,000	3%	10%	4,600	100%	2020	45,999	2030							57,219			
SOLID WASTE	0189x	FREIGHTLINER ROLL OFF	8	7,000	4%	15%	28,224	100%	2023	188,159	2031								229,285		
SOLID WASTE	0190x	FREIGHTLINER ROLL OFF	8	7,000	4%	15%	28,224	100%	2023	188,159	2031								229,285		
SOLID WASTE	0038x	FORD F250 2WD W/SERVICE BODY	10	100,000	5%	25%	3,030	100%	2023	12,120	2033										16,506
SOLID WASTE	0141x	AUTOCAR WATER TANKER	12	15,000	3%	5%	1,239	100%	2023	24,786	2035										
SOLID WASTE	0267	LOADTRAIL TILT TRAILER	15	N/A	4%	5%	323	100%	2020	6,450	2035										
SOLID WASTE	0035	TOYOTA FORKLIFT	20	7,000	4%	10%	4,679	100%	2016	46,786	2036										
SOLID WASTE	0025	DODGE RAM 5500 TANK TRUCK	20	100,000	4%	5%	4,120	100%	2019	82,408	2039										
SOLID WASTE	0273	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042										
SOLID WASTE	0274	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042										
SOLID WASTE	0275	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042										
SOLID WASTE	0276	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042										
SOLID WASTE	0217	TANK ROLLOFF 4000 GAL	50	7,000	4%	5%	1,152	100%	1995	23,040	2045										
SOLID WASTE Total												1,063,726	10,439,114	2,676,336	4,088,562	2,730,018	2,782,208	4,968,154	1,852,358	5,329,750	1,399,640
STREET/TRAFFIC	1324	ISUZU PAINT STRIPER	20	4,000	5%	50%	5,000	100%	2004	10,000	2024	21,533									
STREET/TRAFFIC	1344	PORTABLE SOLAR ARROWBOARD	25	N/A	4%	15%	823	100%	1999	5,485	2024	13,799									
STREET/TRAFFIC	1385	ROCK WHEEL SKIDSTEER ATTACHMENT	17	N/A	4%	15%	2,384	100%	2007	15,890	2024	28,569									
STREET/TRAFFIC	1113	CHEVY 2500 4X4 W/PLOW	11	100,000	4%	15%	4,701	100%	2013	31,338	2024	43,543									
STREET/TRAFFIC	1323	VERMEER BRUSH CHIPPER	25	4,000	4%	15%	2,970	100%	1999	19,800	2024	49,814									
STREET/TRAFFIC	1203	ASPHALT ROLLER,	29	6,000	4%	15%	3,491	100%	1995	23,275	2024	69,095									
STREET/TRAFFIC	1224	IHC DE-ICE UNIT	24	60,000	4%	15%	8,733	100%	2000	58,218	2024	140,498									
STREET/TRAFFIC	1196	FORD F750 DOUBLE DUMP	13	80,000	4%	15%	20,195	100%	2011	134,633	2024	203,979									
STREET/TRAFFIC	1197	FORD F750 DOUBLE DUMP	13	80,000	4%	15%	20,195	100%	2011	134,633	2024	203,979									
STREET/TRAFFIC	1248	FREIGHTLINER/ELGIN STREET SWEEPER	11	7,000	4%	15%	30,989	100%	2013	206,593	2024	287,051									
STREET/TRAFFIC	1245	FREIGHTLINER.ELGIN SWEEPER	13	7,000	4%	15%	28,693	100%	2011	191,289	2024	289,817									
STREET/TRAFFIC	1250	FREIGHTLINER/ELGN SWEEPER	10	7,000	4%	10%	20,244	100%	2014	202,443	2024	279,421									
STREET/TRAFFIC	1337	HOTSY STEAMER	14	N/A	4%	5%	425	100%	2010	8,495	2024	14,286									
STREET/TRAFFIC	1319	GRACO LINE LAZER	10	N/A	5%	15%	1,078	100%	2015	7,188	2025		10,630								
STREET/TRAFFIC	1366	BACKHOE ATTACHMENT	25	0	4%	15%	1,307	100%	2000	8,716	2025		21,928								
STREET/TRAFFIC	1343	TORO 7200 ZERO TURN MOWER	14	4,000	4%	15%	2,518	100%	2011	16,784	2025		26,547								
STREET/TRAFFIC	1237	BOBCAT UTV 3400	14		4%	15%	2,723	100%	2011	18,150	2025		28,707								
STREET/TRAFFIC	1318	AIR COMPRESSOR	33	4,000	4%	15%	1,359	100%	1992	9,060	2025		31,695								
STREET/TRAFFIC	1353	SLIDE IN DE-ICE TANK SPRAYER	20	0	4%	15%	2,376	100%	2005	15,840	2025		32,331								
STREET/TRAFFIC	1104	CHEVY 3/4 TON PICKUP	17	80,000	4%	15%	2,726	100%	2008	18,170	2025		32,668								
STREET/TRAFFIC	1110	FORD F150 4X4 XCAB PICKUP	10	100,000	4%	15%	3,885	100%	2015	25,903	2025		34,457								
STREET/TRAFFIC	1101	FORD 3/4 TON W/LIFTGATE	12	100,000	4%	15%	3,704	100%	2013	24,691	2025		35,827								
STREET/TRAFFIC	1107	FORD F350 DUALLY FLATBED	10	100,000	4%	15%	4,061	100%	2015	27,070	2025		36,010								
STREET/TRAFFIC	1166	FORD F350 4X2 DUMP TRUCK	10	100,000	4%	15%	4,707	100%	2015	31,382	2025		41,746								
STREET/TRAFFIC	1168	FORD F350 4X2 DUMP TRUCK	10	100,000	4%	15%	4,707	100%	2015	31,382	2025		41,746								
STREET/TRAFFIC	1116	FORD F350 4X4 W/PLOW	14	100,000	4%	15%	4,574	100%	2011	30,495	2025		48,233								
STREET/TRAFFIC	1235	BOBCAT 220 SKIDSTEER LOADER	16	7,000	4%	15%	5,080	100%	2009	33,868	2025		58,354								
STREET/TRAFFIC	1143	WEILER PAVER	10	100,000	4%	15%	22,136	100%	2015	147,574	2025		196,309								
STREET/TRAFFIC	1211	CASE 721F WHEEL LOADER	10	7,000	4%	15%	23,146	100%	2015	154,305	2025		205,263								
STREET/TRAFFIC	1233	JOHN DEERE BACKHOE LOADER	29	7,000	4%	15%	10,483	100%	1996	69,887	2025		207,470								
STREET/TRAFFIC	1229	FREIGHTLINER 2 TON FLATBED TRUCK	25	7,000	4%	15%	13,131	100%	2000	87,542	2025		220,241								
STREET/TRAFFIC	1121	FREIGHTLINER/VERSALIFT BUCKET TRUCK	23	7,000	4%	15%	16,736	100%	2002	111,576	2025		258,267								
STREET/TRAFFIC	1243	FREIGHTLINER ELGN SWEEPER	8	7,000	4%	15%	35,850	100%	2017	239,000	2025		291,238								411,793
STREET/TRAFFIC	1315	HI-WAY SLIDE-IN PICKUP SANDER	15	N/A	4%	10%	-	100%	2010		2025		-								
STREET/TRAFFIC	1387	LOADTRAIL TRAILER	15	N/A	4%	10%	570	100%	2010	5,695	2025		9,687								
STREET/TRAFFIC	1103	FORD F250 REG CAB PICKUP	15	100,000	4%	10%	1,727	100%	2010	17,272	2025		29,379								
STREET/TRAFFIC	1393	TORO 7210 MOWER	11	3,000	4%	10%	2,046	100%	2014	20,464	2025		29,457								
STREET/TRAFFIC	1127	FORD F250 PICKUP W/LIFTGATE	13	100,000	4%	10%	2,447	100%	2012	24,471	2025		38,299								
STREET/TRAFFIC	1396	OSHKOSH H SERIES 4X4/6 SNOW BLOWER	42		4%	10%	1,000	100%	1983	10,000	2025		50,928								
STREET/TRAFFIC	1238	FREIGHTLINER VACTOR	10	7,000	4%	10%	32,056	100%	2015	320,556	2025		442,446								
STREET/TRAFFIC	1239	FREIGHTLINER VACTOR	10	7,000	4%	10%	32,056	100%	2015	320,556	2025		442,446								
STREET/TRAFFIC	1347	HYDRAULIC BREAKER TOOL	25	N/A	4%	1%	86	100%	2000	8,590	2025		22,814								
STREET/TRAFFIC	1351	VARIABLE MESSAGE BOARD	15	N/A	4%	15%	1,941	100%	2011	12,940	2026			21,363							
STREET/TRAFFIC	13001	VARIABLE MESSAGE BOARD	15	N/A	4%	15%	1,941	100%	2011	12,940	2026			21,363							
STREET/TRAFFIC	1333	EAGER BEAVER PAVER TRAILER	24	7,000	4%	15%	1,931	100%	2002	12,870	2026			31,059							
STREET/TRAFFIC	1220	FORD 1520 MOWER TRACTOR	32	10,000	4%	15%	1,761	100%	1994	11,742	2026			39,430							
STREET/TRAFFIC	1388	CP AIR COMPRESSOR	14	7,000	4%	15%	4,674	100%	2012	31,160	2026			49,285							
STREET/TRAFFIC	1111	FORD F350 4X4 W/SNOW PLOW	10	100,000	4%	15%	5,640	100%	2016	37,598	2026			50,015							
STREET/TRAFFIC	1230	NEW HOLLAND TL90 TRACTOR	26	10,000	4%	15%	2,882	100%	2000	19,216	2026			50,393							
STREET/TRAFFIC	1122	FREIGHTLINER AERIAL TRUCK	10	7,000	4%	15%	23,195	100%	2016	154,635	2026			205,702							
STREET/TRAFFIC	1244	FREIGHTLINER BROOMBEAR SWEEPER	7	7,000	4%	15%	34,028	100%	2019	226,850	2026			264,492							358,803
STREET/TRAFFIC	1226	FLAIL MOWER	18		4%	10%	1,802	100%	2008	18,015	2026			34,694							
STREET/TRAFFIC	1164	FORD F350 DUMP TRUCK	10	100,000	4%	10%	4,062	100%	2016	40,620	2026			56,066							
STREET/TRAFFIC	1311	LARUE D50 SNOW BLOWER	10	7,000	4%	10%	12,854	100%	2016	128,542	2026			177,419							
STREET/TRAFFIC	1198	FREIGHTLINER DUMP/SANDER	12	100,000	4%	10%	15,397	100%	2014	153,970	2026			231,114							
STREET/TRAFFIC	1199	FREIGHTLINER DUMP/SANDER	12	100,000	4%	10%	15,397	100%	2014	153,970	2026			231,114							
STREET/TRAFFIC	1252	FREIGHTLINER SCHWARTZ SWEEPER	7	7,000	4%	10%	24,181	100%	2019	241,806	2026			294,020							394,549
STREET/TRAFFIC	1360	GRACO GRIND & LINE LAZER	9	N/A	3%	10%	1,460	100%	2017	14,600	2026			17,590							
STREET/TRAFFIC	1109	GMC VAN	22		6%	15%	1,931	100%	2005	12,870	2027				44,447						
STREET/TRAFFIC	1210	BOBCAT MINI TRACK LOADER	13	7,000	4%	15%	3,311	100%	2014	22,071	2027				33,439						
STREET/TRAFFIC	1223	TRAILER W/ 1998 STEAMER(Trailer only)	39	0	4%	15%	1,125	100%	1988	7,500	2027				33,498						
STREET/TRAFFIC	1105	FORD F150 XCAB PICKUP	10	100,000	4%	15%	3,835	100%	2017	25,565	2027				34,008						

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
STREET/TRAFFIC	1162	DODGE 1TON DUMP TRUCK	10	100,000	4%	15%	5,658	100%	2017	37,723	2027				50,181						
STREET/TRAFFIC	1155	FREIGHTLINER CRANE TRUCK	15	7,000	4%	15%	15,658	100%	2012	104,384	2027				172,332						
STREET/TRAFFIC	1234	BOMAG MILLING MACHINE	16	7,000	4%	15%	44,169	100%	2011	294,458	2027				507,346						
STREET/TRAFFIC	1249	FREIGHTLINER BROOMBEAR SWEEPER	7	N/A	3%	10%	24,794	100%	2020	247,939	2027				280,140						
STREET/TRAFFIC	1295	WASAU SNOWPLOW WING 1193	10	N/A	4%	15%	1,199	100%	2018	7,991	2028					10,630					
STREET/TRAFFIC	1350	SOLAR MESSAGE BOARD	10	N/A	4%	15%	2,003	100%	2018	13,355	2028					17,765					
STREET/TRAFFIC	1397	SWENSON SANDER	10	N/A	4%	15%	2,130	100%	2018	14,203	2028					18,893					
STREET/TRAFFIC	1398	SWENSON SANDER	10	N/A	4%	15%	2,130	100%	2018	14,203	2028					18,893					
STREET/TRAFFIC	1277	SNOW PLOW	10	N/A	4%	15%	2,268	100%	2018	15,120	2028					20,113					
STREET/TRAFFIC	1278	SNOW PLOW	10	N/A	4%	15%	2,268	100%	2018	15,120	2028					20,113					
STREET/TRAFFIC	1354	SANDER - SLIDE-IN	10	N/A	4%	15%	2,355	100%	2018	15,700	2028					20,885					
STREET/TRAFFIC	1285	SCHMIDT/WASAU SNOWPLOW	10	N/A	4%	15%	2,717	100%	2018	18,114	2028					24,096					
STREET/TRAFFIC	1293	SCHMIDT/WASAU SNOWPLOW	10	N/A	4%	15%	2,717	100%	2018	18,114	2028					24,096					
STREET/TRAFFIC	1280	SNOW PLOW	10	N/A	4%	15%	2,994	100%	2018	19,960	2028					26,552					
STREET/TRAFFIC	1128	DODGE RAM 3500 DUMP TRUCK	10	N/A	4%	15%	5,548	100%	2018	36,986	2028					49,200					
STREET/TRAFFIC	1129	DODGE RAM 3500 DUMP TRUCK	10	N/A	4%	15%	5,548	100%	2018	36,986	2028					49,200					
STREET/TRAFFIC	1154	FREIGHTLINER 12YD DUMP TRUCK	10	100,000	4%	15%	20,151	100%	2018	134,340	2028					178,705					
STREET/TRAFFIC	1184	Chevy 1 ton dump truck	10	100,000	4%	15%	20,457	100%	2018	136,380	2028					181,419					
STREET/TRAFFIC	1185	Chevy 1 ton dump truck	10	100,000	4%	15%	20,457	100%	2018	136,380	2028					181,419					
STREET/TRAFFIC	1193	FREIGHTLINER 12YD DUMP TK	10	100,000	4%	15%	22,283	100%	2018	148,552	2028					197,610					
STREET/TRAFFIC	1194	FRTLNR TANDEM DUMP TRUCK	10	100,000	4%	15%	23,481	100%	2018	156,543	2028					208,240					
STREET/TRAFFIC	1282	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						23,837				
STREET/TRAFFIC	1283	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						23,837				
STREET/TRAFFIC	1289	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						23,837				
STREET/TRAFFIC	1386	TREE SPADE SKIDSTEER ATTACHMENT	22	N/A	4%	15%	1,760	100%	2007	11,736	2029						26,053				
STREET/TRAFFIC	1165	FORD F350 DUMP TRUCK	10	100,000	4%	15%	5,789	100%	2019	38,596	2029						51,342				
STREET/TRAFFIC	1317	GRACO LINELAZER	6	N/A	3%	10%	823	100%	2023	8,227	2029						9,001				
STREET/TRAFFIC	1346	SCAG ZERO TURN MOWER	10	N/A	4%	15%	1,709	100%	2020	11,390	2030							15,151			
STREET/TRAFFIC	1352	VARIABLE MESSAGE BOARD	10	N/A	4%	15%	2,182	100%	2020	14,545	2030							19,348			
STREET/TRAFFIC	1353	VARIABLE MESSAGE BOARD	10	N/A	4%	15%	2,182	100%	2020	14,545	2030							19,348			
STREET/TRAFFIC	1112	DODGE RAM 3500 REG CAB WITH PLOW	10	100,000	4%	15%	5,394	100%	2020	35,961	2030							47,837			
STREET/TRAFFIC	1169	DODGE RAM 3500 DUMP TRUCK	10	100,000	4%	15%	6,070	100%	2020	40,464	2030							53,827			
STREET/TRAFFIC	1118	DODGE RAM 5500 SERVICE TRUCK	10	100,000	4%	15%	10,151	100%	2020	67,670	2030							90,018			
STREET/TRAFFIC	1182	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							185,520			
STREET/TRAFFIC	1183	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							185,520			
STREET/TRAFFIC	1189	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							185,520			
STREET/TRAFFIC	1150	FREIGHTLINER TANDEM DUMP TRUCK	10	100,000	4%	15%	20,940	100%	2020	139,601	2030							185,703			
STREET/TRAFFIC	1124	FREIGHTLINER ROLLOFF TRUCK	10	100,000	4%	15%	27,306	100%	2020	182,042	2030							242,160			
STREET/TRAFFIC	1228	KENWORTH POTHOLE PATCHER	10	100,000	4%	15%	35,165	100%	2020	234,433	2030							311,853			
STREET/TRAFFIC	1212	CAT 140AWP GRADER	10	N/A	4%	15%	41,400	100%	2020	276,000	2030							367,147			
STREET/TRAFFIC	1213	CAT 140AWP GRADER	10	N/A	4%	15%	41,400	100%	2020	276,000	2030							367,147			
STREET/TRAFFIC	1307	PETERBUILT PAINT STRIPER	10	100,000	4%	15%	44,464	100%	2020	296,424	2030							394,316			
STREET/TRAFFIC	1303	GRAPPLE ATCMT 1202	20	N/A	4%	10%	769	100%	2010	7,687	2030							16,074			
STREET/TRAFFIC	1356	SWENSON SLIDE-IN SANDER	10	N/A	3%	10%	3,100	100%	2020	31,000	2030							38,561			
STREET/TRAFFIC	1256	SCHMIDT/WAUSAU MF3 SNOW PLOW	10	N/A	3%	10%	3,280	100%	2020	32,800	2030							40,800			
STREET/TRAFFIC	1160	FORD F250 2WD	10	100,000	4%	15%	4,061	100%	2021	27,070	2031								36,010		
STREET/TRAFFIC	1161	FORD F250 2WD	10	100,000	4%	15%	4,061	100%	2021	27,070	2031								36,010		
STREET/TRAFFIC	1120	Dodge 3500 4x4	10	100,000	4%	15%	4,611	100%	2021	30,742	2031								40,894		
STREET/TRAFFIC	1158	FREIGHTLINER TANDEM DUMP TRUCK	10	N/A	4%	15%	4,920	100%	2021	32,800	2031								43,632		
STREET/TRAFFIC	1180	FREIGHTLINER DUMP TRUCK	10	100,000	4%	15%	24,320	100%	2021	162,132	2031								215,675		
STREET/TRAFFIC	1181	FREIGHTLINER DUMP TRUCK	10	100,000	4%	15%	24,320	100%	2021	162,132	2031								215,675		
STREET/TRAFFIC	1186	FREIGHTLINER DUMP/SANDER	15	100,000	4%	15%	20,381	100%	2016	135,873	2031								224,319		
STREET/TRAFFIC	1187	FREIGHTLINER DUMP/SANDER	15	100,000	4%	15%	20,381	100%	2016	135,873	2031								224,319		
STREET/TRAFFIC	1200	CAT 12M3AWD GRADER	15	7,000	4%	15%	37,703	100%	2016	251,350	2031								414,965		
STREET/TRAFFIC	1358	SWENSON SLIDE-IN SANDER	10	N/A	3%	5%	1,550	100%	2021	31,000	2031								40,111		
STREET/TRAFFIC	1258	SCHMIDT/WAUSAU MF3 SNOW PLOW	10	N/A	3%	5%	1,640	100%	2021	32,800	2031								42,440		
STREET/TRAFFIC	1376	GRACO PAINT GUN	10	N/A	4%	15%	1,429	100%	2022	9,525	2032									12,671	
STREET/TRAFFIC	1298	MONROE SNOW PLOW TRIPEDGE	18	N/A	4%	15%	2,212	100%	2014	14,744	2032									27,657	
STREET/TRAFFIC	1299	MONROE SNOW PLOW TRIPEDGE	18	N/A	4%	15%	2,212	100%	2014	14,744	2032									27,657	
STREET/TRAFFIC	1207	CAT MINI TRACK HOE	10	7,000	4%	15%	14,585	100%	2022	97,232	2032									129,342	
STREET/TRAFFIC	1151	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									310,643	
STREET/TRAFFIC	1152	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									310,643	
STREET/TRAFFIC	1153	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									310,643	
STREET/TRAFFIC	1301	LARUE SNOW BLOWER	20	7,000	3%	15%	18,330	100%	2012	122,198	2032									202,373	
STREET/TRAFFIC	1296	WAUSAU SNOW PLOW	20	N/A	3%	5%	1,092	100%	2012	21,844	2032									38,360	
STREET/TRAFFIC	1297	WASAU SNOW PLOW	20	N/A	3%	5%	1,092	100%	2012	21,844	2032									38,360	
STREET/TRAFFIC	1123x	IHC AERIAL LIFT TRUCK	10	7,000	5%	4%	8,944	100%	2023	223,608	2033										355,290
STREET/TRAFFIC	1365x	GRACO LINE LAZER	10	N/A	4%	15%	1,327	100%	2023	8,846	2033										11,767
STREET/TRAFFIC	1170x	Freightliner Roll Off	10	7,000	4%	15%	32,425	100%	2023	216,166	2033										287,554
STREET/TRAFFIC	1222x	FREIGHTLINER DE-ICE UNIT	10	60,000	4%	15%	35,159	100%	2023	234,390	2033										311,796
STREET/TRAFFIC	1115	FORD F350 4X4 W/PLOW	10	100,000	4%	15%	6,529	100%	2023	43,524	2033										57,897
STREET/TRAFFIC	1232	FREIGHTLINER DE-ICE UNIT	10	60,000	4%	15%	28,970	100%	2023	193,133	2033										256,914
STREET/TRAFFIC	1246	Freightliner/Elgin Broom Bear Sweeper	10	7,000	4%	15%	40,676	100%	2023	271,176	2033										360,730
STREET/TRAFFIC	1313	LARUE D60 SNOW BLOWER	15	7,000	4%	15%	27,760	100%	2019	185,065	2034										
STREET/TRAFFIC	1204	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034										
STREET/TRAFFIC	1206	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034										
STREET/TRAFFIC	1236	CASE SKID STEER LOADER	40	7,000	4%	15%	3,394	100%	1995	22,629	2035										
STREET/TRAFFIC	1218	HAMM HD13 ROLLER	20	7,000	4%	15%	9,660	100%	2015	64,400	2035										

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031	2,032	2,033
STREET/TRAFFIC	1171	VOLVO TRUCK/TRACTOR	20	80,000	4%	15%	15,790	100%	2015	105,267	2035										
STREET/TRAFFIC	1254	FREIGHTLINER WATER TRUCK	20	N/A	4%	15%	20,305	100%	2016	135,369	2036										
STREET/TRAFFIC	1205	CAT 12M3AWD GRADER	20	7,000	4%	15%	37,703	100%	2016	251,350	2036										
STREET/TRAFFIC	1286	HENKE V-PLOW	20		4%	5%	800	100%	2016	16,000	2036										
STREET/TRAFFIC	1287	HENKE V-PLOW	20		4%	5%	800	100%	2016	16,000	2036										
STREET/TRAFFIC	1227x	FORD 3430 TRACTOR MOWER	15	10,000	4%	15%	3,657	100%	2023	24,378	2038										
STREET/TRAFFIC	1202	KOMATSU 4YD LOADER	15	7,000	4%	15%	33,686	100%	2023	224,574	2038										
STREET/TRAFFIC	1305	INGERSALL RAND AIR COMP	20	4,000	4%	15%	5,095	100%	2023	33,965	2043										
STREET/TRAFFIC	1201	CASE 721E LOADER	133	8,000	4%	15%	20,524	100%	2010	136,828	2143										
STREET/TRAFFIC Total												1,645,383	2,925,123	1,775,118	1,155,390	1,247,832	157,906	2,765,854	1,534,050	1,408,349	2,807,092
Grand Total												9,228,175	25,398,584	9,017,624	11,068,152	7,846,903	7,820,332	9,478,492	6,188,000	11,380,269	20,460,899

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043
AIRPORT	1732	OSHKOSH P SERIES 4X4 SNOW PLOW/22' SCHMID	21	7,000	4%	10%	23,205	100%	2003	232,048	2024										
AIRPORT	1736	OSHKOSH P SERIES 4X4 SNOW PLOW/22' SCHMID	20	7,000	4%	10%	24,490	100%	2004	244,896	2024										
AIRPORT	1733	OSHKOSH H SERIES 4X4 SNOW BLOWER (A-17)	21	7,000	4%	10%	33,560	100%	2003	335,603	2024										
AIRPORT	1730	OSHKOSH HB SERIES 4X4/20' MB BROOM (A-23)	20		4%	8%	30,851	100%	2004	385,636	2024										
AIRPORT	1775	TYMCO SWEEPER/VAC TRUCK	15	7,000	4%	15%	28,099	100%	2010	187,329	2025							579,483			
AIRPORT	1708	CHEVY 2500 PICKUP W/SERVICE BODY-(A-37)	20	100,000	4%	10%	2,096	100%	2005	20,962	2025										
AIRPORT	1710	FORD F350 REG CAB 4X4 PU	14	100,000	3%	10%	2,432	100%	2011	24,322	2025						53,215				
AIRPORT	1704	FORD EXPEDITION	15	100,000	3%	10%	2,881	100%	2010	28,806	2025							67,039			
AIRPORT	1746	Ford Paratransit Van	20	90,000	3%	7%	660	100%	2005	9,426	2025										
AIRPORT	1718	NEW HOLLAND TRACTOR TC45/LAND PRIDE 6' FL/	23	5,000	3%	5%	1,020	100%	2002	20,400	2025										
AIRPORT	E-139	CLYDE 18' PORTABLE HYDRAULIC AIR-STAIRS (E-	38		3%	3%	234	100%	1987	7,800	2025										
AIRPORT	E-157	1 JLG CM2033 SCISSOR LIFT (E-157)	30		3%	3%	404	100%	1995	13,467	2025										
AIRPORT	E177	RIDING CARPET SWEEPER	8		3%	2%	337	100%	2017	16,850	2025								33,916		
AIRPORT	1729	FORD ECONOLINE 350/MB (A-29)	37	4,000	1%	1%	698	100%	1988	69,799	2025										
AIRPORT	1782	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			85,997							
AIRPORT	1783	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			85,997							
AIRPORT	1784	FORD EXPEDITION 4X4	10	100,000	4%	10%	4,113	100%	2016	41,125	2026			85,997							
AIRPORT	1716	CHEVY 3/4 TON PICKUP	20	100,000	4%	5%	900	100%	2006	17,996	2026										
AIRPORT	1743	JOHN DEERE TRACTOR WITH MOWER	20	7,000	4%	2%	1,672	100%	2006	83,591	2026										
AIRPORT	1779	OSHKOSH 4X4 20' BROOM	15	7,000	3%	7%	36,610	100%	2011	523,000	2026								1,232,848		
AIRPORT	E171	CAT GTX 30" RIDING FLOOR SCRUBBER	15		3%	5%	933	100%	2011	18,665	2026								44,372		
AIRPORT	E172	TERMINAL BUILDING TRASH COMPACTOR (E-158)	15		3%	3%	886	100%	2011	29,547	2026								70,832		
AIRPORT	E-146	MILLER 300 SHOP MASTER WELDER/WIRE FEED (	32		3%	0%	-	100%	1994	7,000	2026										
AIRPORT	1734	MILLER BIG 40 PORTABLE WELDER/GENERATOR (	44	4,000	3%	0%	-	100%	1982	6,500	2026										
AIRPORT	1702	FORD CROWN VICTORIA	20	100,000	4%	10%	2,191	100%	2007	21,908	2027										
AIRPORT	1755	DEEP VAC 850	15	N/A	4%	5%	1,248	100%	2012	24,968	2027									79,733	
AIRPORT	1725	JOHN DEERE SKIDSTEER LOADER	20	7,000	4%	3%	743	100%	2007	24,772	2027										
AIRPORT	1709	SKID STEER 320D LOADER	15	7,000	4%	3%	949	100%	2012	31,645	2027									101,688	
AIRPORT	1741	BAUER SCBA COMPRESSOR	20	N/A	4%	3%	1,104	100%	2007	36,785	2027										
AIRPORT	1772	ROSENBAUER AIRCRAFT FIRE RESCUE TRUCK	20		3%	8%	50,726	100%	2007	634,075	2027										
AIRPORT	1773	ROSENBAUER AIRCRAFT FIRE RESCUE TRUCK	20		3%	8%	50,726	100%	2007	634,075	2027										
AIRPORT	E-147	OPS CENTER HYDRAULIC TRASH COMPACTOR (E	35		3%	5%	359	100%	1992	7,185	2027										
AIRPORT	E-168	Escalator Tread Cleaning Machine	19		3%	5%	680	100%	2008	13,595	2027										
AIRPORT	1763	AMIDA LT760D PORTABLE LIGHT PLANT/GENERAT	30	4,000	3%	5%	750	100%	1997	15,000	2027										
AIRPORT	1715	E-ONE TITAN AIRCRAFT RESCUE AND FIREFIGHTI	30	N/A	3%	3%	9,040	100%	1997	301,343	2027										
AIRPORT	1760	16' HOMEMADE TANDEM AXLE EQUIPMENT TRAILI	30		3%	2%	100	100%	1997	5,000	2027										
AIRPORT	E176	CARPET EXTRACTOR	10		3%	2%	207	100%	2017	10,340	2027				18,468						
AIRPORT	1705	JOHN DEERE TRACTOR 6420/15'ALAMO HYDRO M(	24	5,000	3%	2%	1,758	100%	2003	87,900	2027										
AIRPORT	1703	CHEVY 1 TON 4X4 PICKUP	20	100,000	5%	5%	1,131	100%	2008	22,622	2028										
AIRPORT	1706	CHEVY 1 TON 4x4 PICKUP W/SERVICE BOD	20	100,000	5%	5%	1,131	100%	2008	22,622	2028										
AIRPORT	1720	IHC TANDEM DUMP TRUCK (A-22)	25	60,000	5%	5%	4,153	100%	2003	83,058	2028										
AIRPORT	1724	HENDERSON RUNWAY SANDER (E-161)	25	7,000	5%	0%	-	100%	2003	56,942	2028										
AIRPORT	1728	JOHN DEERE MOTOR GRADER (A-10)	25	7,000	3%	5%	6,978	100%	2003	139,563	2028										
AIRPORT	E-165	TURBOWAY PASSENGER RAMP	25		3%	2%	440	100%	2003	22,000	2028										
AIRPORT	1744	ASPHALT CRACK ROUTER	20	N/A	2%	5%	418	100%	2008	8,350	2028										
AIRPORT	1713	FORD F350 4X4 EXT CAB PICKUP	20	100,000	4%	10%	2,392	100%	2009	23,916	2029										
AIRPORT	1712	FORD F350 4X4 WITH SERVICE BODY	20	100,000	4%	10%	3,391	100%	2009	33,911	2029										
AIRPORT	1768	JOHN DEERE WHEEL LOADER	24	7,000	4%	7%	9,450	100%	2005	135,000	2029										
AIRPORT	1737	MB SNOW BLOWER	15	7,000	4%	7%	40,601	100%	2014	580,012	2029										
AIRPORT	1711	FORD F350 4X4 PICKUP	15	100,000	3%	15%	3,836	100%	2014	25,576	2029										
AIRPORT	E-169	BOOM LIFT AERIAL PLATFORM	20		3%	10%	4,167	100%	2009	41,665	2029										
AIRPORT	1750	OSHKOSH HB-SERIES 4X4/20' MB BROOM/PLOW	20		3%	7%	35,252	100%	2009	503,598	2029										
AIRPORT	1764	CRAFCO 200 ASPHALT CRACK ROUTER (E-133)	30	4,000	3%	5%	295	100%	1999	5,894	2029										
AIRPORT	1751	BOBCAT TOOLCAT	10		3%	5%	2,552	100%	2019	51,044	2029						89,639				
AIRPORT	1774	INTERNATIONAL 6X6 WATER TENDER	20		4%	10%	11,869	100%	2010	118,687	2030										
AIRPORT	1770	RUNWAY CLOSURE MARKERS	23	N/A	4%	5%	641	100%	2007	12,825	2030										
AIRPORT	1771	RUNWAY CLOSURE MARKERS	23	N/A	4%	5%	641	100%	2007	12,825	2030										
AIRPORT	1777	SULLAIR COMPRESSOR	20	7,000	3%	10%	1,671	100%	2010	16,705	2030										
AIRPORT	1765	CRAFTCO SS250 ASPHALT CRACK SEALER (E-138	30	4,000	3%	10%	3,503	100%	2000	35,030	2030										
AIRPORT	1738	INGERSOLL-RAND PORTABLE COMPACTOR ROLLI	45	5,000	3%	0%	-	100%	1985	20,358	2030										
AIRPORT	1778	MEDICAL SUPPORT TRAILER	20		5%	10%	3,500	100%	2011	35,000	2031										
AIRPORT	1749	TEREX PORTABLE LIGHT PLANT	20	7,000	3%	10%	1,791	100%	2011	17,907	2031										
AIRPORT	1785	FORD F350 4X4 PICKUP	15	100,000	4%	15%	4,356	100%	2017	29,039	2032										
AIRPORT	1786	FORD F350 4X4 PICKUP	15	100,000	4%	15%	4,356	100%	2017	29,039	2032										
AIRPORT	1745x	CHEVROLET C1500 PICKUP 4X2 (A-80)	10	100,000	3%	2%	589	100%	2023	29,455	2033										52,610
AIRPORT	E170x	WINDSOR FLOOR SCRUBBER	10	N/A	3%	0%	-	100%	2023	17,581	2033										31,753
AIRPORT	1727	JOHN DEERE 644 LOADER	20	7,000	4%	20%	48,330	100%	2013	241,650	2033										
AIRPORT	1780	IHC DUMP TRUCK/SANDER/PLOW	20	7,000	4%	20%	58,159	100%	2013	290,793	2033										
AIRPORT	1781	IHC DUMP TRUCK/SANDER/PLOW	20	7,000	4%	20%	65,178	100%	2013	325,889	2033										
AIRPORT	1721	MULTI-TASK SNOW REMOVAL VEHICLE	15	100,000	4%	15%	114,912	100%	2018	766,080	2033										
AIRPORT	1722	MULTI-TASK SNOW REMOVAL VEHICLE	15	100,000	4%	15%	114,912	100%	2018	766,080	2033										
AIRPORT	E-174	Voyager Duo Carpet Extractor	10		3%	0%	-	100%	2023	13,731	2033										24,799
AIRPORT	1776	CHEVY BRUSH/RESCUE TRUCK	12		5%	5%	3,003	100%	2023	60,054	2035		104,846								
AIRPORT	1740	MASS TRANSIT BUS SURPLUS (C-7)	15			5%	238	100%	2023	4,750	2038					4,513					
AIRPORT Total												-	104,846	257,992	18,468	4,513	142,854	646,522	1,381,967	181,421	109,162
ANIMAL SHELTER	1004	FORD F250 4X4 EXT CAB PICKUP	15	100,000	1%	20%	4,930	100%	2009	24,650	2024						28,294				
ANIMAL SHELTER	AS100	ANIMAL CONTROL UNIT TRUCK MOUNTED 1002	24		4%	10%	1,259	100%	2001	12,585	2025										
ANIMAL SHELTER	1011	FORD F250 4WD XCAB PICKUP	10	100,000	3%	10%	2,620	100%	2015	26,195	2025		44,692								

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
ANIMAL SHELTER	1010	FORD F250 4X4 SUPERCAB	11	100,000	3%	10%	2,725	100%	2014	27,245	2025			49,480							
ANIMAL SHELTER	AS1006	Animal control Box mounted on 1006	25	N/A	5%	5%	629	100%	2003	12,583	2028										
ANIMAL SHELTER	1005	CHEVY 2500 4X4 EXT CAB	10	100,000	4%	15%	4,888	100%	2020	32,589	2030							66,518			
ANIMAL SHELTER	AS1004	SCHWAB ANIMAL CONTROL UNIT	22		4%	10%	-	100%	2009		2031										
ANIMAL SHELTER	AS1002	ANIMAL TRANSPORT UNIT	20	N/A	4%	15%	2,073	100%	2013	13,820	2033										
ANIMAL SHELTER	1001	CHEVY 3/4 TON EXT CAB PICKUP	10	100,000	4%	15%	5,378	100%	2023	35,851	2033										73,177
ANIMAL SHELTER	1002	CHEVY 3/4 TON EXT CAB PICKUP	10	100,000	4%	15%	5,378	100%	2023	35,851	2033										73,177
ANIMAL SHELTER Total												-	44,692	49,480	-	-	28,294	66,518	-	-	146,354
BUILDING	1054	CHEVY MALIBU SEDAN	17	100,000	4%	15%	2,440	100%	2008	16,264	2025									59,271	
BUILDING	1055	FORD FUSION 4DR SEDAN	10	100,000	3%	10%	1,806	100%	2015	18,060	2025		30,812								
BUILDING	1056	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			38,455							
BUILDING	1060	DODGE 1500 4X4 XCAB PKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
BUILDING	1061	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
BUILDING	1062	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
BUILDING	1063	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
BUILDING	1064	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
BUILDING	1057	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	4,006	100%	2018	26,706	2028					54,510					
BUILDING	1066	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	4,074	100%	2022	27,158	2032									55,433	
BUILDING	1059	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	7,082	100%	2022	47,212	2032									96,366	
BUILDING	1065	DODGE 1500 4X4 XCAB	10	100,000	4%	15%	4,074	100%	2022	27,158	2032									55,433	
BUILDING Total												-	30,812	38,455	268,540	54,510	-	-	-	266,502	-
CITY COUNTY PLAN	5101	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	3%	10%	2,507	100%	2020	25,072	2030							42,776			
CITY COUNTY PLANNING Total												-	-	-	-	-	-	42,776	-	-	-
CODE ENFORCEME	1955	FORD F150 4X2 XCAB PICKUP	10	100,000	5%	15%	3,543	100%	2016	23,622	2026			59,133							
CODE ENFORCEME	1953	DODGE 1500 4X4 EXTCAB PU	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
CODE ENFORCEME	1956	CHEVY EQUINOX AWD	15	100,000	3%	10%	2,392	100%	2014	23,918	2029										
CODE ENFORCEME	1950	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	15%	3,761	100%	2020	25,072	2030							62,763			
CODE ENFORCEME	1952	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	15%	3,761	100%	2020	25,072	2030							62,763			
CODE ENFORCEME	1957	FORD RANGERS	10	100,000	4%	15%	5,899	100%	2022	39,324	2032									80,265	
CODE ENFORCEME	1951	FORD RANGERS	10	100,000	4%	15%	5,956	100%	2022	39,704	2032									81,041	
CODE ENFORCEMENT Total												-	-	59,133	53,708	-	-	125,525	-	161,306	-
DEVELOPMENT SEF	1954	FORD FUSION 4 DOOR	17	90,000	4%	15%	910	33%	2011	6,069	2028										
DEVELOPMENT SEF	1954	FORD FUSION 4 DOOR	17	90,000	4%	15%	1,848	67%	2011	12,321	2028										
DEVELOPMENT SERVICES Total												-	-	-	-	-	-	-	-	-	-
ENGINEERING	1094	Chevy Colorado Ext cab pickup	12	80,000	4%	15%	2,677	100%	2012	17,849	2024			43,075							
ENGINEERING	1083	FORD RANGER X-CAB PICKUP	13	80,000	4%	10%	1,477	100%	2011	14,771	2024				39,475						
ENGINEERING	1084	FORD FUSION 4 DOOR	13	80,000	4%	10%	1,815	100%	2011	18,150	2024				48,505						
ENGINEERING	1085	FORD FUSION 4 DOOR	15	100,000	4%	10%	1,885	100%	2009	18,850	2024						59,253				
ENGINEERING	1099	FORD TRANSIT CONNECT	13	100,000	4%	10%	2,069	100%	2011	20,685	2024				55,280						
ENGINEERING	1091	Chevy Colorado Ext cab pickup	13	80,000	4%	15%	2,677	100%	2012	17,849	2025					46,808					
ENGINEERING	1092	Chevy Colorado Ext cab pickup	13	80,000	4%	15%	2,677	100%	2012	17,849	2025					46,808					
ENGINEERING	1086	FORD F150 EXT CAB PICKUP	12	100,000	4%	15%	3,514	100%	2014	23,425	2026					56,532					
ENGINEERING	1088	ADDCO MESSAGE BOARD	15	N/A	4%	10%	1,700	100%	2011	17,000	2026								53,438		
ENGINEERING	1098	ADDCO MESSAGE BOARD	15	N/A	4%	10%	1,700	100%	2011	17,000	2026								53,438		
ENGINEERING	1080	DODGE 1500 2WD XCAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				48,175						
ENGINEERING	1089	DODGE 1500 2WD ECAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				48,175						
ENGINEERING	1096	DODGE 1500 2WD XCAB PCKUP	10	100,000	4%	15%	3,540	100%	2017	23,602	2027				48,175						
ENGINEERING	1093	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	4,006	100%	2018	26,706	2028					54,510					
ENGINEERING	1081	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						53,855				
Engineering	1079	Dodge ram 4x4	10	100,000	4%	10%	2,536	100%	2021	25,359	2031								53,029		
ENGINEERING	1082	FORD F150 EXT CAB PICKUP	10	80,000	4%	15%	4,623	100%	2023	30,818	2033										62,904
ENGINEERING	1095	FORD E150 CARGO VAN	10	80,000	4%	15%	6,775	100%	2023	45,167	2033										92,191
ENGINEERING Total												-	-	43,075	287,784	204,659	113,108	-	159,904	-	155,095
FACILITIES	1975	GMC CANYON PICKUP W/LIFTGATE	15	100,000	4%	10%	726	100%	2009	7,264	2024						22,834				
FACILITIES	1072	JOHN DEERE GATOR 6X4	25		4%	25%	625	100%	2000	2,500	2025										
FACILITIES	1073	GENIE SISSOR LIFT	19	7,000	4%	10%	1,500	100%	2006	15,000	2025										
FACILITIES	1075	TENNANT SWEEPER/SCRUBBER	10	3,000	3%	10%	6,900	100%	2015	69,000	2025		117,722								
FACILITIES	1071	FORD FUSION 4 DOOR	15	100,000	4%	15%	2,723	100%	2011	18,150	2026								56,145		
FACILITIES	1074x	JOHN DEERE MOWER/BLOWER	12	7,000	4%	15%	2,172	100%	2023	14,480	2035		21,011								
FACILITIES Total												-	138,733	-	-	-	22,834	-	56,145	-	-
FIRE	4080	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024								79,253		
FIRE	4081	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024								79,253		
FIRE	4048	SUTPHEN FIRE PUMPER	15		5%	4%	16,168	100%	2009	404,194	2024						1,497,667				
FIRE	4074	GMC 1/2 TON 4X4 PICKUP	15	80,000	4%	10%	2,063	100%	2009	20,625	2024						64,833				
FIRE	4083	FORD F550 BRUSH TRUCK	18		5%	10%	4,337	100%	2007	43,367	2025										246,837
FIRE	4068	FREIGHTLINER HAZMAT UNIT	21		5%	10%	8,782	100%	2004	87,820	2025										
FIRE	4089	GMC TOPKICK 4DR W/RESCUE BODY	16		5%	10%	12,769	100%	2009	127,686	2025								595,648		
FIRE	4088	WATER TENDER 2500 GL	28		5%	10%	8,677	100%	1997	86,770	2025										
FIRE	4093	S2 RESCUE PMPER	18		5%	4%	457	100%	2007	11,437	2025										65,784
FIRE	4098	CHEVY MALIBU	17	100,000	4%	15%	2,440	100%	2008	16,264	2025									59,271	
FIRE	4065	HAZMAT TRAILER	21		4%	0%	-	100%	2004	87,820	2025										
FIRE	4087	FORD F250 PICKUP W/PLOW	15	80,000	5%	10%	2,998	100%	2011	29,984	2026								126,591		
FIRE	4096	FORD F550 QRV	15	100,000	5%	10%	11,695	100%	2011	116,953	2026								493,769		
FIRE	4097	FORD F550 QRV	15	100,000	5%	10%	11,695	100%	2011	116,953	2026								493,769		
FIRE	4050	SUTPHEN PUMPER	18		5%	4%	598	100%	2008	14,939	2026										
FIRE	4051	SUTPHEN PUMPER	18		5%	4%	598	100%	2008	14,939	2026										
FIRE	4073	HAZMAT TRAILER	35	N/A	2%	15%	2,100	100%	1991	14,000	2026										
FIRE	4075	FORD FUSION 4DR SEDAN	12	80,000	5%	10%	1,806	100%	2015	18,060	2027						56,439				

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
FIRE	4053	SUTPHEN AERIAL LADDER	30		4%	3%	360	100%	1997	12,000	2027										
FIRE	4064	FREIGHTLINER WATER TENDER	25		5%	10%	11,587	100%	2004	115,868	2029										
FIRE	4067	H&H TECHNICAL RESCUE TRAILER	20		4%	10%	695	100%	2009	6,950	2029										
FIRE	4041	FORD INTERCEPTOR UTILITY	10	110,000	4%	10%	3,162	100%	2019	31,624	2029						66,130				
FIRE	4042	FORD INTERCEPTOR UTILITY	10	110,000	4%	10%	3,162	100%	2019	31,624	2029						66,130				
FIRE	4077	DODGE 2500 4X4 CREWCAB	10	100,000	4%	10%	3,614	100%	2019	36,139	2029						75,571				
FIRE	4094	DODGE 2500 4X4 CREWCAB	10	100,000	4%	10%	3,614	100%	2019	36,139	2029						75,571				
FIRE	4069	FREIGHTLINER TOW VEHICLE	15	7,000	4.0%	10%	19,540	100%	2014	195,395	2029										
FIRE	4066	FORD F350 4X4 UTILITY BDY	15	100,000	3.0%	15%	6,058	100%	2014	40,385	2029										
FIRE	4076	DODGE RAM 2500 4X4 CREWCAB PICKUP	10	100,000	4%	15%	4,581	100%	2020	30,542	2030							62,340			
FIRE	4086	FORD F250 4X4 CREWCAB	15	100,000	4%	15%	4,294	100%	2015	28,625	2030										
FIRE	4030	Kawasaki WRC	8	1,000	4%	10%	0	100%	2022	1	2030					2					
FIRE	4031	Kawasaki WRC	8	1,000	4%	10%	0	100%	2022	1	2030					2					
FIRE	4054	PIERCE AERIAL LADDER TRUCK	15	100,000	3%	10%	91,649	100%	2016	916,487	2031										
FIRE	4072	FREIGHTLINER AIR VAN	20	N/A	4%	5%	4,868	100%	2012	97,360	2032										
FIRE	4057	FORD F550 4X4 BRUSH TRUCK	10	80,000	5%	10%	11,479	100%	2023	114,790	2033										293,093
FIRE	4082	FORD EXPLORER 4X4	10	80,000	4%	10%	4,397	100%	2023	43,970	2033										91,947
FIRE	4055	PIERCE FIRE PUMPER	15	100,000	5%	4%	24,435	100%	2020	610,879	2035		1,157,788								
FIRE	4056	PIERCE FIRE PUMPER	15	100,000	5%	4%	24,435	100%	2020	610,879	2035		1,157,788								
FIRE	4045	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,912	100%	2021	647,801	2036			1,320,820							
FIRE	4046	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,912	100%	2021	647,801	2036			1,320,820							
FIRE	4047	PIERCE FIRE PUMPER	15	10,500	5%	4%	25,551	100%	2021	638,777	2036			1,302,420							
FIRE	4027	BREATHING AIR COMPRESSOR	20	0	4%	10%	13,384	100%	2018	133,835	2038					279,865					
FIRE	4060x	FIRE TRUCK SUTPHEN QUINT	18		4%	4%	43,522	100%	2023	1,088,043	2041								2,160,654		
FIRE	4070x	FORD 4X4 BRUSH TRUCK	20		5%	10%	13,900	100%	2023	139,000	2043										354,908
FIRE Total												-	2,315,576	3,944,060	-	279,869	1,902,341	62,340	4,028,937	59,271	1,052,568
FLEET SERVICES	1044	FORD 1T 4X4 W/UTILITY & COMPRESSOR	16	100,000	6%	25%	2,469	100%	2008	9,875	2024							57,521			
FLEET SERVICES	1047	FORD 3/4T W/UTILITY BOX	17	100,000	4%	25%	1,781	100%	2008	7,125	2025									25,253	
FLEET SERVICES	1038	FORD 3/4 TON PICKUP	17	80,000	4%	20%	1,425	100%	2008	7,125	2025									25,610	
FLEET SERVICES	1039	FORD F250 2WD W/SERVICE BODY	17	100,000	4%	15%	750	100%	2008	5,000	2025									18,222	
FLEET SERVICES	1042	FORD F350 4X4 WITH PLOW	16	100,000	4%	15%	4,409	100%	2009	29,394	2025								98,707		
FLEET SERVICES	1034	TOYOTA FORKLIFT 6000#	26	8,000	4%	15%	3,794	100%	1999	25,290	2025										
FLEET SERVICES	1036	FORD RANGER 1/2 TON PICKUP	18	80,000	4%	10%	1,400	100%	2007	14,000	2025										56,055
FLEET SERVICES	1033	FORD F150 2WD PICKUP	17	80,000	4%	10%	1,575	100%	2008	15,750	2025									58,185	
FLEET SERVICES	1048	FORD ESCAPE AWD	12	100,000	4%	10%	2,600	100%	2013	26,002	2025				64,051						
FLEET SERVICES	1032	FORD F550 W/SERVICE BODY	14	80,000	4%	10%	5,195	100%	2011	51,954	2025						150,599				
FLEET SERVICES	1581	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025				67,017						
FLEET SERVICES	1584	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025				67,017						
FLEET SERVICES	1588	Ford Interceptor	12	100,000	4%	10%	2,721	100%	2013	27,206	2025				67,017						
FLEET SERVICES	1045	FORD 3/4T EXT CAB W/SERVICEBODY	15	100,000	3%	15%	975	100%	2010	6,500	2025							14,802			
FLEET SERVICES	1035	FORD F150 4X4 EXT CAB PICKUP	10	100,000	4%	15%	4,060	100%	2017	27,065	2027				55,242						
FLEET SERVICES	1030	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	35%	8,775	100%	2020	25,072	2030							61,655			
FLEET SERVICES Total												-	-	-	320,343	-	150,599	133,978	98,707	127,270	56,055
ITD	1982	CHEVY ASTRO VAN	22	80,000	5%	15%	623	100%	2002	4,150	2024										
ITD	1984	FORD TAURUS	19	80,000	4%	25%	500	100%	2005	2,000	2024										8,378
ITD	1983	FORD RANGER EXT CAB PICKUP	20	80,000	4%	10%	250	100%	2006	2,500	2026										
ITD Total												-	-	-	-	-	-	-	-	-	8,378
LIBRARY	5006	FORD E350 12 PSGR VAN (A-9)	26	80,000	3%	10%	250	100%	1998	2,500	2024										
LIBRARY	5004	FORD CUTAWAY VAN	18	80,000	4%	10%	4,406	100%	2007	44,058	2025										176,405
LIBRARY	5005	FREIGHTLINER BOOKMOBILE	16	150,000	3%	10%	27,337	100%	2013	273,372	2029										
LIBRARY Total												-	-	-	-	-	-	-	-	-	176,405
MET TRANSIT	1865	FORD TAURUS	19	100,000	3%	10%	1,460	100%	2005	14,600	2024										43,432
MET TRANSIT	1888	Ford Paratransit Van	10	90,000	3%	5%	733	20%	2014	14,665	2024	25,753									
MET TRANSIT	1820	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024							85,480			
MET TRANSIT	1821	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024							85,480			
MET TRANSIT	1823	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024							85,480			
MET TRANSIT	1824	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	2,156	20%	2016	43,111	2024							85,480			
MET TRANSIT	1888	Ford Paratransit Van	10	90,000	3%	5%	2,933	80%	2014	58,660	2024	103,013									
MET TRANSIT	1820	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024							341,919			
MET TRANSIT	1821	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024							341,919			
MET TRANSIT	1823	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024							341,919			
MET TRANSIT	1824	FORD F550 31' CUTASWY BUS	8	300,000	3%	5%	8,622	80%	2016	172,443	2024							341,919			
MET TRANSIT	1886	MET PARATRANSIT VAN	13	90,000	3%	5%	770	20%	2011	15,396	2024				32,433						
MET TRANSIT	1886	MET PARATRANSIT VAN	13	90,000	3%	5%	3,079	80%	2011	61,584	2024				129,732						
MET TRANSIT	1866	FORD WINDSTAR VAN	25	81,900	5%	5%	1,009	100%	2000	20,170	2025										
MET TRANSIT	1861	FORD F350 4X4 TRUCK	26	32,000	5%	5%	1,226	100%	1999	24,517	2025										
MET TRANSIT	1869	FORD F350 4X4 EXT CAB W/PLOW	16	100,000	4%	10%	3,398	100%	2009	33,984	2025								115,819		
MET TRANSIT	1889	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		160,683								
MET TRANSIT	1889	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		160,683								
MET TRANSIT	1890	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		160,683								
MET TRANSIT	1890	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		160,683								
MET TRANSIT	1891	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	20%	2015	75,046	2025		160,683								
MET TRANSIT	1891	MET PARATRANSIT VAN	10	9,000	4%	5%	3,752	80%	2015	75,046	2025		160,683								
MET TRANSIT	1818	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	768	20%	2011	76,818	2025						200,508				
MET TRANSIT	1819	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	768	20%	2011	76,818	2025						200,508				
MET TRANSIT	1818	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	3,073	80%	2011	307,274	2025						802,038				
MET TRANSIT	1819	GILLIG TRANSIT BUS	14	300,000	3.5%	1%	3,073	80%	2011	307,274	2025						802,038				
MET TRANSIT	1859	MASSY 4WD TRACTOR/BROOM	15	7,000	3%	10%	2,041	100%	2010	20,406	2025							47,490			

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
MET TRANSIT	1870	NILFISK ADVANCE SWEEPER	21		3%	10%	3,241	100%	2004	32,412	2025										
MET TRANSIT	1892	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	791	20%	2017	15,816	2025								31,360		
MET TRANSIT	1893	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	791	20%	2017	15,816	2025								31,360		
MET TRANSIT	1872	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025						31,928				
MET TRANSIT	1873	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025						31,928				
MET TRANSIT	1874	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025						31,928				
MET TRANSIT	1875	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025						31,928				
MET TRANSIT	1876	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	882	20%	2018	17,637	2025						31,928				
MET TRANSIT	1825	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	2,156	20%	2016	43,111	2025	71,238									93,606
MET TRANSIT	1862	FORKLIFT	35	700	3%	5%	1,198	100%	1990	23,963	2025										
MET TRANSIT	1892	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	3,163	80%	2017	63,260	2025								125,432		
MET TRANSIT	1893	FORD F450 PARATRANSIT VAN	8	100,000	3%	5%	3,163	80%	2017	63,260	2025								125,432		
MET TRANSIT	1872	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025						127,713				
MET TRANSIT	1873	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025						127,713				
MET TRANSIT	1874	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025						127,713				
MET TRANSIT	1875	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025						127,713				
MET TRANSIT	1876	FORD F450 PARATRANSIT VAN	7	100,000	3%	5%	3,527	80%	2018	70,548	2025						127,713				
MET TRANSIT	1878	MET PARATRANSIT VAN	6	9,000	3%	5%	4,028	20%	2019	80,555	2025				133,112						159,724
MET TRANSIT	1879	MET PARATRANSIT VAN	6	9,000	3%	5%	4,028	20%	2019	80,555	2025				133,112						159,724
MET TRANSIT	1822	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	8,622	80%	2016	172,443	2025	284,951									374,424
MET TRANSIT	1825	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	8,622	80%	2016	172,443	2025	284,951									374,424
MET TRANSIT	1822	FORD F550 31' CUTASWY BUS	9	300,000	3%	5%	2,156	20%	2016	43,111	2025	71,238									93,606
MET TRANSIT	1863	FORD EXPLORER 4X4	4	100,000	3%	5%	2,690	100%	2021	53,790	2025				83,628				94,461		
MET TRANSIT	1868	TANDEM FLAT BED TRAILER	33	0	2%	6%	110	100%	1992	1,828	2025										
MET TRANSIT	1877	Ford Paratransit Van	7	90,000	3%	5%	882	20%	2019	17,637	2026							31,928			
MET TRANSIT	1877	Ford Paratransit Van	7	90,000	3%	5%	3,527	80%	2019	70,548	2026							127,713			
MET TRANSIT	1857	GENIE SCISSOR LIFT	10	N/A	3.0%	15%	2,468	100%	2020	16,450	2030							27,243			
MET TRANSIT	1897	HYUNDAI KONA	10	N/A	3%	5%	1,095	80%	2022	21,890	2032									38,441	
MET TRANSIT	1897	HYUNDAI KONA	10	N/A	3%	5%	274	20%	2022	5,472	2032									9,609	
MET TRANSIT	1867	CHEVY MALIBU 4DR SEDAN	10	53,000	5%	5%	2,315	100%	2023	46,302	2033										120,539
MET TRANSIT	1826	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1827	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1842	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1826	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1827	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1842	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1828	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1828	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1829	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1829	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1830	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1830	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1831	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1831	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1832	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1832	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1833	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1833	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1834	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1834	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1835	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1835	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1836	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1836	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1837	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1837	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1838	32' TRANSIT BUS	12	300,000	3%	5%	3,750	20%	2021	74,995	2033										
MET TRANSIT	1838	32' TRANSIT BUS	12	300,000	3%	5%	14,999	80%	2021	299,982	2033										
MET TRANSIT	1839	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										
MET TRANSIT	1839	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										
MET TRANSIT	1840	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										
MET TRANSIT	1840	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										
MET TRANSIT	1841	32' TRANSIT BUS	12	300,000	3%	5%	3,720	20%	2021	74,396	2033										
MET TRANSIT	1841	32' TRANSIT BUS	12	300,000	3%	5%	14,879	80%	2021	297,585	2033										
MET TRANSIT	1858	FLATBED TRAILER	20	N/A	3.0%	10%	580	100%	2020	5,800	2040							9,895			
MET TRANSIT Total												841,144	964,096	-	512,017	-	2,803,296	1,953,866	523,864	48,051	1,419,479
PARK DIVISION	1906	JCB BACKHOE / LOADER	27	7,000	5%	14%	4,830	100%	1997	34,500	2024										
PARK DIVISION	1624	TORO SPRAYER	16	7,000	5%	10%	1,700	100%	2008	17,000	2024							79,304			
PARK DIVISION	1928	WALKER MOWER	9	3,000	4%	15%	4,098	100%	2015	27,321	2024									74,678	
PARK DIVISION	1674	Ditch Witch Tilt-bed trailer	21	N/A	4%	10%	316	100%	2003	3,161	2024										
PARK DIVISION	1610	CHEVY 1500 2WD PICKUP	19	80,000	4%	10%	1,347	100%	2005	13,470	2024										58,444
PARK DIVISION	1023	FORD E450 PASSENGER VAN	15	100,000	4%	10%	5,985	100%	2009	59,853	2024						188,142				
PARK DIVISION	1629	HOLLAND AERWAY AERATOR, ATTACHMENT	25	N/A	4%	15%	715	100%	2000	4,765	2025										
PARK DIVISION	3601	CHEVY 1500 2WD PICKUP	10	100,000	4%	15%	3,329	100%	2015	22,193	2025		45,299								
PARK DIVISION	3602	CHEVY 1500 2WD PICKUP	10	100,000	4%	15%	3,329	100%	2015	22,193	2025		45,299								
PARK DIVISION	1687	TURF SWEEPER	30	3,000	4%	15%	1,969	100%	1995	13,125	2025										
PARK DIVISION	1633	TURFTENDER TOP DRESSER, 4 CU YD, DAKOTA E	26	N/A	4%	15%	2,505	100%	1999	16,700	2025										

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
PARK DIVISION	1614	FORD F250 PICKUP W/PLOW	13	80,000	4%	15%	4,868	100%	2012	32,453	2025					85,107					
PARK DIVISION	1618	IHC 4700 W/VERSALIFT, OVERHEAD RACK	25	8,000	4%	15%	14,285	100%	2000	95,233	2025										
PARK DIVISION	1609	FORD F150 2WD REG CAB PICKUP	12	80,000	4%	10%	1,869	100%	2013	18,686	2025				46,029						
PARK DIVISION	1622	FORD F150 EXT CAB PICKUP	12	80,000	4%	10%	2,101	100%	2013	21,010	2025				51,754						
PARK DIVISION	1930	WALKER 52" MOWER W/ATTCHMENTS	7	3,000	4%	10%	2,727	100%	2018	27,267	2025						59,408				
PARK DIVISION	1929	TORO WORKMAN HDX 4X4	9	3,000	4%	10%	2,574	100%	2016	25,741	2025	49,572									71,647
PARK DIVISION	3618	FORD F150 X-CAB 2WD PICKUP	10	100,000	4%	10%	2,580	100%	2015	25,803	2025		53,957								
PARK DIVISION	1675	Ditch Witch	22	7,000	4%	10%	1,830	100%	2003	18,299	2025										
PARK DIVISION	1625	FORD F350 STAKE BED/HLIST	14	80,000	4%	10%	2,935	100%	2011	29,345	2025						85,062				
PARK DIVISION	1630	FORD F350 W/SERVICE BODY	14	80,000	4%	10%	2,961	100%	2011	29,613	2025						85,839				
PARK DIVISION	1020	FORD E450 PASSENGER VAN	16	100,000	4%	10%	5,985	100%	2009	59,853	2025								203,983		
PARK DIVISION	1641	CASE TRACTOR W/MOWER	20	7,000	4%	5%	1,446	100%	2005	28,925	2025										
PARK DIVISION	3617	TORO 4100D TRIM MOWER	10	6,000	4%	5%	2,737	100%	2015	54,742	2025		117,209								
PARK DIVISION	3615	TORO 5900 MOWER	10	6,000	4%	5%	4,037	100%	2015	80,749	2025		172,894								
PARK DIVISION	3616	TORO 5900 MOWER	10	6,000	4%	5%	4,037	100%	2015	80,749	2025		172,894								
PARK DIVISION	3606	BOBCAT UTV 4X2 3200	10	3,000	3%	15%	1,119	100%	2015	7,462	2025		12,358								
PARK DIVISION	3610	BOBCAT UTV 4X4 W/ATTCHMNT	10	3,000	3%	15%	3,205	100%	2015	21,365	2025		35,383								
PARK DIVISION	7808	IR COMPRESSOR	15		3%	15%	2,835	100%	2010	18,900	2025							43,040			
PARK DIVISION	1642	BOBCAT UTILITY VEHICLE	11	3,000	3%	10%	739	100%	2014	7,386	2025			13,414							
PARK DIVISION	1640	JOHN DEERE 5420 TRACTOR 4WD	23	10,000	3%	10%	4,218	100%	2002	42,184	2025										
PARK DIVISION	1680	TORO WORKMAN ATV	15	N/A	3%	5%	353	100%	2010	7,064	2025							16,793			
PARK DIVISION	1903	SUL AIR AIR COMPRESSOR 18	39	1,700	3%	14%	1,587	100%	1986	11,339	2025										
PARK DIVISION	1637	COMPRESSOR	35	5,000	3%	10%	300	100%	1990	3,000	2025										
PARK DIVISION	1607	FORD RANGER 4X4	24	100,000	1%	40%	1,105	100%	2001	2,762	2025										
PARK DIVISION	1693	FORD RANGER EXT CAB PICKUP	17	100,000	1%	30%	1,200	100%	2008	4,000	2025									4,410	
PARK DIVISION	1692	FORD RANGER EXT CAB PICKUP	18	100,000	1%	30%	1,200	100%	2007	4,000	2025										4,523
PARK DIVISION	1914	JOHN DEERE GATOR	12	2,000	4%	12%	1,319	100%	2014	10,995	2026					26,864					
PARK DIVISION	1697	CHEVY 1500 4X4 W/PLOW	12	100,000	3%	15%	4,857	100%	2014	32,383	2026					60,971					
PARK DIVISION	1634	PJ TILT BED TRAILER	15	N/A	3%	10%	788	100%	2011	7,876	2026								18,330		
PARK DIVISION	1612	CHEVY 3/4 TON PICKUP	20	80,000	1%	15%	675	100%	2006	4,500	2026										
PARK DIVISION	1905	Chevy Colorado Ext cab pickup	15	100,000	4%	15%	2,677	100%	2012	17,849	2027									55,214	
PARK DIVISION	1638	DODGE 1500 2WD LB PICKUP	10	100,000	4%	15%	3,376	100%	2017	22,506	2027				45,938						
PARK DIVISION	1639	DODGE 1500 2WD LB PICKUP	10	100,000	4%	15%	3,376	100%	2017	22,506	2027				45,938						
PARK DIVISION	1024	FORD RANGER 1/2 TON PICKUP	20	80,000	4%	15%	2,248	100%	2007	14,989	2027										
PARK DIVISION	1605	FORD F250 4X4 W SNOWPLOW	10	100,000	4%	15%	3,835	100%	2017	25,565	2027				52,181						
PARK DIVISION	1651	DODGE 1500 4X4 XCAB PCKUP	10	100,000	4%	15%	3,947	100%	2017	26,313	2027				53,708						
PARK DIVISION	3603	FORD F250 4X4 W SNOWPLOW	12	100,000	4%	15%	5,387	100%	2015	35,911	2027						86,664				
PARK DIVISION	1691	FREIGHTLINER DUMP TRUCK	15	80,000	4%	15%	11,974	100%	2012	79,825	2027									246,930	
PARK DIVISION	1694	FREIGHTLINER DUMP TRUCK	15	80,000	4%	15%	11,974	100%	2012	79,825	2027									246,930	
PARK DIVISION	1664	JOHN DEERE 72" FRONT MOUNT MOWER	8	5,000	4%	15%	3,875	100%	2020	25,835	2028			44,513							
PARK DIVISION	1649	TORO 4100D 16' MOWER	10	3,000	4%	15%	8,965	100%	2018	59,767	2028					121,992					
PARK DIVISION	1647	TORO 5900 16' MOWER	10	3,000	4%	15%	12,748	100%	2018	84,984	2028					173,463					
PARK DIVISION	1654	Vermeer Stump Grinder	25	2,500	4%	10%	15	100%	2003	150	2028										
PARK DIVISION	3622	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					19,828					
PARK DIVISION	3623	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					19,828					
PARK DIVISION	3624	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	948	100%	2018	9,482	2028					19,828					
PARK DIVISION	3628	FORD F250 W/UTILITY BODY	10	100,000	4%	10%	3,410	100%	2018	34,101	2028					71,309					
PARK DIVISION	3629	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	3,410	100%	2018	34,101	2028					71,309					
PARK DIVISION	3625	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	4,105	100%	2018	41,050	2028					85,841					
PARK DIVISION	3626	JEEP WRANGLER 4X4 W/PLOW	10	100,000	4%	10%	4,105	100%	2018	41,050	2028					85,841					
PARK DIVISION		FUEL STORAGE TANKS	25		4%	1%	120	100%	2003	11,962	2028										
PARK DIVISION	3631	DODGE RAM 1500 2WD PICKUP	10	100,000	3%	15%	3,717	100%	2018	24,780	2028					41,038					
PARK DIVISION	1919	WALKER 52" RIDING MOWER	9	3,000	4%	15%	3,916	100%	2020	26,106	2029					48,970					
PARK DIVISION	1636	DODGE RAM 1500 2WD REG CAB PICKUP	10	100,000	4%	10%	2,322	100%	2019	23,220	2029						48,556				
PARK DIVISION	3634	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	4%	15%	3,761	100%	2020	25,072	2030							51,175			
PARK DIVISION	1602	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	4%	15%	4,832	100%	2020	32,216	2030							65,757			
PARK DIVISION	3612	TRU BURROW BLOCKER TRAILR	15	N/A	4%	10%	1,990	100%	2015	19,895	2030										
PARK DIVISION	1627	IHC PACMAC GARBAGE TRUCK	10	10,000	4%	10%	13,203	100%	2020	132,033	2030							276,097			
PARK DIVISION	1648	JOHN DEERE FRONT MOWER	10	3,000	4%	15%	3,291	100%	2021	21,943	2031								44,788		
PARK DIVISION	1646	JOHN DEERE	10	3,000	4%	15%	4,335	100%	2021	28,900	2031								58,988		
PARK DIVISION	1668	DODGE 4500 2WD	10	100,000	4%	15%	7,650	100%	2021	51,000	2031								104,097		
PARK DIVISION	3635	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	1,198	100%	2021	11,983	2031								25,058		
PARK DIVISION	3636	POLARIS RANGER 4X4 UTV	10	5,000	4%	10%	1,198	100%	2021	11,983	2031								25,058		
PARK DIVISION	3621	NORTHSTAR WASHER/TRAILER	15	N/A	3%	10%	740	100%	2016	7,400	2031										
PARK DIVISION	1660	DODGE RAM 5500 2WD DUMP TRUCK	12	100,000	4%	15%	6,793	100%	2020	45,287	2032										
PARK DIVISION	1684	CAT 908H WHEEL LOADER	20	7,000	4%	15%	12,939	100%	2012	86,258	2032										
PARK DIVISION	1644	TORO PROCORE AERATOR	15	100,000	4%	10%	3,454	100%	2017	34,538	2032										
PARK DIVISION	1643	WIEDENMAN LAWN MACHINE	15	100,000	4%	10%	4,218	100%	2017	42,175	2032										
PARK DIVISION	1678	TORO MOWER	21	3,000	3%	10%	1,796	100%	2011	17,964	2032										
PARK DIVISION	1604	FORD F250 2WD W/SERVICE BODY	10	100,000	4%	25%	2,326	100%	2023	9,306	2033										18,063
PARK DIVISION	1613	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	1,364	100%	2023	9,090	2033										18,555
PARK DIVISION	1635	BOBCAT TRACK LOADER	15	7,000	4%	15%	8,570	100%	2018	57,133	2033										
PARK DIVISION	1635	BOBCAT TRACK LOADER	15	7,000	4%	15%	8,570	100%	2018	57,133	2033										
PARK DIVISION	1671	TORO 5900 16' MOWER	10	3,000	4%	15%	15,893	100%	2023	105,953	2033										216,262
PARK DIVISION	1676	TORO 5900 16' MOWER	10	7,000	4%	15%	15,893	100%	2023	105,953	2033										216,262
PARK DIVISION	1617	FREIGHTLINER SERIAL MANLIFT	15	7,000	4%	15%	21,932	100%	2019	146,213	2034	241,389									
PARK DIVISION	1617	FREIGHTLINER ALTEC	15	7,000	0.04	0.1	14,621	100%	2019	146,213	2034	248,700									
PARK DIVISION	1028	MOBIL SOUND STAGE TRAILER	30	N/A	4%	10%	8,183	100%	2004	81,829	2034	257,221									

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
PARK DIVISION	3613	VERMEER BRUSH CHIPPER	20	7,000	4%	10%	3,878	100%	2015	38,779	2035		81,092								
PARK DIVISION	3608	PJ TILT BED TRAILER	20	N/A	3%	15%	774	100%	2015	5,161	2035		8,547								
PARK DIVISION	3609	PJ TILT BED TRAILER	20	N/A	3%	15%	774	100%	2015	5,161	2035		8,547								
PARK DIVISION	1683	BOBCAT E35 MINIX	15	4,000	4%	15%	8,870	100%	2022	59,130	2037				97,620						
PARK DIVISION	1603x	FORD HI-CUBE VAN	15	60,000	4%	50%	2,780	100%	2023	5,560	2038					7,233					
PARK DIVISION	1026x	FORD 1/2 TON PICKUP WHITE	15	80,000	4%	15%	5,433	100%	2023	36,220	2038					59,797					
PARK DIVISION	1687x	TURF SWEEPER	15	3,000	4%	15%	5,608	100%	2023	37,389	2038					61,727					
PARK DIVISION	1611x	CHEVY 1500 2WD PICKUP	15	80,000	4%	10%	2,489	100%	2023	24,891	2038					42,338					
PARK DIVISION	1907x	CHEVY 1T DUMP TRK W/PLOW	15	70,000	3%	14%	6,449	100%	2023	46,064	2038					65,317					
PARK DIVISION	1632	JOHN DEERE TRACTOR BACKHOE, LOADER	15	5,000	4%	15%	8,349	100%	2023	55,662	2038					91,895					
PARK DIVISION	3630	B-B 20' Tiltbed Trailer	20	N/A	3%	15%	1,254	100%	2018	8,363	2038					13,850					
PARK DIVISION	1650	IHC TRUCK WITH BOX HOIST LIFTGATE	40	80,000	5%	10%	4,269	100%	2001	42,685	2041								296,233		
PARK DIVISION	1938	TORO TURF SWEEPER	20	2,000	3%	15%	3,207	100%	2023	21,377	2043										35,403
PARK DIVISION Total												796,883	753,478	57,927	393,168	1,274,347	553,672	532,166	776,535	628,164	639,159
PARKING	1964	BOBCAT UTV W/PLOW & BROOM	9	3,000	4%	15%	3,723	100%	2015	24,819	2024									67,839	
PARKING	1965	BOBCAT UTV W/PLOW & BROOM	9	3,000	4%	15%	3,723	100%	2015	24,819	2024									67,839	
PARKING	1960	ADVANCE SWEEPER	15	7,000	5%	10%	3,440	100%	2010	34,395	2025							145,214			
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025										
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025										
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025										
PARKING	1967	CY-CORP TRAILER USED FOR HAULING GARAGE	37	0	3%	20%	110	25%	1988	548	2025										
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	774	33%	2006	5,162	2025										
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	774	33%	2006	5,162	2025										
PARKING	1961	JOHN DEERE X700 ULTIMATE	19		3%	15%	798	34%	2006	5,318	2025										
PARKING	1969	GMC SONOMA 4X4 PICKUP	29	80,000	3%	15%	2,380	100%	1996	15,868	2025										
PARKING	1972	FORD F150 4X4 PICKUP	16	100,000	4%	10%	2,128	100%	2011	21,275	2027										72,506
PARKING	1966	FORD ECOSPORT	10	100,000	4%	10%	2,540	100%	2021	25,397	2031								53,108		
PARKING Total												-	-	-	-	-	-	145,214	53,108	135,679	72,506
POLICE DEPT	1570	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1574	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1575	Ford Interceptor		100,000	4%	10%	2,662	100%	2013	26,615	2013										
POLICE DEPT	1579	Ford Interceptor		100,000	4%	10%	2,721	100%	2013	27,206	2013										
POLICE DEPT	1585	Ford Interceptor		100,000	4%	10%	2,721	100%	2013	27,206	2013										
POLICE DEPT	1498	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024								79,253		
POLICE DEPT	1500	CHEVY MALIBU	17	80,000	5%	10%	1,538	100%	2007	15,379	2024								79,253		
POLICE DEPT	1504	FORD FUSION 4 DOOR	15	100,000	5%	10%	1,885	100%	2009	18,850	2024						79,584				
POLICE DEPT	1533	FORD FUSION 4 DOOR	15	100,000	4%	10%	1,885	100%	2009	18,850	2024						59,253				
POLICE DEPT	1424	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024							67,711			
POLICE DEPT	1427	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024							67,711			
POLICE DEPT	1429	FORD INTERCEPTOR	8	100,000	4%	10%	2,749	100%	2016	27,488	2024							67,711			
POLICE DEPT	1434	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024					58,671					
POLICE DEPT	1436	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024					58,671					
POLICE DEPT	1438	FORD INTERCEPTOR	7	100,000	4%	15%	4,134	100%	2017	27,561	2024					58,671					
POLICE DEPT	1593	HURD BOMB TRAILER	30	N/A	3%	20%	-	100%	1995	0	2025										
POLICE DEPT	1530	TOYOTA 4X4 EXT CAB PICKUP	28	100,000	5%	15%	-	100%	1997	0	2025										
POLICE DEPT	1529	GMC 1/2 TON EXT CAB PICKUP	27	100,000	0%	15%	-	100%	1998	0	2025										
POLICE DEPT	3417	CHEVY SUBURBAN 4WD	23	80,000	5%	15%	780	100%	2002	5,200	2025										
POLICE DEPT	1595	Meth Lab Trailer	22	N/A	5%	10%	-	100%	2003	0	2025										
POLICE DEPT	1492	FORD TAURUS	19	100,000	5%	15%	2,273	100%	2006	15,150	2025										
POLICE DEPT	1494	FORD TAURUS	19	100,000	5%	15%	2,273	100%	2006	15,150	2025										
POLICE DEPT	1495	CHEVY MALIBU	17	100,000	5%	15%	2,440	100%	2008	16,264	2025									83,001	
POLICE DEPT	1532	FORD F350 4X4 4DR BOMB UNIT	17	100,000	4%	15%	-	100%	2008	0	2025									-	
POLICE DEPT	1511	FORD FUSION 4 DOOR	16	100,000	4%	10%	1,885	100%	2009	18,850	2025								64,242		
POLICE DEPT	1510	FORD FUSION 4 DOOR	14	100,000	4%	10%	1,815	100%	2011	18,150	2025						52,611				
POLICE DEPT	1528	FORD E250 PRISONER TRANSPROT VAN	14	100,000	4%	10%	2,194	100%	2011	21,937	2025						63,589				
POLICE DEPT	1589	FORD F150 4X4 CREW	14	100,000	0%	0%	-	100%	2011	0	2025						-				
POLICE DEPT	1501	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025				50,323						
POLICE DEPT	1508	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025				50,323						
POLICE DEPT	1514	CHEVY MALIBU	12	100,000	4%	10%	2,043	100%	2013	20,429	2025				50,323						
POLICE DEPT	1408	FORD F150 4X4 SUPERCREW	11	100,000	4%	15%	4,553	100%	2014	30,350	2025			67,375							
POLICE DEPT	1410	FORD F150 4X4 SUPERCREW	11	100,000	4%	15%	4,553	100%	2014	30,350	2025			67,375							
POLICE DEPT	3415	F150 CREW MARSHALL SERVIC	11	100,000	4%		-	100%	2014	0	2025			-							
POLICE DEPT	3414	FORD INTERCEPTOR UTILITY	10	100,000	3%	15%	4,245	100%	2015	28,299	2025		46,866								
POLICE DEPT	1425	FORD INTERCEPTOR	9	100,000	4%	10%	2,749	100%	2016	27,488	2025	52,937									76,509
POLICE DEPT	1430	FORD INTERCEPTOR	9	100,000	4%	10%	2,749	100%	2016	27,488	2025	52,937									76,509
POLICE DEPT	1431	FORD INTERCEPTOR	9	100,000	4%	10%	2,756	100%	2016	27,561	2025	53,077									76,712
POLICE DEPT	1433	FORD INTERCEPTOR	9	100,000	4%	10%	2,756	100%	2016	27,561	2025	53,077									76,712
POLICE DEPT	1437	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1439	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1440	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1442	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1443	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1444	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1445	FORD INTERCEPTOR	8	100,000	4%	15%	4,134	100%	2017	27,561	2025								66,513		
POLICE DEPT	1446	FORD INTERCEPTOR	8	100,000	4%	15%	4,192	100%	2017	27,946	2025								67,442		
POLICE DEPT	1448	FORD INTERCEPTOR	7	100,000	4%	6%	1,737	100%	2018	28,944	2025						64,220				
POLICE DEPT	1450	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				
POLICE DEPT	1451	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
POLICE DEPT	1452	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				
POLICE DEPT	1453	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				
POLICE DEPT	1454	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				
POLICE DEPT	1455	FORD INTERCEPTOR UTILITY	7	100,000	4%	6%	1,902	100%	2018	31,706	2025						70,348				
POLICE DEPT	1456	FORD INTERCEPTOR	7	100,000	4%	6%	1,652	100%	2018	27,533	2025						61,089				
POLICE DEPT	1409	FORD F150 4X4 SUPERCREW	12	100,000	4%	15%	4,553	100%	2014	30,350	2026					73,244					
POLICE DEPT	1497	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			38,455							
POLICE DEPT	1457	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1458	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1459	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1460	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1461	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1462	FORD INTERCEPTOR	7	110,000	4%	10%	2,753	100%	2019	27,533	2026							59,988			
POLICE DEPT	1463	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026							69,080			
POLICE DEPT	1542	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026							69,080			
POLICE DEPT	1547	FORD INTERCEPTOR UTILITY	7	110,000	4%	10%	3,171	100%	2019	31,706	2026							69,080			
POLICE DEPT	PD200	Luma Light	30	N/A	3%	0%	-	100%	1997	10,000	2027										
POLICE DEPT	1506	FORD FUSION SILVER	12	100,000	3%	10%	1,806	100%	2015	18,060	2027						34,906				
POLICE DEPT	1516	FORD FUSION BLUE	12	100,000	3%	10%	1,806	100%	2015	18,060	2027						34,906				
POLICE DEPT	1518	FORD FUSION BLACK	12	100,000	3%	10%	1,806	100%	2015	18,060	2027						34,906				
POLICE DEPT	1520	FORD FUSION WHITE	12	100,000	3%	10%	1,806	100%	2015	18,060	2027						34,906				
POLICE DEPT	1539	FORD F150 SUPERCREW	10	100,000	4%	15%	4,663	100%	2017	31,089	2027				63,456						
POLICE DEPT	1464	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027	56,754							76,384		
POLICE DEPT	1465	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027	56,754							76,384		
POLICE DEPT	1466	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027	56,754							76,384		
POLICE DEPT	1467	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,382	100%	2020	35,882	2027	56,754							76,384		
POLICE DEPT	1468	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1469	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1470	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1471	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1472	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1473	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1474	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1475	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1476	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1477	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1478	FORD INTERCEPTOR AWD SUV	7	100,000	4%	15%	5,394	100%	2020	35,962	2027	56,880							76,555		
POLICE DEPT	1519	FORD F150 CREWCAB PICKUP	10	100,000	4%	6%	1,865	100%	2018	31,091	2028					66,259					
POLICE DEPT	1479	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1480	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1481	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1482	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1483	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1484	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1485	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1486	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1487	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1488	FORD INTERCEPTOR	7	100,000	4%	10%	3,625	100%	2021	36,251	2028		59,150							78,983	
POLICE DEPT	1550	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1551	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1552	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1553	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1554	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1555	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1556	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1557	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1558	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	1559	FORD INTERCEPTOR UTILITY	7	100,000	4%	10%	3,590	100%	2021	35,903	2028		58,582							78,224	
POLICE DEPT	PD200	Cyvac	30	N/A	3%	0%	-	100%	2000	22,195	2030										
POLICE DEPT	1502	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
POLICE DEPT	1507	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
POLICE DEPT	1513	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
POLICE DEPT	1517	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
POLICE DEPT	1521	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
POLICE DEPT	1537	RADAR TRAILER	30	N/A	4%	13%	1,932	100%	2001	14,860	2031										
POLICE DEPT	1435x	FORD INTERCEPTOR	8	100,000	4%	15%	5,850	100%	2023	39,000	2031						67,196				
POLICE DEPT	1441x	FORD INTERCEPTOR	8	100,000	4%	15%	5,850	100%	2023	39,000	2031						67,196				
POLICE DEPT	3408	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	3409	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	3424	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	3425	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	3426	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	3427	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	4,751	100%	2022	31,673	2032									64,648	
POLICE DEPT	1423x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032								75,107		
POLICE DEPT	1426x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032								75,107		
POLICE DEPT	1428x	FORD INTERCEPTOR	9	100,000	4%	10%	3,900	100%	2023	39,000	2032								75,107		
POLICE DEPT	1411x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1412x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		

FY 2024 Equipment Replacement Worksheets
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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
POLICE DEPT	1413x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1414x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1416x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1420x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1422x	FORD INTERCEPTOR	9	100,000	4%	10%	4,500	100%	2023	45,000	2032								92,049		
POLICE DEPT	1538	RADAR TRAILER	30	N/A	4%	13%	-	100%	2003	0	2033										
POLICE DEPT	1596	FORD TRANSIT SWAT VAN	15	100,000	4%	6%	2,296	100%	2018	38,265	2033										
POLICE DEPT	1404x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										84,950
POLICE DEPT	1406x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										84,950
POLICE DEPT	1407x	FORD INTERCEPTOR	10	100,000	3%	6%	2,700	100%	2023	45,000	2033										84,950
POLICE DEPT	1590	NABCO BOMB TRAILER	30	N/A	5%	13%	-	100%	2004	0	2034	-									
POLICE DEPT	1598	CHARMAC ROBOT TRAIER	30	N/A	4%	13%	-	100%	2004	0	2034	-									
POLICE DEPT	1535	GMC TOPKICK BOMB TRUCK	25	100,000	4%	10%	-	100%	2009	0	2034	-									
POLICE DEPT	1597	KENWORTH CSI VAN	25	100,000	4%	10%	-	100%	2009	0	2034	-									
POLICE DEPT	1567x	Ford F150 4x4 crew cab pickup	14	100,000	4%	10%	4,130	100%	2023	41,296	2037				67,382						
POLICE DEPT	1569x	Ford F150 4x4 crew cab pickup	14	100,000	4%	10%	4,130	100%	2023	41,296	2037				67,382						
POLICE DEPT	1512x	FORD FUSION 4 DOOR	15	100,000	4%	10%	2,386	100%	2023	23,855	2038					40,576					
POLICE DEPT Total												1,064,726	1,224,186	173,204	349,188	356,091	1,030,159	993,836	2,773,087	2,042,960	561,294
PW ADMIN	3091	FORD FUSION	10	100,000	4%	15%	2,826	100%	2016	18,840	2026			38,455							
PW ADMIN	1090	FORD FUSION 4 DOOR	12	100,000	4%	15%	2,741	100%	2014	18,274	2026					44,101					
PW ADMIN Total												-	-	38,455	-	44,101	-	-	-	-	-
PW BELKNAP	7109	FORD F250 SRW 4X4 REG CAB	9	100,000	4%	15%	4,439	100%	2015	29,592	2024									80,886	
PW BELKNAP	7112	FORD F250 SRW 4X4 REG CAB	8	100,000	4%	15%	5,415	100%	2016	36,099	2024							87,118			
PW BELKNAP	7501	FORD F350 4X4 REG CAB	9	100,000	4%	15%	5,244	100%	2015	34,958	2024									95,553	
PW BELKNAP	7424	FORD F350 4X4 XCAB	9	100,000	4%	15%	6,338	100%	2015	42,252	2024									115,490	
PW BELKNAP	7413	IHC 8 YD TANDEM DUMP TRUCK	12	7,000	4%	15%	16,451	100%	2012	109,674	2024			264,677							
PW BELKNAP	7904	VACTOR SEWER JET	16	7,000	4%	10%	26,601	100%	2008	266,014	2024							906,591			
PW BELKNAP	7411	WACHS VAC & VALVE OPERATOR	12	N/A	4%	5%	1,558	100%	2012	31,168	2024			78,335							
PW BELKNAP	7430	JOHN DEERE 710G BACKHOE	22	7,000	5%	15%	13,871	100%	2003	92,470	2025										
PW BELKNAP	7450	JOHN DEERE 710G BACKHOE	22	7,000	5%	15%	13,871	100%	2003	92,470	2025										
PW BELKNAP	7351	FLOATING DREDGE	22	7,000	5%	5%	10,331	100%	2003	206,620	2025										
PW BELKNAP	7417	FORD F150 2WD EXT CAB PICKUP	12	100,000	4%	15%	3,152	100%	2013	21,010	2025				50,704						
PW BELKNAP	7303	JOHN DEERE 60" LAWN MOWER	22	5,000	4%	15%	2,154	100%	2003	14,363	2025										
PW BELKNAP	7324	FORD F150 4X4 XCAB PICKUP	10	100,000	4%	15%	3,885	100%	2015	25,903	2025		52,871								
PW BELKNAP	7502	FORD F350 4X2 FLATBED	10	100,000	4%	15%	4,077	100%	2015	27,183	2025		55,484								
PW BELKNAP	7108	FORD F250 SRW 4X4 REG CAB	10	100,000	4%	15%	4,439	100%	2015	29,592	2025		60,401								
PW BELKNAP	7520	INGERSOL RAND AIR COMPRESSOR	18	7,000	4%	15%	3,959	100%	2007	26,393	2025										104,356
PW BELKNAP	7322	FORD F250 4X4 W/SERVICE BODY	16	100,000	4%	15%	4,573	100%	2009	30,485	2025								102,370		
PW BELKNAP	7907	BOBCAT S650 SKIDSTEER	13	7,000	4%	15%	6,141	100%	2012	40,939	2025					107,361					
PW BELKNAP	7905	POWER PRIME PUMP	18	7,000	4%	15%	5,535	100%	2007	36,898	2025										145,892
PW BELKNAP	7515	TRAC STAR FUSION MACHINE	19	7,000	4%	15%	5,712	100%	2006	38,080	2025										
PW BELKNAP	7510	NEW HOLLAND EXCAVATOR	19	7,000	4%	15%	8,364	100%	2006	55,763	2025										
PW BELKNAP	7505	HAMMERHEAD HG12 WINCH	19		4%	15%	21,000	100%	2006	140,000	2025										
PW BELKNAP	7365	Ford F450 flat bed	26	100,000	4%	15%	3,614	100%	1999	24,091	2025										
PW BELKNAP	7370	SULLIVAN AIR COMPRESSOR	25	7,000	4%	10%	912	100%	2000	9,115	2025										
PW BELKNAP	7111	FORD TRANSIT CONNECT	12	100,000	4%	10%	2,070	100%	2013	20,696	2025				50,981						
PW BELKNAP	7313	CUMMINS GENERATOR	16	7,000	4%	10%	8,281	100%	2009	82,810	2025								282,221		
PW BELKNAP	7555	HAMMERHEAD POWERPAK	15	N/A	4%	10%	18,600	100%	2010	186,000	2025							584,672			
PW BELKNAP	7416	Freightliner 10YD DumpTruck	14	80,000	4%	10%	13,384	100%	2011	133,839	2025						387,960				
PW BELKNAP	7345	30' DREDGE TRAILER	22	N/A	4%	5%	150	100%	2003	3,000	2025										
PW BELKNAP	7202	FORD FUSION 4 DOOR	14	100,000	3%	15%	2,723	100%	2011	18,150	2025						38,803				
PW BELKNAP	7104	FORD F250 PICKUP W/SERVICEBODY	14	100,000	3%	15%	3,475	100%	2011	23,165	2025						49,525				
PW BELKNAP	7418	FORD F350 2WD W/UTILITY	11	100,000	3%	10%	3,151	100%	2014	31,509	2025			57,224							
PW BELKNAP	7120	CHEVY MALIBU	18	100,000	4%	15%	383	100%	2008	2,550	2026										
PW BELKNAP	7530	TOWMASTER 20' TRAILER	19		4%	15%	1,613	100%	2007	10,750	2026										
PW BELKNAP	7116	WACHS PORTABLE VAC SYSTEM	10		4%	15%	2,441	100%	2016	16,270	2026			33,209							
PW BELKNAP	7323	FORD TRANSIT CONNECT VAN	10	100,000	4%	15%	3,238	100%	2016	21,586	2026			44,061							
PW BELKNAP	7316	DODGE RAM 1500 4X4 EXT CAB	10	100,000	4%	15%	3,968	100%	2016	26,451	2026			53,990							
PW BELKNAP	7317	DODGE RAM 1500 4X4 EXT CAB	10	100,000	4%	15%	3,968	100%	2016	26,451	2026			53,990							
PW BELKNAP	7431	IR COMPRESSOR	28	7,000	4%	15%	1,875	100%	1998	12,500	2026										
PW BELKNAP	7113	FORD F250 SRW 4X4 REG CAB	10	100,000	4%	15%	5,415	100%	2016	36,099	2026			73,683							
PW BELKNAP	7318	FORD F250 4X4 XCAB UTL BODY	10	100,000	4%	15%	5,736	100%	2016	38,241	2026			78,055							
PW BELKNAP	7810	CHEVY 3/4T 4X4 EXT CAB W/PLOW	13	100,000	4%	15%	7,453	100%	2013	49,686	2026						130,300				
PW BELKNAP	7340	JOHN DEERE TRACTOR BACKHOE, LOADER	21	7,000	4%	15%	5,529	100%	2005	36,858	2026										
PW BELKNAP	7565	MCELROY FUSION MACHINE	10	N/A	4%	15%	9,926	100%	2016	66,170	2026			135,061							
PW BELKNAP	7912	FREIGHTLINER VACTOR SEWER TRUCK	10	7,000	4%	15%	53,974	100%	2016	359,828	2026			734,453							
PW BELKNAP	7997	FREIGHTLINER VACTOR	10	7,000	4%	11%	40,027	100%	2016	363,885	2026			757,289							
PW BELKNAP	7373	ONAN GENERATOR	26	7,000	4%	10%	3,250	100%	2000	32,500	2026										
PW BELKNAP	7437	FORD F900	35	7,000	4%	10%	4,595	100%	1991	45,946	2026										
PW BELKNAP	7440	AIR COMPRESSOR	32	7,000	4%	5%	1,125	100%	1994	22,500	2026										
PW BELKNAP	7201	FORD FUSION 4 DOOR	15	100,000	3%	15%	2,723	100%	2011	18,150	2026								41,332		
PW BELKNAP	7412	FORD F250 W/SERVICE BODY	17	100,000	4%	15%	3,297	100%	2010	21,977	2027										
PW BELKNAP	7426	FORD F250 4X4 REG CAB	10	100,000	4%	15%	4,715	100%	2017	31,431	2027				64,155						
PW BELKNAP	7117	FORD F250 4X4 REG CAB	10	100,000	4%	15%	5,055	100%	2017	33,703	2027				68,792						
PW BELKNAP	7118	FORD F350 4X4 REG CAB	10	100,000	4%	15%	5,358	100%	2017	35,721	2027				72,911						
PW BELKNAP	7916	VOLVO 8YD DUMP TRUCK	10	100,000	4%	15%	16,508	100%	2017	110,050	2027				224,626						
PW BELKNAP	7304	CUMMINS POWER GENERATOR	15	7,000	4%	15%	15,911	100%	2012	106,075	2027									328,132	
PW BELKNAP	7925	CUMMINS POWER GENERATOR	24		4%	5%	1,582	100%	2003	31,635	2027										

FY 2024 Equipment Replacement Worksheets

Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
PW BELKNAP	7409	FORD F250 EXT CAB W/SRVICE BODYPICKUP	16	100,000	3%	15%	3,763	100%	2011	25,084	2027										60,831
PW BELKNAP	7121	KUBOTA UTV RTV500	10	100,000	4%	15%	1,571	100%	2018	10,475	2028					21,381					
PW BELKNAP	7326	KUBOTA UTV RTV500	10	100,000	4%	15%	1,571	100%	2018	10,475	2028					21,381					
PW BELKNAP	7813	JD GATOR UTV 6X4	10	5,000	4%	15%	2,819	100%	2018	18,792	2028					38,357					
PW BELKNAP	7814	JD GATOR UTV 6X4	10	5,000	4%	15%	2,819	100%	2018	18,792	2028					38,357					
PW BELKNAP	7327	KUBOTA RTV X1100C	10	5,000	4%	15%	2,864	100%	2018	19,095	2028					38,975					
PW BELKNAP	7149	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	5,421	100%	2018	36,139	2028					73,764					
PW BELKNAP	7305	JD 1575 TERRAIN CAT 4WD	10	7,000	4%	15%	5,447	100%	2018	36,314	2028					74,121					
PW BELKNAP	7446	FORD F350 W/SERVICE BODY	10	100,000	4%	15%	5,505	100%	2018	36,699	2028					74,907					
PW BELKNAP	7344	FORD F350 W/SERVICE BODY	10	100,000	4%	15%	5,761	100%	2018	38,407	2028					78,394					
PW BELKNAP	7546	FORD F250 W/SERVICE BODY	10	100,000	4%	15%	5,761	100%	2018	38,407	2028					78,394					
PW BELKNAP	7486	FREIGHTLINER DUMP TRUCK	10	7,000	4%	15%	27,069	100%	2018	180,462	2028					368,345					
PW BELKNAP	7995	RAPID VIEW CAMERA TRAILER	10	5,000	4%	15%	29,517	100%	2018	196,781	2028					401,654					
PW BELKNAP	7917	FRTLINR VACTOR JET TRUCK	10	7,000	4%	15%	54,794	100%	2018	365,290	2028					745,602					
PW BELKNAP	7802	KUBOTA F2690 MOWER	10	3,000	4%	15%	2,535	100%	2019	16,900	2029						34,495				
PW BELKNAP	7815	KUBOTA F2690 MOWER	10	3,000	4%	15%	2,535	100%	2019	16,900	2029						34,495				
PW BELKNAP	7811	SMITHCO SWEEPER	10	3,000	4%	15%	5,708	100%	2019	38,055	2029						77,676				
PW BELKNAP	7484	FREIGHTLINER 12YD DUMP TRUCK	10	100,000	4%	15%	22,092	100%	2019	147,277	2029						300,610				
PW BELKNAP	7550	KIEFER BUILT 45' TRAILER	20		4%	10%	1,298	100%	2009	12,980	2029										
PW BELKNAP	7143	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						53,855				
PW BELKNAP	7320	DODGE RAM1500 4X4 PICKUP	10	100,000	4%	10%	2,575	100%	2019	25,754	2029						53,855				
PW BELKNAP	7114	FORD F250 4X4 PICKUP W/SERVICE BODY	10	100,000	4%	10%	3,749	100%	2019	37,487	2029						78,390				
PW BELKNAP	7415	FORD F350 4X4 PICKUP W/SERVICE BODY	10	100,000	4%	10%	3,955	100%	2019	39,551	2029						82,706				
PW BELKNAP	7851	FORD F250 4X4 EXTCAB W/SERVICE BODY	10	100,000	4%	10%	3,978	100%	2019	39,777	2029						83,179				
PW BELKNAP	7177	FORD F250 4X4 EXTCAB WITH SERVICE BODY	10	100,000	4%	10%	4,011	100%	2019	40,113	2029						83,881				
PW BELKNAP	7909	FORD F250 4X4 EXTCAB WITH SERVICE BODY,CO	10	100,000	4%	10%	5,489	100%	2019	54,893	2029						114,788				
PW BELKNAP	7540	FORD F250 4X4 EXTCAB WITH SERVICE BODY,CO	10	100,000	4%	10%	6,599	100%	2019	65,987	2029						137,987				
PW BELKNAP	7846	DODGE 1500 4X4 PICKUP W/PLOW	10	100,000	5%	35%	8,775	100%	2020	25,072	2030							61,655			
PW BELKNAP	7801	JOHN DEERE GATOR	10		4%	15%	1,500	100%	2020	10,000	2030							20,411			
PW BELKNAP	7115	NISSAN ALTIMA 4DR AWD SEDAN	10	100,000	4%	15%	3,285	100%	2020	21,903	2030							44,707			
PW BELKNAP	7319	CHEVY MALIBU 4DR SEDAN	30	80,000	4%	15%	2,299	100%	2000	15,324	2030										
PW BELKNAP	7355	DODGE 3500 2WD W/SERVICE BODY	10	100,000	4%	15%	5,522	100%	2020	36,812	2030							75,138			
PW BELKNAP	7352	CHEVY 3500 4X4 EXT CAB WITH SERVICE BODY	10	100,000	4%	15%	6,290	100%	2020	41,932	2030							85,588			
PW BELKNAP	7408	CHEVY 3500 4X4 EXT CAB WITH SERVICE BODY	10	100,000	4%	15%	6,290	100%	2020	41,932	2030							85,588			
PW BELKNAP	3090	FORD TRANSIT CONNECT VAN	15	100,000	3%	15%	3,268	100%	2015	21,784	2030										
PW BELKNAP	7806	FORD F550 4X4 W/PLOW DUMP BED	10	100,000	3%	15%	8,628	100%	2020	57,517	2030							95,255			
PW BELKNAP	7914	DODGE RAM 5500 DUMP TRUCK W/SNOW PLOW	10	100,000	3%	15%	10,437	100%	2020	69,583	2030							115,237			
PW BELKNAP	7407	DODGE 3500 2X4	10	100,000	4%	15%	6,243	100%	2021	41,618	2031								84,947		
PW BELKNAP	7918	FREIGHTLINER VACTOR	10	7,000	4%	10%	39,628	100%	2021	396,282	2031								828,674		
PW BELKNAP	7107	GENRAC GENERATOR ON TRAILER	20	N/A	4%	15%	5,220	100%	2012	34,800	2032										
PW BELKNAP	7421	HENDERSON SLIDE IN SANDER	20	N/A	4%	5%	510	100%	2012	10,200	2032										
PW BELKNAP	7423	HENDERSON SLIDE IN SANDER	20	N/A	4%	5%	510	100%	2012	10,200	2032										
PW BELKNAP	7420	WAUSAU SNOW PLOW	20	100,000	4%	5%	1,092	100%	2012	21,844	2032										
PW BELKNAP	7422	WAUSAU SNOW PLOW	20	N/A	4%	5%	1,092	100%	2012	21,844	2032										
PW BELKNAP	7620x	FREIGHTLINER 12 YD	10	7,000	4%	15%	11,370	100%	2023	75,800	2033										154,717
PW BELKNAP	7405	CHEVY COLORADO PICKUP	10	100,000	4%	15%	3,720	100%	2023	24,800	2033										50,621
PW BELKNAP	7101	FORD F250 PICKUP W/SERVICEBODY	10	100,000	4%	15%	5,702	100%	2023	38,016	2033										77,595
PW BELKNAP	7353	FORD F150 4X2 SUPERCAB	10	80,000	4%	15%	6,264	100%	2023	41,757	2033										85,232
PW BELKNAP	7908	TRAILER	10	N/A	4%	10%	752	100%	2023	7,522	2033										15,730
PW BELKNAP	7106	FORD RANGER REG CAB PICKUP	10	100,000	3%	15%	2,790	100%	2023	18,597	2033										30,798
PW BELKNAP	7350	FORD F150 4X2 SUPERCAB	10	80,000	2%	15%	546	100%	2023	3,641	2033										4,865
PW BELKNAP	7812	HANCO GENERATOR ON TRAILR	20	7,000	4%	15%	3,547	100%	2014	23,645	2034	48,262									
PW BELKNAP	7930	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034	318,604									
PW BELKNAP	7804	BOBCAT S70 SKIDSTEER	15	4,000	3%	15%	3,032	100%	2020	20,211	2035		28,456								
PW BELKNAP	7919	Behnke 8x25 trailer	15	N/A	4%	5%	795	100%	2021	15,900	2036			27,840							
PW BELKNAP	7476	CAT SKID STEER LOADER	15	2,000	4%	15%	11,345	50%	2023	75,633	2038					124,866					
PW BELKNAP	7476	CAT SKID STEER LOADER	15	2,000	4%	15%	11,345	50%	2023	75,633	2038					124,866					
PW BELKNAP	7436	JOHN DEERE 710D BACKHOE	15	7,000	4%	15%	43,975	100%	2023	293,168	2038					484,004					
PW BELKNAP	7342	PJ DECKOVER TRAILER	20	100,000	3%	15%	1,199	100%	2018	7,993	2038					13,237					
PW BELKNAP	7871	CATERPILLAR FORKLIFT	20	7,000	4%	5%	4,933	100%	2020	98,662	2040							211,247			
PW BELKNAP	7872	HELI LIFT TRUCK	20	7,000	4%	5%	1,493	100%	2022	29,850	2042									63,913	
PW BELKNAP	3423x	TOYOTA FORKLIFT	20	7,000	4%	10%	5,265	100%	2023	52,653	2043										110,104
PW BELKNAP	7360x	TOYOTA FORKLIFT	20	1,000	4%	10%	5,265	100%	2023	52,653	2043										110,104
PW BELKNAP Total												366,866	197,212	2,391,865	532,167	2,907,968	1,742,505	2,373,207	1,339,546	683,974	950,845
SOLID WASTE	0055	ATC CNG/CURBTENDER S LOAD	7	10,000	4%	20%	63,111	100%	2017	315,556	2024					655,968					
SOLID WASTE	0229	VOLVO EXCAVATOR RUBBER TIRE	24	12,000	4%	15%	20,380	100%	2000	135,868	2024										
SOLID WASTE	0056	AUTO CAR CURBTENDER SIDE LD	7	10,000	4%	10%	31,556	100%	2017	315,557	2024					687,526					
SOLID WASTE	0269	JOHN DEERE DOZER	4	10,000	4%	40%	204,000	100%	2021	510,000	2025				751,220				913,473		
SOLID WASTE	0263	JOHN DEERE 950K DOZER	5	10,000	4%	40%	200,843	100%	2020	502,107	2025		703,424					899,335			
SOLID WASTE	0262	CAT 836K COMPACTOR	5	10,000	4%	40%	410,840	100%	2020	1,027,100	2025		1,438,909					1,839,663			
SOLID WASTE	0243	CAT 327G TWIN ENGINE SCRAPER	16	8,000	4%	20%	127,888	100%	2009	639,438	2025								2,115,298		
SOLID WASTE	0256	CAT SKIDSTEER 259D	8	7,500	4%	17%	8,411	100%	2017	49,475	2025								118,409		
SOLID WASTE	0264	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		134,732					166,965			
SOLID WASTE	0265	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		134,732					166,965			
SOLID WASTE	0266	CAT SKIDSTEER 2599D3	5	7,500	4%	17%	14,044	100%	2020	82,610	2025		134,732					166,965			
SOLID WASTE	0249	MONROE TRIPEDGE SNOWPLOW	31	0	4%	15%	75	100%	1994	500	2025										
SOLID WASTE	0027	CHEVY 3/4 TON 4X4 PICKUP	12	100,000	4%	15%	3,830	100%	2013	25,533	2025				61,619						
SOLID WASTE	0250	KINCAID PRO HYDROSEEDER	12	7,000	4%	15%	6,876	100%	2013	45,843	2025				110,633						

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Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
SOLID WASTE	0206	CHAMPION GRADER MDL 720A	30	10,000	4%	15%	15,975	100%	1995	106,498	2025										
SOLID WASTE	0030	FORD F250 4X4 PICKUP	10	100,000	4%	10%	2,402	100%	2015	24,024	2025		50,237								
SOLID WASTE	0063	PETERBUILT NEWAY FRONTLOAD	7	10,000	4%	10%	24,712	100%	2018	247,122	2025						538,422				
SOLID WASTE	0260	CAT 938M LOADER	6	8,000	4%	10%	26,353	100%	2019	263,533	2025				507,516						649,162
SOLID WASTE	0074	AUTOCAR BRIDGEPORT SIDE LOAD	7	10,000	4%	10%	25,465	100%	2018	254,648	2025						554,819				
SOLID WASTE	0075	AUTOCAR BRIDGEPORT SIDE LOAD	7	10,000	4%	10%	25,465	100%	2018	254,648	2025						554,819				
SOLID WASTE	0070	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025						566,610				
SOLID WASTE	0071	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025						566,610				
SOLID WASTE	0072	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025						566,610				
SOLID WASTE	0073	PETERBUILT NEWAY FRONT LD	7	10,000	4%	10%	26,006	100%	2018	260,060	2025						566,610				
SOLID WASTE	0058	PETERBUILT REARLOAD	9	10,000	4%	10%	25,737	100%	2016	257,374	2025	495,655									716,367
SOLID WASTE	0050	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	27,719	100%	2016	277,192	2025	533,821									771,528
SOLID WASTE	0051	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	27,719	100%	2016	277,192	2025	533,821									771,528
SOLID WASTE	0057	PETERBUILT NEWAY CNG FRONT LD	9	10,000	4%	10%	29,235	100%	2016	292,346	2025	563,005									813,707
SOLID WASTE	0254	CAT 966M FRONTEND LOADER	8	10,000	4%	10%	38,712	100%	2017	387,118	2025								953,589		
SOLID WASTE	0066	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025						574,591				
SOLID WASTE	0067	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025						574,591				
SOLID WASTE	0068	PETERBUILT HEIL SIDELOAD	7	10,000	4%	8%	20,906	100%	2018	261,324	2025						574,591				
SOLID WASTE	0231	5YD DUMP TRUCK	14	70,000	4%	5%	6,692	100%	2011	133,839	2025						394,652				
SOLID WASTE	0236	5YD DUMP TRUCK	14	70,000	4%	5%	6,692	100%	2011	133,839	2025						394,652				
SOLID WASTE	236	FRTLINER 10YD DUMP TRUCK	14	80,000	3%	10%	2,500	100%	2011	25,000	2025						54,698				
SOLID WASTE	0194	AUTOCAR CNG HEIL 5000 RL	10	10,000	3%	10%	25,013	100%	2015	250,126	2025		426,743								
SOLID WASTE	0197	PETERBUILT CNG SIDELOAD	9	10,000	3%	10%	30,380	100%	2016	303,795	2025	486,811									644,437
SOLID WASTE	0198	PETERBUILT CNG SIDELOAD	9	10,000	3%	10%	30,380	100%	2016	303,795	2025	486,811									644,437
SOLID WASTE	0261x	CAT 836K COMPACTOR	3	10,000	4%	40%	431,273	100%	2023	1,078,183	2026		1,294,933			1,510,473			781,536		
SOLID WASTE	0033	CHEVY 2500HD 4X4 PICKUP	10	100,000	4%	15%	4,330	100%	2016	28,869	2026			58,925							
SOLID WASTE	0069	PETERBUILT/HEIL SIDELOAD	8	8,000	4%	15%	39,328	100%	2018	262,186	2026	451,742								632,735	
SOLID WASTE	0059	PETERBUILT REARLOAD	10	10,000	4%	5%	12,525	100%	2016	250,490	2026			536,330							
SOLID WASTE	0060	PETERBUILT REARLOAD	10	10,000	4%	5%	12,525	100%	2016	250,490	2026			536,330							
SOLID WASTE	0052	PETERBUILT REAR LOAD	10	12,000	4%	5%	12,882	100%	2016	257,648	2026			551,656							
SOLID WASTE	0053	PETERBUILT REAR LOAD	10	12,000	4%	5%	12,882	100%	2016	257,648	2026			551,656							
SOLID WASTE	0028	FORD F250 4X4 PICKUP	12	100,000	3.0%	15%	3,783	100%	2014	25,217	2026					47,478					
SOLID WASTE	1392	SWENSON SLIDE-IN SANDER	15	N/A	3%	10%	240	100%	2011	2,400	2026								5,585		
SOLID WASTE	1292	SCHMIDT/WAUSAU MF3	15	N/A	3%	10%	350	100%	2011	3,500	2026								8,145		
SOLID WASTE	1391	SWENSON SLIDE-IN SANDER	15	N/A	3%	10%	1,200	100%	2011	12,000	2026								27,927		
SOLID WASTE	1291	SCHMIDT/WAUSAU MF3	15	N/A	3%	10%	1,723	100%	2011	17,225	2026								40,087		
SOLID WASTE	0054	FREIGHTLINER ROLL OFF	10	10,000	4%	20%	32,830	100%	2017	164,151	2027				326,845						
SOLID WASTE	0258	CAT 316 EXCAVATOR	10	12,000	4%	15%	32,212	100%	2017	214,745	2027				438,321						
SOLID WASTE	0191	PTRBLT LEACH REARLOAD	12	12,000	4%	10%	20,443	100%	2015	204,432	2027						503,578				
SOLID WASTE	0076	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0077	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0078	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0079	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0080	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0081	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,420	100%	2020	284,200	2027	463,722							619,206		
SOLID WASTE	0082	PETERBUILT.CURBTENDER SIDELOAD	7	10,000	4%	10%	28,844	100%	2020	288,441	2027	470,642							628,446		
SOLID WASTE	0085	PETERBUILT HEIL FRONT LD	7	10,000	4%	10%	32,221	100%	2020	322,214	2027	525,749							702,030		
SOLID WASTE	0086	PETERBUILT HEIL FRONT LD	7	10,000	4%	10%	32,221	100%	2020	322,214	2027	525,749							702,030		
SOLID WASTE	0036	FORD F250 4X4 PICKUP	10	100,000	4%	5%	1,366	100%	2017	27,329	2027				58,515						
SOLID WASTE	0037	FORD F250 4X4 PICKUP	10	100,000	4%	5%	1,366	100%	2017	27,329	2027				58,515						
SOLID WASTE	0026	CHEVY 4X4 CREW CAB PICKUP	15	100,000	4%	15%	4,351	100%	2013	29,008	2028										89,733
SOLID WASTE	0270	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028		306,270							412,206	
SOLID WASTE	0271	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028		306,270							412,206	
SOLID WASTE	0272	PETERBILT TRACTOR	7	7,000	4%	15%	29,045	100%	2021	193,636	2028		306,270							412,206	
SOLID WASTE	0255	CAT WHEEL LOADER	7	8,000	4%	15%	40,266	100%	2021	268,439	2028		424,584							571,444	
SOLID WASTE	0202	SWENSON SANDER	39	N/A	4%	10%	633	100%	1989	6,328	2028										
SOLID WASTE	0061	FREIGHTLINER ROLLOFF	10	10,000	4%	10%	16,572	100%	2018	165,720	2028					346,541					
SOLID WASTE	0062	FREIGHTLINER ROLLOFF	10	10,000	4%	10%	16,572	100%	2018	165,720	2028					346,541					
SOLID WASTE	0064	AUTOCAR HEIL REARLOAD	10	10,000	4%	8%	19,688	100%	2018	246,098	2028					519,543					
SOLID WASTE	0065	AUTOCAR HEIL REARLOAD	10	10,000	4%	8%	19,688	100%	2018	246,098	2028					519,543					
SOLID WASTE	0219	HYDRAULIC SLIDE IN SANDER-Under $5000	44	N/A	4%	5%	240	100%	1984	4,800	2028										
SOLID WASTE	90209	REFUSE CONTAINER CARRIER 8000# W/360 DEGR	29		4%	5%	622	100%	1999	12,430	2028										
SOLID WASTE	0087	FREIGHTLINER ROLL OFF	7	10,000	4%	5%	8,654	100%	2021	173,073	2028		291,053							385,740	
SOLID WASTE	90205	TWO STATION HIGH PRESSURE WASHER	29		4%	0%	-	100%	1999	10,661	2028										
SOLID WASTE	0196	FREIGHTLINER GRAPPLE TRUCK	15	10,000	3%	20%	29,367	100%	2013	146,833	2028										327,036
SOLID WASTE	0039	FORD F250 4X4 PICKUP	10	100,000	4%	15%	4,356	100%	2019	29,038	2029						59,270				
SOLID WASTE	90208	ROTARY BROOM FOR CASE LOADER	30		4%	10%	889	100%	1999	8,890	2029										
SOLID WASTE	0020	FORD F550 SERVICE TRUCK	10	10,000	4%	10%	8,123	100%	2019	81,227	2029						169,856				
SOLID WASTE	0088	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029			508,906							674,465
SOLID WASTE	0089	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029			508,906							674,465
SOLID WASTE	0090	PETERBILT SIDELOAD	7	10,000	4%	5%	15,131	100%	2022	302,618	2029			508,906							674,465
SOLID WASTE	0029	FORD FUSION SEDAN	15	100,000	3.0%	10%	1,872	100%	2014	18,724	2029										
SOLID WASTE	0192x	PTRBLT NEWAY FRONTLOAD	7	7,000	4%	20%	50,255	100%	2023	251,273	2030				384,869						
SOLID WASTE	0193x	PTRBLT CURBTENDER SIDE LD	7	7,000	4%	20%	59,189	100%	2023	295,947	2030				453,295						
SOLID WASTE	0195x	AUTOCAR CNG HEIL SIDELOAD	7	10,000	3%	10%	29,901	100%	2023	299,008	2030				422,376						
SOLID WASTE	0024	DODGE RAM 2500 4X4 CREW CAB PICKUP	10	100,000	4%	10%	3,054	100%	2020	30,542	2030							63,867			
SOLID WASTE	0220	FREIGHTLINER 4000GL WATER TRUCK	10	10,000	4%	10%	19,175	100%	2020	191,750	2030							400,973			
SOLID WASTE	0083	PETERBUILT HEIL REARLOAD	10	10,000	4%	10%	20,861	100%	2020	208,605	2030							436,219			

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
SOLID WASTE	0084	FREIGHTLINER ROLLOFF	10	10,000	4%	5%	9,110	100%	2020	182,200	2030							390,113			
SOLID WASTE	0268	DPS GRINDER	10	10,000	4%	5%	39,520	100%	2020	790,400	2030							1,692,344			
SOLID WASTE	0040	DODGE RAM 4500 4X4 FLATBED	10	100,000	3%	10%	4,600	100%	2020	45,999	2030							78,479			
SOLID WASTE	0189x	FREIGHTLINER ROLL OFF	8	7,000	4%	15%	28,224	100%	2023	188,159	2031						324,194				
SOLID WASTE	0190x	FREIGHTLINER ROLL OFF	8	7,000	4%	15%	28,224	100%	2023	188,159	2031						324,194				
SOLID WASTE	0038x	FORD F250 2WD W/SERVICE BODY	10	100,000	5%	25%	3,030	100%	2023	12,120	2033										28,458
SOLID WASTE	0141x	AUTOCAR WATER TANKER	12	15,000	3%	5%	1,239	100%	2023	24,786	2035		34,100								
SOLID WASTE	0267	LOADTRAIL TILT TRAILER	15	N/A	4%	5%	323	100%	2020	6,450	2035		11,294								
SOLID WASTE	0035	TOYOTA FORKLIFT	20	7,000	4%	10%	4,679	100%	2016	46,786	2036			97,835							
SOLID WASTE	0025	DODGE RAM 5500 TANK TRUCK	20	100,000	4%	5%	4,120	100%	2019	82,408	2039						176,446				
SOLID WASTE	0273	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042									127,698	
SOLID WASTE	0274	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042									127,698	
SOLID WASTE	0275	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042									127,698	
SOLID WASTE	0276	MACK TRAILER	20	N/A	3%	15%	11,566	100%	2022	77,107	2042									127,698	
SOLID WASTE	0217	TANK ROLLOFF 4000 GAL	50	7,000	4%	5%	1,152	100%	1995	23,040	2045										
SOLID WASTE Total												7,856,141	5,998,280	3,859,450	3,573,724	4,633,613	8,039,813	6,301,887	10,711,791	3,337,328	7,479,788
STREET/TRAFFIC	1324	ISUZU PAINT STRIPER	20	4,000	5%	50%	5,000	100%	2004	10,000	2024										
STREET/TRAFFIC	1344	PORTABLE SOLAR ARROWBOARD	25	N/A	4%	15%	823	100%	1999	5,485	2024										
STREET/TRAFFIC	1385	ROCK WHEEL SKIDSTEER ATTACHMENT	17	N/A	4%	15%	2,384	100%	2007	15,890	2024								57,908		
STREET/TRAFFIC	1113	CHEVY 2500 4X4 W/PLOW	11	100,000	4%	15%	4,701	100%	2013	31,338	2024		69,568								
STREET/TRAFFIC	1323	VERMEER BRUSH CHIPPER	25	4,000	4%	15%	2,970	100%	1999	19,800	2024										
STREET/TRAFFIC	1203	ASPHALT ROLLER,	29	6,000	4%	15%	3,491	100%	1995	23,275	2024										
STREET/TRAFFIC	1224	IHC DE-ICE UNIT	24	60,000	4%	15%	8,733	100%	2000	58,218	2024										
STREET/TRAFFIC	1196	FORD F750 DOUBLE DUMP	13	80,000	4%	15%	20,195	100%	2011	134,633	2024				353,071						
STREET/TRAFFIC	1197	FORD F750 DOUBLE DUMP	13	80,000	4%	15%	20,195	100%	2011	134,633	2024				353,071						
STREET/TRAFFIC	1248	FREIGHTLINER/ELGIN STREET SWEEPER	11	7,000	4%	15%	30,989	100%	2013	206,593	2024		458,620								
STREET/TRAFFIC	1245	FREIGHTLINER.ELGIN SWEEPER	13	7,000	4%	15%	28,693	100%	2011	191,289	2024				501,650						
STREET/TRAFFIC	1250	FREIGHTLINER/ELGN SWEEPER	10	7,000	4%	10%	20,244	100%	2014	202,443	2024	423,333									
STREET/TRAFFIC	1337	HOTSY STEAMER	14	N/A	4%	5%	425	100%	2010	8,495	2024					25,049					
STREET/TRAFFIC	1319	GRACO LINE LAZER	10	N/A	5%	15%	1,078	100%	2015	7,188	2025		17,994								
STREET/TRAFFIC	1366	BACKHOE ATTACHMENT	25	0	4%	15%	1,307	100%	2000	8,716	2025										
STREET/TRAFFIC	1343	TORO 7200 ZERO TURN MOWER	14	4,000	4%	15%	2,518	100%	2011	16,784	2025						47,813				
STREET/TRAFFIC	1237	BOBCAT UTV 3400	14		4%	15%	2,723	100%	2011	18,150	2025						51,704				
STREET/TRAFFIC	1318	AIR COMPRESSOR	33	4,000	4%	15%	1,359	100%	1992	9,060	2025										
STREET/TRAFFIC	1353	SLIDE IN DE-ICE TANK SPRAYER	20	0	4%	15%	2,376	100%	2005	15,840	2025										
STREET/TRAFFIC	1104	CHEVY 3/4 TON PICKUP	17	80,000	4%	15%	2,726	100%	2008	18,170	2025									66,217	
STREET/TRAFFIC	1110	FORD F150 4X4 XCAB PICKUP	10	100,000	4%	15%	3,885	100%	2015	25,903	2025		52,871								
STREET/TRAFFIC	1101	FORD 3/4 TON W/LIFTGATE	12	100,000	4%	15%	3,704	100%	2013	24,691	2025				59,587						
STREET/TRAFFIC	1107	FORD F350 DUALLY FLATBED	10	100,000	4%	15%	4,061	100%	2015	27,070	2025		55,253								
STREET/TRAFFIC	1166	FORD F350 4X2 DUMP TRUCK	10	100,000	4%	15%	4,707	100%	2015	31,382	2025		64,055								
STREET/TRAFFIC	1168	FORD F350 4X2 DUMP TRUCK	10	100,000	4%	15%	4,707	100%	2015	31,382	2025		64,055								
STREET/TRAFFIC	1116	FORD F350 4X4 W/PLOW	14	100,000	4%	15%	4,574	100%	2011	30,495	2025						86,871				
STREET/TRAFFIC	1235	BOBCAT 220 SKIDSTEER LOADER	16	7,000	4%	15%	5,080	100%	2009	33,868	2025								113,731		
STREET/TRAFFIC	1143	WEILER PAVER	10	100,000	4%	15%	22,136	100%	2015	147,574	2025		301,217								
STREET/TRAFFIC	1211	CASE 721F WHEEL LOADER	10	7,000	4%	15%	23,146	100%	2015	154,305	2025		314,956								
STREET/TRAFFIC	1233	JOHN DEERE BACKHOE LOADER	29	7,000	4%	15%	10,483	100%	1996	69,887	2025										
STREET/TRAFFIC	1229	FREIGHTLINER 2 TON FLATBED TRUCK	25	7,000	4%	15%	13,131	100%	2000	87,542	2025										
STREET/TRAFFIC	1121	FREIGHTLINER/VERSALIFT BUCKET TRUCK	23	7,000	4%	15%	16,736	100%	2002	111,576	2025										
STREET/TRAFFIC	1243	FREIGHTLINER ELGN SWEEPER	8	7,000	4%	15%	35,850	100%	2017	239,000	2025								576,780		
STREET/TRAFFIC	1315	HI-WAY SLIDE-IN PICKUP SANDER	15	N/A	4%	10%	-	100%	2010		2025							-			
STREET/TRAFFIC	1387	LOADTRAIL TRAILER	15	N/A	4%	10%	570	100%	2010	5,695	2025							17,902			
STREET/TRAFFIC	1103	FORD F250 REG CAB PICKUP	15	100,000	4%	10%	1,727	100%	2010	17,272	2025							54,293			
STREET/TRAFFIC	1393	TORO 7210 MOWER	11	3,000	4%	10%	2,046	100%	2014	20,464	2025			46,452							
STREET/TRAFFIC	1127	FORD F250 PICKUP W/LIFTGATE	13	100,000	4%	10%	2,447	100%	2012	24,471	2025					65,398					
STREET/TRAFFIC	1396	OSHKOSH H SERIES 4X4/6 SNOW BLOWER	42		4%	10%	1,000	100%	1983	10,000	2025										
STREET/TRAFFIC	1238	FREIGHTLINER VACTOR	10	7,000	4%	10%	32,056	100%	2015	320,556	2025		670,322								
STREET/TRAFFIC	1239	FREIGHTLINER VACTOR	10	7,000	4%	10%	32,056	100%	2015	320,556	2025		670,322								
STREET/TRAFFIC	1347	HYDRAULIC BREAKER TOOL	25	N/A	4%	1%	86	100%	2000	8,590	2025										
STREET/TRAFFIC	1351	VARIABLE MESSAGE BOARD	15	N/A	4%	15%	1,941	100%	2011	12,940	2026								40,029		
STREET/TRAFFIC	13001	VARIABLE MESSAGE BOARD	15	N/A	4%	15%	1,941	100%	2011	12,940	2026								40,029		
STREET/TRAFFIC	1333	EAGER BEAVER PAVER TRAILER	24	7,000	4%	15%	1,931	100%	2002	12,870	2026										
STREET/TRAFFIC	1220	FORD 1520 MOWER TRACTOR	32	10,000	4%	15%	1,761	100%	1994	11,742	2026										
STREET/TRAFFIC	1388	CP AIR COMPRESSOR	14	7,000	4%	15%	4,674	100%	2012	31,160	2026							88,766			
STREET/TRAFFIC	1111	FORD F350 4X4 W/SNOW PLOW	10	100,000	4%	15%	5,640	100%	2016	37,598	2026			76,742							
STREET/TRAFFIC	1230	NEW HOLLAND TL90 TRACTOR	26	10,000	4%	15%	2,882	100%	2000	19,216	2026										
STREET/TRAFFIC	1122	FREIGHTLINER AERIAL TRUCK	10	7,000	4%	15%	23,195	100%	2016	154,635	2026			315,629							
STREET/TRAFFIC	1244	FREIGHTLINER BROOMBEAR SWEEPER	7	7,000	4%	15%	34,028	100%	2019	226,850	2026							482,911			
STREET/TRAFFIC	1226	FLAIL MOWER	18		4%	10%	1,802	100%	2008	18,015	2026										
STREET/TRAFFIC	1164	FORD F350 DUMP TRUCK	10	100,000	4%	10%	4,062	100%	2016	40,620	2026			84,941							
STREET/TRAFFIC	1311	LARUE D50 SNOW BLOWER	10	7,000	4%	10%	12,854	100%	2016	128,542	2026			268,797							
STREET/TRAFFIC	1198	FREIGHTLINER DUMP/SANDER	12	100,000	4%	10%	15,397	100%	2014	153,970	2026					379,275					
STREET/TRAFFIC	1199	FREIGHTLINER DUMP/SANDER	12	100,000	4%	10%	15,397	100%	2014	153,970	2026					379,275					
STREET/TRAFFIC	1252	FREIGHTLINER SCHWARTZ SWEEPER	7	7,000	4%	10%	24,181	100%	2019	241,806	2026							526,839			
STREET/TRAFFIC	1360	GRACO GRIND & LINE LAZER	9	N/A	3%	10%	1,460	100%	2017	14,600	2026		23,396								
STREET/TRAFFIC	1109	GMC VAN	22		6%	15%	1,931	100%	2005	12,870	2027										
STREET/TRAFFIC	1210	BOBCAT MINI TRACK LOADER	13	7,000	4%	15%	3,311	100%	2014	22,071	2027							57,881			
STREET/TRAFFIC	1223	TRAILER W/ 1998 STEAMER(Trailer only)	39	0	4%	15%	1,125	100%	1988	7,500	2027										
STREET/TRAFFIC	1105	FORD F150 XCAB PICKUP	10	100,000	4%	15%	3,835	100%	2017	25,565	2027				52,181						

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Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
STREET/TRAFFIC	1162	DODGE 1TON DUMP TRUCK	10	100,000	4%	15%	5,658	100%	2017	37,723	2027				76,997						
STREET/TRAFFIC	1155	FREIGHTLINER CRANE TRUCK	15	7,000	4%	15%	15,658	100%	2012	104,384	2027									322,901	
STREET/TRAFFIC	1234	BOMAG MILLING MACHINE	16	7,000	4%	15%	44,169	100%	2011	294,458	2027										988,807
STREET/TRAFFIC	1249	FREIGHTLINER BROOMBEAR SWEEPER	7	N/A	3%	10%	24,794	100%	2020	247,939	2027	350,236							436,446		
STREET/TRAFFIC	1295	WASAU SNOWPLOW WING 1193	10	N/A	4%	15%	1,199	100%	2018	7,991	2028					16,311					
STREET/TRAFFIC	1350	SOLAR MESSAGE BOARD	10	N/A	4%	15%	2,003	100%	2018	13,355	2028					27,259					
STREET/TRAFFIC	1397	SWENSON SANDER	10	N/A	4%	15%	2,130	100%	2018	14,203	2028					28,990					
STREET/TRAFFIC	1398	SWENSON SANDER	10	N/A	4%	15%	2,130	100%	2018	14,203	2028					28,990					
STREET/TRAFFIC	1277	SNOW PLOW	10	N/A	4%	15%	2,268	100%	2018	15,120	2028					30,862					
STREET/TRAFFIC	1278	SNOW PLOW	10	N/A	4%	15%	2,268	100%	2018	15,120	2028					30,862					
STREET/TRAFFIC	1354	SANDER - SLIDE-IN	10	N/A	4%	15%	2,355	100%	2018	15,700	2028					32,046					
STREET/TRAFFIC	1285	SCHMIDT/WASAU SNOWPLOW	10	N/A	4%	15%	2,717	100%	2018	18,114	2028					36,973					
STREET/TRAFFIC	1293	SCHMIDT/WASAU SNOWPLOW	10	N/A	4%	15%	2,717	100%	2018	18,114	2028					36,973					
STREET/TRAFFIC	1280	SNOW PLOW	10	N/A	4%	15%	2,994	100%	2018	19,960	2028					40,741					
STREET/TRAFFIC	1128	DODGE RAM 3500 DUMP TRUCK	10	N/A	4%	15%	5,548	100%	2018	36,986	2028					75,493					
STREET/TRAFFIC	1129	DODGE RAM 3500 DUMP TRUCK	10	N/A	4%	15%	5,548	100%	2018	36,986	2028					75,493					
STREET/TRAFFIC	1154	FREIGHTLINER 12YD DUMP TRUCK	10	100,000	4%	15%	20,151	100%	2018	134,340	2028					274,204					
STREET/TRAFFIC	1184	Chevy 1 ton dump truck	10	100,000	4%	15%	20,457	100%	2018	136,380	2028					278,368					
STREET/TRAFFIC	1185	Chevy 1 ton dump truck	10	100,000	4%	15%	20,457	100%	2018	136,380	2028					278,368					
STREET/TRAFFIC	1193	FREIGHTLINER 12YD DUMP TK	10	100,000	4%	15%	22,283	100%	2018	148,552	2028					303,213					
STREET/TRAFFIC	1194	FRTLNR TANDEM DUMP TRUCK	10	100,000	4%	15%	23,481	100%	2018	156,543	2028					319,524					
STREET/TRAFFIC	1282	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						36,575				
STREET/TRAFFIC	1283	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						36,575				
STREET/TRAFFIC	1289	HENKE V-SNOWPLOW	10	100,000	4%	15%	2,688	100%	2019	17,919	2029						36,575				
STREET/TRAFFIC	1386	TREE SPADE SKIDSTEER ATTACHMENT	22	N/A	4%	15%	1,760	100%	2007	11,736	2029										
STREET/TRAFFIC	1165	FORD F350 DUMP TRUCK	10	100,000	4%	15%	5,789	100%	2019	38,596	2029						78,779				
STREET/TRAFFIC	1317	GRACO LINELAZER	6	N/A	3%	10%	823	100%	2023	8,227	2029		10,907						13,184		
STREET/TRAFFIC	1346	SCAG ZERO TURN MOWER	10	N/A	4%	15%	1,709	100%	2020	11,390	2030							23,248			
STREET/TRAFFIC	1352	VARIABLE MESSAGE BOARD	10	N/A	4%	15%	2,182	100%	2020	14,545	2030							29,688			
STREET/TRAFFIC	1353	VARIABLE MESSAGE BOARD	10	N/A	4%	15%	2,182	100%	2020	14,545	2030							29,688			
STREET/TRAFFIC	1112	DODGE RAM 3500 REG CAB WITH PLOW	10	100,000	4%	15%	5,394	100%	2020	35,961	2030							73,401			
STREET/TRAFFIC	1169	DODGE RAM 3500 DUMP TRUCK	10	100,000	4%	15%	6,070	100%	2020	40,464	2030							82,592			
STREET/TRAFFIC	1118	DODGE RAM 5500 SERVICE TRUCK	10	100,000	4%	15%	10,151	100%	2020	67,670	2030							138,123			
STREET/TRAFFIC	1182	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							284,661			
STREET/TRAFFIC	1183	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							284,661			
STREET/TRAFFIC	1189	FREIGHTLINER DUMP/SANDER TRUCK	10	100,000	4%	15%	20,919	100%	2020	139,463	2030							284,661			
STREET/TRAFFIC	1150	FREIGHTLINER TANDEM DUMP TRUCK	10	100,000	4%	15%	20,940	100%	2020	139,601	2030							284,943			
STREET/TRAFFIC	1124	FREIGHTLINER ROLLOFF TRUCK	10	100,000	4%	15%	27,306	100%	2020	182,042	2030							371,570			
STREET/TRAFFIC	1228	KENWORTH POTHOLE PATCHER	10	100,000	4%	15%	35,165	100%	2020	234,433	2030							478,507			
STREET/TRAFFIC	1212	CAT 140AWP GRADER	10	N/A	4%	15%	41,400	100%	2020	276,000	2030							563,350			
STREET/TRAFFIC	1213	CAT 140AWP GRADER	10	N/A	4%	15%	41,400	100%	2020	276,000	2030							563,350			
STREET/TRAFFIC	1307	PETERBUILT PAINT STRIPER	10	100,000	4%	15%	44,464	100%	2020	296,424	2030							605,038			
STREET/TRAFFIC	1303	GRAPPLE ATCMT 1202	20	N/A	4%	10%	769	100%	2010	7,687	2030										
STREET/TRAFFIC	1356	SWENSON SLIDE-IN SANDER	10	N/A	3%	10%	3,100	100%	2020	31,000	2030							52,889			
STREET/TRAFFIC	1256	SCHMIDT/WAUSAU MF3 SNOW PLOW	10	N/A	3%	10%	3,280	100%	2020	32,800	2030							55,960			
STREET/TRAFFIC	1160	FORD F250 2WD	10	100,000	4%	15%	4,061	100%	2021	27,070	2031								55,253		
STREET/TRAFFIC	1161	FORD F250 2WD	10	100,000	4%	15%	4,061	100%	2021	27,070	2031								55,253		
STREET/TRAFFIC	1120	Dodge 3500 4x4	10	100,000	4%	15%	4,611	100%	2021	30,742	2031								62,748		
STREET/TRAFFIC	1158	FREIGHTLINER TANDEM DUMP TRUCK	10	N/A	4%	15%	4,920	100%	2021	32,800	2031								66,949		
STREET/TRAFFIC	1180	FREIGHTLINER DUMP TRUCK	10	100,000	4%	15%	24,320	100%	2021	162,132	2031								330,931		
STREET/TRAFFIC	1181	FREIGHTLINER DUMP TRUCK	10	100,000	4%	15%	24,320	100%	2021	162,132	2031								330,931		
STREET/TRAFFIC	1186	FREIGHTLINER DUMP/SANDER	15	100,000	4%	15%	20,381	100%	2016	135,873	2031										
STREET/TRAFFIC	1187	FREIGHTLINER DUMP/SANDER	15	100,000	4%	15%	20,381	100%	2016	135,873	2031										
STREET/TRAFFIC	1200	CAT 12M3AWD GRADER	15	7,000	4%	15%	37,703	100%	2016	251,350	2031										
STREET/TRAFFIC	1358	SWENSON SLIDE-IN SANDER	10	N/A	3%	5%	1,550	100%	2021	31,000	2031								54,439		
STREET/TRAFFIC	1258	SCHMIDT/WAUSAU MF3 SNOW PLOW	10	N/A	3%	5%	1,640	100%	2021	32,800	2031								57,600		
STREET/TRAFFIC	1376	GRACO PAINT GUN	10	N/A	4%	15%	1,429	100%	2022	9,525	2032									19,442	
STREET/TRAFFIC	1298	MONROE SNOW PLOW TRIPEDGE	18	N/A	4%	15%	2,212	100%	2014	14,744	2032										
STREET/TRAFFIC	1299	MONROE SNOW PLOW TRIPEDGE	18	N/A	4%	15%	2,212	100%	2014	14,744	2032										
STREET/TRAFFIC	1207	CAT MINI TRACK HOE	10	7,000	4%	15%	14,585	100%	2022	97,232	2032									198,462	
STREET/TRAFFIC	1151	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									476,649	
STREET/TRAFFIC	1152	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									476,649	
STREET/TRAFFIC	1153	VOLVO	10	100,000	4%	15%	35,028	100%	2022	233,523	2032									476,649	
STREET/TRAFFIC	1301	LARUE SNOW BLOWER	20	7,000	3%	15%	18,330	100%	2012	122,198	2032										
STREET/TRAFFIC	1296	WAUSAU SNOW PLOW	20	N/A	3%	5%	1,092	100%	2012	21,844	2032										
STREET/TRAFFIC	1297	WASAU SNOW PLOW	20	N/A	3%	5%	1,092	100%	2012	21,844	2032										
STREET/TRAFFIC	1123x	IHC AERIAL LIFT TRUCK	10	7,000	5%	4%	8,944	100%	2023	223,608	2033										584,354
STREET/TRAFFIC	1365x	GRACO LINE LAZER	10	N/A	4%	15%	1,327	100%	2023	8,846	2033										18,056
STREET/TRAFFIC	1170x	Freightliner Roll Off	10	7,000	4%	15%	32,425	100%	2023	216,166	2033										441,221
STREET/TRAFFIC	1222x	FREIGHTLINER DE-ICE UNIT	10	60,000	4%	15%	35,159	100%	2023	234,390	2033										478,419
STREET/TRAFFIC	1115	FORD F350 4X4 W/PLOW	10	100,000	4%	15%	6,529	100%	2023	43,524	2033										88,837
STREET/TRAFFIC	1232	FREIGHTLINER DE-ICE UNIT	10	60,000	4%	15%	28,970	100%	2023	193,133	2033										394,208
STREET/TRAFFIC	1246	Freightliner/Elgin Broom Bear Sweeper	10	7,000	4%	15%	40,676	100%	2023	271,176	2033										553,503
STREET/TRAFFIC	1313	LARUE D60 SNOW BLOWER	15	7,000	4%	15%	27,760	100%	2019	185,065	2034	305,532									
STREET/TRAFFIC	1204	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034	318,604									
STREET/TRAFFIC	1206	CAT 950 FRONTEND LOADER	15	8,000	4%	15%	28,947	100%	2019	192,983	2034	318,604									
STREET/TRAFFIC	1236	CASE SKID STEER LOADER	40	7,000	4%	15%	3,394	100%	1995	22,629	2035		105,250								
STREET/TRAFFIC	1218	HAMM HD13 ROLLER	20	7,000	4%	15%	9,660	100%	2015	64,400	2035		131,448								

FY 2024 Equipment Replacement Worksheets
Sub-totaled by Department

Department Name	Unit.	Description	Est. Life	Repl. Meter	Repl. %	Salv. %	Salv. Amt	Fund %	Year	Purch. Cost	Repl. Year	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041	2,042	2,043
STREET/TRAFFIC	1171	VOLVO TRUCK/TRACTOR	20	80,000	4%	15%	15,790	100%	2015	105,267	2035		214,863								
STREET/TRAFFIC	1254	FREIGHTLINER WATER TRUCK	20	N/A	4%	15%	20,305	100%	2016	135,369	2036			276,305							
STREET/TRAFFIC	1205	CAT 12M3AWD GRADER	20	7,000	4%	15%	37,703	100%	2016	251,350	2036			513,036							
STREET/TRAFFIC	1286	HENKE V-PLOW	20		4%	5%	800	100%	2016	16,000	2036			34,258							
STREET/TRAFFIC	1287	HENKE V-PLOW	20		4%	5%	800	100%	2016	16,000	2036			34,258							
STREET/TRAFFIC	1227x	FORD 3430 TRACTOR MOWER	15	10,000	4%	15%	3,657	100%	2023	24,378	2038					40,247					
STREET/TRAFFIC	1202	KOMATSU 4YD LOADER	15	7,000	4%	15%	33,686	100%	2023	224,574	2038					370,758					
STREET/TRAFFIC	1305	INGERSALL RAND AIR COMP	20	4,000	4%	15%	5,095	100%	2023	33,965	2043										69,327
STREET/TRAFFIC	1201	CASE 721E LOADER	133	8,000	4%	15%	20,524	100%	2010	136,828	2143										
STREET/TRAFFIC Total												1,716,309	3,225,095	1,650,418	1,396,557	3,174,672	374,892	5,434,922	2,292,211	2,036,970	3,616,733
Grand Total												12,642,069	14,997,007	12,563,513	7,705,665	12,934,343	16,904,367	18,812,758	24,195,802	9,708,895	16,443,822

Governmental Funds
Equipment Replacement 20-Year Funding Estimate Worksheet

Est. 640 Balance as of 06/30/23 **6,500,000**

	20 Yr. Total	2024	2025	2026	2027	2028	2029	2030	2031
Est. Expense	49,179,579	1,565,095	3,929,012	1,107,762	1,398,788	1,529,036	1,483,099	728,426	1,787,643

	2,024	2,025	2,026	2,027	2,028	2,029	2,030	2,031
Est. Beg Balance	6,500,000	6,659,905	4,501,150	5,185,716	5,629,759	5,991,653	6,446,760	7,704,750
Est. Transfers in	1,660,000	1,703,658	1,747,316	1,790,974	1,834,632	1,878,290	1,921,948	1,965,606
Est. Interest	65,000	66,599	45,012	51,857	56,298	59,917	64,468	77,048
Est. Yearly Expense	(1,565,095)	(3,929,012)	(1,107,762)	(1,398,788)	(1,529,036)	(1,483,099)	(728,426)	(1,787,643)
Est. Ending Balance	6,659,905	4,501,150	5,185,716	5,629,759	5,991,653	6,446,760	7,704,750	7,959,760

Estimated Contributions by Fund

Fund	2024	2025	2026	2027	2028	2029	2030	2031
010/871&2 Parks/Rec	364,546	374,134	383,721	393,309	402,896	412,484	422,071	431,659
010-4300 Code Enforcement	23,079	23,686	24,293	24,900	25,507	26,114	26,721	27,328
General Fund Total	**387,625**	**397,819**	**408,014**	**418,209**	**428,403**	**438,598**	**448,792**	**458,987**
150 Animal Shelter	22,498	23,090	23,681	24,273	24,865	25,456	26,048	26,640
150 Fire	648,955	666,023	683,090	700,158	717,226	734,293	751,361	768,428
150 Police	574,433	589,541	604,648	619,756	634,863	649,971	665,079	680,186
Public Safety Total	**1,245,886**	**1,278,653**	**1,311,420**	**1,344,187**	**1,376,954**	**1,409,721**	**1,442,487**	**1,475,254**
240 Planning	2,497	2,562	2,628	2,694	2,759	2,825	2,891	2,956
260 Library	22,876	23,478	24,080	24,681	25,283	25,885	26,486	27,088
290 CDBG	1,116	1,145	1,174	1,204	1,233	1,262	1,292	1,321
Total Governmental	**1,660,000**	**1,703,658**	**1,747,316**	**1,790,974**	**1,834,632**	**1,878,290**	**1,921,948**	**1,965,606**

Governmental Funds
Equipment Replacement 20-Year Funding Estimate Worksheet

Est. 640 Balance as of 06/30/23 **6,500,000**

	20 Yr. Total	2032	2033
Est. Expense	49,179,579	2,119,991	1,957,343

	2,032	2,033
Est. Beg Balance	7,959,760	7,928,631
Est. Transfers in	2,009,264	2,052,922
Est. Interest	79,598	79,286
Est. Yearly Expense	(2,119,991)	(1,957,343)
Est. Ending Balance	7,928,631	8,103,497

Estimated Contributions by Fund

Fund	2032	2033
010/871&2 Parks/Rec	441,246	450,834
010-4300 Code Enforcement	27,935	28,542
General Fund Total	**469,181**	**479,376**
150 Animal Shelter	27,232	27,823
150 Fire	785,496	802,563
150 Police	695,294	710,401
Public Safety Total	**1,508,021**	**1,540,788**
240 Planning	3,022	3,088
260 Library	27,690	28,291
290 CDBG	1,350	1,380
Total Governmental	**2,009,264**	**2,052,922**

Governmental Funds
Equipment Replacement 20-Year Funding Estimate Worksheet

Est. 640 Balance as of 06/30/23 **6,500,000**

	20 Yr. Total	2034	2035	2036	2037	2038	2039	2040	2041
Est. Expense	49,179,579	1,861,609	4,337,932	4,283,803	796,065	1,910,308	3,514,466	1,823,161	7,578,559

	2,034	2,035	2,036	2,037	2,038	2,039	2,040	2,041
Est. Beg Balance	8,103,497	8,419,503	6,306,004	4,269,156	5,743,337	6,161,675	5,023,696	5,609,300
Est. Transfers in	2,096,580	2,140,238	2,183,896	2,227,554	2,271,212	2,314,870	2,358,528	2,402,186
Est. Interest	81,035	84,195	63,060	42,692	57,433	61,617	50,237	56,093
Est. Yearly Expense	(1,861,609)	(4,337,932)	(4,283,803)	(796,065)	(1,910,308)	(3,514,466)	(1,823,161)	(7,578,559)
Est. Ending Balance	8,419,503	6,306,004	4,269,156	5,743,337	6,161,675	5,023,696	5,609,300	489,020

Estimated Contributions by Fund

Fund	2034	2035	2036	2037	2038	2039	2040	2041
010/871&2 Parks/Rec	460,422	470,009	479,597	489,184	498,772	508,359	517,947	527,534
010-4300 Code Enforcement	29,149	29,756	30,363	30,970	31,577	32,184	32,791	33,398
General Fund Total	**489,570**	**499,765**	**509,959**	**520,154**	**530,348**	**540,543**	**550,738**	**560,932**
150 Animal Shelter	28,415	29,007	29,598	30,190	30,782	31,373	31,965	32,557
150 Fire	819,631	836,698	853,766	870,833	887,901	904,968	922,036	939,103
150 Police	725,509	740,617	755,724	770,832	785,939	801,047	816,154	831,262
Public Safety Total	**1,573,555**	**1,606,321**	**1,639,088**	**1,671,855**	**1,704,622**	**1,737,389**	**1,770,155**	**1,802,922**
240 Planning	3,153	3,219	3,285	3,350	3,416	3,482	3,547	3,613
260 Library	28,893	29,495	30,096	30,698	31,300	31,901	32,503	33,105
290 CDBG	1,409	1,438	1,468	1,497	1,526	1,556	1,585	1,614
Total Governmental	**2,096,580**	**2,140,238**	**2,183,896**	**2,227,554**	**2,271,212**	**2,314,870**	**2,358,528**	**2,402,186**

Governmental Funds
Equipment Replacement 20-Year Funding Estimate Worksheet

Est. 640 Balance as of 06/30/23 **6,500,000**

	20 Yr. Total	2042	2043
Est. Expense	49,179,579	2,891,701	2,575,782

	2,042	2,043
Est. Beg Balance	489,020	48,053
Est. Transfers in	2,445,844	2,493,652
Est. Interest	4,890	481
Est. Yearly Expense	(2,891,701)	(2,575,782)
Est. Ending Balance	48,053	(33,596)

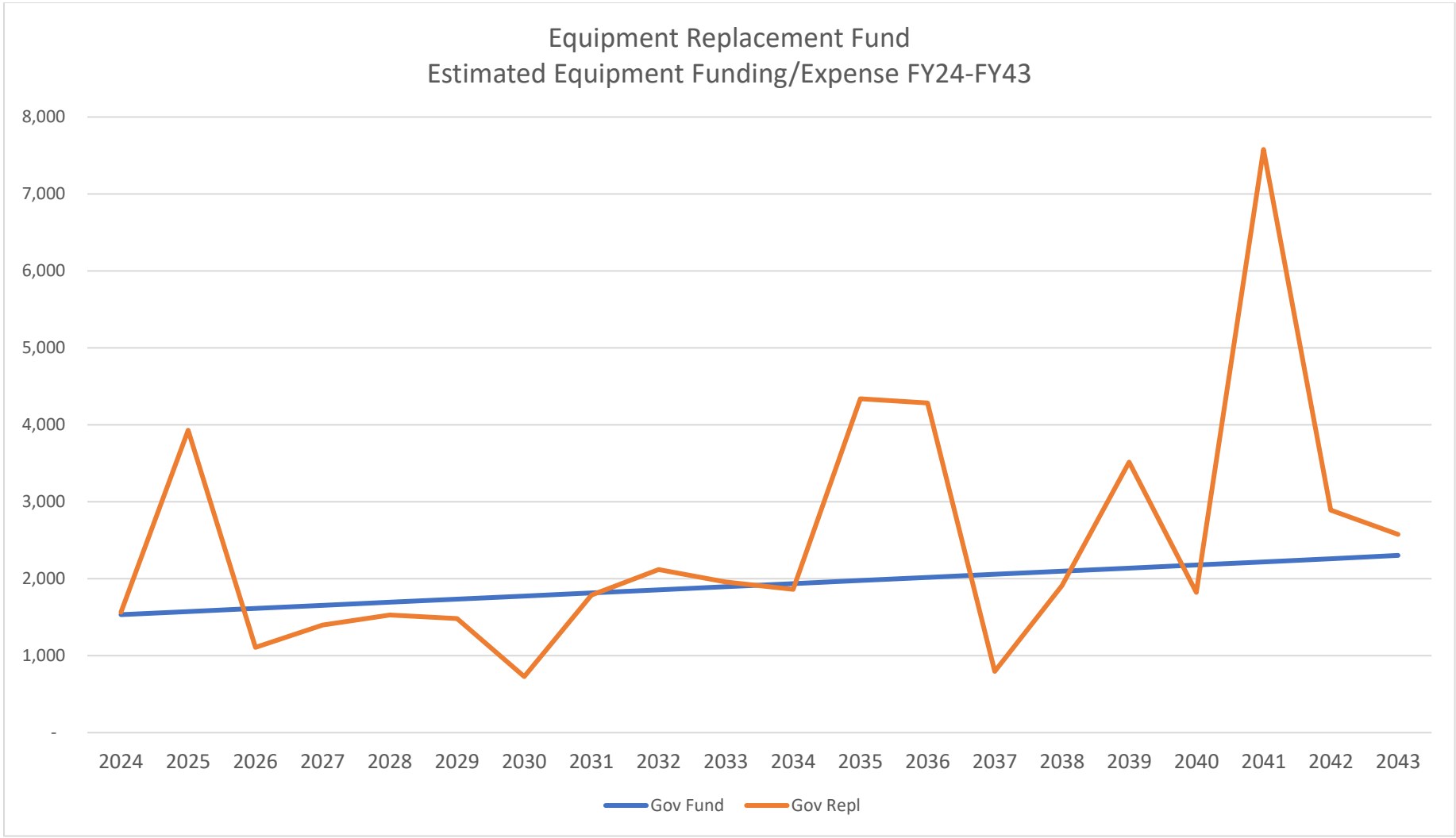
Estimated Contributions by Fund

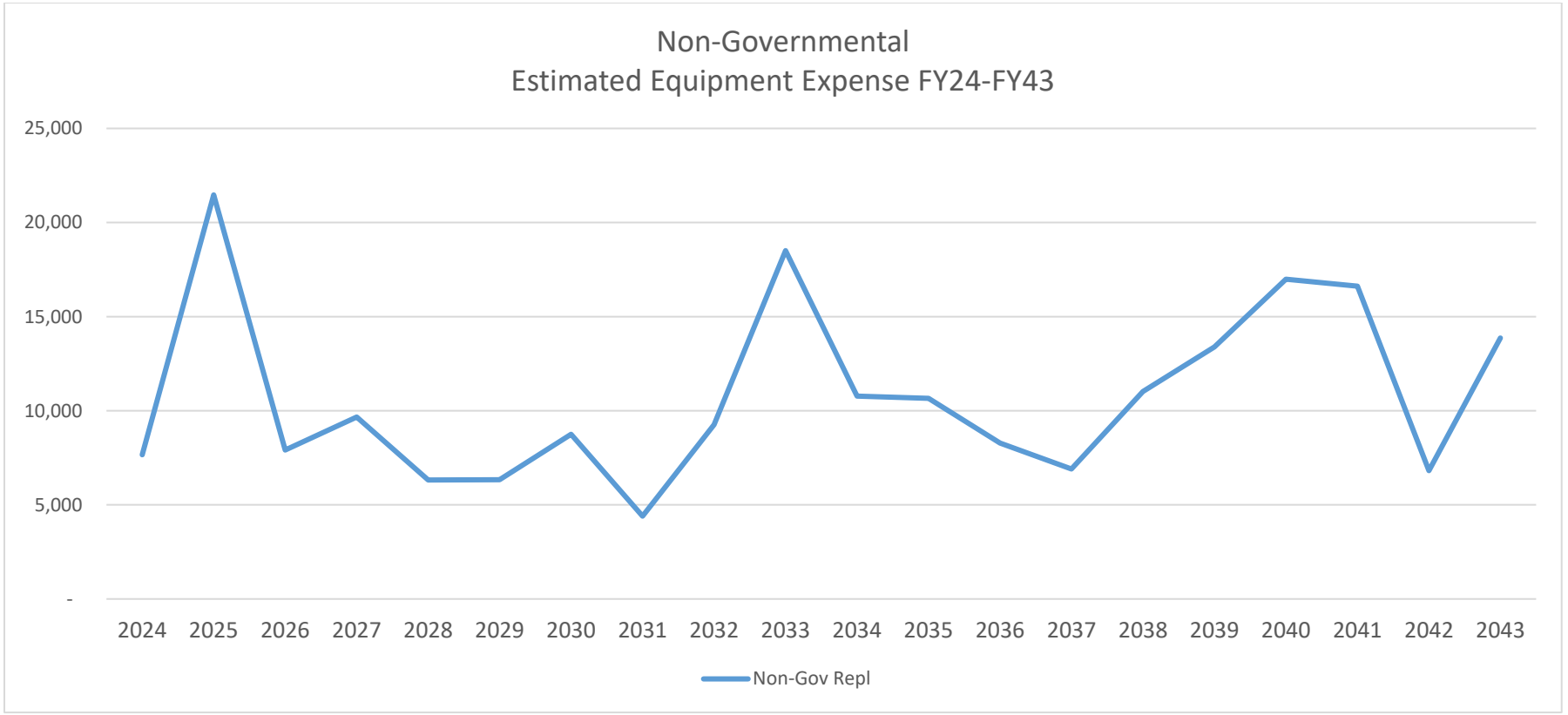
Fund	2042	2043
010/871&2 Parks/Rec	537,122	547,621
010-4300 Code Enforcement	34,005	34,669
General Fund Total	**571,127**	**582,290**
150 Animal Shelter	33,149	33,796
150 Fire	956,171	974,861
150 Police	846,370	862,913
Public Safety Total	**1,835,689**	**1,871,571**
240 Planning	3,679	3,750
260 Library	33,706	34,365
290 CDBG	1,644	1,676
Total Governmental	**2,445,844**	**2,493,652**

Governemental Contributions Comparison

Estimated Contributions by Fund

Fund	2023	2024	Difference
Parks & Recreation	327,466	364,546	37,080
Code Enfrocment	13,029	23,079	10,050
General Fund Total	**319,847**	**387,625**	**67,778**
Animal Shelter	19,153	22,498	3,345
Fire	647,193	648,955	1,762
Police	437,917	574,433	136,516
Public Safety Total	**1,150,445**	**1,245,886**	**95,442**
Planning	3,708	2,497	(1,211)
Community Development	1,128	1,116	(12)
Library	43,743	22,876	(20,867)
Total Governmental	**1,518,870**	**1,660,000**	**141,130**


Equipment Replacement Fund
Estimated Equipment Funding/Expense FY24-FY43
8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
-
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
Gov Fund
Gov Repl


Non-Governmental
Estimated Equipment Expense FY24-FY43
25,000
20,000
15,000
10,000
5,000
-
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
Non-Gov Repl

FY 24 EQUIPMENT REPLACEMENTS

Department	Unit #	Description	Grants	City Funding	2024
SUPPLEMENTAL REQUESTS					
PW Belknap	7424	upgrade to F-450 or 4500		21,025	21,025
Solid Waste	55	Increase due to inflation		47,861	47,861
Solid Waste	56	Increase due to inflation		16,304	16,304
Street Department	1113	Upgrade from 3/4 to 1 Ton		14,457	14,457
Street Department	1203	Increase size of roller		82,355	82,355
Street Department	1344	Upgrade message board		1,490	1,490
Street Department	1100	Short Fall		194,000	194,000
Fire Department	4048	Upgrade 4048		233,938	233,938
Fire Department	4074	Upgrade fron 1/2 to 3/4 ton		29,918	29,918
Fire Department	4080	Upgrade to a light duty pickup		16,289	16,289
Fire Department	4081	Upgrade to a light duty pickup		16,289	16,289
Police	1424	Upgrade to SUV		7,000	7,000
Police	1427	Upgrade to SUV		7,000	7,000
Police	1429	Upgrade to SUV		7,000	7,000
Police	1434	Upgrade to SUV		7,000	7,000
Police	1436	Upgrade to SUV		7,000	7,000
Police	1438	Upgrade to SUV		7,000	7,000
Police	1495	Upgrade to SUV		7,000	7,000
Police	1500	Upgrade to SUV		7,000	7,000
Police	1504	Upgrade to SUV		7,000	7,000
Police	1533	Upgrade to SUV		7,000	7,000
Animal Conrtol	1004	Increase due to inflation		34,312	34,312
Parks Department	1083	Add unit to the fleet		8,000	8,000
Parks Department	1094	Add unit to the fleet		8,000	8,000
Parks Department	7106	Add unit to fleet		2,000	2,000
SUPPLEMENTAL REQUESTS			0	796,238	796,238
RECOMMENDED REPLACMENTS GRAND TOTAL			3,510,406	6,436,669	9,947,075

Transfer Request

1083 and 1094 sold to Parks
7106 sold to Parks
1099 sold to I.T.
1982 sold to Library
1044 sold to Facilities
1984 sold to Facilities

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION PW – D&C DEPARTMENT PRIORITY 1 TOTAL COST $ 74,825

$ AMOUNT IN PLAN $ 53,800

REQUEST TITLE Unit 7424 – F450 4x4 Flatbed w/ Snowplow

DESCRIBE THIS REQUEST

450-sized trucks have larger frames and braking systems to withstand the loading and trailering for the D&C operation.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $??

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Larger frames and braking systems to withstand the rigors of the D&C operations.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
5030-75910-409440 – 60%	Transportation Equipment	$
5130-85910-409440 – 40%	Transportation Equipment	$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Solid Waste DEPARTMENT PRIORITY 1 TOTAL COST $400,000

$ AMOUNT IN PLAN $352,139

REQUEST TITLE Replace unit 0055

DESCRIBE THIS REQUEST

Unit 0055 is already in the ERP for FY 2024, however due to economic conditions, there is not enough money.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ No

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Inflation

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Solid Waste DEPARTMENT PRIORITY 2 TOTAL COST $400,000

$ AMOUNT IN PLAN $383,696

REQUEST TITLE Replace unit 0056

DESCRIBE THIS REQUEST

Unit 0056 is already in the ERP for FY 2024, however due to economic conditions, there is not enough money.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ No

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Inflation

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Street/Traffic DEPARTMENT PRIORITY _____ TOTAL COST $ 58,000

$ AMOUNT IN PLAN $ 43,543

REQUEST TITLE 1113 ¾ to 1 ton upgrade

DESCRIBE THIS REQUEST

Upgrade the replacement vehicle from a ¾ ton to a 1 ton

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $_____

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

The 3/4 ton with a plow receives a lot of extra wear and tear with the additional weight of the plow sticking out front of the truck and the stress of plowing snow. A 1 ton is better designed to receive the additional stress the plows put on the trucks.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
2110-31320-409420	Transportation Equip	$14,457

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Street/Traffic DEPARTMENT PRIORITY _____ TOTAL COST $ $151,450

AMOUNT IN PLAN $ 69.095

REQUEST TITLE Asphalt roller machine size increase

DESCRIBE THIS REQUEST

We would like to increase the size of our roller as 1203 is a small trench roller/compactor and is rarely used due to its size & vibratory vs oscillating compaction style

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $_____

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

1203 is a small trench roller/compactor, we also have a medium 51" roller that we use exclusively. With the larger patches we have been doing the large asphalt roller is the proper piece of equipment. While the large roller is 59" wide the machine more than doubles in weight providing better compaction

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
2110-31320-409420	Transportation Equip	$82,355

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION STREET/TRAFFIC DEPARTMENT PRIORITY _____ TOTAL COST $ 15,289

$ AMOUNT IN PLAN $ 13,799

REQUEST TITLE Message board upgrade

DESCRIBE THIS REQUEST

Upgrade arrow board to a message board

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $_____

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Improve employee safety and allow equipment to be more versatile. The newer LED message boards automatically adjust intensity to current light conditions, providing greater safety and efficiency.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
2110-31320-409420	Transportation Equipment	$1,490

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Street/Traffic DEPARTMENT PRIORITY _____ TOTAL COST $ 194,000

$ AMOUNT IN PLAN $ _____

REQUEST TITLE Equipment cost shortfall

DESCRIBE THIS REQUEST

This request is to offset the deficiency we are experiencing with the significant raise in costs. The ERP has been unable to keep up with the high inflation.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $_____

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

High costs for all the vehicles is unable to be absorbed. The record cost increases are hard to anticipate. With the 2 year lead time on some of our equipment we are unable to push them back additional years.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
2110-31320-409420	Transportation Equip	$194,000

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION FIRE DEPARTMENT PRIORITY 1 TOTAL COST $ 1,000,000

$ AMOUNT IN PLAN $ 766,062

REQUEST TITLE Supplemental Funding for replacement of Fire Pumper (4048)

DESCRIBE THIS REQUEST

Due to significant inflation on fire apparatus we a greatly underfunded for the 2024 Fiscal Year replacement of 4048. We have $766,000 budgeted in the ERP and expect the cost of replacement to be nearing the $1,000,000 mark. The quote good for 90 days is approximately $918,000. We expect that number to see several increases by fiscal year 2024.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0.00

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Cost of Inflation. Supply and demand

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION FIRE DEPARTMENT PRIORITY 1 TOTAL COST $ 65,000

$ AMOUNT IN PLAN $ 35,082

REQUEST TITLE Supplemental Funding for Upgrade of ½ ton single cab to ¾ ton crew cab truck (4074)

DESCRIBE THIS REQUEST

The use of the ½ ton chevy truck at its time of purchase has significantly changed. This vehicle is used by the Assistant Training Chief. The Assistant Training Chief role has also significant changed as is much more active in incident response and day to day operations. The vehicle is consistently in need of more room for transporting personnel. The current half ton truck has been altered over the years to attempt to meet its needs. The truck is also used to pull heavy trailers occasionally and this vehicle does not meet the GVW specs when pulling these trailers. The truck is often overloaded in day-to-day operations. A heavy-duty truck would much better meet these current needs.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0.00

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Change in Operations and demand of the department for this type of vehicle.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION FIRE DEPARTMENT PRIORITY 1 TOTAL COST $ 50,000

$ AMOUNT IN PLAN $ 33,711

REQUEST TITLE Supplemental Funding for Upgrade of a passenger car to light duty pick-up (4080)

DESCRIBE THIS REQUEST

The use of the Chevy Malibu at its time of purchase has significantly changed. Deputy Fire Marshals are consistently visiting construction sites as well as transporting pub-ed equipment, fire investigation equipment, and fire prevention equipment through-out the year. The Bureau needs to often "borrow" suppression's logistics truck to accomplish these tasks. The logistics truck is also used more frequently through-out the year than it used to be making it not as accessible. Upgrade to a light duty truck meets more of the intent of "multi-use" in many situations.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0.00

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Change in Operations and demand of the department

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION FIRE DEPARTMENT PRIORITY 1 TOTAL COST $ 50,000

$ AMOUNT IN PLAN $ 33,711

REQUEST TITLE Supplemental Funding for Upgrade of a passenger car to light duty pick-up (4081)

DESCRIBE THIS REQUEST

The use of the Chevy Malibu at its time of purchase has significantly changed. Deputy Fire Marshals are consistently visiting construction sites as well as transporting pub-ed equipment, fire investigation equipment, and fire prevention equipment through-out the year. The Bureau needs to often "borrow" suppression's logistics truck to accomplish these tasks. The logistics truck is also used more frequently through-out the year than it used to be making it not as accessible. Upgrade to a light duty truck meets more of the intent of "Multi-use" in many situations.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0.00

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Change in Operations and demand of the department

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION police DEPARTMENT PRIORITY 1 TOTAL COST $ 407,800

$ AMOUNT IN PLAN $ 337.800

REQUEST TITLE 10 police vehicles

DESCRIBE THIS REQUEST

This SBR is to increase the vehicle replacement by $7,000 per unit due to inflation

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Vehicle is at mileage and year limitations. Initial replacement cost projections were short because of the increase costs fueled by supply chain crisis and inflation

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
1500-21130-409440	Transportation Equipment	$70,000

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION POLICE DEPARTMENT PRIORITY 1 TOTAL COST $34,312

AMOUNT IN PLAN $ 23,688

REQUEST TITLE (1) Animal Control Supervisors Vehicle

DESCRIBE THIS REQUEST

This SBR is for vehicle replacements under the 2024 ERP. The ACO Supervisors vehicle is in excess of serviceable years and mileage.
Vehicles include: 1004

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?
Vehicle is at mileage and year limitations. Initial replacement cost projections were short because of the increased costs fueled by the supply chain crisis and inflation.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
1500-21130-409440	Transportation Equipment	$ 34,312.00

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION REC DEPARTMENT PRIORITY 1 TOTAL COST $ 95,000

$ AMOUNT IN PLAN $ 101,807

REQUEST TITLE Replace #1023 shuttle bus (23-passenger capacity)

DESCRIBE THIS REQUEST

Replace #1023 with (2) new 15-passenger vans

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 15,000/year

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

Fleet addition. Eliminate need for CDL drivers, which are very difficult to find. Increase seating capacity equals seven more children enrolled for summer camps each week. Increase flexibility and creativity in the number and types of camps we can offer. Safe and dependable transportation needed each week for well over 100 children participating. High demand for camps with full weekly enrollment and waiting lists each week. Motor Pool supports replacement due to poor service record, difficulty finding parts, and frequent service calls.

Funding available in plan for replacement with two vans.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
0100-51120-408210	Transfer Equipment Replacement	$95,000

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Parks DEPARTMENT PRIORITY _____ TOTAL COST $ 8,000.00

$ AMOUNT IN PLAN $ 0

REQUEST TITLE Purchase 1083 from Engineering

DESCRIBE THIS REQUEST

Engineering is requesting to replace 1083 in this year's ERP, Parks is asking to expand our fleet and purchase this unit.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

The Parks Department employs a large number of seasonal employees and are always looking for vehicles that can be used to transport staff and equipment from park to park. Since they are for seasonal use used pickups work great and small pickups have less of an impact on the parks when they have to be driven in the park.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
8730-51990-409490	Other Machinery and Equipment	$8,000.00

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Parks DEPARTMENT PRIORITY _____ TOTAL COST $ 8,000.00

$ AMOUNT IN PLAN $ 0

REQUEST TITLE Purchase 1094 from Engineering

DESCRIBE THIS REQUEST

Engineering is requesting to replace 1094 in this year's ERP, Parks is asking to expand our fleet and purchase this unit.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

The Parks Department employs a large number of seasonal employees and are always looking for vehicles that can be used to transport staff and equipment from park to park. Since they are for seasonal use used pickups work great and small pickups have less of an impact on the parks when they have to be driven in the park.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
8730-51990-409490	Other Machinery and Equipment	$8,000.00

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Parks DEPARTMENT PRIORITY _____ TOTAL COST $ 0

$ AMOUNT IN PLAN $ 0

REQUEST TITLE Addition to Parks fleet 161

DESCRIBE THIS REQUEST

Parks is requesting to replace 1610 with a new pickup and expand the fleet by retaining 1610

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

The Parks Department employs a large number of seasonal employees and are always looking for vehicles that can be used to transport staff and equipment from park to park. Since they are for seasonal use used pickups work great and small pickups have less of an impact on the parks when they have to be driven in the park

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
		$0.00

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION Parks DEPARTMENT PRIORITY _____ TOTAL COST $ 2,000.00

$ AMOUNT IN PLAN $ 0

REQUEST TITLE Purchase 7106 from Public Works D&C

DESCRIBE THIS REQUEST

Public Works D&C is requesting to replace 7106 in this year's ERP, Parks is asking to expand our fleet and purchase this unit.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $ 0

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

The Parks Department employs a large number of seasonal employees and are always looking for vehicles that can be used to transport staff and equipment from park to park. Since they are for seasonal use used pickups work great and small pickups have less of an impact on the parks when they have to be driven in the park.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
8730-51990-409490	Other Machinery and Equipment	$2,000.00

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION PRPL/CEMETERY DEPARTMENT PRIORITY _____ TOTAL COST $ 4,830

$ AMOUNT IN PLAN Budget for FY24

REQUEST TITLE Retain 1906-1997 JCB Backhoe / loader

DESCRIBE THIS REQUEST

1906-1997 JCB Backhoe/loader is scheduled for replacement in FY24 (see equipment replacement request). Request to retain subject equipment for sole use as a front loader to aid with snow removal and fall clean up.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $_____

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

1906-1997 JCB Backhoe/loader is deteriorating with near daily use in opening and closing graves. However we believe, if used solely as a front loader, with only infrequent use during heavy snows and operating a few days in the fall for yearly waste cleanup, this equipment will be useful for many more years.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
0100-51400-402925	Misc Equipment under $5k	$4,830 (FY24)

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION PARKING DEPARTMENT PRIORITY 1 TOTAL COST $30,500

AMOUNT IN PLAN $31,602

REQUEST TITLE REPLACEMENT VEHICLE FOR BOBCAT

DESCRIBE THIS REQUEST

CHANGING FROM A UTILITY TERRAIN VEHICLE TO A CAR SIMILAR TO AN ECOSPORT. FORD IS DISCONTINUING THE ECOSPORT. NOT ENTIRELY CERTAIN WHAT OPTIONS WILL BE AVAILABLE.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $33,333

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?
UNIT 1964 IS NO LONGER A PART OF PARKING'S FLEET. THE PARKING DIVISION WAS INFORMED THAT IT WOULD NOT BE WORTH THE INVESTMENT TO CONTINUE FIXING IT. THE BOBCAT WAS SENT TO AUCTION. ENFORCEMENT CURRENTLY HAS TWO VEHICLES AT THEIR DISPOSAL FOR TRANSPORTATION. THEY HAVE THE NEW ECOSPORT AND A LOANER TRUCK FROM FLEET. TWO ENFORCEMENT OFFICERS RIDE IN THE TRUCK AND THE THIRD ENFORCEMENT OFFICER USES THE NEW ECOSPORT THAT WAS RECEIVED EARLIER THIS YEAR. IDEALLY, EACH ENFORCEMENT OFFICER SHOULD HAVE THEIR OWN VEHICLE TO ADEQUATELY ENFORCE THE DOWNTOWN AREA. AREA RUNS FROM AS FAR NORTH AS MSU-B, AS FAR SOUTH AS 1ST AVE SOUTH, AS FAR WEST AS BILLINGS CENTRAL HIGH SCHOOL AREA AND AS FAR EAST AS NORTH 22ND. THE ENFORCEMENT AREA WILL GROW AS PARKING DEMANDS GROW.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
5210-15220-409440	TRANSPORTATION EQUIPMENT	$30,500

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

CITY OF BILLINGS
SUPPLEMENTAL BUDGET REQUEST DECISION PACKAGE

DIVISION PARKING DEPARTMENT PRIORITY 2 TOTAL COST $30,500

AMOUNT IN PLAN $31,602

REQUEST TITLE REPLACEMENT VEHICLE FOR BOBCAT

DESCRIBE THIS REQUEST

CHANGING FROM A UTILITY TERRAIN VEHICLE TO A CAR SIMILAR TO AN ECOSPORT. FORD IS DISCONTINUING THE ECOSPORT. NOT ENTIRELY CERTAIN WHAT OPTIONS WILL BE AVAILABLE.

IF THIS REQUEST WILL GENERATE ADDITIONAL REVENUE, HOW MUCH? $33,333

WHAT IS THE JUSTIFICATION FOR THIS REQUEST?

UNIT 1965 IS NO LONGER SUITABLE FOR DAILY ON-STREET USE. IT WAS CONSTANTLY IN THE SHOP FOR REPAIRS. BOBCAT IS BETTER USED FOR SMALL TRIPS SUCH AS IN-BETWEEN AND AROUND PARKING GARAGES. SUITABLE FOR GROUNDS WORK AND SPECIAL PROJECTS FOR OUR FACILITIES MAINTENANCE CREWS. BLADE AND BROOM CAN ALSO BE USED FOR LIGHT SNOW REMOVAL. ENFORCEMENT CURRENTLY HAS TWO VEHICLES AT THEIR DISPOSAL FOR TRANSPORTATION. THEY HAVE THE NEW ECOSPORT AND A LOANER TRUCK FROM FLEET. TWO ENFORCEMENT OFFICERS RIDE IN THE TRUCK AND THE THIRD ENFORCEMENT OFFICER USES THE NEW ECOSPORT THAT WAS RECEIVED EARLIER THIS YEAR. IDEALLY, EACH ENFORCEMENT OFFICER SHOULD HAVE THEIR OWN VEHICLE TO ADEQUATELY ENFORCE THE DOWNTOWN AREA. AREA RUNS FROM AS FAR NORTH AS MSU-B, AS FAR SOUTH AS 1ST AVE SOUTH, AS FAR WEST AS BILLINGS CENTRAL HIGH SCHOOL AREA AND AS FAR EAST AS NORTH 22ND. THE ENFORCEMENT AREA WILL GROW AS PARKING DEMANDS GROW.

LIST THE INDIVIDUAL LINE ITEM ACCOUNTS IMPACTED BY THIS REQUEST.

ACCOUNT #	ACCOUNT NAME	AMOUNT
5210-15220-409440	TRANSPORTATION EQUIPMENT	$30,500

Note: Division requests should be prioritized with 1 being highest priority project.
Attach Personnel request form for added positions and put account totals above.
Additional justification may be sent to finance, be sure to put request title on additional information. If added lines for account numbers are needed, use a second form and mark "continued" in Total Cost space on second sheet, filling in division, priority & title.

City Council Regular

Date:	12/19/2022
Title:	Resolution establishing rules for remote participation at public meetings
Presented by:	Gina Dahl
Department:	Legal
Presentation:	No
Legal Review	Yes

RECOMMENDATION

Staff recommends Council adopt rules governing the remote participation of all City Council, board, committee, or commission members.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

At its August 1, 2022, and September 19, 2022, work sessions, Council considered amendments to city code regarding rules of procedure for meetings as well as rules for remote participation. After discussion and consideration, City Council decided it would create a Council committee to review and consider these matters.

On November 3, 2022, the Council Operations Committee met and considered the draft resolution prepared by staff establishing rules for remote participation at meetings. The committee has provided the attached resolution that includes modifications the committee deems appropriate for those rules.

ALTERNATIVES

City Council may:

- Approve; or,
- Not Approve and provide additional direction to staff.

FISCAL EFFECTS

There may be some fiscal effects for the City to effectuate the ability for Council or any board, commission, or committee to participate by electronic means at any meeting. However, it is believed that all such technology and means to conduct such meetings has already been established.

Attachments

Resolution

RESOLUTION 22-_____

A RESOLUTION ESTABLISHING RULES, PROCEDURES, AND CRITERIA FOR A CITY COUNCIL MEMBER OR A MEMBER OF A CITY BOARD, COMMISSION, OR COMMITTEE TO PARTICIPATE REMOTELY IN PUBLIC MEETINGS

WHEREAS, pursuant to 2-3-103, MCA, and the Montana Constitution, the City of Billings must establish procedures for permitting and encouraging the public to participate in decisions of the City Council and of the City's boards, committees, or agencies that are of significant interest to the public; and

WHEREAS, the City has adopted such procedures through Chapter 2, Article 2, Billings, Montana City Code, among others; and

WHEREAS, the City Council desires to adopt procedures and establish rules to authorize members of Council and the City's boards, commissions, and committees to participate remotely under specific circumstances and conditions while ensuring such remote participation fulfills the City's obligation to permit and encourage public participation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA:

Pursuant to BMCC 2-212, the City Council hereby establishes the following criteria that must be met and procedures that must be followed to authorize a council member or a member of a City board, agency, or committee to participate in their official capacity at a public meeting through remote participation. Whenever this policy refers to a City Council member the same criteria and procedures apply to members of City boards, commissions, and committees unless a specific standard applies.

1. Remote participation means participation by a Council member at any meeting of the City Council through the use of technology such as a video meeting software application.

2. Remote participation by a Council member may be available only upon a determination by the city administrator that the City has the technological and administrative capacity to support remote participation and remote participation is beneficial and convenient for the administration of city business in the discretion of the city administrator.

3. Council members are expected to attend meetings in person absent authorization by the presiding officer as described in the following paragraph.

4. Remote participation may be authorized by the presiding officer only under the following circumstances:

a. Council member illness or health condition;
b. Council member personal emergency, travel, or other circumstances reasonably limiting the Council member's ability to participate in person; or
c. Fire, flood, earthquake, or other community emergency that makes it impracticable for the Council member to attend the meeting.

5. A Council member shall submit a request to the presiding officer, city administrator, and city clerk in advance of the meeting to determine if an arrangement for remote participation is possible. The Council member seeking such accommodation shall endeavor to advise the City of their intent to participate remotely at the earliest possible time and not less than twenty-four (24) hours prior to the meeting unless notice within that time frame is not reasonable under the circumstances. The presiding officer shall seek to advise the Council member within 12 hours of the meeting if the request is approved or denied. Any approved request does not guarantee that a remote connection can be established or maintained during the meeting.

6. A Council member may be authorized to participate remotely pursuant to any single request for no more than two consecutive meetings. A Council member must submit a subsequent request to participate remotely for any additional meetings. Other than illness or injury, in no case may a Council member be authorized to participate remotely for more than four meetings in any calendar year without approval by a majority of the Council, board, commission or committee. Remote participation is generally intended to be a temporary accommodation, and repeated absence from in-person attendance for the same or different reasons may result in refusal to grant additional requests.

7. The Council member participating remotely must ensure the equipment, technology and venue the Council member uses meets the following to ensure that the Council member's remote participation is materially comparable to in-person participation and is not a distraction for the public or other Council members:

    a. Each member of Council and the public must be able to adequately see and hear the Council member participating remotely;
    b. The Council member participating remotely must be able to adequately see and hear the other Council members and City staff;
    c. The Council member participating remotely must be able to reasonably observe all materials reviewed and discussed by the Council during the meeting; and
    d. The Council member participating remotely must ensure they have a suitable location from which to participate and must ensure they do not communicate with others not in the meeting regarding matters on the agenda.

8. A Council member participating remotely meeting the above requirements will be counted in determining a quorum and is eligible to vote on all business presented during the meeting. If, at any time, the member does not have an audio/video connection meeting the requirements above or the connection fails during a presentation, public hearing, or any other time in which the item is discussed, then

the member attending remotely will be considered absent for that portion of the meeting and is not eligible to vote. However, the member may appeal to the presiding officer if their absence might not have had a material adverse impact on their ability to make a fair judgment or the public's ability to observe the Council member. The presiding officer has the sole and final discretion to approve or deny the appeal.

9. If the Mayor is remotely participating in a meeting and the Deputy Mayor or the Deputy Mayor Pro Tempore is participating in person, the Deputy Mayor or Deputy Mayor Pro Tempore shall preside over the meeting. If the Mayor, Deputy Mayor, and Deputy Mayor Pro Tempore, or other presiding officer in the case of a City board, commission, or committee, are absent or participating remotely, the Council shall select a temporary presiding officer to preside over the meeting.

10. No member shall be allowed to participate remotely in a meeting closed to the public pursuant to BMCC 2-600 and state law by electronic means.

11. This policy does not grant any member of the public a right to remotely attend or offer public comment at a public meeting by electronic means or authorize the City to conduct public meetings of the City Council or of a city board, commission, or committee wherein the public's only means of participation in the meeting is through remote methods. If a meeting is to occur limiting the public to only remote participation, such a decision may be made only upon a determination that public health or safety or other exigent circumstances necessitate a fully remote meeting. For the City Council such a decision may be made by the presiding officer or City Administrator. For boards, commissions, and committees, such a decision may be made by the City Administrator.

This resolution shall be effective upon adoption.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the _____ day of _____, 2022.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk

City Council Regular

Date:	12/19/2022
Title:	Payment of Claims for week of November 21, 2022
Presented by:	Andy Zoeller, Finance Director
Department:	Finance
Presentation:	No
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends Council approve the Payment of Claims

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Claims in the amount of $1,349,036.48 have been reviewed and are presented for City Council payment approval. A complete listing of the claims for the week are available in the Finance Department.

Payment Approval Process

Every invoice for payment is entered into the City's accounting system and the backup documentation is scanned in and attached (physical invoices, additional e-mails explaining payments, bids, contracts, etc.).
Each invoice goes through a multi-step approval process depending upon the amount of the payment.

First, invoices are entered by the department requesting the payment and the department director or designee must perform an initial review and approval of the purchase. The number of approvals within the department can vary based upon the size of the department, but no less than one approver within each department must verify the payment.

Second, all payments, regardless of size, must be approved by the Purchasing Agent or designee. The Purchasing Agent will review the payment to ensure purchasing procedures are followed and appropriate documentation is attached.

If the payment is greater than $1,000, then it must be approved by the Finance Director or designee.
If that payment is greater than $10,000, then it must be approved by the City Administrator or Assistant City Administrator.

Once all approvals are completed, the payment is able to be made and the Accounts Payable Clerk can print the check. After all checks are printed, a list of all checks in excess of $2,500 is generated and placed on the next City Council meeting for review.

ALTERNATIVES

- No other alternatives were analyzed

FISCAL EFFECTS

Claims have a varying impact on department budgets, but are submitted by the departments and reviewed by Finance staff before being sent to the Council.

Attachments

CouncilMemo wk of 11212022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857105	A & E Architects	Tax Incrmnt S	$ 22,418.00	Generational Community Recreation Center design
11/21/2022	857108	Ace Electric	Wastewater	$ 3,149.55	80' Pole @ Rehberg Lagoon Ironhorse Exte
11/21/2022	857108	Ace Electric	Water	$ 3,149.55	50' Pole Terrace Estates 805 Constitutio
11/21/2022	857111	Aerzen USA Corp	Wastewater	$ 8,708.14	Service Turbo Blower #4 at Water Reclamation Facility
11/21/2022	857112	Air Controls-Billings	Water	$ 7,286.40	Chapple Furnace Upgrade - No Contract
11/21/2022	857112	Air Controls-Billings	Water	$ 9,424.80	Replace Mini=Split Air Conditioning System at Fox Pump Station
11/21/2022	857122	Automatic Doors - MT	Airport	$ 2,741.20	Automatic Door P.M., Door 4 Repairs
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550074570
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550171338
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550220413
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550345081
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550345195
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550869190
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	550916479
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	551075452
11/21/2022	857126	Billings Clinic	Public Safety	$ 176.00	551147381
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022095
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022101
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022103
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022107
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022108
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022109
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022111
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022123
11/21/2022	857126	Billings Clinic	Public Safety	$ 600.00	SANE 2022130
11/21/2022	857130	Brenntag Pacific	Wastewater	$ 5,970.62	Chemicals for dewatering biosolids proce
11/21/2022	857131	Bridgestone/Firestone	Transit	$ 5,115.04	Tires On Sold Buses
11/21/2022	857133	Business Tax Section	Arterial Streets	$ 198.98	Retainage Release
11/21/2022	857133	Business Tax Section	Gas Tax	$ 321.60	Retainage Release
11/21/2022	857133	Business Tax Section	Gas Tax	$ 39.13	WO 22-24 Park PL Retaining Wall; Payment 3 FINAL
11/21/2022	857133	Business Tax Section	Park Dist 1	$ 1,205.58	WO 22-38 Pioneer Park Trail Rehabilitation; Payment 1 FINAL
11/21/2022	857133	Business Tax Section	Parking	$ 107.50	Park 2 Painting of Awnings, Iron Beams and Vertical Signs
11/21/2022	857133	Business Tax Section	Solid Waste	$ 211.19	WO 22-37 Landfill Drop-off Building Repairs - Plumbing
11/21/2022	857133	Business Tax Section	Solid Waste	$ 657.45	WO 22-37 Landfill Drop-Off Building Repairs -Construction

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857133	Business Tax Section	Wastewater	$ 80.37	Repair and Trouble Shoot Rotork Valve Ac
11/21/2022	857133	Business Tax Section	Wastewater	$ 87.96	Service Turbo Blower #4 at Water Reclamation Facility
11/21/2022	857133	Business Tax Section	Water	$ 73.60	Chapple Furnace Upgrade. No Contract
11/21/2022	857133	Business Tax Section	Water	$ 95.20	Replace Mini-Split Air Conditioning system at Fox Pump Station
11/21/2022	857138	Century Link	Airport	$ 82.34	Airport
11/21/2022	857138	Century Link	Airport	$ 68.90	Airport
11/21/2022	857138	Century Link	Airport	$ 53.02	Airport 1FB Line
11/21/2022	857138	Century Link	Airport	$ 45.66	Airport Alarm
11/21/2022	857138	Century Link	Airport	$ 53.02	Airport P9 Building
11/21/2022	857138	Century Link	Airport	$ 50.52	Airport Terminal Power M
11/21/2022	857138	Century Link	Airport	$ 37.92	Bill Date: Aug 16, 2021. QTA Phone
11/21/2022	857138	Century Link	Engineering	$ 138.69	Measured Lines Depot 60/40
11/21/2022	857138	Century Link	EOC 911	$ 68.48	911
11/21/2022	857138	Century Link	EOC 911	$ 62.38	911
11/21/2022	857138	Century Link	EOC 911	$ 5,363.50	9-1-1 Center
11/21/2022	857138	Century Link	EOC 911	$ 311.26	9-1-1 Center Fox Reservoir #2
11/21/2022	857138	Century Link	EOC 911	$ 311.26	9-1-1 Center Landfill #2
11/21/2022	857138	Century Link	Fleet	$ 51.03	Motor Pool
11/21/2022	857138	Century Link	General	$ 41.17	Cemetery FAX Line
11/21/2022	857138	Century Link	General	$ 62.54	Stewart Park Batting Cages
11/21/2022	857138	Century Link	IT Resources	$ 50.52	Kenco Security Alarm IT Alarm
11/21/2022	857138	Century Link	Library	$ 188.17	Library 6 lines
11/21/2022	857138	Century Link	P.W. Admin	$ 92.46	Measured Lines Depot 60/40
11/21/2022	857138	Century Link	Park Dist 1	$ 68.90	Parks
11/21/2022	857138	Century Link	Park Dist 1	$ 50.52	Parks 3890 Stillwater
11/21/2022	857138	Century Link	Parking	$ 50.52	Park 1 Elevator Phone
11/21/2022	857138	Century Link	Parking	$ 41.17	Park 2 Elevator Phone
11/21/2022	857138	Century Link	Phone System	$ 103.92	Airport Measured Lines
11/21/2022	857138	Century Link	Phone System	$ 111.42	BOC Measured Lines
11/21/2022	857138	Century Link	Phone System	$ 52.49	CPC
11/21/2022	857138	Century Link	Phone System	$ 492.74	CPC
11/21/2022	857138	Century Link	Phone System	$ 125.45	Library 6 lines
11/21/2022	857138	Century Link	Phone System	$ 2,594.61	Main System Centrex
11/21/2022	857138	Century Link	Phone System	$ 114.60	Met Measured Lines

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857138	Century Link	Phone System	$ 52.49	PRPL
11/21/2022	857138	Century Link	Phone System	$ 161.94	PUD Measured Lines 406-247-8579
11/21/2022	857138	Century Link	Planning	$ 50.52	Planning Traffic Central 9th
11/21/2022	857138	Century Link	Planning	$ 50.52	Planning Traffic Central Broadwater
11/21/2022	857138	Century Link	Public Safety	$ 50.52	Crime Prevention Alarm
11/21/2022	857138	Century Link	Public Safety	$ 119.32	Fire
11/21/2022	857138	Century Link	Public Safety	$ 60.90	Fire 5 911 Line
11/21/2022	857138	Century Link	Public Safety	$ 51.96	Fire Elevator
11/21/2022	857138	Century Link	Public Safety	$ 41.17	Fire Maintenance Shop
11/21/2022	857138	Century Link	Public Safety	$ 118.28	Fire RR Crossing Alarm
11/21/2022	857138	Century Link	Radio	$ 311.26	Fire Airport Radio Tower Jellison
11/21/2022	857138	Century Link	Radio	$ 311.26	Fire Airport Radio Tower WCK
11/21/2022	857138	Century Link	Solid Waste	$ 96.43	Solid Waste Landfill
11/21/2022	857138	Century Link	Solid Waste	$ 192.56	SW Landfill
11/21/2022	857138	Century Link	Street/Traffic	$ 42.34	PW Traffic 3728 McDougall
11/21/2022	857138	Century Link	Street/Traffic	$ 51.96	PW Traffic Signal 24 Central
11/21/2022	857138	Century Link	Transit	$ -	MET Transit
11/21/2022	857138	Century Link	Wastewater	$ 50.52	PUD Sahara Sand Lift Station
11/21/2022	857138	Century Link	Water	$ 39.44	PUD Alarm Water Tower
11/21/2022	857145	Command LLC	Public Safety	$ 2,400.00	AERIAL LADDER TESTING
11/21/2022	857145	Command LLC	Public Safety	$ 2,163.00	GROUND LADDER TESTING, 11/07/2022
11/21/2022	857145	Command LLC	Public Safety	$ 207.00	HEAT SENSOR REPLACEMENTS
11/21/2022	857155	Dell Computer	Public Safety	$ 1,733.51	Mobile Precision 3570, i5, 16GB RAM, 256GB SSD, dock, monitors
11/21/2022	857155	Dell Computer	Transit	$ 3,156.84	Qty. 2 Rugged Laptops MET Mechanics
11/21/2022	857156	Dell Marketing	Wastewater	$ 2,687.34	administrative computer replacements FY2
11/21/2022	857157	Dept Natural Resource	Water	$ 6,500.00	WO 22-19 WE Intake Pump Station DNRC
11/21/2022	857158	Desert Mt Corp	Street/Traffic	$ 5,286.18	inv#22-100702ice slicer
11/21/2022	857159	DOWL	Water	$ 21,503.14	WO 22-44 Zone 1 Water Storage Improvements; Payment 3
11/21/2022	857161	Earth Movers Excav	Gas Tax	$ 3,873.83	WO 22-24 Park PL Retaining Wall; Payment 3 FINAL
11/21/2022	857162	Eastern OR Commun	Wastewater	$ 3,890.00	WTP and 4-Dances new FCC license project
11/21/2022	857163	EBMS	City Ins Fund	$ 29,562.95	December 2022 Monthly Billings
11/21/2022	857163	EBMS	City Ins Fund	$ 1,740.00	December 2022 Monthly Billings
11/21/2022	857163	EBMS	City Ins Fund	$ 925.00	December 2022 Monthly Billings
11/21/2022	857163	EBMS	City Ins Fund	$ 60,776.51	December 2022 Monthly Billings

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857163	EBMS	City Ins Fund	$ 1,274.00	December 2022 Monthly Billings
11/21/2022	857163	EBMS	City Ins Fund	$ 4,934.30	December 2022 Monthly Billings
11/21/2022	857163	EBMS	Payroll Clearing	$ 11,103.13	December 2022 Monthly Billings
11/21/2022	857166	Econo Print	General	$ 82.59	TF mailing 318516
11/21/2022	857166	Econo Print	Solid Waste	$ 6,598.95	Landfill front in std green ink.
11/21/2022	857167	Elizabeth Ann Christiaens	Public Safety	$ 3,000.00	Dr Christiaens pre-employment evals OCT-NOV
11/21/2022	857172	Ferguson Enterprises	Wastewater	$ 6,515.50	Sewer Pipe & Fittings WO2397
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 1,733.07	inv#82520asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 630.99	inv#82521asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 2,758.28	inv#82522asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 1,766.28	inv#83243asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 2,618.06	inv#83244asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 284.75	inv#83245asphalt
11/21/2022	857174	Fisher Sand & Gravel	Street/Traffic	$ 903.44	inv#83246asphalt
11/21/2022	857175	Garney Co	Water	$ 87,718.84	WO 19-42 West End Water Treatment Plant Project; Payment 4
11/21/2022	857180	Grayshift	PD Program	$ 27,995.00	GrayKey License.
11/21/2022	857181	Guardian Security	Library	$ 10,145.25	933 September 2022
11/21/2022	857181	Guardian Security	Library	$ 10,643.15	938 October 2022
11/21/2022	857182	Gunarama Wholesale	Public Safety	$ 2,445.00	GW 1186711, Glock GEN5s
11/21/2022	857182	Gunarama Wholesale	Public Safety	$ 2,405.00	GW1187225, Gen 5s
11/21/2022	ACH	HDR	Solid Waste	$ 2,238.55	WO 22-37 Landfill Drop-off Bldg Repairs; Payment 5
11/21/2022	ACH	HDR	Water	$ 1,365.06	HDR Pmt 1, Water Model work in Conjunction w/ ISO Study
11/21/2022	857184	High Point Network	IT Resources	$ 3,902.00	Qty. 5 10GB Quad-Port Cards and 16GB cables
11/21/2022	857184	High Point Network	Wastewater	$ 8,141.00	Camera Upgrade Project for Security and Safety Purposes
11/21/2022	857191	Iaff	Payroll Clearing	$ 5,063.88	Payroll Summary
11/21/2022	857193	Industrial Comm & Elec	Solid Waste	$ 5,544.00	3 - Kenwood - VP5430 - 7/800MHz Portable Radio
11/21/2022	857202	Knife River	Arterial Streets	$ 19,699.16	Retainage Release
11/21/2022	857202	Knife River	Gas Tax	$ 31,837.64	Retainage Release
11/21/2022	857202	Knife River	Street/Traffic	$ 2,555.50	inv#8506691 1/2" crushed base
11/21/2022	857202	Knife River	Wastewater	$ 12,120.00	300 Tons MC-250 Cold Mix Asphalt
11/21/2022	857202	Knife River	Water	$ 18,180.00	300 Tons MC-250 Cold Mix Asphalt
11/21/2022	ACH	Kois Brothers	Fleet	$ 344.67	127461 PO NUM 315120
11/21/2022	ACH	Kois Brothers	Solid Waste	$ 7,548.96	126790
11/21/2022	ACH	Kois Brothers	Solid Waste	$ 340.54	127303

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	ACH	Kois Brothers	Solid Waste	$ 709.59	127330
11/21/2022	857203	Kone Inc	Airport	$ 280.00	FY23 Elevator/Escalator Maintenance - IP9
11/21/2022	857203	Kone Inc	Airport	$ 116.00	FY23 Elevator/Escalator Maintenance - Operations
11/21/2022	857203	Kone Inc	Airport	$ 3,150.00	FY23 Elevator/Escalator Maintenance - Terminal
11/21/2022	857203	Kone Inc	Airport	$ 498.11	Invoice #1158429903. Repair Dining Lift
11/21/2022	857203	Kone Inc	Airport	$ 236.25	Repair Bag Claim Elevator
11/21/2022	857204	L N Curtis & Sons	Public Safety	$ 7,920.00	1.75" X 50' -1.5NH YELLOW DB800 DURA-BUILT DJ HOSE
11/21/2022	857205	LaTech Equipment	Wastewater	$ 4,831.43	Level Sensor for AFT Pit
11/21/2022	857208	Matt Bender Real Estate	FireStation Const	$ 4,500.00	APPRAISAL ON 760 LAKE ELMO DR PROPERTY
11/21/2022	857211	MES-NW	Public Safety	$ 25,950.00	200077-60 REGULATOR, QD (quik disconnect) 2018
11/21/2022	857211	MES-NW	Public Safety	$ 1,845.00	201215-07, AV-3000 HT (S) KVLR W/L BRACKET - MASK
11/21/2022	857211	MES-NW	Public Safety	$ 3,690.00	201215-08, AV-3000 HT (M) KVLR W/L BRACKET - MASK
11/21/2022	857211	MES-NW	Public Safety	$ 100.00	ESTIMATED SHIPPING - QUOTE QT1585098
11/21/2022	857219	MFPE	Payroll Clearing	$ 2,715.26	Payroll Summary
11/21/2022	857224	Motor Power Equip	Water	$ 7,202.43	NONSTOCKING ITEMS-P.U.D.
11/21/2022	857225	MPPA	Payroll Clearing	$ 3,859.94	Payroll Summary
11/21/2022	857226	MSU Local Govern	CDBG	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Facilities	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	General	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	General	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	General	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	General	$ 600.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	General	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	IT Resources	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Library	$ 400.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Planning	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Public Safety	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Public Safety	$ 200.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Public Safety	$ 1,000.00	Trailhead Training on 9/13/2022
11/21/2022	857226	MSU Local Govern	Transit	$ 600.00	Trailhead Training on 9/13/2022
11/21/2022	857214	MT CSED	Payroll Clearing	$ 4,599.06	Payroll Summary
11/21/2022	857217	MT Dakota Utilities	Airport	$ 436.05	129 573 1000 1. Mud Wash. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 151.71	160 723 3573 6. USDA. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 286.89	185 580 1000 7. TSA. November 2022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857217	MT Dakota Utilities	Airport	$ 63.54	229 573 1000 0. Detail Bay 1 Hertz. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 183.62	283 116 0655 3. Alpine. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 1,443.40	285 580 1000 6
11/21/2022	857217	MT Dakota Utilities	Airport	$ 95.45	295 580 1000 4. Aero Interiors. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 80.12	329 573 1000 9. Detail Bay 3 Enterprise. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 69.57	429 573 1000 8. Detail Bay 4 Avis/Budget. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 26.09	529 573 1000 7. Detail Bay 5 Thrifty/Dollar. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 8,313.11	595 580 1000 1
11/21/2022	857217	MT Dakota Utilities	Airport	$ 140.16	629 573 1000 6. Detail Bay 2 National/Alamo. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 1,470.03	706 580 1000 7
11/21/2022	857217	MT Dakota Utilities	Airport	$ 1,118.32	79 053 7751 5. New Terminal. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 21.32	846 093 3091 9. Small Meter E. Rooftops. November 2022
11/21/2022	857217	MT Dakota Utilities	Airport	$ 1,908.12	889 373 1000 6. Car Wash. November 2022
11/21/2022	857216	MT Dakota Utilities	Fleet	$ 12.24	11142022
11/21/2022	857216	MT Dakota Utilities	Fleet	$ 10,417.57	11142022
11/21/2022	857217	MT Dakota Utilities	Park Dist 1	$ 115.29	501 473 1000 2
11/21/2022	857217	MT Dakota Utilities	Public Safety	$ 138.47	668 670 1000 2
11/21/2022	857217	MT Dakota Utilities	Wastewater	$ 63.44	596 733 1000 5
11/21/2022	857217	MT Dakota Utilities	Wastewater	$ 63.44	713 064 3190 0
11/21/2022	857217	MT Dakota Utilities	Wastewater	$ 67.89	843 879 2205 1
11/21/2022	857217	MT Dakota Utilities	Water	$ 13.04	373 580 1000 9
11/21/2022	857217	MT Dakota Utilities	Water	$ 13.05	373 580 1000 9
11/21/2022	857217	MT Dakota Utilities	Water	$ 56.50	541 380 1000 1
11/21/2022	857217	MT Dakota Utilities	Water	$ 62.19	921 580 1000 6
11/21/2022	857222	MT State Firemen	Payroll Clearing	$ 4,863.83	Payroll Summary
11/21/2022	857231	NorthWestern Energy	Airport	$ 2,837.26	0100483-7. Runway Lights. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 1,309.27	0100484-5. ARFF Facility. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 67.25	1138926-9. Aero Interiors. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 105.62	1647695-4. De Icer. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 700.56	1669567-8. TSA. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 1,587.30	1993430-6. Car Wash. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 332.45	2001846-1. Mud Wash. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 388.37	2001848-7. Detail Bay 1 Hertz. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 230.32	2001855-2. Detail Bay 2 National/Alamo. November 2022

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857231	NorthWestern Energy	Airport	$ 54.51	2001862-8. Detail Bay 3 Enterprise. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 201.61	2001865-1. Detail Bay 4 Avis/Budget. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 54.35	2001867-7. Detail Bay 5 Thrifty/Dollar. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 83.84	3085107-5. New Employee Parking. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 236.85	3446396-8. USDA. November 2022
11/21/2022	857231	NorthWestern Energy	Airport	$ 1,315.03	3477231-9. Parking Zone. November 2022
11/21/2022	857231	NorthWestern Energy	Facilities	$ 1,807.01	0975808-7
11/21/2022	857231	NorthWestern Energy	Facilities	$ 681.10	1160802-3
11/21/2022	857231	NorthWestern Energy	Facilities	$ 1,689.00	1160804-9
11/21/2022	857231	NorthWestern Energy	Facilities	$ 2,743.96	1269391-7
11/21/2022	857231	NorthWestern Energy	General	$ 41.94	0712387-0
11/21/2022	857231	NorthWestern Energy	General	$ 58.66	0712536-2
11/21/2022	857231	NorthWestern Energy	General	$ 33.41	0720818-4
11/21/2022	857231	NorthWestern Energy	General	$ 229.00	0720821-8
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 25.27	0722287-0
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 516.95	0723045-1
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ -	0839280-5
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 327.01	0925496-2
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 186.43	1191404-1
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 11.47	1836666-6
11/21/2022	857231	NorthWestern Energy	Park Dist 1	$ 42.06	3999603-08
11/21/2022	857231	NorthWestern Energy	Public Safety	$ 516.02	0871546-8
11/21/2022	857231	NorthWestern Energy	Solid Waste	$ 1,964.17	3252194-0
11/21/2022	857231	NorthWestern Energy	Street/Traffic	$ 0.41	1740357-7
11/21/2022	857231	NorthWestern Energy	Street/Traffic	$ 0.69	1748896-6
11/21/2022	857231	NorthWestern Energy	Transit	$ 2,299.24	0100473-8. Monad Road. November 2022
11/21/2022	857231	NorthWestern Energy	Wastewater	$ 75,742.58	0100591-7
11/21/2022	857231	NorthWestern Energy	Wastewater	$ 472.11	0100606-3
11/21/2022	857231	NorthWestern Energy	Water	$ 1,314.72	0100485-2
11/21/2022	857231	NorthWestern Energy	Water	$ 1,416.32	0100606-3
11/21/2022	857231	NorthWestern Energy	Water	$ 35,880.21	0100606-3
11/21/2022	857231	NorthWestern Energy	Water	$ 4,575.99	0722264-9
11/21/2022	857231	NorthWestern Energy	Water	$ 5,286.24	0723040-2
11/21/2022	857231	NorthWestern Energy	Water	$ 6.00	0723059-2

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857231	NorthWestern Energy	Water	$ 456.51	1116452-2
11/21/2022	857231	NorthWestern Energy	Water	$ 152.36	1142253-2
11/21/2022	857235	Polydyne	Wastewater	$ 5,096.00	Flosperse 30S
11/21/2022	857237	Proforce Law Enforce	Public Safety	$ 2,597.80	ProForce 499866, holsters
11/21/2022	857244	Sanderson Stewart	Arterial Streets	$ 4,947.00	WO 23-10 48th St W/Grand Ave Intersection Improvements
11/21/2022	857244	Sanderson Stewart	Street Maintenance Dist	$ 7,280.50	WO 22-03 City Overlay/ChipSeal Projects; Payment 1
11/21/2022	857246	Shannon & Wilson	General	$ 15,953.05	Burnstead BBWA Stabilization - Phase 1; Payment 1
11/21/2022	857249	Signature Paint & Stain	Parking	$ 10,642.50	Park 2 Painting of Awnings, Iron Beams and Vertical Signs
11/21/2022	857250	Simply Family Magazine	General	$ 4,345.93	2022 winter brochure - 8295
11/21/2022	857250	Simply Family Magazine	General	$ 1,876.45	2022 winter postcards - 8294
11/21/2022	857250	Simply Family Magazine	Library	$ 32.50	2022c-8303 October 2022 ad design
11/21/2022	857250	Simply Family Magazine	Library	$ 343.00	2022ci-1488 Simply Local monthly ad
11/21/2022	857250	Simply Family Magazine	Public Safety	$ 398.00	Simply Local 2022ci-1470, VPU advertisement
11/21/2022	857253	SRF Consulting Group	Transit	$ 4,047.60	5 Year Transit Development Plan Consultant
11/21/2022	857254	St V's Occupational	Airport	$ 95.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	City Ins Fund	$ 900.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	City Ins Fund	$ 3,800.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Fleet	$ 95.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	General	$ 2,560.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Park Dist 1	$ 95.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Public Safety	$ 252.00	61412 BUETER JAY FIRE PHYSICAL 10/26/2022
11/21/2022	857254	St V's Occupational	Public Safety	$ 668.96	61412 HAUF, DANIEL FIRE PHYSICAL 10/18/2022
11/21/2022	857254	St V's Occupational	Public Safety	$ 668.96	61412 MOORE, CHRISTOPHER FIRE PHYSICAL 10/11/2022
11/21/2022	857254	St V's Occupational	Public Safety	$ 100.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Public Safety	$ 40.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Solid Waste	$ 95.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Street/Traffic	$ 190.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Transit	$ 195.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Wastewater	$ 58.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857254	St V's Occupational	Water	$ 87.00	Drug testing/On-site nursing/Flu Shots/DOT physicals
11/21/2022	857258	Swank Enterprises	Solid Waste	$ 20,908.20	WO 22-37 Landfill Drop-off Building Repairs - Plumbing
11/21/2022	857258	Swank Enterprises	Solid Waste	$ 65,087.88	WO 22-37 Landfill Drop-Off Building Repairs -Construction
11/21/2022	ACH	Town & Co Supply	Fleet	$ 22,612.00	431133
11/21/2022	ACH	Town & Co Supply	Fleet	$ 11,462.42	431133

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	ACH	Town & Co Supply	Fleet	$ 8,396.11	431148
11/21/2022	ACH	Town & Co Supply	Fleet	$ 18,220.02	431148
11/21/2022	ACH	Town & Co Supply	Fleet	$ 11,069.04	431148
11/21/2022	ACH	Town & Co Supply	Transit	$ 6,556.85	1990 Gallons Unleaded. Transit
11/21/2022	ACH	Town & Co Supply	Transit	$ 27,315.60	6000 Gallons Dyed #2
11/21/2022	857264	Unemployment Ins	Payroll Clearing	$ 54,254.16	Unemployment for September 30, 2022
11/21/2022	857267	United Way - Ylwstn Co	Public Safety	$ 45,000.00	Low Barrier Shelter Grant Agreement with Continuum of Care
11/21/2022	857269	Vaile	General	$ 4,973.61	Arbitrator for IAFF Impass Fact Finding
11/21/2022	857270	Value Line Publishing	Library	$ 5,030.00	22-JW-178237 Value Line Research Center Online
11/21/2022	857271	Verizon Wireless	Airport	$ 51.62	Airport
11/21/2022	857271	Verizon Wireless	Engineering	$ (78.36)	PW-Engineering
11/21/2022	857271	Verizon Wireless	Fleet	$ 106.64	Motor Pool
11/21/2022	857271	Verizon Wireless	General	$ 178.00	City Administrator
11/21/2022	857271	Verizon Wireless	General	$ 40.01	Tina Hoeger Laptop
11/21/2022	857271	Verizon Wireless	General	$ 27.32	Victoria Hill -Laptop
11/21/2022	857271	Verizon Wireless	Park Dist 1	$ 52.34	PRPL-PARKS
11/21/2022	857271	Verizon Wireless	Parking	$ -	Parking
11/21/2022	857271	Verizon Wireless	Parking	$ 52.30	PRKING Enforcement (Parking)
11/21/2022	857271	Verizon Wireless	PD Program	$ 373.77	CCSIU Cell/PTT
11/21/2022	857271	Verizon Wireless	PD Program	$ -	CCSIU MDT
11/21/2022	857271	Verizon Wireless	PD Program	$ 80.02	CCSIU RAVEN
11/21/2022	857271	Verizon Wireless	Public Safety	$ 268.32	Fire MDT
11/21/2022	857271	Verizon Wireless	Public Safety	$ 520.33	MDT Toughbooks
11/21/2022	857271	Verizon Wireless	Public Safety	$ 1.29	MDT Toughbooks
11/21/2022	857271	Verizon Wireless	Public Safety	$ -	Police
11/21/2022	857271	Verizon Wireless	Public Safety	$ 80.02	Police iPads
11/21/2022	857271	Verizon Wireless	Public Safety	$ (12.23)	Police MiFi
11/21/2022	857271	Verizon Wireless	Public Safety	$ 41.53	Police -Mike Robinson
11/21/2022	857271	Verizon Wireless	Solid Waste	$ -	PW Dozer Trimble Dozer
11/21/2022	857271	Verizon Wireless	Solid Waste	$ 109.28	PW-Solid Waste
11/21/2022	857271	Verizon Wireless	Solid Waste	$ 243.65	PW-SW-ON CALL Solid Waste On Call
11/21/2022	857271	Verizon Wireless	Solid Waste	$ 23.73	PW-SW-ON CALL Solid Waste On Call
11/21/2022	857271	Verizon Wireless	Solid Waste	$ 524.52	Solid Waste Tablets -Routware
11/21/2022	857271	Verizon Wireless	Street/Traffic	$ (118.85)	PW-Streets City Works

Check Date	Check#	Name	Fund Name	Amount	Item Desc
11/21/2022	857271	Verizon Wireless	Street/Traffic	$ 174.67	PW-Streets iPad
11/21/2022	857271	Verizon Wireless	Street/Traffic	$ 195.08	PW-STRT TRFC Streets
11/21/2022	857271	Verizon Wireless	Transit	$ 309.02	MET AVL
11/21/2022	857271	Verizon Wireless	Transit	$ 2,090.54	MET Max Transit
11/21/2022	857271	Verizon Wireless	Wastewater	$ 400.10	MET Tablets
11/21/2022	857271	Verizon Wireless	Wastewater	$ -	PW-DIS-COLL Cityworks 60/40
11/21/2022	857271	Verizon Wireless	Water	$ 27.32	PW Belknap Meter Shop
11/21/2022	857271	Verizon Wireless	Water	$ 27.32	PWBLKNP Water Treatment
11/21/2022	857271	Verizon Wireless	Water	$ 94.67	PWBLNP Comm-Meter CityWorks/Neptune
11/21/2022	857271	Verizon Wireless	Water	$ 40.01	PWBLNP Comm-Meter CityWorks/Neptune
11/21/2022	857273	Western St Automation	Wastewater	$ 7,956.85	Repair and Trouble Shoot Rotork valve ac
11/21/2022	857274	Wharton Asphalt	Park Dist 1	$ 119,352.57	WO 22-38 Pioneer Park Trail Rehabilitation
11/21/2022	857277	Yellowstone Electric	Airport	$ 4,529.78	Re-feed Areas Affected by Demo

City Council Regular

Date:	12/19/2022
Title:	FY 2024-2028 Capital Improvement Plan (CIP)
Presented by:	Andy Zoeller, Finance Director
Department:	Finance
Presentation:	No
Legal Review	No

RECOMMENDATION

Staff recommends City Council adopt the FY2024-2028 Capital Improvement Plan

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Each year the City of Billings adopts a 5-year Capital Improvement Plan (CIP). This plan identifies capital projects, prioritizes City facility and infrastructure needs, and helps develop sound financial investments into the future to ensure successful completion of projects. Capital projects included in the plan exceed $25,000 and have a useful life of greater than 1 year. Common repairs and maintenance items are not included, unless the improvements significantly lengthen the useful life of the asset. The CIP contains information on each project, sets a timeline and priority for each project, and identifies a planned funding source.The projects that are identified as FY24 projects will be incorporated into the next City budget and rate recommendations will be made based upon the adopted CIP.

The draft plan was made available to the public on October 26, 2022, at www.billingsmt.gov/cip. Additionally, a GIS map showing all projects can be found at the same CIP website.

Staff presented the proposed CIP to City Council at the November 7th, 21st, and December 5th work sessions. The CIP was also reviewed and discussed at the City Council Budget and Finance Committee meeting on November 16, 2022. During that committee meeting, it was recommended by staff that amendments to the CIP made by council members when adopting the plan.

ALTERNATIVES

City Council may:

- Approve,
- Approve with amendments; or,
- Not Approve the 2024 - 2028 CIP

FISCAL EFFECTS

The total investment in projects for FY24-FY28 are estimated to cost $523,126,752. Projects are funded through a variety of revenue sources including User Fees and Charges, Debt, Special Assessments, Grants, Tax Revenue, and Contributions. The projects included in the CIP for FY24 total $76,983,113.

Attachments

Resolution
FY24 Proposed Capital Improvement Plan

RESOLUTION 22-_____

A RESOLUTION ADOPTING THE FY 2024-2028 CAPITAL IMPROVEMENT PLAN

WHEREAS, the Capital Improvement Plan (CIP), is a financial tool adopted by the City Council as an indication of its priorities for funding projects in future budget years; and

WHEREAS, the City Council of the City of Billings was presented on November 14, 21 and December 5, 2022 with staff recommendations for the Fiscal Year (FY) 2024-2028 CIP; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BILLINGS, MONTANA, AS FOLLOWS:

Section 1: The FY 2024-2028 CIP is hereby adopted as approved by Council on December 19, 2022.

Section 2: City staff is hereby directed to utilize the adopted plan to prepare the FY 2024 departmental budgets that will be incorporated into the comprehensive FY 2024 City of Billings budget, which will be presented for City Council review and approval at a future City Council meeting.

ADOPTED AND APPROVED by the City Council of the City of Billings, Montana, on the 19th day of December, 2022.

CITY OF BILLINGS

By: _____
William A. Cole, Mayor

ATTEST:

By: _____
Denise R. Bohlman, City Clerk

CITY OF Billings

Capital Improvement Plan
FY 2024- FY 2028
Proposed

Version 3 - October 26, 2022

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FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
CIP OVERVIEW

What is a Capital Improvement Plan (CIP)?

The CIP is a comprehensive five-year plan that identifies needs for construction of capital projects or improvements to the City's infrastructure and facilities. The City of Billings FY 2024-2028 CIP contains information on how the City plans to invest available resources into key infrastructure and facilities between fiscal years 2024 and 2028. The CIP provides a forecast of funds available for capital projects and identifies all planned capital improvement projects and their estimated costs over the five-year period.

The City funds construction of its infrastructure and facilities using a wide range of sources, including tax revenues, bond proceeds, and fees for services and continues to look for ways to leverage its funding, through federal, state, and local grants and reimbursements, to maximize funding for CIP projects.

The first year's program in the CIP is adopted by the City Council as the capital budget, as a counterpart to the annual operating budget. Although fiscal resources are appropriated only in the first year of the CIP, the succeeding four years of the CIP are important in providing a longer-term plan for spending priorities, scheduling projects in a logical sequence, and coordinating and targeting capital improvement projects for all City departments. The annual update to the CIP is created with input from the public and direction from the City Council. A community's CIP is a guide that lays out the framework for achieving the current and future goals related to the physical assets of the community.

What is a capital project?

A capital project is a project that costs $25,000 or more and results in a permanent addition to the City's asset through the acquisition of property, new construction, or rehabilitation of an existing facility to a like-new condition. Project costs can include the cost of land, engineering, architectural planning, and contract services needed to complete the project.

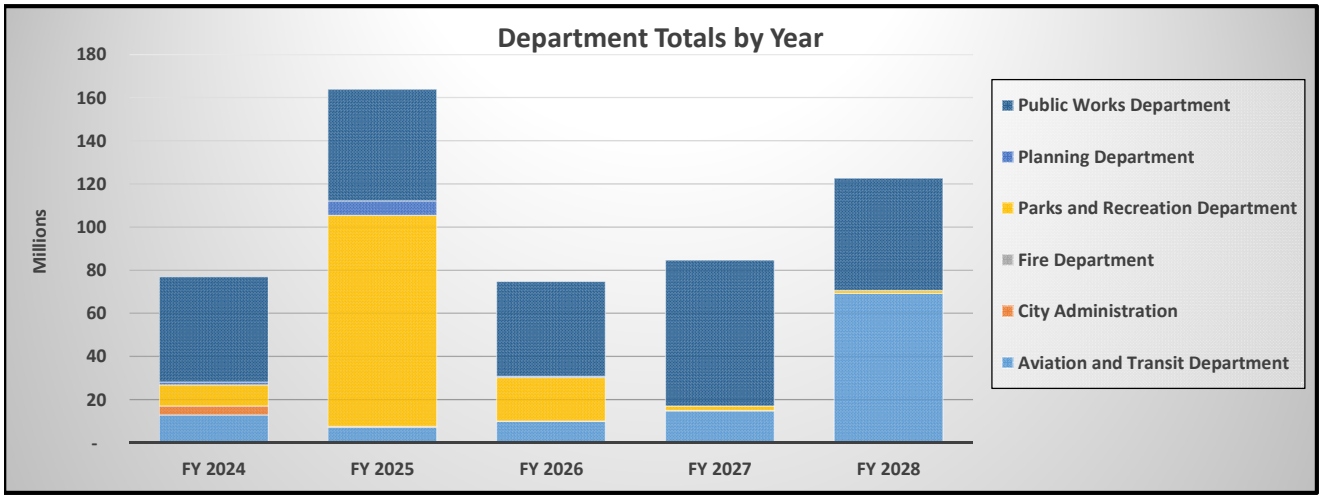
What's in this 5-year CIP?

The FY 2024-2028 CIP includes $ 523.1 million for 147 projects. Approximately 32% of the CIP will be funded with debt. Some debt (Sidewalk and Curb bonds and Special Improvement District bonds) is used to assist property owners with needed sidewalk and street improvements by allowing them to pay back the costs of these improvements over time. The City sells bonds and the debt is then assessed back to the property owners who received benefit of the improvements.

The City also uses bonds as a funding source for capital projects when projects cannot be funded prudently from current revenues or fund balances. Debt financing is also utilized to better ensure inter-generational equity by spreading payments for assets and infrastructure over their useful lives.

DEPARTMENT TOTALS

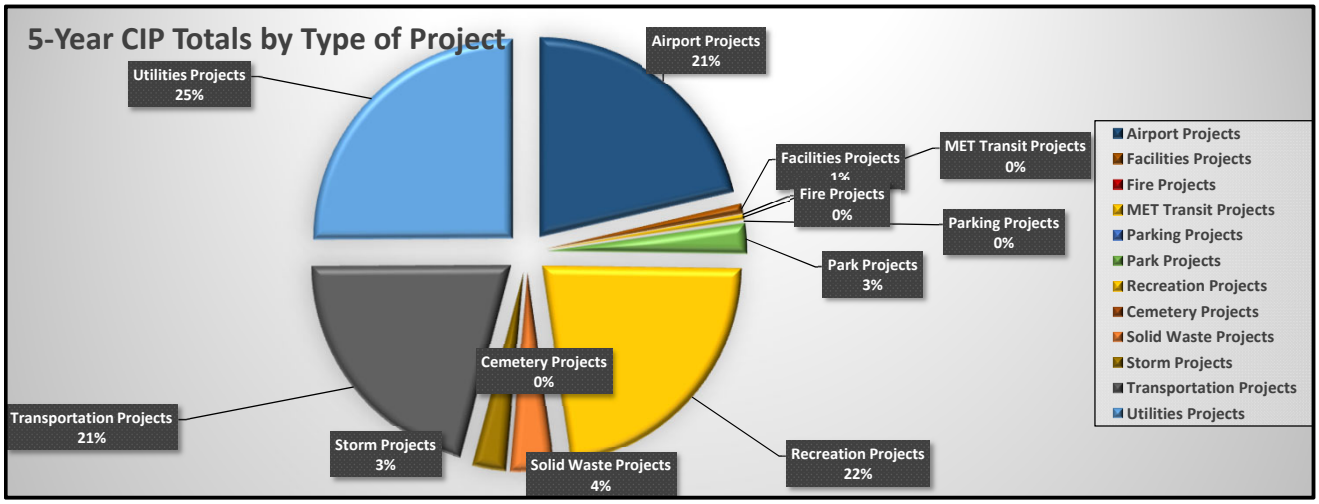
Department	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Aviation and Transit Department	12,900,000	7,300,111	9,849,999	14,800,000	69,200,110	114,050,220
City Administration	4,176,354	266,376	283,624	160,076	-	4,886,430
Fire Department	-	-	-	-	-	-
Parks and Recreation Department	9,688,759	97,848,505	20,055,746	2,127,092	1,350,000	131,070,102
Planning Department	1,455,000	6,650,000	700,000	-	-	8,805,000
Public Works Department	48,763,000	51,861,000	43,928,000	67,606,000	52,157,000	264,315,000
Total Capital Improvement Plan	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**



FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
CIP OVERVIEW

PROJECT CATEGORY TOTALS

Project Category	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Projects	10,633,000	7,300,111	9,849,999	14,800,000	69,200,110	111,783,220
Facilities Projects	4,026,430	125,000	125,000	-	-	4,276,430
Fire Projects	-	-	-	-	-	-
MET Transit Projects	2,267,000	-	-	-	-	2,267,000
Parking Projects	149,924	141,376	158,624	160,076	-	610,000
Park Projects	2,771,759	3,300,305	3,442,154	2,127,092	1,350,000	12,991,310
Recreation Projects	6,647,000	93,938,200	16,613,592	-	-	117,198,792
Cemetery Projects	270,000	610,000	-	-	-	880,000
Solid Waste Projects	900,000	95,000	2,410,000	12,900,000	2,600,000	18,905,000
Storm Projects	1,412,000	3,495,000	3,278,000	3,554,000	2,581,000	14,320,000
Transportation Projects	22,866,000	22,476,000	17,455,000	23,227,000	22,611,000	108,635,000
Utilities Projects	25,040,000	32,445,000	21,485,000	27,925,000	24,365,000	131,260,000
Total Capital Improvement Plan	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**



FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
CIP OVERVIEW

Fund Types

Capital Project Funds are used to account for financial resources that are restricted for the expenditure of capital projects that are not otherwise accounted for in

Enterprise Funds are operated similarly to a business in that services are provided to the public for a fee that makes the entity self-supporting.

The **General Fund** utilizes taxpayer dollars and other revenues to support general City services. General fund dollars are largely discretionary since the Mayor and

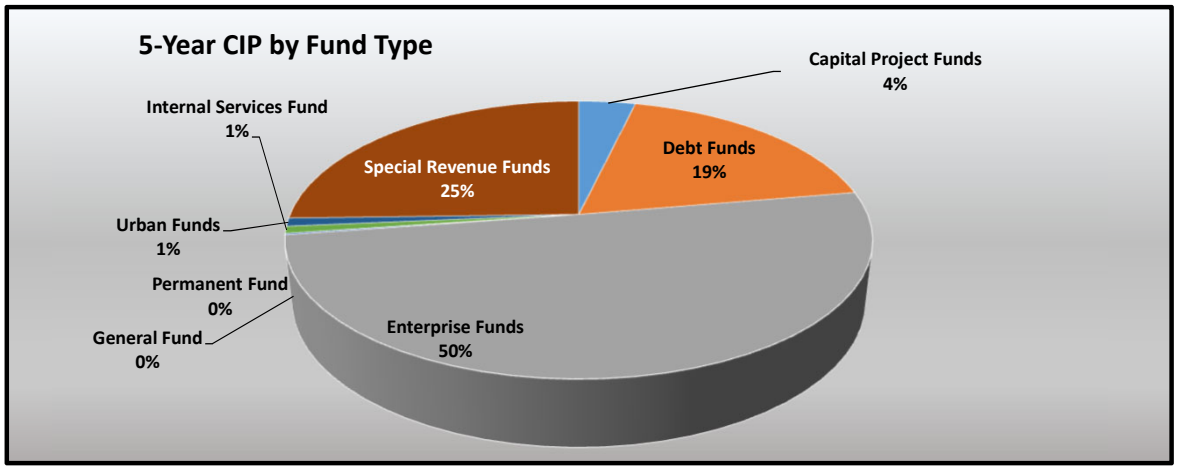
Internal Service Funds are used to account for services provided by a City department to other City departments. Internal service funds are funded by charging the

Special Revenue Funds are used to account for the proceeds of specific revenue proceeds that are restricted for the expenditure of specific purposes. These

PROJECTS BY FUND

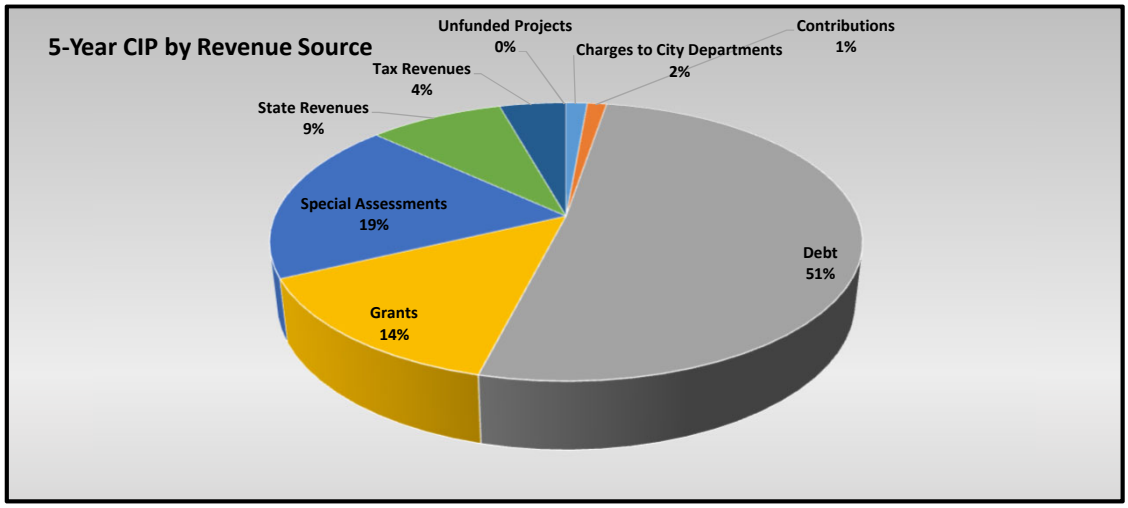
Fund	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Capital Project Funds						
Sidewalk and Curb Districts Fund	1,385,000	1,400,000	1,420,000	1,430,000	1,460,000	7,095,000
Centennial Park Construction Fund	65,662	-	-	-	-	65,662
Special Improvement Districts (SID) Fund	2,675,000	2,400,000	2,400,000	2,400,000	2,400,000	12,275,000
Total Capital Projects Fund	**4,125,662**	**3,800,000**	**3,820,000**	**3,830,000**	**3,860,000**	**19,435,662**
Enterprise Funds						
Airport Fund	10,633,000	7,300,111	9,849,999	14,800,000	69,200,110	111,783,220
Parking Fund	149,924	141,376	158,624	160,076	-	610,000
Solid Waste Fund	900,000	95,000	2,410,000	12,900,000	2,600,000	18,905,000
Transit Fund	2,267,000	-	-	-	-	2,267,000
Wastewater Fund	12,260,000	11,995,000	7,600,000	9,330,000	9,690,000	50,875,000
Water Fund	13,780,000	14,450,000	14,885,000	19,595,000	15,675,000	78,385,000
Total Enterprise Funds	**39,989,924**	**33,981,487**	**34,903,623**	**56,785,076**	**97,165,110**	**262,825,220**
General Fund	**-**	**-**	**-**	**-**	**-**	**-**
Facilities Management Fund (Internal Services Fund)	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**
Information Technology Fund (Internal Services Fund)	**-**	**-**	**-**	**-**	**-**	**-**
Permanent Fund	**270,000**	**610,000**	**-**	**-**	**-**	**880,000**
General Obligation Bond/Loan Fund (Debt Fund)	**-**	**78,834,400**	**18,227,184**	**-**	**-**	**97,061,584**
Urban Funds - State Funds	**-**	**-**	**-**	**5,000,000**	**-**	**5,000,000**
Special Revenue Funds						
Amend Park Endowment Fund	-	200,000	-	-	-	200,000
Baseball Field/Stadium Donations for Capital Fund	-	449,080	-	-	-	449,080
Downtown Tax Increment Fund	5,900,000	-	-	-	-	5,900,000
East Tax Increment District Fund	205,000	250,000	-	-	4,000,000	4,455,000
Gas Tax Fund	3,284,000	3,307,000	3,720,000	4,615,000	6,510,000	21,436,000
Park District 1 Fund	2,853,097	655,025	1,828,562	1,963,592	1,350,000	8,650,276
Parks Program Fund	-	-	-	163,500	-	163,500
Park Acquisition Development Fund	-	600,000	-	-	-	600,000
Planning Fund	-	875,000	-	-	-	875,000
South Tax Increment District Fund	9,120,000	23,500,000	-	-	-	32,620,000
Storm Fund	1,412,000	3,495,000	3,278,000	3,554,000	2,581,000	14,320,000
Street Maintenance District Fund	4,097,000	7,469,000	8,215,000	8,782,000	7,241,000	35,804,000
Street and Traffic Fund	950,000	-	-	-	-	950,000
Trail Grant Fund	250,000	2,022,500	100,000	-	-	2,372,500
Transportation Alternatives Program Fund	500,000	3,752,500	600,000	-	-	4,852,500
Total Special Revenue Funds	**28,571,097**	**46,575,105**	**17,741,562**	**19,078,092**	**21,682,000**	**133,647,856**
Total Capital Improvement Plan	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
CIP OVERVIEW



PROJECTS BY REVENUE SOURCE

Revenue Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Charges to City Departments	4,026,430	125,000	125,000	-	-	4,276,430
Contributions	1,250,000	2,421,580	50,000	163,500	-	3,885,080
Debt	10,560,000	106,134,400	22,047,184	16,430,000	3,860,000	159,031,584
Grants	10,303,600	8,732,500	7,725,000	8,280,000	8,200,000	43,241,100
Special Assessments	8,312,097	11,619,025	13,321,562	14,299,592	11,172,000	58,724,276
State Revenues	3,284,000	4,082,000	3,720,000	9,615,000	6,510,000	27,211,000
Tax Revenues	9,178,400	250,000	-	-	4,000,000	13,428,400
Unfunded Projects	-	-	-	-	-	-
Total Capital Improvement Plan	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**



CIP Projects by Department & Project Category

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

AVIATION AND TRANSIT DEPARTMENT

AIRPORT PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Master Plan Update		889,000				889,000
Baggage Claim Improvement			1,000,000			1,000,000
Car Rental Parking Garage					60,000,000	60,000,000
Cargo Ramp Rehabilitation				4,200,000		4,200,000
Cargo Ramp - North Side				1,500,000		1,500,000
Cargo Ramp - Slot 5 Expansion					5,889,000	5,889,000
Extend Operations Building Mechanic Bays			500,000			500,000
Extend Water & Sewer Line to Business Park			500,000			500,000
Fencing Upgrade on Northside-Mitchell Property			100,000			100,000
Fuel Farm Expansion	100,000					100,000
Move East Stair Tower to Open Up Ticketing Lobby	800,000	4,200,000				5,000,000
Old East Taxilane - Rehab		388,889				388,889
Operations Equipment Cold Storage Building				500,000		500,000
Parking Garage Planning and Design				5,000,000		5,000,000
Pavement Condition Index Survey			83,333			83,333
Public Ramp - Northside Expansion Phase II				2,000,000		2,000,000
Reconstruct the Commercial Air Carrier Parking Ramp	3,333,000					3,333,000
Rehab Taxiway A East End			2,222,222			2,222,222
Rehab Taxiway B North				1,500,000		1,500,000
Remodel Ticket Counters	100,000					100,000
Remove Hangars IP 1-4		200,000				200,000
Repave Airport Service Road					1,422,222	1,422,222
Replace IP-9 Windows		200,000				200,000
Reside North Parapet Walls Above Roof				100,000		100,000
RWY 7/25 Improvements			5,444,444			5,444,444
Storm Water Drainage System Improvement					1,000,000	1,000,000
Taxiway C Hotspot Corrections					888,888	888,888
Terminal Building Expansion Construction	6,000,000					6,000,000
Terminal Access Road Rehab	300,000	1,422,222				1,722,222
Total Airport Projects	**10,633,000**	**7,300,111**	**9,849,999**	**14,800,000**	**69,200,110**	**111,783,220**

MET TRANSIT PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Electrical Supply Upgrade for Bus Chargers	302,000					302,000
Metroplex Expansion/Interior Remodel	1,600,000					1,600,000
MET EV Bus Chargers	365,000					365,000
Total MET Transit Projects	**2,267,000**	**-**	**-**	**-**	**-**	**2,267,000**

AVIATION AND TRANSIT DEPARTMENT TOTAL	**12,900,000**	**7,300,111**	**9,849,999**	**14,800,000**	**69,200,110**	**114,050,220**

CITY ADMINISTRATION

FACILITIES PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Law and Justice Center/City Hall						-
Fleet Expansion and New Washbays	4,026,430					4,026,430
BOC Rooftop Unit Replacement		125,000	125,000			250,000
Total Facilities Projects	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**

PARKING PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Awnings and Exterior Signage Replacement	89,924			160,076		250,000
Painting and Interior Signage Update		141,376	158,624			300,000
Parking Garage Condition Audit	60,000					60,000
Total Parking Projects	**149,924**	**141,376**	**158,624**	**160,076**	**-**	**610,000**

CITY ADMINISTRATION DIVISION TOTAL	**4,176,354**	**266,376**	**283,624**	**160,076**	**-**	**4,886,430**

PARKS AND RECREATION DEPARTMENT

PARK PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Aquatics Facilities Evaluation	190,000					190,000
Amend Park Parking Lot Repairs		200,000				200,000
Burg Park Playground Replacement					300,000	300,000
Castle Rock Park North Parking Lot & Restroom	981,000					981,000
Centennial Park Trail Development (Dog Park)	65,662					65,662
Dehler Park Ball Field Replacement		449,080				449,080
Edgerton Park Playground Replacement					350,000	350,000
Hawthorne Park Wading Pool Replacement			196,200	1,613,592		1,809,792
Irrigation Automation Spring Creek and Evergreen Parks	315,097					315,097
Irrigation Automation at Burlington Park		305,025				305,025
Irrigation Automation at Boulder Park			332,362			332,362
North Park Tennis/Basketball Courts Replacement			650,000			650,000
Parks and Recreation Comprehensive Plan Update				163,500		163,500
Poly Vista Ball Park Restroom			300,000			300,000
Poly Vista Park Parking Lot Completion	220,000					220,000
Poly Vista Park Playground Development	1,000,000					1,000,000
Pioneer Park 6 Tennis Courts Replacements		1,200,000				1,200,000
Stewart Park Parking Lot Repair/Repave		600,000				600,000
Swords Park Road Replacement		250,000	250,000	250,000	250,000	1,000,000
Terry Park Spray Ground Replacement		196,200	1,613,592			1,809,792
Various Trail Repairs		100,000	100,000	100,000	100,000	400,000
Walsh Park Playground Replacement					350,000	350,000
Total Park Projects	**2,771,759**	**3,300,305**	**3,442,154**	**2,127,092**	**1,350,000**	**12,991,310**

RECREATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Multi-Generational Community Recreation Center	6,500,000	92,242,000				98,742,000
Pioneer Wading Pool Replacement		196,200	1,613,592			1,809,792
Rose Pool Spray Feature Upgrade	147,000					147,000
South Park Pool Renovation		1,500,000	15,000,000			16,500,000
Total Recreation Projects	**6,647,000**	**93,938,200**	**16,613,592**	**-**	**-**	**117,198,792**

CEMETERY PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Cemetery Area 15 Establishment		610,000				610,000
Cemetery Pump Station Replacement/Upgrade	270,000					270,000
Total Cemetery Projects	**270,000**	**610,000**	**-**	**-**	**-**	**880,000**

PARKS AND RECREATION DEPT TOTAL	**9,688,759**	**97,848,505**	**20,055,746**	**2,127,092**	**1,350,000**	**131,070,102**

PLANNING DEPARTMENT

TRANSPORTATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
5th Avenue Corridor	205,000					205,000
25th Street Bridge	1,250,000					1,250,000
Alkali Creek Trail Connection		400,000				400,000
Downtown BBWA Corridor Trail/On Street Facilities		300,000				300,000
Downtown-Coulson Park Trail Connection		750,000				750,000
N 27th Street Side Path		1,700,000				1,700,000
Stagecoach Trail		3,500,000				3,500,000
Trail Connector from King Ave West to TransTech Center			700,000			700,000
Total Transportation Projects	**1,455,000**	**6,650,000**	**700,000**	**-**	**-**	**8,805,000**

PLANNING DEPARTMENT TOTAL	**1,455,000**	**6,650,000**	**700,000**	**-**	**-**	**8,805,000**

PUBLIC WORKS DEPARTMENT

SOLID WASTE PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Landfill Cell 6 Expansion			2,125,000	12,600,000		14,725,000
Landfill Compost Phase II				300,000	2,600,000	2,900,000
Landfill Master Plan		95,000				95,000
Landfill Secondary Leachate Pond			285,000			285,000
Landfill West Slope Stabilization	900,000					900,000
Total Solid Waste Projects	**900,000**	**95,000**	**2,410,000**	**12,900,000**	**2,600,000**	**18,905,000**

STORM PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Culvert Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Drainage Intersection Trouble Spot Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Sewer Rehabilitiation Program	362,000	375,000	388,000	402,000	415,000	1,942,000
Babcock Boulevard Storm		250,000	2,250,000			2,500,000
Cove Creek/Little Cove Creek Study	280,000					280,000
Land for Storm Outfalls	200,000	200,000				400,000
Rimrock Road (62nd to 54th) and 54th (Rimrock to Grand)				200,000	1,800,000	2,000,000
West Heights Storm Water Detention	50,000	480,000				530,000
Yegen Drain Basin			300,000	2,600,000		2,900,000
Yegen Drain Southern Leg Capacity Improvements	200,000	1,860,000				2,060,000
Total Storm Projects	**1,412,000**	**3,495,000**	**3,278,000**	**3,554,000**	**2,581,000**	**14,320,000**

TRANSPORTATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
21st Street Underpass Improvements				5,000,000		5,000,000
36th - Central to Broadwater				300,000	2,700,000	3,000,000
54th St West (Grand to Rimrock)				700,000	5,500,000	6,200,000
6th Avenue North Multiuse Trail		500,000				500,000
Annual ADA Replacement	250,000	250,000	250,000	250,000	250,000	1,250,000
Annual Gravel Street Reconstruction	2,450,000	2,450,000	2,450,000	2,450,000	2,450,000	12,250,000
Annual PAVER Program	1,025,000	2,900,000	3,000,000	3,100,000	3,200,000	13,225,000
Annual Pedestrian Crossings	104,000	107,000	110,000	115,000	120,000	556,000
Annual SIDs	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	5,250,000
Annual Street Reconstruction	1,580,000	1,580,000	1,580,000	1,580,000	1,580,000	7,900,000
Annual Travel Corridor Coordination	52,000	54,000	56,000	58,000	61,000	281,000
Bike Boulevard	240,000					240,000
Broadwater - Vermillion to Shiloh	600,000	3,000,000				3,600,000
Gabel Road	550,000					550,000
Downtown 2 Way Conversion	7,400,000					7,400,000
Intersection Capacity Improvements	515,000	535,000	554,000	574,000	600,000	2,778,000
Misc., Curb, Gutter, and Sidewalk Program	975,000	1,000,000	1,030,000	1,050,000	1,100,000	5,155,000
Monad Road (Daniels to Moore Ln)			450,000	3,700,000		4,150,000
Pedestrian Crossing of Exposition Drive					4,000,000	4,000,000
Remote Restroom and Breakroom	100,000					100,000
Remote Storage Location for Sand and Slicer	850,000					850,000
Rimrock Road Widening (54th to 62nd)		600,000	5,800,000			6,400,000
Rimrock Road Widening (Clearview to 54th)			375,000	3,300,000		3,675,000
SBURA Unimproved Street Improvements	2,620,000					2,620,000
Traffic Calming			50,000			50,000
Traffic Signal Controller Upgrade	650,000					650,000
Wicks Lane - Main to Bitterroot	400,000	1,800,000				2,200,000
Total Transportation Projects	**21,411,000**	**15,826,000**	**16,755,000**	**23,227,000**	**22,611,000**	**99,830,000**

UTILITY PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
D&C Heated Shop and Breakroom Addition		1,200,000				1,200,000
Hydrogen Sulfide Mitigation	500,000					500,000
Wastewater - Central Sewer Extension (Shiloh to 44th)	160,000	900,000				1,060,000
Wastewater Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Wastewater Digester Gas & Sludge Pump Replacement		515,000				515,000
Wastewater Digester Gas Interior Piping Replacement	1,200,000					1,200,000
Wastewater - Grand Avenue Sewer Ext (60th to 62nd)			400,000			400,000
Wastewater - Hesper Sewer (Shiloh to 48th)	500,000	3,700,000				4,200,000
Wastewater - Highway 3 Sanitary Sewer				250,000	1,350,000	1,600,000
Wastewater Main Replacements	5,300,000	5,800,000	6,400,000	7,040,000	7,740,000	32,280,000
Wastewater - Monad Sewer	4,000,000					4,000,000
Wastewater - Rehberg Ranch Lift Station			200,000	1,440,000		1,640,000
Wastewater Treatment Plant Campus Electrical	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Briarwood Water Line	300,000					300,000
Water - Central Water Extension (Shiloh to 44th)	130,000	670,000				800,000
Water Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Fox Reservoir #1 Replacement				400,000	3,300,000	3,700,000
Water - Grand Avenue Water Ext (60th to 62nd)			320,000			320,000
Water - Intake #2 Sceening and PS Improvements				180,000	1,520,000	1,700,000
Water - Skyway Drive Waterline Loop				300,000	2,500,000	2,800,000
Water Main Replacements	4,300,000	4,800,000	5,400,000	6,040,000	6,740,000	27,280,000
Water Reservoir Site Improvements		7,000,000				7,000,000
Water - South 32nd St W/I-90/S Frontage Loop			275,000	2,725,000		3,000,000
Water - Storage Improvements (Zone 1)	700,000	6,000,000				6,700,000
Water - Storage Improvements (Zone 4)		700,000	6,200,000			6,900,000
Water Treatment Plant Electrical Improvements	400,000	150,000	200,000	500,000	315,000	1,565,000
Water Treatment Plant Facility Plan			300,000			300,000
Water - Voelker Pump Station PRV	300,000					300,000
Water - Willett and Christensen Pump Station	750,000					750,000
Water - Zone 4 Pump Station Improvements	5,600,000					5,600,000
Water - Zone 6 Storage and Looping Improvements		110,000	890,000	8,150,000		9,150,000
Total Utility Projects	**25,040,000**	**32,445,000**	**21,485,000**	**27,925,000**	**24,365,000**	**131,260,000**

PUBLIC WORKS DEPARTMENT TOTAL	**48,763,000**	**51,861,000**	**43,928,000**	**67,606,000**	**52,157,000**	**264,315,000**

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
TOTAL ALL DEPARTMENTS	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**

CIP Projects by Fund

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY FUND

CAPITAL PROJECT FUNDS

SIDEWALK AND CURB DISTRICTS FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Street Reconstruction	780,000	780,000	780,000	780,000	780,000	3,900,000
Misc., Curb, Gutter, and Sidewalk Program	605,000	620,000	640,000	650,000	680,000	3,195,000
Total Sidewalk and Curb Districts Fund	**1,385,000**	**1,400,000**	**1,420,000**	**1,430,000**	**1,460,000**	**7,095,000**

SPECIAL IMPROVEMENT DISTRICTS (SID) FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Gravel Road Reconstruction	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000
Annual SIDs	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Gabel Road	275,000					275,000
Total SID Fund	**2,675,000**	**2,400,000**	**2,400,000**	**2,400,000**	**2,400,000**	**12,275,000**

CENTENNIAL PARK CONSTRUCTION FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Centennial Park Trail Development (Dog Park)	65,662					65,662
Total Centennial Park Construction Fund	**65,662**	**-**	**-**	**-**	**-**	**65,662**

ENTERPRISE FUNDS

AIRPORT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Master Plan Update		889,000				889,000
Baggage Claim Improvements			1,000,000			1,000,000
Car Rental Parking Garage					60,000,000	60,000,000
Cargo Ramp - North Side				1,500,000		1,500,000
Cargo Ramp Rehabilitation				4,200,000		4,200,000
Cargo Ramp - Slot 5 Expansion					5,889,000	5,889,000
Extend Operations Building Mechanic Bays			500,000			500,000
Extend Water & Sewer Line to Business Park			500,000			500,000
Fencing Upgrade on Northside-Mitchell Property			100,000			100,000
Fuel Farm Expansion	100,000					100,000
Move East Stair Tower to Open Up Ticketing Lobby	800,000	4,200,000				5,000,000
Old East Taxilane - Rehab		388,889				388,889
Operations Equipment Cold Storage Building				500,000		500,000
Parking Garage Planning and Design				5,000,000		5,000,000
Pavement Condition Index Survey			83,333			83,333
Public Ramp - Northside Expansion Phase II				2,000,000		2,000,000
Reconstruct the Commercial Air Carrier Parking Ramp	3,333,000					3,333,000
Rehab Taxiway A West End			2,222,222			2,222,222
Rehab Taxiway B North				1,500,000		1,500,000
Remodel Ticket Counters	100,000					100,000
Remove Hangars IP 1-4		200,000				200,000
Repave Airport Service Road					1,422,222	1,422,222
Replace IP-9 Windows		200,000				200,000
Reside North Parapet Walls Above Roof				100,000		100,000
RWY 7/25 Improvements			5,444,444			5,444,444
Storm Water Drainage System Improvement					1,000,000	1,000,000
Taxiway C Hotspot Corrections					888,888	888,888
Terminal Access Road Rehab	300,000	1,422,222				1,722,222
Terminal Building Expansion Construction	6,000,000					6,000,000
Total Airport Fund	**10,633,000**	**7,300,111**	**9,849,999**	**14,800,000**	**69,200,110**	**111,783,220**

PARKING FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Awnings and Exterior Signage Replacement	89,924			160,076		250,000
Painting and Signage Interior Update		141,376	158,624			300,000
Parking Garage Condition Audit	60,000					60,000
Total Parking Fund	**149,924**	**141,376**	**158,624**	**160,076**	**-**	**610,000**

SOLID WASTE FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Landfill Cell 6 Expansion			2,125,000	12,600,000		14,725,000
Landfill Compost Phase II				300,000	2,600,000	2,900,000
Landfill Master Plan		95,000				95,000
Landfill Secondary Leachate Pond			285,000			285,000
Landfill West Slope Stabilization	900,000					900,000
Total Solid Waste Fund	**900,000**	**95,000**	**2,410,000**	**12,900,000**	**2,600,000**	**18,905,000**

TRANSIT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
MET EV Bus Chargers	365,000					365,000
Electrical Supply Upgrade for Bus Chargers	302,000					302,000
Metroplex Interior Remodel	1,600,000					1,600,000
Total Transit Fund	**2,267,000**	**-**	**-**	**-**	**-**	**2,267,000**

WASTEWATER FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
D&C Heated Shop and Breakroom Addition		480,000				480,000
Hydrogen Sulfide Mitigation	500,000					500,000
Wastewater - Central Sewer Extension (Shiloh to 44th)	160,000	900,000				1,060,000
Wastewater Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Wastewater Digester Gas & Sludge Pump Replacement		515,000				515,000
Wastewater Digester Gas Interior Piping Replacement	1,200,000					1,200,000
Wastewater - Grand Avenue Sewer Ext (60th to 62nd)			400,000			400,000
Wastewater - Hesper Sewer (Shiloh to 48th)	500,000	3,700,000				4,200,000
Wastewater - Highway 3 Sanitary Sewer				250,000	1,350,000	1,600,000
Wastewater Main Replacements	5,300,000	5,800,000	6,400,000	7,040,000	7,740,000	32,280,000
Wastewater - Monad Sewer	4,000,000					4,000,000
Wastewater - Rehberg Ranch Lift Station			200,000	1,440,000		1,640,000
Wastewater Treatment Plant Campus Electrical	300,000	300,000	300,000	300,000	300,000	1,500,000
Total Wastewater Fund	**12,260,000**	**11,995,000**	**7,600,000**	**9,330,000**	**9,690,000**	**50,875,000**

WATER FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Gravel Street Reconstruction	500,000	500,000	500,000	500,000	500,000	2,500,000
Annual Street Reconstruction	500,000	500,000	500,000	500,000	500,000	2,500,000
D&C Heated Shop and Breakroom Addition		720,000				720,000
Water - Briarwood Water Line	300,000					300,000
Water - Central Water Extension (Shiloh to 44th)	130,000	670,000				800,000
Water Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Fox Reservoir #1 Replacement				400,000	3,300,000	3,700,000
Water - Grand Avenue Water Ext (60th to 62nd)			320,000			320,000
Water - Intake #2 Sceening and PS Improvements				180,000	1,520,000	1,700,000
Water Main Replacements	4,300,000	4,800,000	5,400,000	6,040,000	6,740,000	27,280,000
Water - Skyway Drive Waterline Loop				300,000	2,500,000	2,800,000
Water - South 32nd St W/I-90/S Frontage Loop			275,000	2,725,000		3,000,000
Water - Storage Improvements (Zone 1)	700,000	6,000,000				6,700,000
Water - Storage Improvements (Zone 4)		700,000	6,200,000			6,900,000
Water Treatment Plant Electrical Improvements	400,000	150,000	200,000	500,000	315,000	1,565,000
Water Treatment Plant Facility Plan			300,000			300,000
Water - Voelker Pump Station PRV	300,000					300,000
Water - Willett and Christensen Pump Station	750,000					750,000
Water - Zone 4 Pump Station Improvements	5,600,000					5,600,000
Water - Zone 6 Storage and Looping Improvements		110,000	890,000	8,150,000		9,150,000
Total Water Fund	**13,780,000**	**14,450,000**	**14,885,000**	**19,595,000**	**15,675,000**	**78,385,000**

GENERAL FUND

GENERAL FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Law and Justice Center/City Hall						-
Total General Fund	**-**	**-**	**-**	**-**	**-**	**-**

DEBT FUNDS

GENERAL OBLIGATION BOND/LOAN

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Multi-Generational Community Recreational Center		68,742,000				68,742,000
Pioneer Park Wading Pool Replacement		196,200	1,613,592			1,809,792
Pioneer Park 6 Tennis Courts Replacement		1,200,000				1,200,000
South Park Pool Renovation		1,500,000	15,000,000			16,500,000
Terry Park Spray Ground Replacement		196,200	1,613,592			1,809,792
Water Reservoir Site Improvements		7,000,000				7,000,000
Total General Obligation Bond/Loan Fund	**-**	**78,834,400**	**18,227,184**	**-**	**-**	**97,061,584**

INTERNAL SERVICE FUNDS

FACILITIES MANAGEMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Fleet Expansion and New Washbays	4,026,430					4,026,430
BOC Rooftop Unit Replacement		125,000	125,000			250,000
Total Facilities Management Fund	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**

PERMANENT FUNDS

CEMETERY PERPETUAL CARE FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Cemetery Area 15 Establishment		610,000				610,000
Cemetery Pump Station Replacement/Upgrade	270,000					270,000
Total Cemetery Perpetual Care Fund	**270,000**	**610,000**	**-**	**-**	**-**	**880,000**

SPECIAL REVENUE FUNDS

AMEND PARK ENDOWMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Amend Park Parking Lot Repair		200,000				200,000
Total Amend Park Endowment Fund	**-**	**200,000**	**-**	**-**	**-**	**200,000**

BASEBALL FIELD/STADIUM DONATIONS for CAPITAL MAINT FUNI

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Dehler Park Ball Field Replacement		449,080				449,080
Total Dehler Park Capital Fund	**-**	**449,080**	**-**	**-**	**-**	**449,080**

DOWNTOWN TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	500,000					500,000
Downtown 2-Way Conversion	5,400,000					5,400,000
Total Downtown Tax Increment Fund	**5,900,000**	**-**	**-**	**-**	**-**	**5,900,000**

EAST TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
5th Avenue Corridor	205,000					205,000
6th Avenue North Multiuse Trail		250,000				250,000
Pedestrian Crossing of Exposition Drive					4,000,000	4,000,000
Total East Tax Increment Fund	**205,000**	**250,000**	**-**	**-**	**4,000,000**	**4,455,000**

GAS TAX FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
36th - Central to Broadwater				300,000	2,700,000	3,000,000
54th St West (Grand to Rimrock)					500,000	500,000
Annual ADA Replacement	250,000	250,000	250,000	250,000	250,000	1,250,000
Annual PAVER Program	800,000	1,150,000			2,170,000	4,120,000
Annual Pedestrian Crossings	104,000	107,000	110,000	115,000	120,000	556,000
Annual SIDs	50,000	50,000	50,000	50,000	50,000	250,000
Annual Street Reconstruction					300,000	300,000
Bike Boulevard	240,000					240,000
Downtown 2 Way Conversion	1,470,000					1,470,000
Misc., Curb, Gutter, and Sidewalk Program	370,000	380,000	390,000	400,000	420,000	1,960,000
Monad Road (Daniels to Moore ln)			100,000	2,700,000		2,800,000
Rimrock Road Widening (54th to 62nd)		100,000	2,670,000			2,770,000
Rimrock Road Widening (Clearview to 54th)			100,000	800,000		900,000
Traffic Calming			50,000			50,000
Wicks Lane - Main to Bitterroot		1,270,000				1,270,000
Total Gas Tax Fund	**3,284,000**	**3,307,000**	**3,720,000**	**4,615,000**	**6,510,000**	**21,436,000**

PARKS PROGRAM FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Parks and Recreation Comprehensive Plan Update				163,500		163,500
Total Parks Program Fund	**-**	**-**	**-**	**163,500**	**-**	**163,500**

PARK DISTRICT 1 FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Aquatics Facilities Evaluation	190,000					190,000
Burg Park Playground Replacement					300,000	300,000
Castle Rock Park North Parking Lot & Restroom	981,000					981,000
Edgerton Park Playground Replacement					350,000	350,000
Hawthorne Park Wading Pool Replacement			196,200	1,613,592		1,809,792
Irrigation Automation at Boulder Park			332,362			332,362
Irrigation Automation at Burlington Park		305,025				305,025
Irrigation Automation Spring Creek and Evergreen Parks	315,097					315,097
North Park Tennis/Basketball Courts Replacement			650,000			650,000
Poly Vista Ball Park Restroom			300,000			300,000
Poly Vista Park Parking Lot Completion	220,000					220,000
Poly Vista Park Playground Development	1,000,000					1,000,000
Rose Pool Spray Feature Upgrade	147,000					147,000
Swords Park Road Replacement		250,000	250,000	250,000	250,000	1,000,000
Various Trail Repairs		100,000	100,000	100,000	100,000	400,000
Walsh Park Playground Replacement					350,000	350,000
Total Park District 1 Fund	**2,853,097**	**655,025**	**1,828,562**	**1,963,592**	**1,350,000**	**8,650,276**

PARK ACQUISITION DEVELOPMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Stewart Park Parking Lot Repair/Repave		600,000				600,000
Total Park Acquisition Development Fund	**-**	**600,000**	**-**	**-**	**-**	**600,000**

SOUTH TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
SBURA Unimproved Street Improvements	2,620,000					2,620,000
Multi-Generational Community Recreational Center	6,500,000	23,500,000				30,000,000
Total South Tax Increment Fund	**9,120,000**	**23,500,000**	**-**	**-**	**-**	**32,620,000**

STORM FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Culvert Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Drainage Intersection Trouble Spot Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Sewer Rehabilitiation Program	362,000	375,000	388,000	402,000	415,000	1,942,000
Babcock Boulevard Storm		250,000	2,250,000			2,500,000
Cove Creek/Little Cove Creek Study	280,000					280,000
Land for Storm Outfalls	200,000	200,000				400,000
Rimrock Road (62nd to 54th) and 54th (Rimrock to Grand)				200,000	1,800,000	2,000,000
West Heights Storm Water Detention	50,000	480,000				530,000
Yegen Drain Basin			300,000	2,600,000		2,900,000
Yegen Drain Southern Leg Capacity Improvements	200,000	1,860,000				2,060,000
Total Storm Fund	**1,412,000**	**3,495,000**	**3,278,000**	**3,554,000**	**2,581,000**	**14,320,000**

STREET MAINTENANCE DISTRICT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
54th St West (Grand to Rimrock)				700,000	5,000,000	5,700,000
6th Avenue North Multiuse Trail		250,000				250,000
Annual Gravel Street Reconstruction	550,000	550,000	550,000	550,000	550,000	2,750,000
Annual PAVER Program	225,000	1,750,000	3,000,000	3,100,000	1,030,000	9,105,000
Annual Street Reconstruction	300,000	300,000	300,000	300,000		1,200,000
Annual Travel Corridor Coordination	52,000	54,000	56,000	58,000	61,000	281,000
Broadwater - Vermillion to Shiloh	600,000	3,000,000				3,600,000
Gabel Road	275,000					275,000
Downtown 2 Way Conversion	530,000					530,000
Intersection Capacity Improvements	515,000	535,000	554,000	574,000	600,000	2,778,000
Monad Road (Daniels to Moore ln)			350,000	1,000,000		1,350,000
Rimrock Road Widening (54th to 62nd)		500,000	3,130,000			3,630,000
Rimrock Road Widening (Clearview to 54th)			275,000	2,500,000		2,775,000
Traffic Signal Controller Upgrade	650,000					650,000
Wicks Lane - Main to Bitterroot	400,000	530,000				930,000
Total Street Maintenance Fund	**4,097,000**	**7,469,000**	**8,215,000**	**8,782,000**	**7,241,000**	**35,804,000**

STREET/TRAFFIC FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Remote Restroom and Breakroom	100,000					100,000
Remote Storage Location for Sand and Slicer	850,000					850,000
Total Street/Traffic Fund	**950,000**	**-**	**-**	**-**	**-**	**950,000**

TRAIL GRANT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	250,000					250,000
Alkali Creek Trail Connection		400,000				400,000
Downtown BBWA Corridor Trail/On Street Facilities		300,000				300,000
Downtown-Coulson Park Trail Connection		247,500				247,500
N 27th Street Side Path		75,000				75,000
Stagecoach Trail		1,000,000				1,000,000
Trail Connector from King Ave West to TransTech Center			100,000			100,000
Total Trail Grant Fund	**250,000**	**2,022,500**	**100,000**	**-**	**-**	**2,372,500**

TRANSPORTATION ALTERNATIVES PROGRAM FUNI

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	500,000					500,000
Downtown-Coulson Park Trail Connection		502,500				502,500
N 27th Street Side Path		750,000				750,000
Stagecoach Trail		2,500,000				2,500,000
Trail Connector from King Ave West to TransTech Center			600,000			600,000
Total Transportations Alternatives Program Funds	**500,000**	**3,752,500**	**600,000**	**-**	**-**	**4,852,500**

URBAN FUNDS ****

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
21st Street Underpass				5,000,000		5,000,000
Urban Funds	**-**	**-**	**-**	**5,000,000**	**-**	**5,000,000**

CONGESTION MITIGATION AIR QUALITY (CMAQ) FUND ***

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
N 27th Street Side Path		875,000				875,000
Total Congestion Mitigation Air Quality (CMAQ) Fund	**-**	**875,000**	**-**	**-**	**-**	**875,000**

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
TOTAL ALL FUNDS	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**

CIP Projects by Revenue Source

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY REVENUE SOURCE

PROJECTS FUNDED WITH CHARGES TO CITY DEPARTMENTS

FACILITIES CHARGES FOR SERVICES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Fleet Expansion and New Washbays	4,026,430					4,026,430
BOC Rooftop Unit Replacement		125,000	125,000			250,000
Total Facilities Charges for Services	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**

CHARGES TO CITY DEPARTMENTS TOTAL	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**

PROJECTS FUNDED WITH CONTRIBUTIONS

BILLINGS TRAILNET

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	50,000					50,000
Alkali Creek Trail Connection		100,000				100,000
Downtown BBWA Corridor Trail/On Street Facilities		60,000				60,000
N 27th Street Side Path		75,000				75,000
Trail Connector from King Ave West to TransTech Center			50,000			50,000
Total Billings Trailnet Contributions	**50,000**	**235,000**	**50,000**	**-**	**-**	**335,000**

DEVELOPER CONTRIBUTIONS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Downtown-Coulson Park Trail Connection		97,500				97,500
Parks and Recreation Comprehesive Plan Update				163,500		163,500
Wicks Lane - Main to Bitterroot		100,000				100,000
Total Developer Contributions	**-**	**197,500**	**-**	**163,500**	**-**	**361,000**

PRIVATE CONTRIBUTIONS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	200,000					200,000
Alkali Creek Trail Connection		150,000				150,000
Dehler Park Ball Field Replacement		449,080				449,080
Downtown BBWA Corridor Trail/On Street Facilities		240,000				240,000
Downtown-Coulson Park Trail Connection		150,000				150,000
Poly Vista Park Playground Development	1,000,000					1,000,000
Stagecoach Trail		1,000,000				1,000,000
Total Private Contributions	**1,200,000**	**1,989,080**	**-**	**-**	**-**	**3,189,080**

CONTRIBUTIONS TOTAL	**1,250,000**	**2,421,580**	**50,000**	**163,500**	**-**	**3,885,080**

PROJECTS FUNDED WITH DEBT

GENERAL OBLIGATION BONDS/LOAN

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Multi-Generational Community Recreational Center		68,742,000				68,742,000
Pioneer Park 6 Tennis Courts Replacement		1,200,000				1,200,000
Pioneer Wading Pool Replacement		196,200	1,613,592			1,809,792
South Park Pool Renovation		1,500,000	15,000,000			16,500,000
Terry Park Spray Ground Replacement		196,200	1,613,592			1,809,792
Water - West End Reservoir/City Lakes		7,000,000				7,000,000
Total General Obligation Bonds/Loan	**-**	**78,834,400**	**18,227,184**	**-**	**-**	**97,061,584**

REVENUE BONDS - SOLID WASTE

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Landfill Cell 6 Expansion				12,600,000		12,600,000
Total Solid Waste Revenue Bonds	**-**	**-**	**-**	**12,600,000**	**-**	**12,600,000**

SIDEWALK AND CURB DISTRICTS BONDS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Street Reconstruction	780,000	780,000	780,000	780,000	780,000	3,900,000
Misc., Curb, Gutter, and Sidewalk Program	605,000	620,000	640,000	650,000	680,000	3,195,000
Total Sidewalk Bonds	**1,385,000**	**1,400,000**	**1,420,000**	**1,430,000**	**1,460,000**	**7,095,000**

SPECIAL IMPROVEMENT DISTRICTS (SID) BONDS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Gravel Street Reconstruction	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	7,000,000
Annual SIDs	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Gabel Road	275,000					275,000
Total SID Bonds	**2,675,000**	**2,400,000**	**2,400,000**	**2,400,000**	**2,400,000**	**12,275,000**

TAX INCREMENT BONDS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Multi-Generational Community Recreational Center	6,500,000	23,500,000				30,000,000
Total Tax Increment Bonds	**6,500,000**	**23,500,000**	**-**	**-**	**-**	**30,000,000**

DEBT TOTAL	**10,560,000**	**106,134,400**	**22,047,184**	**16,430,000**	**3,860,000**	**159,031,584**

PROJECTS FUNDED WITH GRANTS

AIRPORT CARGO GRANT

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Cargo Ramp - Slot 5 Expansion					5,300,000	5,300,000
Cargo Ramp Rehabilitation				3,780,000		3,780,000
Total Airport Cargo Grants	**-**	**-**	**-**	**3,780,000**	**5,300,000**	**9,080,000**

AIRPORT FAA GRANT

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Master Plan Update		800,000				800,000
Cargo Ramp - North Side				1,350,000		1,350,000
Move East Stair Tower to Open Up Ticketing Lobby	720,000	2,400,000				3,120,000
Old East Taxilane - Rehab		350,000				350,000
Pavement Condition Index Survey			75,000			75,000
Public Ramp - Northside Expansion Phase II				1,800,000		1,800,000
Reconstruct the Commercial Air Carrier Parking Ramp	3,000,000					3,000,000
Rehab Taxiway A West End			2,000,000			2,000,000
Rehab Taxiway B North				1,350,000		1,350,000
Repave Airport Service Road					1,200,000	1,200,000
RWY 7/25 Improvements			5,000,000			5,000,000
Storm Water Drainage System Improvement					900,000	900,000
Taxiway C Hotspot Corrections					800,000	800,000
Terminal Access Road Rehab	270,000	1,280,000				1,550,000
Terminal Building Expansion Construction	4,000,000					4,000,000
Total Airport FAA Grants	**7,990,000**	**4,830,000**	**7,075,000**	**4,500,000**	**2,900,000**	**27,295,000**

RECREATIONAL TRAILS PROGRAM

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Alkali Creek Trail Connection		150,000				150,000
Trail Connector from King Ave West to TransTech Center			50,000			50,000
Total Recreational Trails Program Grants	**-**	**150,000**	**50,000**	**-**	**-**	**200,000**

TRANSIT FTA GRANT

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
MET EV Bus Chargers	292,000					292,000
Electrical Supply Upgrade for Bus Chargers	241,600					241,600
Metroplex Interior Remodel	1,280,000					1,280,000
Total Transit FTA Grants	**1,813,600**	**-**	**-**	**-**	**-**	**1,813,600**

TRANSPORTATION ALTERNATIVES PROGRAM FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	500,000					500,000
Downtown-Coulson Park Trail Connection		502,500				502,500
N 27th Street Side Path		750,000				750,000
Stagecoach Trail		2,500,000				2,500,000
Trail Connector from King Ave West to TransTech Center			600,000			600,000
Total Transportations Alternatives Program Grants	**500,000**	**3,752,500**	**600,000**	**-**	**-**	**4,852,500**

GRANTS TOTAL	**10,303,600**	**8,732,500**	**7,725,000**	**8,280,000**	**8,200,000**	**43,241,100**

PROJECTS FUNDED WITH SPECIAL ASSESSMENTS

PARK DISTRICT 1 ASSESSMENTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Aquatics Facilities Evaluation	190,000					190,000
Burg Park Playground Replacement					300,000	300,000
Castle Rock Park North Parking Lot & Restroom	981,000					981,000
Edgerton Park Playground Replacement					350,000	350,000
Hawthorne Wading Pool Replacement			196,200	1,613,592		1,809,792
Irrigation Automation at Boulder Park			332,362			332,362
Irrigation Automation at Burlington Park		305,025				305,025
Irrigation Automation Spring Creek and Evergreen Parks	315,097					315,097
North Park Tennis/Basketball Courts Replacement			650,000			650,000
Poly Vista Ball Park Restroom			300,000			300,000
Poly Vista Park Parking Lot Completion	220,000					220,000
Rose Pool Spray Feature Upgrade	147,000					147,000
Swords Park Road Replacement		250,000	250,000	250,000	250,000	1,000,000
Various Trail Repairs		100,000	100,000	100,000	100,000	400,000
Walsh Park Playground Replacement					350,000	350,000
Total Park District 1 Assessments	**1,853,097**	**655,025**	**1,828,562**	**1,963,592**	**1,350,000**	**7,650,276**

STORM ASSESSMENTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Culvert Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Drainage Intersection Trouble Spot Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Sewer Rehabilitiation Program	362,000	375,000	388,000	402,000	415,000	1,942,000
Babcock Boulevard Storm		250,000	2,250,000			2,500,000
Cove Creek/Little Cove Creek Study	280,000					280,000
Land for Storm Outfalls	200,000	200,000				400,000
Rimrock Road (62nd to 54th) and 54th (Rimrock to Grand)				200,000	1,800,000	2,000,000
West Heights Storm Water Detention	50,000	480,000				530,000
Yegen Drain Basin			300,000	2,600,000		2,900,000
Yegen Drain Southern Leg Capacity Improvements	200,000	1,860,000				2,060,000
Total Storm Assessments	**1,412,000**	**3,495,000**	**3,278,000**	**3,554,000**	**2,581,000**	**14,320,000**

STREET MAINTENANCE DISTRICT ASSESSMENTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
54th St West (Grand to Rimrock)				700,000	5,000,000	5,700,000
6th Avenue North Multiuse Trail		250,000				250,000
Annual Gravel Street Reconstruction	550,000	550,000	550,000	550,000	550,000	2,750,000
Annual PAVER Program	225,000	1,750,000	3,000,000	3,100,000	1,030,000	9,105,000
Annual Street Reconstruction	300,000	300,000	300,000	300,000		1,200,000
Annual Travel Corridor Coordination	52,000	54,000	56,000	58,000	61,000	281,000
Broadwater - Vermillion to Shiloh	600,000	3,000,000				3,600,000
Gabel Road	275,000					275,000
Downtown 2 Way Conversion	530,000					530,000
Intersection Capacity Improvements	515,000	535,000	554,000	574,000	600,000	2,778,000
Monad Road (Daniels to Moore ln)			350,000	1,000,000		1,350,000
Remote Restroom and Breakroom	100,000					100,000
Remote Storage Location for Sand and Slicer	850,000					850,000
Rimrock Road Widening (54th to 62nd)		500,000	3,130,000			3,630,000
Rimrock Road Widening (Clearview to 54th)			275,000	2,500,000		2,775,000
Traffic Signal Controller Upgrade	650,000					650,000
Wicks Lane - Main to Bitterroot	400,000	530,000				930,000
Total Street Maintenance District Assessments	**5,047,000**	**7,469,000**	**8,215,000**	**8,782,000**	**7,241,000**	**36,754,000**

SPECIAL ASSESSMENTS TOTAL	**8,312,097**	**11,619,025**	**13,321,562**	**14,299,592**	**11,172,000**	**58,724,276**

PROJECTS FUNDED WITH STATE REVENUES

GAS TAX REVENUES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
36th - Central to Broadwater				300,000	2,700,000	3,000,000
54th St West (Grand to Rimrock)					500,000	500,000
Annual ADA Replacement	250,000	250,000	250,000	250,000	250,000	1,250,000
Annual Pedestrian Crossings	104,000	107,000	110,000	115,000	120,000	556,000
Annual SIDs	50,000	50,000	50,000	50,000	50,000	250,000
Bike Boulevard	240,000					240,000
Misc., Curb, Gutter, and Sidewalk Program	370,000	380,000	390,000	400,000	420,000	1,960,000
Monad Road (Daniels to Moore ln)			100,000	270,000		370,000
Rimrock Road Widening (54th to 62nd)		100,000	300,000			400,000
Rimrock Road Widening (Clearview to 54th)			100,000	800,000		900,000
Traffic Calming			50,000			50,000
Total Gas Tax	**1,014,000**	**887,000**	**1,350,000**	**2,185,000**	**4,040,000**	**9,476,000**

GAS TAX/BARSAA REVENUES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual PAVER Program	800,000	1,150,000			2,170,000	4,120,000
Annual Street Reconstruction					300,000	300,000
Downtown 2 Way Conversion	1,470,000					1,470,000
Monad Road (Daniels to Moore ln)				2,430,000		2,430,000
Rimrock Road Widening (54th to 62nd)			2,370,000			2,370,000
Wicks Lane - Main to Bitterroot		1,170,000				1,170,000
Total Gas Tax/BARSAA	**2,270,000**	**2,320,000**	**2,370,000**	**2,430,000**	**2,470,000**	**11,860,000**

URBAN FUNDS ****

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
21st Street Underpass				5,000,000		5,000,000
Total Urban Funds	**-**	**-**	**-**	**5,000,000**	**-**	**5,000,000**

CMAQ (AIR QUALITY) FUNDS ***

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
N 27th Street Side Path		875,000				875,000
Total CMAQ (Air Quality) Funds	**-**	**875,000**	**-**	**-**	**-**	**875,000**
STATE REVENUES TOTAL	**3,284,000**	**4,082,000**	**3,720,000**	**9,615,000**	**6,510,000**	**27,211,000**

PROJECTS FUNDED WITH TAX REVENUES

DOWNTOWN TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
25th Street Bridge	500,000					500,000
Downtown 2-Way Conversion	5,400,000					5,400,000
Total Downtown Tax Increment District	**5,900,000**	**-**	**-**	**-**	**-**	**5,900,000**

EAST TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
5th Avenue Corridor	205,000					205,000
Pedestrian Crossing of Exposition Drive					4,000,000	4,000,000
6th Avenue North Multiuse Trail		250,000				250,000
Total East Tax Increment District	**205,000**	**250,000**	**-**	**-**	**4,000,000**	**4,455,000**

GENERAL FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Law and Justice Center/City Hall						-
Total General Fund	**-**	**-**	**-**	**-**	**-**	**-**

SOUTH TAX INCREMENT FUND

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
SBURA Unimproved Street Improvements	2,620,000					2,620,000
Total South Tax Increment District	**2,620,000**	**-**	**-**	**-**	**-**	**2,620,000**

TRANSIT TAX

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
MET EV Bus Chargers	73,000					73,000
Electrical Supply Upgrade for Bus Chargers	60,400					60,400
Metroplex Interior Remodel	320,000					320,000
Total Transit Tax	**453,400**	**-**	**-**	**-**	**-**	**453,400**

TAX REVENUES TOTAL	**9,178,400**	**250,000**	**-**	**-**	**4,000,000**	**13,428,400**

PROJECTS FUNDED WITH USER FEES AND CHARGES

AIRPORT USER FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Master Plan Update		89,000				89,000
Cargo Ramp - North Side				150,000		150,000
Cargo Ramp Rehabilitation				420,000		420,000
Cargo Ramp - Slot 5 Expansion					589,000	589,000
Extend Operations Building Mechanic Bays			500,000			500,000
Extend Water & Sewer Line to Business Park			500,000			500,000
Fencing Upgrade on Northside-Mitchell Property			100,000			100,000
Fuel Farm Expansion	100,000					100,000
Move East Stair Tower to Open Up Ticketing Lobby	80,000	420,000				500,000
Old East Taxilane - Rehab		38,889				38,889
Operations Equipment Cold Storage Building				500,000		500,000
Pavement Condition Index Survey			8,333			8,333
Public Ramp - Northside Expansion Phase II				200,000		200,000
Reconstruct the Commercial Air Carrier Parking Ramp	333,000					333,000
Rehab Taxiway A West End			222,222			222,222
Rehab Taxiway B North				150,000		150,000
Remodel Ticket Counters	100,000					100,000
Remove Hangars IP 1-4		200,000				200,000
Repave Airport Service Road					222,222	222,222
Replace IP-9 Windows		200,000				200,000
Reside North Parapet Walls Above Roof				100,000		100,000
RWY 7/25 &Improvements			444,444			444,444
Storm Water Drainage System Improvement					100,000	100,000
Taxiway C Hotspot Correction					88,888	88,888
Terminal Access Road Rehab	30,000	142,222				172,222
Terminal Building Expansion Construction	2,000,000					2,000,000
Total Airport User Fees	**2,643,000**	**1,090,111**	**1,774,999**	**1,520,000**	**1,000,110**	**8,028,220**

AIRPORT CUSTOMER FACILITY CHARGES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Car Rental Parking Garage					60,000,000	60,000,000
Parking Garage Planning and Design				5,000,000		5,000,000
Total Airport Customer Facility Charges	**-**	**-**	**-**	**5,000,000**	**60,000,000**	**65,000,000**

AIRPORT PASSENGER FACILITY CHARGES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Move East Stair Tower to Open Up Ticketing Lobby		1,380,000				1,380,000
Baggage Claim Improvements			1,000,000			1,000,000
Total Airport Passenger Facility Charges	**-**	**1,380,000**	**1,000,000**	**-**	**-**	**2,380,000**

AMEND PARK CHARGES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Amend Park Parking Lot Repairs		200,000				200,000
Total Amend Park Charges	**-**	**200,000**	**-**	**-**	**-**	**200,000**

CEMETARY PERPETUAL CARE FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Cemetery Area 15 Establishment		610,000				610,000
Cemetery Pump Station Replacement/Upgrade	270,000					270,000
Total Cemetery Perpetual Care Fees Charges	**270,000**	**610,000**	**-**	**-**	**-**	**880,000**

CENTENNIAL PARK FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Centennial Park Trail Development (Dog Park)	65,662					65,662
Total Centennial Park Fees	**65,662**	**-**	**-**	**-**	**-**	**65,662**

PARKING USER FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Awning and Exterior Signage Replacement	89,924			160,076		250,000
Painting and Interior Signage Update		141,376	158,624			300,000
Parking Garage Condition Audit	60,000					60,000
Replacement of Gate Control Equipment-Empire Garage						-
Total Parking User Fees	**149,924**	**141,376**	**158,624**	**160,076**	**-**	**610,000**

SOLID WASTE LANDFILL USER FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Landfill Cell 6 Expansion			2,125,000			2,125,000
Landfill Compost Phase II				300,000	2,600,000	2,900,000
Landfill Master Plan		95,000				95,000
Landfill Secondary Leachate Pond			285,000			285,000
Landfill West Slope Stabilization	900,000					900,000
Total Solid Waste Landfill User Fees	**900,000**	**95,000**	**2,410,000**	**300,000**	**2,600,000**	**6,305,000**

PARK ACQUISTION/DEVELOPMENT FEES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Stewart Park Parking Lot Repair/Repave		600,000				600,000
Total Park Acquisition/Development Fees	**-**	**600,000**	**-**	**-**	**-**	**600,000**

WASTEWATER USER CHARGES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
D&C Heated Shop and Breakroom Addition		480,000				480,000
Hydrogen Sulfide Mitigation	500,000					500,000
Wastewater - Central Sewer Extension (Shiloh to 44th)	160,000	900,000				1,060,000
Wastewater Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Wastewater Digester Gas & Sludge Pump Replacement		515,000				515,000
Wastewater Digester Gas Interior Piping Replacement	1,200,000					1,200,000
Wastewater - Grand Avenue Sewer Ext (60th to 62nd)			400,000			400,000
Wastewater - Hesper Sewer (Shiloh to 48th)	500,000	3,700,000				4,200,000
Wastewater - Highway 3 Sanitary Sewer				250,000	1,350,000	1,600,000
Wastewater Main Replacements	5,300,000	5,800,000	6,400,000	7,040,000	7,740,000	32,280,000
Wastewater - Monad Sewer	4,000,000					4,000,000
Wastewater - Rehberg Ranch Lift Station			200,000	1,440,000		1,640,000
Wastewater Treatment Plant Campus Electrical	300,000	300,000	300,000	300,000	300,000	1,500,000
Total Wastewater User Charges	**12,260,000**	**11,995,000**	**7,600,000**	**9,330,000**	**9,690,000**	**50,875,000**

WATER USER CHARGES

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Gravel Street Reconstruction	500,000	500,000	500,000	500,000	500,000	2,500,000
Annual Street Reconstruction	500,000	500,000	500,000	500,000	500,000	2,500,000
D&C Heated Shop and Breakroom Addition		720,000				720,000
Water - Briarwood Water Line	300,000					300,000
Water - Central Waterr Extension (Shiloh to 44th)	130,000	670,000				800,000
Water Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Fox Reservoir #1 Replacement				400,000	3,300,000	3,700,000
Water - Grand Avenue Water Ext (60th to 62nd)			320,000			320,000
Water - Intake #2 Sceening and PS Improvements				180,000	1,520,000	1,700,000
Water Main Replacements	4,300,000	4,800,000	5,400,000	6,040,000	6,740,000	27,280,000
Water - Skyway Drive Waterline Loop				300,000	2,500,000	2,800,000
Water - South 32nd St W/I-90/S Frontage Loop			275,000	2,725,000		3,000,000
Water - Storage Improvements (Zone 1)	700,000	6,000,000				6,700,000
Water - Storage Improvements (Zone 4)		700,000	6,200,000			6,900,000
Water Treatment Plant Electrical Improvements	400,000	150,000	200,000	500,000	315,000	1,565,000
Water Treatment Plant Facility Plan			300,000			300,000
Water - Voelker Pump Station PRV	300,000					300,000
Water - Willett and Christensen Pump Station	750,000					750,000
Water - Zone 4 Pump Station Improvements	5,600,000					5,600,000
Water - Zone 6 Storage and Looping Improvements		110,000	890,000	8,150,000		9,150,000
Total Water User Charges	**13,780,000**	**14,450,000**	**14,885,000**	**19,595,000**	**15,675,000**	**78,385,000**

USER FEES AND CHARGES TOTAL	**30,068,586**	**30,561,487**	**27,828,623**	**35,905,076**	**88,965,110**	**213,328,882**

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
TOTAL ALL REVENUES SOURCES	**76,983,113**	**163,925,992**	**74,817,369**	**84,693,168**	**122,707,110**	**523,126,752**

Department & Project Category



AND



FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

AVIATION AND TRANSIT DEPARTMENT

AIRPORT PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Airport Master Plan Update		889,000				889,000
Baggage Claim Improvement			1,000,000			1,000,000
Car Rental Parking Garage					60,000,000	60,000,000
Cargo Ramp Rehabilitation				4,200,000		4,200,000
Cargo Ramp - North Side				1,500,000		1,500,000
Cargo Ramp - Slot 5 Expansion					5,889,000	5,889,000
Extend Operations Building Mechanic Bays			500,000			500,000
Extend Water & Sewer Line to Business Park			500,000			500,000
Fencing Upgrade on Northside-Mitchell Property			100,000			100,000
Fuel Farm Expansion	100,000					100,000
Move East Stair Tower to Open Up Ticketing Lobby	800,000	4,200,000				5,000,000
Old East Taxilane - Rehab		388,889				388,889
Operations Equipment Cold Storage Building				500,000		500,000
Parking Garage Planning and Design				5,000,000		5,000,000
Pavement Condition Index Survey			83,333			83,333
Public Ramp - Northside Expansion Phase II				2,000,000		2,000,000
Reconstruct the Commercial Air Carrier Parking Ramp	3,333,000					3,333,000
Rehab Taxiway A East End			2,222,222			2,222,222
Rehab Taxiway B North				1,500,000		1,500,000
Remodel Ticket Counters	100,000					100,000
Remove Hangars IP 1-4		200,000				200,000
Repave Airport Service Road					1,422,222	1,422,222
Replace IP-9 Windows		200,000				200,000
Reside North Parapet Walls Above Roof				100,000		100,000
RWY 7/25 Improvements			5,444,444			5,444,444
Storm Water Drainage System Improvement					1,000,000	1,000,000
Taxiway C Hotspot Corrections					888,888	888,888
Terminal Building Expansion Construction	6,000,000					6,000,000
Terminal Access Road Rehab	300,000	1,422,222				1,722,222
Total Airport Projects	**10,633,000**	**7,300,111**	**9,849,999**	**14,800,000**	**69,200,110**	**111,783,220**

MET TRANSIT PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Electrical Supply Upgrade for Bus Chargers	302,000					302,000
Metroplex Expansion/Interior Remodel	1,600,000					1,600,000
MET EV Bus Chargers	365,000					365,000
Total MET Transit Projects	**2,267,000**	**-**	**-**	**-**	**-**	**2,267,000**

AVIATION AND TRANSIT DEPARTMENT TOTAL	**12,900,000**	**7,300,111**	**9,849,999**	**14,800,000**	**69,200,110**	**114,050,220**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Airport Master Plan Update*

Project Description/Location:

Airport Master Plan looks at the future growth of the Airport and what projects will need to be completed.

Justification:

The FAA requires that Airports update their Master Plans periodically to justify future projects. One of the final products of the Master Plan is an Ultimate Airport Layout Plan (ALP). All potential future projects are reflected on the ALP and then are eligible for federal financial assistance (grant funds) to complete. Last Airport Master Plan was completed in 2010.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		-	889,000					$ 889,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 889,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 889,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees		-	89,000					$ 89,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant		-	800,000					$ 800,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 889,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 889,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Baggage Belt Improvements*

Project Description/Location:

This project will provide an additional bag belt for a total of three bag belt locations for passengers to collect luggage.

Justification:

This will assist with future expansion plans of the Airport that predict additional airline service and an increase in passengers.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			-	100,000				$ 100,000
Land Acquisition								$ -
Construction								$ -
Equipment			-	900,000				$ 900,000
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge			-	1,000,000				$ 1,000,000
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Car Rental Parking Garage*

Project Description/Location:

This project is for the construction of a parking structure at the Airport for car rental companies, with a smaller section for the public.

Justification:

This will allow the Airport the ability to increase parking and revenue, create a safer and more user friendly parking option for Airport customers, provide protection during inclement weather, and increase overall future expansion at the Airport.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

CFC charges will be used to pay for the costs of operating the facility, as well as the related debt service.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					-			$ -
Land Acquisition								$ -
Construction					-	60,000,000		$ 60,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 60,000,000**	**$ -**	**$ 60,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees					-	60,000,000		$ 60,000,000
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 60,000,000**	**$ -**	**$ 60,000,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Cargo Ramp Rehabilitation*

Project Description/Location:

The Cargo Ramp west of the Air Traffic Control Tower replacement due to ASR.

Justification:

The Cargo Ramp west of the Air Traffic Control Tower is used by Federal Express on a daily basis. A recent Pavement Condition Index study by our Civil Engineering group Morrison Maierle, identified the signs of the concrete ramp beginning to fail due to Aggregate Silicate Reaction (ASR). When these particular ramps were poured, no additives were included in the mix design to prevent the ASR issue. After 25 years of moisture and heat the ASR has began to show up with cracking and checking on the surface of the ramp. Once this happens, it should be replaced before it becomes a safety issue.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					420,000			$ 420,000
Land Acquisition								$ -
Construction					3,780,000			$ 3,780,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,200,000**	**$ -**	**$ -**	**$ 4,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees					420,000			$ 420,000
CFC User Fees								$ -
FAA Cargo Grant					3,780,000			$ 3,780,000
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,200,000**	**$ -**	**$ -**	**$ 4,200,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Ramp - North Side*

Project Description/Location:

This project is to expand the ramp on the north side of the Airport. The additional ramp space is needed for future hangar development.

Justification:

A larger ramp is needed to accommodate the increased use at the Business Park. This is Phase 3 of 3, of a pavement enhancement program for the Airport Business Park.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

With the potential for increased leaseholds next to the ramp, revenues could increase with minimal change to expenses.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			-		175,000			$ 175,000
Land Acquisition								$ -
Construction			-		1,325,000			$ 1,325,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ 1,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			-		150,000			$ 150,000
CFC User Fees					-			$ -
FAA Cargo Grant								$ -
FAA Grant			-		1,350,000			$ 1,350,000
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ 1,500,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Cargo Ramp - Slot 5 Expansion*

Project Description/Location:

This project will expand the Slot 5 Cargo Ramp area to accommodate the increased amount of cargo activity taking place at the Airport.

Justification:

The expanded ramp area positions the Airport to continue to accommodate the double digit cargo growth taking place in Billings.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project could enhance revenues by allowing the freight hauling airlines to expand operations, resulting in an increase in landing fees and cargo entitlements.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			-			750,000		$ 750,000
Land Acquisition								$ -
Construction			-			5,139,000		$ 5,139,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,889,000**	**$ -**	**$ 5,889,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			-			589,000		$ 589,000
CFC User Fees								$ -
FAA Cargo Grant			-			5,300,000		$ 5,300,000
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,889,000**	**$ -**	**$ 5,889,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Extend Operations Building Mechanic Bays*

Project Description/Location:

This project will extend the length of the Airport Operations Center's equipment and mechanic bay to allow the mechanics to perform maintenance on the much larger, new multi-tasking snowplows that were purchased in FY 2019. This type of Airport snow removal equipment did not exist when the Operations Center was constructed twenty-five years ago.

Justification:

These snowplows extend beyond the doorway when parked in the service bay. This means that the doors must remain open while being serviced, which creates cold working conditions and increases the building's heating costs.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Heating and cooling costs may increase due to the larger building area, although heating costs may go down because the doors will remain closed when the new, larger equipment is being serviced.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-			75,000				$ 75,000
Land Acquisition								$ -
Construction	-			425,000				$ 425,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-			500,000				$ 500,000
CFC User Fees								$ -
FAA Cargo Grant	-							$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Extend Water and Sewer Line to Business Park*

Project Description/Location:

This project is to extend/rehab the water and sewer lines for the very northeast section of the Airport Business Park.

Justification:

The water and sewer infrastructure to this part of the Business Park was installed in the early 1960s and needs to be upgraded to provide development opportunities in this area.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

No initial impact to revenues or expenses.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				65,000				$ 65,000
Land Acquisition								$ -
Construction				435,000				$ 435,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees				500,000				$ 500,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Fencing on Northside Newest Property*

Project Description/Location:

Project would provide fencing for the recently acquired north property of the Airport.

Justification:

Recent purchase of land north of the Airfield is not fenced and this would allow for the construction new fencing in key areas.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				100,000				$ 100,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees				100,000				$ 100,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Fuel Farm Expansion*

Project Description/Location:

Project would develop neighboring land to accept additional fuel tanks and pump systems.

Justification:

With the last available fuel farm tank locations being leased to the new FBO Operation, BAG Billings, additional space is needed for future growth.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-	20,000						$ 20,000
Land Acquisition								$ -
Construction	-	80,000						$ 80,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-	100,000						$ 100,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Move East Stair Tower to Open Up Ticketing Lobby*

Project Description/Location:

Project would remove, relocate and rebuild the Terminal's east stair tower which is directly in front of the Cape Air Ticket counter.

Justification:

The location of the existing east stair tower pinches the queue space in front of the Cape Air Ticket counter. Relocating this stair tower further east would help expand the Terminal lobby and provide better passenger check in circulation on the east end of the ticket counter area.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		800,000	-					$ 800,000
Land Acquisition								$ -
Construction			4,200,000					$ 4,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 800,000**	**$ 4,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees		80,000	420,000					$ 500,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant		720,000	2,400,000					$ 3,120,000
Passenger Facility Charge			1,380,000					$ 1,380,000
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 800,000**	**$ 4,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Old East Taxilane - Rehab*

Project Description/Location:

This project replaces the older asphalt sections of the taxilane that are beginning to unravel/fall apart.

Justification:

The rehabilitation of this taxilane is needed for safety reasons.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		-	50,000					$ 50,000
Land Acquisition								$ -
Construction		-	338,889					$ 338,889
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 388,889**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 388,889**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees		-	38,889					$ 38,889
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant		-	350,000					$ 350,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 388,889**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 388,889**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Operations Equipment Cold Storage Building*

Project Description/Location:

Construction of a cold storage building to house out of season equipment, such as mowing machines and other seasonal equipment not used during the Winter.

Justification:

The Airport equipment storage areas are completely full and seasonal equipment is now being stored in various buildings around the Airport.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-				50,000			$ 50,000
Land Acquisition								$ -
Construction	-				450,000			$ 450,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ 500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-				500,000			$ 500,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ 500,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Parking Garage Planning and Design*

Project Description/Location:

This will fund the preliminary planning and design work for the placement, funding, and construction of a parking structure at the Airport in the future.

Justification:

The planning and design work is required in order to develop specifications and to bid construction work.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

None at this time.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				-	5,000,000			$ 5,000,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**	**$ -**	**$ -**	**$ 5,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees				-	5,000,000			$ 5,000,000
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**	**$ -**	**$ -**	**$ 5,000,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Pavement Condition Index Survey*

Project Description/Location:

Pavement surface conditions are evaluated every 3 yrs. for FAA review and Construction Project Programing.

Justification:

Required by the FAA for construction project grant funding priorities.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			-	83,333				$ 83,333
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 83,333**	**$ -**	**$ -**	**$ -**	**$ 83,333**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			-	8,333				$ 8,333
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant			-	75,000				$ 75,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 83,333**	**$ -**	**$ -**	**$ -**	**$ 83,333**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Public Ramp - North Side Expansion - Phase II*

Project Description/Location:

This project would remove the existing cold war hangars and build an expanded ramp area large enough to accommodate the local and itinerant aircraft traffic on the north side of the Airport.

Justification:

This area has become very busy most of the year and extremely busy when there are wildfires in the area due to increased tanker base operations.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				-	250,000			$ 250,000
Land Acquisition								$ -
Construction				-	1,750,000			$ 1,750,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,000,000**	**$ -**	**$ -**	**$ 2,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees				-	200,000			$ 200,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant				-	1,800,000			$ 1,800,000
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,000,000**	**$ -**	**$ -**	**$ 2,000,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Reconstruct the Commercial Air Carrier Parking Ramp*

Project Description/Location:

During the remodel of the Terminal Building/concourse, sections of the commercial aircraft parking ramp will need to be removed and replaced. This project will replace the concrete that is removed and create permanent parking locations for all of the airlines. This project will span two years, with the northwest apron being replaced in FY 2022 and the southeast apron in FY 2024.

Justification:

Since the new concourse was basically constructed on the existing concrete apron on which the airlines currently park, this work will reestablish parking positions that are level, new areas for the aircraft to use.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Insert Picture(s) or Map Here

Comments:

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	245,000	352,000						$ 597,000
Land Acquisition								$ -
Construction	4,435,000	2,981,000						$ 7,416,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 4,680,000**	**$ 3,333,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,013,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	468,000	333,000						$ 801,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant	4,212,000	3,000,000						$ 7,212,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ 4,680,000**	**$ 3,333,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,013,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Rehab Taxiway A West End*

Project Description/Location:

This project replaces the taxiway surface that was installed in 1999. This is the last section of Taxiway A that has not been replaced.

Justification:

Taxiway A is the oldest such surface on the Airport. This project will replace the taxiway surface before there is a major pavement failure.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			-	300,000				$ 300,000
Land Acquisition								$ -
Construction			-	1,922,222				$ 1,922,222
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 2,222,222**	**$ -**	**$ -**	**$ -**	**$ 2,222,222**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			-	222,222				$ 222,222
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant			-	2,000,000				$ 2,000,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 2,222,222**	**$ -**	**$ -**	**$ -**	**$ 2,222,222**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Rehab Taxiway B North*

Project Description/Location:

This project replaces the 20-year-old asphalt on Taxiway B north, which serves the ramp area and hangars at the Airport Business Park.

Justification:

A rehabilitation of this taxiway is needed to enhance the taxiway to accommodate the expansion of north side operations.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				-	180,000			$ 180,000
Land Acquisition								$ -
Construction				-	1,320,000			$ 1,320,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ 1,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees				-	150,000			$ 150,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant				-	1,350,000			$ 1,350,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,500,000**	**$ -**	**$ -**	**$ 1,500,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Remodel Ticket Counters*

Project Description/Location:

Project would replace the laminate surfaces on the Car Rental and Airline Ticket counters.

Justification:

Project would help freshen up the public side of the Terminal to be more in sync with the decor of the new Terminal Expansion area.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-	10,000						$ 10,000
Land Acquisition								$ -
Construction	-	90,000						$ 90,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-	100,000						$ 100,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Remove Hangars IP-1-4*

Project Description/Location:

These old cold war era hangars need to be removed so that the ramp in this area can be expanded to accommodate the busy Fire Fighting Tanker Base and the existing tenants in this area.

Justification:

These old, cold war era hangars need to be removed so that the ramp in this area can be expanded to accommodate the busy Fire Fighting Tanker Base and the existing tenants in this area.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other			200,000					$ 200,000
Total Project Cost	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			200,000					$ 200,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Repave Airport Service Road*

Project Description/Location:

Project repaves the service road used by fuel trucks to get to the Business Park to fuel aircraft.

Justification:

Road is near the end of its useful life and is starting to break apart.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					-	220,000		$ 220,000
Land Acquisition								$ -
Construction					-	1,202,222		$ 1,202,222
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,422,222**	**$ -**	**$ 1,422,222**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees					-	222,222		$ 222,222
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant					-	1,200,000		$ 1,200,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,422,222**	**$ -**	**$ 1,422,222**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Replace IP-9 Windows*

Project Description/Location:

Replace the existing windows in the Airport's IP-9 Office building.

Justification:

Existing windows leak and are drafty. Tenants complain that when the wind blows, the windows whistle/howl. Also, dust builds up on the window sills in bad wind storms.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			200,000					$ 200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees			200,000					$ 200,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Reside North Parapet Walls Above Roof*

Project Description/Location:

Project would replace the Stucco finish above the roof on the Northside with metal siding.

Justification:

This area covers the walls in the Northside of the older part of the terminal building. Much of this has been damaged by hail and is not as water tight as it should be. Project would utilize a metal panel system similar to what the Terminal Expansion will have installed.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					15,000			$ 15,000
Land Acquisition								$ -
Construction					85,000			$ 85,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ 100,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees					100,000			$ 100,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ 100,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *RWY 7/25 Improvements*

Project Description/Location:

This project is to overlay Runway 7/25 and improve the intersections for taxiway A and the intersection of RWY 7/25 and RWY 10R/28L.

Justification:

These improvements will address safety and design concerns of the FAA as well as enhance the longevity of Runway 7/25.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

No impact to revenues or expenses foreseen at this time.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		-		800,000				$ 800,000
Land Acquisition								$ -
Construction		-		4,644,444				$ 4,644,444
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 5,444,444**	**$ -**	**$ -**	**$ -**	**$ 5,444,444**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees		-		444,444				$ 444,444
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant		-		5,000,000				$ 5,000,000
Passenger Facility Charge								$ -
Revenue Bonds								
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 5,444,444**	**$ -**	**$ -**	**$ -**	**$ 5,444,444**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Storm Water Drainage System Improvement*

Project Description/Location:

With the growth and development of the Airport's west end, storm water improvements will need to be made to accommodate the water flows from hard surfaces such as parking lots. This project will construct these needed improvements at the west end of the Airport (Pond E).

Justification:

With the growth and development of the Airport's west end, storm water improvements will need to be made to accommodate the water flows from hard surfaces such as parking lots

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This project will not cause operating expenses to increase or decrease. Airport revenues charged to the airlines are adjusted annually to cover those Airport costs that exceed non-airline revenues.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-				-	150,000		$ 150,000
Land Acquisition								$ -
Construction	-				-	850,000		$ 850,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**	**$ -**	**$ 1,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-				-	100,000		$ 100,000
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant	-				-	900,000		$ 900,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**	**$ -**	**$ 1,000,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Taxiway C Hotspot Corrections*

Project Description/Location:

The intersection of Taxiway A and C has been flagged as a "Hotspot" safety issue that should be fixed.

Justification:

Each year the FAA convenes a group of Airport users for a Runway Safety Action Team (RSAT) meeting to discuss and review areas of on concern on the BIL airfield. The intersection of Taxiway A and C was identified as an area of confusion and concern that the FAA would now like to see remedied.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Project will result in some additional maintenance depending on the solution decided on to fix this Hotspot area.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering						130,000		$ 130,000
Land Acquisition								$ -
Construction						758,888		$ 758,888
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 888,888**	**$ -**	**$ 888,888**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees						88,888		$ 88,888
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant						800,000		$ 800,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 888,888**	**$ -**	**$ 888,888**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Terminal Building Expansion Construction*

Project Description/Location:

The Terminal Building Expansion project will expand the concourse area to accommodate more passengers and increase the number of available passenger loading bridges. The interior portion of the expansion will relocate and enlarge the screening area, concourse, hold room areas, concession areas, and restrooms. The project will also add more open spaces and windows for a more open feel.

Justification:

The Airport needs to expand its concourse area to accommodate more airlines with parking, loading, and passenger holding space, as well as to upgrade the passenger amenities that travelers have come to expect.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Ongoing heating, cooling, and electric costs will increase due to the larger area. Costs will be mitigated by the use of energy efficient lighting and environmental control systems.

Additional revenues will be generated from concessions and Terminal space rents.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	7,390,000	685,800						$ 8,075,800
Land Acquisition								$ -
Construction	49,600,000	5,314,200						$ 54,914,200
Equipment								$ -
Other								$ -
Total Project Cost	**$ 56,990,000**	**$ 6,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 62,990,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	14,454,878	2,000,000						$ 16,454,878
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant	15,935,122	4,000,000						$ 19,935,122
Passenger Facility Charge	1,600,000							$ 1,600,000
Revenue Bonds	25,000,000							$ 25,000,000
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ 56,990,000**	**$ 6,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 62,990,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *Airport* **Project Title:** *Terminal Access Road Rehab*

Project Description/Location:

Replace and/or rehabilitate the road surface for Terminal Circle and Overlook Drive two busy Airport access roadways.

Justification:

Pavement areas of both surfaces are starting to unravel and are in need of repair and resurfacing.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	-	300,000						$ 300,000
Land Acquisition								$ -
Construction	-		1,422,222					$ 1,422,222
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 300,000**	**$ 1,422,222**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,722,222**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees	-	30,000	142,222					$ 172,222
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant		270,000	1,280,000					$ 1,550,000
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant								$ -
Transit Local Funds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 300,000**	**$ 1,422,222**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,722,222**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *MET Transit* **Project Title:** *Electrical Supply Upgrade for Bus Chargers*

Project Description/Location:

Project enhances the size of the electrical feed to the METroplex for the install of bus charging stations required once the new EV buses arrive.

Justification:

MET recently received a grant for the purchase of four new Electric Vehicle (EV) Buses. The grant also included funding to allow for the purchase of (4) EV chargers and the upgrade to the electrical system to accommodate the overnight charging of the buses. MET's current power supply is too small at this time to accommodate the load requirements for the overnight charging and the transformer and electrical feed will need to upgraded.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Little or no impact

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		45,000						$ 45,000
Land Acquisition								$ -
Construction		257,000						$ 257,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 302,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 302,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant		241,600						$ 241,600
Transit Local Funds		60,400						$ 60,400
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 302,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 302,000**

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *MET Transit* **Project Title:** *Metroplex Expansion/Interior Remodel*

Project Description/Location:

Project would remodel the interior of the main office and expand the Metroplex to the south.

Justification:

The current layout configuration is chopped up and has significant inefficiencies for the flow of the employees and work needs and additional office and training space is needed.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Increase in facility size will have some impact on utility costs and minimal costs on facility maintenance.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	400,000							$ 400,000
Land Acquisition								$ -
Construction	-	1,600,000						$ 1,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 400,000**	**$ 1,600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant	320,000	1,280,000						$ 1,600,000
Transit Local Funds	80,000	320,000						$ 400,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ 400,000**	**$ 1,600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,000,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Aviation and Transit* **FY24 - FY28 CIP**

Project Category: *MET Transit* **Project Title:** *MET EV Bus Chargers*

Project Description/Location:

Project would purchase and install 4 Electric Vehicle (EV) Bus chargers at the METroplex for electric buses.

Justification:

MET recently received a grant for the purchase of four new Electric Vehicle (EV) Buses. The grant also included funding to allow for the purchase of (4) EV chargers and the upgrade to the electrical system to accommodate the overnight charging of the buses. This project would purchase and install the 4 EV chargers for the new buses that will be purchased.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

The cost of electricity to charge buses will increase but should be offset with a reduction in the amount of diesel fuel that needs to be purchased.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		30,000						$ 30,000
Land Acquisition								$ -
Construction								$ -
Equipment		335,000						$ 335,000
Other								$ -
Total Project Cost	**$ -**	**$ 365,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 365,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Airport User Fees								$ -
CFC User Fees								$ -
FAA Cargo Grant								$ -
FAA Grant								$ -
Passenger Facility Charge								$ -
Revenue Bonds								$ -
Transit FTA Grant		292,000						$ 292,000
Transit Local Funds		73,000						$ 73,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 365,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 365,000**


Billings
ADMINISTRATION

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

CITY ADMINISTRATION

FACILITIES PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Law and Justice Center/City Hall						-
Fleet Expansion and New Washbays	4,026,430					4,026,430
BOC Rooftop Unit Replacement		125,000	125,000			250,000
Total Facilities Projects	**4,026,430**	**125,000**	**125,000**	**-**	**-**	**4,276,430**

PARKING PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Awnings and Exterior Signage Replacement	89,924			160,076		250,000
Painting and Interior Signage Update		141,376	158,624			300,000
Parking Garage Condition Audit	60,000					60,000
Replacement of Gate Control Equipment-Empire Garage						-
Total Parking Projects	**149,924**	**141,376**	**158,624**	**160,076**	**-**	**610,000**

CITY ADMINISTRATION DIVISION TOTAL	**4,176,354**	**266,376**	**283,624**	**160,076**	**-**	**4,886,430**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Facilities* **Project Title:** *Law and Justice Center/City Hall*

Project Description/Location:

Acquiring and remodeling facility to accommodate a new consolidated City Hall location. This new location would replace the current City Hall.

Justification:

- The current City Hall does not meet the City's space needs for current use or future growth
- A consolidated City Hall location will better serve the citizens of Billings

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

The project would be paid for with General Fund reserves and charges to departments based on their use of the facility.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	1,200,000							$ 1,200,000
Property Acquisition	13,500,000							$ 13,500,000
Construction	10,428,933	2,400,000						$ 12,828,933
Equipment	3,500,000							$ 3,500,000
Other	1,000,000							$ 1,000,000
Total Project Cost	**$ 29,628,933**	**$ 2,400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 32,028,933**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
General Fund Reserves	20,350,560	2,400,000						$ 22,750,560
ARPA Funds for Public Safety	8,969,247							$ 8,969,247
Building	309,126							$ 309,126
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ 29,628,933**	**$ 2,400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 32,028,933**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Facilities* **Project Title:** *Fleet Expansion and New Washbays*

Project Description/Location:

BOC (4848 Midland Rd)
Expand Fleet operations into existing wash bay facility to have a dedicated CNG compliant work area. This expansion would include:
- Construction of a new wash bay facility on vacant BOC land
- Remodel of the existing wash bays into vehicle repair bays
- Expansion of the fleet shop building to the west of 4 additional vehicle bays
- The 4 new vehicle bays shall be constructed to meet class 1, div II requirements for CNG vehicle storage and repair

Justification:

Fleet has no dedicated CNG compliant work area to repair or store trucks overnight unless they off gas - which is a waste of resources. Additionally, the existing wash bay facility was not designed for the size and volume of equipment currently employed by the public works department. Both projects will allow for more efficient operations. The fleet expansion scope into existing wash bay is the only location to have contiguous expansion for fleet services. The new wash bay facility allows for less maintenance, improved safety, and a right-sized design for the equipment that will utilize that service. The City's fleet is constantly expanding year over year and the current fleet shop and wash bays were designed and built nearly 20 years ago. This project will increase and improve the City's fleet and wash facilities.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

$4,026,430.00

To be funded from Facilities reserves and a revenue bond

Insert Picture(s) or Map Here

Comments:

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		246,906						$ 246,906
Property Acquisition								$ -
Construction		3,779,524						$ 3,779,524
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 4,026,430**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,026,430**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
General Fund Reserves								$ -
Revenue Bond								$ 3,876,430
Facilities Reserves		4,026,430						$ 150,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 4,026,430**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,026,430**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Facilities* **Project Title:** *BOC Rooftop Unit Replacement*

Project Description/Location:

Replace 10 rooftop units at BOC admin building (4848 Midland Rd) and 4 rooftop units at PD1 (4810 Midland Rd).

Justification:

Typical rooftop unit service life is 15-20 years. In FY25, the units will be 22 years old and we propose replacing the existing units with new, more efficient units.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Project will be paid for with Facilities Maintenance Funds

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Property Acquisition								$ -
Construction			60,000	60,000				$ 120,000
Equipment			65,000	65,000				$ 130,000
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 125,000**	**$ 125,000**	**$ -**	**$ -**	**$ -**	**$ 250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
General Fund Reserves								$ -
Facilities Division Budget			125,000	125,000				$ 250,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 125,000**	**$ 125,000**	**$ -**	**$ -**	**$ -**	**$ 250,000**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Parking* **Project Title:** *Replace Awnings Park I, II, and III*

Project Description/Location:

The project would update and replace all awnings on the outside of Park I, II, and II.

Justification:

Park I, II, and III have not updated their awnings in several years. The awnings are rusting and faded and replacing them will refresh and standardize the look of the parking garages for public use.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

There will be no operating budget impact.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other		89,924			160,076			$ 250,000
Total Project Cost	**$ -**	**$ 89,924**	**$ -**	**$ -**	**$ 160,076**	**$ -**	**$ -**	**$ 250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Facilities Management Revenues								$ -
Parking Reserves								$ -
Parking User Fees		89,924			160,076			$ 250,000
Revenue Bonds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 89,924**	**$ -**	**$ -**	**$ 160,076**	**$ -**	**$ -**	**$ 250,000**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Parking* **Project Title:** *Painting and Signage Update*

Project Description/Location:

The project would update and refresh the painting and signage for Park I, II , and III.

Justification:

Park I, II, and III have not updated their paint, nor signage, in several years and the new paint and signs will refresh and standardize the look of the parking garages for public use.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

There will be no operating budget impact.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other			141,376	158,624				$ 300,000
Total Project Cost	**$ -**	**$ -**	**$ 141,376**	**$ 158,624**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Facilities Management Revenues								$ -
Parking Reserves								$ -
Parking User Fees			141,376	158,624				$ 300,000
Revenue Bonds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 141,376**	**$ 158,624**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Department: *City Administration* **FY24 - FY28 CIP**

Project Category: *Parking* **Project Title:** *Parking Garage Condition Audit*

Project Description/Location:

This project is for the structural review of all City owned parking facilities, Park I, II, III, to examine overall condition of building and recommend repairs if needed.

Justification:

It is a best practice to have the parking garages appraised by an engineer every five to seven years to determine the overall condition of the facilities and what modifications or repairs are needed to maintain structural stability.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		60,000						$ 60,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 60,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 60,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Facilities Management Revenues								$ -
Parking Reserves								$ -
Parking User Fees		60,000						$ 60,000
Revenue Bonds								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 60,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 60,000**


Billings
PARKS
AND RECREATION

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

PARKS AND RECREATION DEPARTMENT

PARK PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Aquatics Facilities Evaluation	190,000					190,000
Amend Park Parking Lot Repairs		200,000				200,000
Burg Park Playground Replacement					300,000	300,000
Castle Rock Park North Parking Lot & Restroom	981,000					981,000
Centennial Park Trail Development (Dog Park)	65,662					65,662
Dehler Park Ball Field Replacement		449,080				449,080
Edgarton Park Playground Replacement					350,000	350,000
Hawthorne Park Wading Pool Replacement			196,200	1,613,592		1,809,792
Irrigation Automation Spring Creek and Evergreen Parks	315,097					315,097
Irrigation Automation at Burlington Park		305,025				305,025
Irrgation Automation at Boulder Park			332,362			332,362
North Park Tennis/Basketball Courts Replacement			650,000			650,000
Parks and Recreation Comprehensive Plan Update				163,500		163,500
Poly Vista Ball Park Restroom			300,000			300,000
Poly Vista Park Parking Lot Completion	220,000					220,000
Park Vista Park Playground Development	1,000,000					1,000,000
Pioneer Park 6 Tennis Courts Replacements		1,200,000				1,200,000
Stewart Park Parking Lot Repair/Repave		600,000				600,000
Swords Park Road Replacement		250,000	250,000	250,000	250,000	1,000,000
Terry Park Spray Ground Replacement		196,200	1,613,592			1,809,792
Various Trail Repairs		100,000	100,000	100,000	100,000	400,000
Walsh Park Playground Replacement					350,000	350,000
Total Park Projects	**2,771,759**	**3,300,305**	**3,442,154**	**2,127,092**	**1,350,000**	**12,991,310**

RECREATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Multi-Generational Community Recreation Center	6,500,000	92,242,000				98,742,000
Pioneer Wading Pool Replacement		196,200	1,613,592			1,809,792
Rose Pool Spray Feature Upgrade	147,000					147,000
South Park Pool Renovation		1,500,000	15,000,000			16,500,000
Total Recreation Projects	**6,647,000**	**93,938,200**	**16,613,592**	**-**	**-**	**117,198,792**

CEMETERY PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Cemetery Area 15 Establishment		610,000				610,000
Cemetery Pump Station Replacement/Upgrade	270,000					270,000
Total Recreation Projects	**270,000**	**610,000**	**-**	**-**	**-**	**880,000**

PARKS AND RECREATION DEPT TOTAL	**9,688,759**	**97,848,505**	**20,055,746**	**2,127,092**	**1,350,000**	**131,070,102**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Parks*	**Project Title:**	*Aquatics Facilities Evaluation*

Project Description/Location:

This project is to evaluate the existing aquatics facilities.

Justification:

This project will evaluate the current condition of the aquatics facilities (spray grounds, splash pads, wading pools, and swimming pools) to determine their viability and compliance to current regulations. Also the study will make recommendations on the cost effectiveness of their continued operation and what future replacements should look like.

CIP Status

- ☑ Modify Existing
- ☐ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Minimal impact.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		190,000						$ 190,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 190,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 190,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1		190,000						$ 190,000
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 190,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 190,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Amend Park Parking Lot Repairs*

Project Description/Location:

Repair defects in the existing Amend Park parking lots.

Justification:

As the parking lot at Amend Park ages, there is a need to perform maintenance operations and make repairs to maintain the surfacing in a safe and accessible condition.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			200,000					$ 200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund			200,000					$ 200,000
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Burg Park Playground Replacement*

Project Description/Location:

Replace the existing playground equipment

Justification:

The playground equipment at Burg Park is nearing the end of its useful life and is currently scheduled for replacement in FY 28. Replacement equipment is increasingly harder to find and purchase. Staff will continue to monitor the equipment to determine if replacement will need to be moved up.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction						300,000		$ 300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1						300,000		$ 300,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ 300,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Castle Rock Park North Parking Lot & Restroom*

Project Description/Location:

Replace/upgrade the north parking lot and restroom at Castle Rock Park

Justification:

On January 25, 2021, Council adopted the Castle Rock Park Master Plan as the guiding document for development and improvements to the park. The north parking lot and restroom were identified as projects that need to be replaced/upgraded. By making these improvements the north parking lot will be paved and striped for more efficient parking and the restroom will be upgraded with more durable fixtures.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Minor.

Comments:

In FY 23 budget Council approved $100,000 for design services for the north parking lot and restroom. Design and construction documents are under way.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		981,000						$ 981,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 981,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 981,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1		981,000						$ 981,000
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 981,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 981,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Centennial Park Trail Development (Dog Park)*

Project Description/Location:

Develop the hard surface trail system in the dog park at Centennial Park

Justification:

After construction of phase 1 development of Centennial Park, remaining funds were identified. These funds will be utilized to develop the ADA accessible hard surface trail system within the dog park as identified in the construction drawings but not constructed as part of the original contract.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		65,662						$ 65,662
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 65,662**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 65,662**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Centennial Park Construction Fund Balance		65,662						$ 65,662
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 65,662**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 65,662**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Dehler Park Ball Field Replacement*

Project Description/Location:

This project will replace the playing field at Dehler Park.

Justification:

The field at Dehler Park has been in place since 2008. Over time, the field has deteriorated in quality and needs to be replaced to meet safety standards and correct drainage issues.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Will improve maintenance operations to the field.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			449,080					$ 449,080
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 449,080**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 449,080**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Dehler Park Donations Fund			449,080					$ 449,080
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 449,080**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 449,080**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Edgerton Park Playground Replacement*

Project Description/Location:

Replace the exiting playground equipment at Edgerton Park.

Justification:

The playground equipment at Edgerton Park is nearing the end of its useful life and is currently scheduled for replacement in FY 28. Replacement equipment is increasingly harder to find and purchase. Staff will continue to monitor the equipment to determine if replacement will need to be moved up.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

None.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction						350,000		$ 350,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 350,000**	**$ -**	**$ 350,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1						350,000		$ 350,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 350,000**	**$ -**	**$ 350,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Hawthorne Park Wading Pool Replacement*

Project Description/Location:

Replace the wading pool at Hawthorne Park.

Justification:

The Hawthorne Park Wading Pool has reached the end of its useful life and needs to be replaced. Based on the results of an aquatic evaluation study in FY 24 which will include wading pools, this project will implement those recommendations in FY 27.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Possible elimination of life guard personnel.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				196,200				$ 196,200
Land Acquisition								$ -
Construction					1,613,592			$ 1,613,592
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ 1,809,792**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Bonding				196,200	1,613,592			$ 1,809,792
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ 1,809,792**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Irrigation Automation Spring Creek and Evergreen Parks*

Project Description/Location:

Replace existing irrigation system with new automated system at Spring Creek and Evergreen Parks.

Justification:

The current irrigation systems at Spring Creek and Evergreen Parks are old manual systems and are very inefficient. By replacing them with new automated systems they will irrigate more efficiently saving water and operate at night freeing the park for use during the day.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		30,000						$ 30,000
Land Acquisition								$ -
Construction		285,097						$ 285,097
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 315,097**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 315,097**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1		315,097						$ 315,097
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 315,097**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 315,097**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Irrigation Automation at Burlington Park*

Project Description/Location:

Replace existing irrigation system with new automated system at Burlington Park.

Justification:

The current irrigation system at Burlington Park is an old manual system and is very inefficient. By replacing it with new automated system it will irrigate more efficiently saving water and operate at night freeing the park for use during the day.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			305,025					$ 305,025
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 305,025**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 305,025**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1			305,025					$ 305,025
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 305,025**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 305,025**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Irrigation Automation at Boulder Park*

Project Description/Location:

Replace existing irrigation system with new automated system at Boulder Park.

Justification:

The current irrigation systems at Boulder Park is an old manual system and is very inefficient. By replacing it with new automated system it will irrigate more efficiently saving water and operate at night freeing the park for use during the day.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				332,362				$ 332,362
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 332,362**	**$ -**	**$ -**	**$ -**	**$ 332,362**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1				332,362				$ 332,362
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 332,362**	**$ -**	**$ -**	**$ -**	**$ 332,362**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *North Park Tennis/Basketball Courts Replacement*

Project Description/Location:

Replace the existing tennis/basketball courts.

Justification:

The existing tennis/basketball courts at North Park are in deteriorating condition and need to be resurfaced and striped.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				650,000				$ 650,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 650,000**	**$ -**	**$ -**	**$ -**	**$ 650,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1				650,000				$ 650,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 650,000**	**$ -**	**$ -**	**$ -**	**$ 650,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Parks and Recreation Comprehensive Plan Update*

Project Description/Location:

Update existing 2017 Parks and Recreation Comprehensive Master Plan.

Justification:

The Parks and Recreation Comprehensive Master Plan was adopted by Council in 2017 and has served as an essential guiding document for the department. As with all plans they need to be updated periodically to take into account community growth, evolving programs and services, work completed and new projects. By updating the existing plan, it will allow the Parks and Recreation Department to better plan for the future, track operations and make continuous improvements.

CIP Status

- ☐ Modify Existing
- ☑ New Project

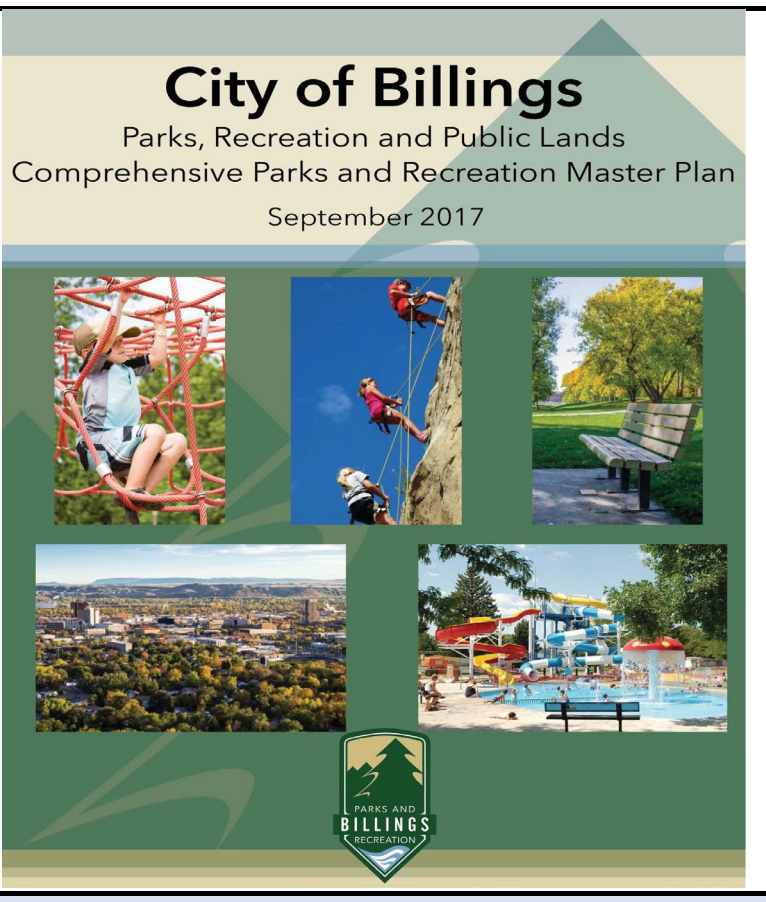
Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Identify increased efficiencies through planning in operations, maintenance and programming.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					163,500			$ 163,500
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 163,500**	**$ -**	**$ -**	**$ 163,500**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu					163,500			$ 163,500
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 163,500**	**$ -**	**$ -**	**$ 163,500**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Poly Vista Ball Park Restroom*

Project Description/Location:

Provide a replacement restroom at the baseball four-plex.

Justification:

Due to safety and deteriorating conditions of the existing restroom, it had to demolished. The replacement facility will provide restroom facilities for baseball players and spectators convenient to the baseball four-plex.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				300,000				$ 300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1				300,000				$ 300,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Poly Vista Park Parking Lot Completion*

Project Description/Location:

Finish paving the parking lot at Poly Vista Park

Justification:

During development of Poly Vista Park Phase 1, only part of the parking lot was paved due to limited funding. This project will finish the curbing, gutters, paving and landscaping of the remaining portion of the parking lot area. This will allow greater parking capacity and safer pedestrian access.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		220,000						$ 220,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 220,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 220,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1		220,000						$ 220,000
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 220,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 220,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Poly Vista Park Playground Development*

Project Description/Location:

Develop an accessible and inclusive playground at Poly Vista Park

Justification:

Landon's Legacy Foundation is actively fund raising to develop an Accessible and inclusive playground at Poly Vista Park. This playground will be specially designed for individuals who have disabilities to fully access the playground equipment.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		100,000						$ 100,000
Land Acquisition								$ -
Construction		900,000						$ 900,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Landon's Legacy Foundation		1,000,000						$ 1,000,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 1,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Parks*	**Project Title:**	*Pioneer Park 6 Tennis Courts Replacement*

Project Description/Location:

Replace the existing six tennis courts next to the restroom facility

Justification:

The existing six tennis courts next to the restroom facility have developed significant surface cracking and has necessitated the closure of two courts. Replacement of these courts will assure a safe playing surface and ADA accessibility.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			1,200,000					$ 1,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Bonding			1,200,000					$ 1,200,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Stewart Park Parking Lot Repair/Repave*

Project Description/Location:

Repair and repave existing parking lot.

Justification:

The existing parking lots at Stewart Park are aging and showing signs of deterioration. Repairs and repaving needs to take place to maintain the lots in a safe and usable manner.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			600,000					$ 600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Stewart Park Fund			600,000					$ 600,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 600,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Swords Park Road Replacement*

Project Description/Location:

Reconstruct the existing road in Swords Park

Justification:

The existing road from the Trailhead to Yellowstone Kelly's Interpretative Site is in poor condition with many pot holes and deteriorating asphalt making access difficult. This project will reconstruct the road base and surfacing.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			250,000	250,000	250,000	250,000		$ 1,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ -**	**$ 1,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1			250,000	250,000	250,000	250,000		$ 1,000,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ -**	**$ 1,000,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Terry Park Spray Ground Replacement*

Project Description/Location:

Replace the spray ground at Terry Park

Justification:

The spray ground at Terry Park is a heavily used amenity but is aging and nearing the end of its useful life. In recent years the facility has required major repairs to the plumbing system.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			196,200					$ 196,200
Land Acquisition								$ -
Construction				1,613,592				$ 1,613,592
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ -**	**$ 1,809,792**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Bonding			196,200	1,613,592				$ 1,809,792
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ -**	**$ 1,809,792**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Parks* **Project Title:** *Various Trail Repairs*

Project Description/Location:

Repair defects in the existing City wide trail system within City parks.

Justification:

As the City wide trail system in parks continues to age, there is a need to perform maintenance operations and make repairs to maintain a safe trail surface.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			100,000	100,000	100,000	100,000		$ 400,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ -**	**$ 400,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1			100,000	100,000	100,000	100,000		$ 400,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ -**	**$ 400,000**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Parks*	**Project Title:**	*Walsh Park Playground Replacement*

Project Description/Location:

Replace the playground equipment at Walsh Park.

Justification:

The playground equipment at Walsh Park is nearing the end of its useful life and is currently scheduled for replacement in FY 28. Replacement equipment is increasingly harder to find and purchase. Staff will continue to monitor the equipment to determine if replacement will need to be moved up.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction						350,000		$ 350,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 350,000**	**$ -**	**$ 350,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1						350,000		$ 350,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 350,000**	**$ -**	**$ 350,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Recreation* **Project Title:** *Multi-Generational Community Recreation Center*

Project Description/Location:

This project will construct an indoor multi-generational community recreation center on public land next to Amend Park that includes courts, aquatics and ice facilities

Justification:

There has long been inadequate indoor facilities to serve the recreational needs of the citizens of Billings. In the recently completed Parks and Recreation Comprehensive Master Plan, an indoor recreation center was identified as a high priority. By building this facility it will provide much needed indoor space for a variety of recreational opportunities for the citizens of Billings and provide a venue to accommodate the needs associated with sports tourism.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

The financial impact will be based on the design of the facility.

Comments:



or





Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		6,500,000						$ 6,500,000
Land Acquisition								$ -
Construction			92,242,000					$ 92,242,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 6,500,000**	**$ 92,242,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 98,742,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
Private Contributions								$ -
Tax Increment Bonds								$ -
TIFD Bonds		6,500,000	23,500,000					$ 30,000,000
General Obligation Bonds			68,742,000					$ 68,742,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 6,500,000**	**$ 92,242,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 98,742,000**

Department: *PRPL* **FY24 - FY28 CIP**

Project Category: *Recreation* **Project Title:** *Pioneer Park Wading Pool Replacement*

Project Description/Location:

Replace the wading pool at Pioneer Park.

Justification:

The Pioneer Park Wading Pool was refurbished in the early 1990's. It has far outlasted its recommended life expectancy and needs to be replaced. Based on an evaluation study of wading pools at Hawthorne and Pioneer Parks scheduled for FY 24, this project will implement those recommendations at Pioneer Park.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Minimal.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			196,200					$ 196,200
Land Acquisition								$ -
Construction				1,613,592				$ 1,613,592
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ -**	**$ 1,809,792**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Bonding			196,200	1,613,592				$ 1,809,792
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 196,200**	**$ 1,613,592**	**$ -**	**$ -**	**$ -**	**$ 1,809,792**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Recreation*	**Project Title:**	*Rose Pool Spray Feature Upgrade*

Project Description/Location:

This project will replace existing spray features in the kiddy pool at Rose Park.

Justification:

The spray features in the kiddy pool at Rose Park have been in service since 1995, are out dated and need to be replaced. This project will install new commercial spray features that will be appropriate for young children, meet current safety guidelines and are accessible to children of all abilities.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

None.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		147,000						$ 147,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 147,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 147,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1		147,000						$ 147,000
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 147,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 147,000**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Recreation*	**Project Title:**	*South Park Pool Renovation*

Project Description/Location:

Redesign and construct the existing aquatic facilities at South Park.

Justification:

The aquatic facility at South Park was originally constructed in 1920's and was last renovated in 1993. It is well past its life expectancy and needs to be renovated/replaced. Based on the results of an aquatic facility evaluation done in FY 24, it will inform the direction to be taken for the South Park aquatic facility. This project will provide design and construction for renovation/replacement of the south park aquatic facility.

CIP Status

- ☑ Modify Existing
- ☐ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Minimal impact.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			1,500,000					$ 1,500,000
Land Acquisition								$ -
Construction				15,000,000				$ 15,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 1,500,000**	**$ 15,000,000**	**$ -**	**$ -**	**$ -**	**$ 16,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Bonding			1,500,000	15,000,000				$ 16,500,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 1,500,000**	**$ 15,000,000**	**$ -**	**$ -**	**$ -**	**$ 16,500,000**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Cemetery*	**Project Title:**	*Area 15 Establishment*

Project Description/Location:

Develop are 15 section of the City's Mountview Cemetery.

Justification:

Area 15 is a 6.33 acre undeveloped section at the City's Mountview Cemetery. Making improvements now will prepare this section of the cemetery for burials which are anticipated in seven to ten years.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			610,000					$ 610,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 610,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 610,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Cemetery Perpetual Fund			610,000					$ 610,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 610,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 610,000**

Department:	*PRPL*		**FY24 - FY28 CIP**
Project Category:	*Cemetery*	**Project Title:**	*Pump Station Replacement/Upgrade*

Project Description/Location:

Replace and upgrade the existing irrigation pump station at Mountview Cemetery.

Justification:

The current pump station is 35 years old and has exceeded its life expectancy. A new station will increase efficiencies in operation and water use through state of the control and monitoring systems and will increase the longevity the piping network of the existing irrigation system.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		270,000						$ 270,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 270,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 270,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Park District 1								$ -
Cash-in-Lieu								$ -
Amend Park Fund								$ -
NRDP/YRRP								$ -
SBURA								$ -
Cemetery Perpetual Fund		270,000						$ 270,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 270,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 270,000**


Billings
PLANNING
& COMMUNITY
SERVICES

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

PLANNING DEPARTMENT

TRANSPORTATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
5th Avenue Corridor	205,000					205,000
25th Street Bridge	1,250,000					1,250,000
Alkali Creek Trail Connection		400,000				400,000
Downtown BBWA Corridor Trail/On Street Facilities		300,000				300,000
Downtown-Coulson Park Trail Connection		750,000				750,000
N. 27th Street Side Path		1,700,000				1,700,000
Stagecoach Trail		3,500,000				3,500,000
Trail Connector from King Ave West to TransTech Center			700,000			700,000
Total Transportation Projects	**1,455,000**	**6,650,000**	**700,000**	**-**	**-**	**8,805,000**

PLANNING DEPARTMENT TOTAL	**1,455,000**	**6,650,000**	**700,000**	**-**	**-**	**8,805,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *Alkali Creek Trail Connection*

Project Description/Location:

This project would extend the trail from Swords Park at Main Street tunnel along Alkali Creek to new Aronson Connection Trail just east of Aronson Bridge

Justification:

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant funding.

Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some are tied to competitive grant programs the City will actively pursue. It is necessary to keep these projects in the CIP so when grants are applied for, or awarded, the City shows formal commitment to the project.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			40,000					$ 40,000
Land Acquisition								$ -
Construction			360,000					$ 360,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet			100,000					$ 100,000
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions			150,000					$ 150,000
Recreation Trails Program			150,000					$ 150,000
TIFD Revenues								$ -
Transportation Alternatives Program								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *Downtown BBWA Corridor Trail/On Street Facilities*

Project Description/Location:

This project is for the completion of sidewalk/pathway through MSU-B Campus to connect campus and pedestrian improvements at Virginia Lane/Poly Drive intersection. 2015 project did not provide a pedestrian crossing at Virginia/Poly on the east side. Reassessment is needed for this project to function as needed. Further analysis of the condition and operation of the BBWA Canal expected in 2021 and 2022 may provide opportunities in this area.

Justification:

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Project relies on private donations.

Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some are tied to competitive grant programs the City will actively pursue. It is necessary to keep these projects in the CIP so when grants are applied for, or awarded, the City shows formal commitment to the project.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			30,000					$ 30,000
Land Acquisition								$ -
Construction			270,000					$ 270,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet			60,000					$ 60,000
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions			240,000					$ 240,000
Recreation Trails Program								$ -
TIFD Revenues								$ -
Transportation Alternatives Program								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *Downtown-Coulson Park Trail Connection*

Project Description/Location:

This project extends the trail from South 25th Street to 8th Ave South to South 26th Street to Lillian Avenue, under I-90 at RR, and into Coulson Park Trail. Recent changes in ownership of property in this area and redevelopment activity and plans for development is expected to support future trail construction and access for this project.

Justification:

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant funding.

Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some are tied to competitive grant programs the City will actively pursue. MDT will be reconstructing this overpass which will help in facilitating the trail access as well as improve safety. Staff has met with property owners on the South side of the underpass and they are in favor of the trail. It is necessary to keep these projects in the CIP so when grants are applied for,



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			75,000					$ 75,000
Land Acquisition								$ -
Construction			675,000					$ 675,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 750,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 750,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet								$ -
Developer Match			97,500					$ 97,500
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions			150,000					$ 150,000
Recreation Trails Program								$ -
TIFD Revenues								$ -
Transportation Alternatives Program			502,500					$ 502,500
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 750,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 750,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *N. 27th Street Side Path*

Project Description/Location:

Build a Bike Pedestrian Path along N. 27th Street connecting Rimrock Road and Skyline Trail/Swords Park. It would begin near the existing trail underpass at the intersection of North 27th Street/Highway 3/Airport Road and would continue to the southeast along North 27th Street. It appears that there is existing width available on North 27th Street to consider moving the guardrail on the south side so that both bikes and pedestrians could use an off-street multi-use trail that could still be incorporated into the overall 27th Street cross section and ROW.

Justification:

There are no pedestrian or bicycle facilities along 27th Street between the MSUB campus and the Skyline/Swords Park Trail at the Airport roundabout. This is only one of two transportation access points from the top of the Rimrocks to the bottom and safe multimodal infrastrcuture for users in this corridor is critical for all users' safety and for access to the various parts of the community. This project was idenified in the 2016 Rims to Valley Bike/Ped Feasibility Study and contnues to be called out by members of the Community as a project that needs to be programmed.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant and certain sources of State and Federal funding.



Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some may be tied to competitive grant programs the City will actively pursue. It is necessary to keep these projects in the CIP so when grants are applied for, or awarded, the City shows formal commitment to the project.
Potential funding sources include federal aid through grants, the TA Program and CMAQ. Planning staff continues to research options for applying for funding.

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			200,000					$ 200,000
Land Acquisition								$ -
Construction			1,500,000					$ 1,500,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 1,700,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,700,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet			75,000					$ 75,000
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions								$ -
Recreation Trails Program								$ -
TIFD Revenues								$ -
Transportation Alternatives Program			750,000					$ 750,000
CMAQ (Air Quality)			875,000					$ 875,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 1,700,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,700,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *Stagecoach Trail*

Project Description/Location:

This project is for an 8-foot wide shared use pathway approximately 5,300 lineal feet that will run on the east side of Zimmerman Trail from Rimrock Road to Highway 3. The trail will be placed below the grade of the road along the roadside slope. This trail is an essential part of the Marathon Loop and will provide a connection from the top of the Rimrocks to the valley. This project is Billings TrailNet's top priority.

Justification:

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant funding.

Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some are tied to competitive grant programs the City will actively pursue. It is necessary to keep these projects in the CIP so when grants are applied for, or awarded, the City shows formal commitment to the project.

Other potential funding sources include federal aid through a Build Grant. Planning and Public Works staff are researching options for applying for funding next cycle if the program continues.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			350,000					$ 350,000
Land Acquisition								$ -
Construction			3,150,000					$ 3,150,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 3,500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet								$ -
Developer Match								$ -
MDT Safety								$ -
Private Contributions			1,000,000					$ 1,000,000
Recreation Trails Program								$ -
TIFD Revenues								$ -
Transportation Alternatives Program			2,500,000					$ 2,500,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 3,500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,500,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *Trail Connector from King Ave West to TransTech Center*

Project Description/Location:

Complete trail connection to TransTech Center Trail at 32nd Street West from current trail terminus near East/West Bannister Drain corridor along BBWA Canal. Further analysis of the condition and operation of the BBWA Canal expected in 2022 and 2023 may provide opportunities in this area.

Justification:

Implementation of Bike and Trailways Master Plan.

CIP Status

- ☐ Modify Existing
- ☐ New Project

Project Type

- ☐ Renewal/
- ☑ Enhancem

Operating Budget Impact:

Potential need for matching funds associated with grant funding.

Comments:

This project is not programmed with currently available funds and is dependent on future funding for completion. The identified future funding sources are available but some are tied to competitive grant programs the City will actively pursue. It is necessary to keep these projects in the CIP so when grants are applied for, or awarded, the City shows formal commitment to the project.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				100,000				$ 100,000
Land Acquisition								$ -
Construction				600,000				$ 600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 700,000**	**$ -**	**$ -**	**$ -**	**$ 700,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet				50,000				$ 50,000
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions								$ -
Recreation Trails Program				50,000				$ 50,000
TIFD Revenues								$ -
Transportation Alternatives Program				600,000				$ 600,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 700,000**	**$ -**	**$ -**	**$ -**	**$ 700,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *25th Street Bridge*

Project Description/Location:

Build a Bike Pedestrian Bridge over the Railroad Tracks at 25th Street between Montana and Minnesota Avenues. The bridge will connect to the bike lane to the south of the railroad tracks and this will provide a safe bike and pedestrian alternative to the at-grade crossing of the railroad at 27th as well as provide an emergency connection between the north and south sides of the tracks for police bike patrol or foot patrol in the event of a train blocking the tracks.

Justification:

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant and TIFF funding.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		1,250,000						$ 1,250,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 1,250,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet		50,000						$ 50,000
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions		200,000						$ 200,000
Recreation Trails Program								$ -
TIFD Revenues		500,000						$ 500,000
Transportation Alternatives Program		500,000						$ 500,000
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 1,250,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,250,000**

Department: *Planning* **FY24 - FY28 CIP**

Project Category: *(P) Transportation* **Project Title:** *5th Avenue Corridor East*

Project Description/Location:

This project would begin to developed the east leg of the 5th Avenue North corridor from Main Street to 25th Street. The vision is to complete the project in several phases. This project would include a public participation/property owner process to identify treatments and options for a linear trail from Main Street to 25th Street via the 5th Avenue Corridor as proposed in the 5th Avenue North Corridor Feasibility Study. From the input of the public participation process, develop a design/engineering package and associated costs to complete the project. This could include physical alterations and additions for street crossings, private property easements, and construction of pedestrian walkways.

Justification:

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Potential need for matching funds associated with grant and TIFF funding.

Comments:

Cost estimates would get this project to a 80% design status which would allow staff to identify future funding options.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		205,000						$ 205,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 205,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 205,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Billings Trailnet								$ -
Developer Match								$ -
Federal Appropriations								$ -
MDT Safety								$ -
Private Contributions								$ -
Recreation Trails Program								$ -
TIFD Revenues		205,000						$ 205,000
Transportation Alternatives Program								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
								$ -
Total Project Funding	**$ -**	**$ 205,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 205,000**


Billings
PUBLIC
WORKS

FY 2024 - 2028 CAPITAL IMPROVEMENT PLAN SUMMARIES
FUNDING BY DEPARTMENT AND PROJECT CATEGORY

PUBLIC WORKS DEPARTMENT

SOLID WASTE PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Landfill Cell 6 Expansion			2,125,000	12,600,000		14,725,000
Landfill Compost Phase II				300,000	2,600,000	2,900,000
Landfill Master Plan		95,000				95,000
Landfill Secondary Leachate Pond			285,000			285,000
Landfill West Slope Stabilization	900,000					900,000
Total Solid Waste Projects	**900,000**	**95,000**	**2,410,000**	**12,900,000**	**2,600,000**	**18,905,000**

STORM PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Annual Culvert Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Drainage Intersection Trouble Spot Project	160,000	165,000	170,000	176,000	183,000	854,000
Annual Storm Sewer Rehabilitiation Program	362,000	375,000	388,000	402,000	415,000	1,942,000
Babcock Boulevard Storm		250,000	2,250,000			2,500,000
Cove Creek/Little Cove Creek Study	280,000					280,000
Land for Storm Outfalls	200,000	200,000				400,000
Rimrock Road (62nd to 54th) and 54th (Rimrock to Grand)				200,000	1,800,000	2,000,000
West Heights Storm Water Detention	50,000	480,000				530,000
Yegen Drain Basin			300,000	2,600,000		2,900,000
Yegen Drain Southern Leg Capacity Improvements	200,000	1,860,000				2,060,000
Total Storm Projects	**1,412,000**	**3,495,000**	**3,278,000**	**3,554,000**	**2,581,000**	**14,320,000**

TRANSPORTATION PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
21st Street Underpass Improvements				5,000,000		5,000,000
36th - Central to Broadwater				300,000	2,700,000	3,000,000
54th St West (Grand to Rimrock)				700,000	5,500,000	6,200,000
6th Avenue North Multiuse Trail		500,000				500,000
Annual ADA Replacement	250,000	250,000	250,000	250,000	250,000	1,250,000
Annual Gravel Street Reconstruction	2,450,000	2,450,000	2,450,000	2,450,000	2,450,000	12,250,000
Annual PAVER Program	1,025,000	2,900,000	3,000,000	3,100,000	3,200,000	13,225,000
Annual Pedestrian Crossings	104,000	107,000	110,000	115,000	120,000	556,000
Annual SIDs	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	5,250,000
Annual Street Reconstruction	1,580,000	1,580,000	1,580,000	1,580,000	1,580,000	7,900,000
Annual Travel Corridor Coordination	52,000	54,000	56,000	58,000	61,000	281,000
Bike Boulevard	240,000					240,000
Broadwater - Vermillion to Shiloh	600,000	3,000,000				3,600,000
Gabel Road	550,000					550,000
Downtown 2 Way Conversion	7,400,000					7,400,000
Intersection Capacity Improvements	515,000	535,000	554,000	574,000	600,000	2,778,000
Misc., Curb, Gutter, and Sidewalk Program	975,000	1,000,000	1,030,000	1,050,000	1,100,000	5,155,000
Monad Road (Daniels to Moore Ln)			450,000	3,700,000		4,150,000
Pedestrian Crossing of Exposition Drive					4,000,000	4,000,000
Remote Restroom and Breakroom	100,000					100,000
Remote Storage Location for Sand and Slicer	850,000					850,000
Rimrock Road Widening (54th to 62nd)		600,000	5,800,000			6,400,000
Rimrock Road Widening (Clearview to 54th)			375,000	3,300,000		3,675,000
SBURA Unimproved Street Improvements	2,620,000					2,620,000
Traffic Calming			50,000			50,000
Traffic Signal Controller Upgrade	650,000					650,000
Wicks Lane - Main to Bitterroot	400,000	1,800,000				2,200,000
Total Transportation Projects	**21,411,000**	**15,826,000**	**16,755,000**	**23,227,000**	**22,611,000**	**99,830,000**

UTILITY PROJECTS

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
D&C Heated Shop and Breakroom Addition		1,200,000				1,200,000
Hydrogen Sulfide Mitigation	500,000					500,000
Wastewater - Central Sewer Extension (Shiloh to 44th)	160,000	900,000				1,060,000
Wastewater Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Wastewater Digester Gas & Sludge Pump Replacement		515,000				515,000
Wastewater Digester Gas Interior Piping Replacement	1,200,000					1,200,000
Wastewater - Grand Avenue Sewer Ext (60th to 62nd)			400,000			400,000
Wastewater - Hesper Sewer (Shiloh to 48th)	500,000	3,700,000				4,200,000
Wastewater - Highway 3 Sanitary Sewer				250,000	1,350,000	1,600,000
Wastewater Main Replacements	5,300,000	5,800,000	6,400,000	7,040,000	7,740,000	32,280,000
Wastewater - Monad Sewer	4,000,000					4,000,000
Wastewater - Rehberg Ranch Lift Station			200,000	1,440,000		1,640,000
Wastewater Treatment Plant Campus Electrical	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Briarwood Water Line	300,000					300,000
Water - Central Water Extension (Shiloh to 44th)	130,000	670,000				800,000
Water Compensation Agreements	300,000	300,000	300,000	300,000	300,000	1,500,000
Water - Fox Reservoir #1 Replacement				400,000	3,300,000	3,700,000
Water - Grand Avenue Water Ext (60th to 62nd)			320,000			320,000
Water - Intake #2 Sceening and PS Improvements				180,000	1,520,000	1,700,000
Water - Skyway Drive Waterline Loop				300,000	2,500,000	2,800,000
Water Main Replacements	4,300,000	4,800,000	5,400,000	6,040,000	6,740,000	27,280,000
Water Reservoir Site Improvements		7,000,000				7,000,000
Water - South 32nd St W/I-90/S Frontage Loop			275,000	2,725,000		3,000,000
Water - Storage Improvements (Zone 1)	700,000	6,000,000				6,700,000
Water - Storage Improvements (Zone 4)		700,000	6,200,000			6,900,000
Water Treatment Plant Electrical Improvements	400,000	150,000	200,000	500,000	315,000	1,565,000
Water Treatment Plant Facility Plan			300,000			300,000
Water - Voelker Pump Station PRV	300,000					300,000
Water - Willett and Christensen Pump Station	750,000					750,000
Water - Zone 4 Pump Station Improvements	5,600,000					5,600,000
Water - Zone 6 Storage and Looping Improvements		110,000	890,000	8,150,000		9,150,000
Total Utility Projects	**25,040,000**	**32,445,000**	**21,485,000**	**27,925,000**	**24,365,000**	**131,260,000**

PUBLIC WORKS DEPARTMENT TOTAL	**48,763,000**	**51,861,000**	**43,928,000**	**67,606,000**	**52,157,000**	**264,315,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Solid Waste* **Project Title:** *Landfill Cell 6 Expansion*

Project Description/Location:

This project is for the construction of cell 6 at the landfill. The design is planned for FY26 and the construction will be in FY 27.

Justification:

The landfill will be nearing capacity of cells 3, 4 and 5. The construction of cell 6 is needed to continue the ability to take in waste from the City of Billings and surrounding areas.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Minimal impact.

Comments:

This is in the Solid Waste Master Plan to build cell 6.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				2,125,000				$ 2,125,000
Land Acquisition								$ -
Construction					12,600,000			$ 12,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 2,125,000**	**$ 12,600,000**	**$ -**	**$ -**	**$ 14,725,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues				2,125,000				$ 2,125,000
Revenue Bond/Loan					12,600,000			$ 12,600,000
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 2,125,000**	**$ 12,600,000**	**$ -**	**$ -**	**$ 14,725,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Solid Waste* **Project Title:** *Landfill Compost Phase II*

Project Description/Location:

This project will construct the second and final phase of the landfill compost facility. Design will be in FY27 with construction expected in FY28.

Justification:

The creation of a new composting facility may allow us to recover more landfill gasses and reuse some of the refuse to enhance soils both around the landfill and City parks. It will also reduce the amount of waste going into the landfill. This will lead to longer life of the landfill and expensive cells will last longer. The composting of bio solids, wood, leaves and other items saves many needed but limited organic compounds from being placed into the landfill never being able to be recovered. This final phase of composting will allow Public Works to utilize all of the wastewater sludge for soil enhancement and to be able to add cardboard, newsprint and other materials, such as food waste, to be composted in the future.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

No additional operating money will be needed for the expansion

Comments:

Phase II will allow the city to divert 50,000 tons worth of material from both Class II and Class IV fill areas. Based on current master plans and historic data, Phase II is estimated to extend the life of the landfill by another 2 years. Both phase I and phase II would increase the life of the landfill by a combined 9 years.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					300,000			$ 300,000
Land Acquisition								$ -
Construction						2,600,000		$ 2,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,600,000**	**$ -**	**$ 2,900,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues					300,000	2,600,000		$ 2,900,000
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,600,000**	**$ -**	**$ 2,900,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Solid Waste* **Project Title:** *Landfill Master Plan*

Project Description/Location:

This will fund a landfill master plan.

Justification:

Regular master plans are integral to good management of infrastructure. The landfill master plan will review the existing system, evaluate potential growth, identify issues, and recommend short term and long term plans. Projects from this master plan will be added to the capital improvement plan for construction. Montana DEQ requires an update of the master plan every 5 years.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

This will have no impact on our operating budget.

Comments:

Required by MDEQ

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			95,000					$ 95,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 95,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 95,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues			95,000					$ 95,000
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 95,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 95,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Solid Waste* **Project Title:** *Landfill Secondary Leachate Pond*

Project Description/Location:

This project will construct a secondary leachate pond at the landfill.

Justification:

The landfill will outgrow the existing leachate pond soon and a second pond is needed to handle the leachate from the landfill. There is currently enough storage to handle a 50 year event, but if there is a large amount of rainfall, the system will overflow because of the extended area that the landfill will be occupying. This project is in the existing Solid Waste master plan.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

There will be no impact on the operating budget.

Comments:

Subtitle D requires MSW landfills to manage and control their leachate.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				285,000				$ 285,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 285,000**	**$ -**	**$ -**	**$ -**	**$ 285,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues				285,000				$ 285,000
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 285,000**	**$ -**	**$ -**	**$ -**	**$ 285,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Solid Waste* **Project Title:** *Landfill West Slope Stabilization*

Project Description/Location:

This project will construct needed slope stabilization above Meadowlark Trailer Park and the storm water pond. The design is slated for FY23 and construction will be in FY24.

Justification:

The slope stabilization is needed to help protect the homes to the North of the landfill and to ensure that the water run-off is safe.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

This should have no impact on the operating budget.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	100,000							$ 100,000
Land Acquisition								$ -
Construction								$ -
Equipment		900,000						$ 900,000
Other								$ -
Total Project Cost	**$ 100,000**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues	100,000	900,000						$ 1,000,000
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ 100,000**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,000,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Annual Culvert Project*

Project Description/Location:

This is an annual project to replace aging culverts.

Justification:

Culverts have been in place for many years under streets where they cross ditches and drains. It is important to have a regular replacement program to replace the culverts before they fail.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Negligible

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		10,500	10,800	11,100	11,500	11,950		$ 55,850
Land Acquisition								$ -
Construction		149,500	154,200	158,900	164,500	171,100		$ 798,200
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 160,000**	**$ 165,000**	**$ 170,000**	**$ 176,000**	**$ 183,050**	**$ -**	**$ 854,050**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		160,000	165,000	170,000	176,000	183,000		$ 854,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 160,000**	**$ 165,000**	**$ 170,000**	**$ 176,000**	**$ 183,000**	**$ -**	**$ 854,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Annual Storm Drainage Intersection Trouble Spot Project*

Project Description/Location:

This is an annual project for intersections with drainage problems as determined by staff and public comment.

Justification:

There are several areas in the city that experience localized flooding issues during some storm events. This project is intended to fix the small, localized problems using valley gutters, additional inlets, small areas of pipe extensions, outfalls for detention areas, and other methods. Without this project, localized storm drainage issues will not be addressed.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Improvements to storm problem areas will reduce the resources needed to address these issues on an ongoing basis.

Comments:

Design and construction management will be done in-house.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		10,500	10,800	11,100	11,500	11,900		$ 55,800
Land Acquisition								$ -
Construction		149,500	154,200	158,900	164,500	171,100		$ 798,200
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 160,000**	**$ 165,000**	**$ 170,000**	**$ 176,000**	**$ 183,000**	**$ -**	**$ 854,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		160,000	165,000	170,000	176,000	183,000		$ 854,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 160,000**	**$ 165,000**	**$ 170,000**	**$ 176,000**	**$ 183,000**	**$ -**	**$ 854,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Annual Storm Sewer Rehabilitation Program*

Project Description/Location:

The storm drain system is being evaluated for condition and areas of concern will be repaired or replaced under this program.

Justification:

The storm drain system is aging and in need of additional work beyond regular maintenance in some areas. The entire system is being tv'd and areas of concern will be repaired or replaced. Without this program, the efficiency of the storm drainage system will be reduced due to areas of obstructions within the system.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Reduced O&M time due to fixing issues.

Comments:

The engineering and construction management will be done in house if staff time permits.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		16,100	16,600	17,100	17,700	18,400		$ 85,900
Land Acquisition								$ -
Construction		345,900	358,400	370,900	384,300	396,600		$ 1,856,100
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 362,000**	**$ 375,000**	**$ 388,000**	**$ 402,000**	**$ 415,000**	**$ -**	**$ 1,942,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		362,000	375,000	388,000	402,000	415,000		$ 1,942,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 362,000**	**$ 375,000**	**$ 388,000**	**$ 402,000**	**$ 415,000**	**$ -**	**$ 1,942,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Babcock Boulevard Storm*

Project Description/Location:

This project is for regional improvements to the storm drain system as identified in the stormwater master plan.

Justification:

The storm drain system throughout Billings is in need of projects to accommodate the storms that are experienced. This project will install large trunk mains, regional detention areas, improvements to river outfalls, and other necessary improvements. Staff has developed a priority plan for these projects but if development occurs differently than anticipated or if we experience issues at locations that are currently unknown to have problems due to failure or another reason, the order of projects may change. The project anticipated to be the highest priority in FY27 is extension of storm drain mains in and around Babcock Boulevard.

CIP Status

- ☑ Modify Existing
- ☐ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			250,000					$ 250,000
Land Acquisition								$ -
Construction				2,250,000				$ 2,250,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 250,000**	**$ 2,250,000**	**$ -**	**$ -**	**$ -**	**$ 2,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments			250,000	2,250,000				$ 2,500,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 250,000**	**$ 2,250,000**	**$ -**	**$ -**	**$ -**	**$ 2,500,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Cove Creek/ Little Cove Creek Study*

Project Description/Location:

This project is for improvements to regional West Billings flooding as identified by City-County Planning.

Justification:

This project was identified by the City-County Planning flood mitigation study. This project contemplates a regional stormwater detention northwest of Rimrock road and 80th Street West and regional detention along Cove Creek, generally west of Ironwood Subdivision. The project would provide conceptual design of west Billings flood mitigation.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

None.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		280,000						$ 280,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 280,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 280,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		280,000						$ 280,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 280,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 280,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Land for Storm Outfalls*

Project Description/Location:

This project is for upgrades to the City's storm outfalls.

Justification:

This is for the purchase of land needed for outfalls.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M; however, the amount is undetermined at this time.

Comments:

Total estimated cost is $2,100,000, but projects can be broke into smaller sections. Projected Design FY 37. Projected Construction FY 38.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition		200,000	200,000					$ 400,000
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 200,000**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		200,000	200,000					$ 400,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 200,000**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Rimrock Road (62nd 50 54th) and 54th (Rimrock to Grand)*

Project Description/Location:

This project is for improvements to the storm drain system as identified in the Stormwater Program Development assessment report.

Justification:

The storm drain system throughout Billings is in need of projects to accommodate the storms that are experienced. This project will install large trunk mains, regional detention areas, and other necessary improvements. Staff has developed a priority plan for these projects but if development occurs differently than anticipated or if we experience issues at locations that are currently unknown to have problems due to failure or another reason, the order of projects may change.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

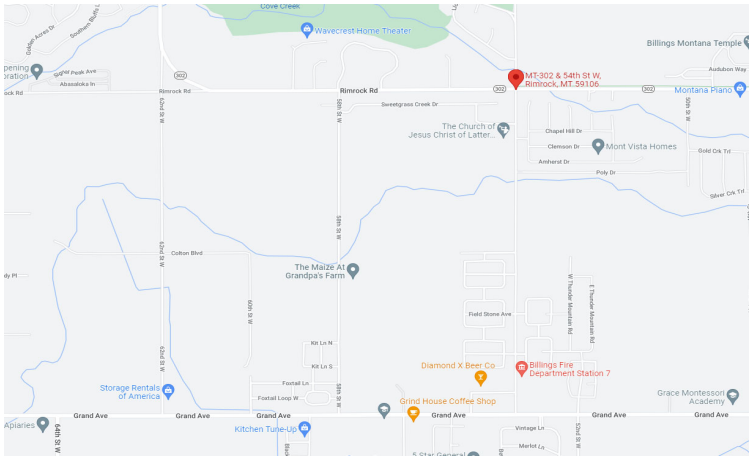
- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M.

Comments:

Revised Project cost of $3,000,000. Projected Design FY 29. Projected Construction FY 30. Can be split into smaller projects. Needs to be coordinated with Transportation Project.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					200,000			$ 200,000
Land Acquisition								$ -
Construction						1,800,000		$ 1,800,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**	**$ 1,800,000**	**$ -**	**$ 2,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments					200,000	1,800,000		$ 2,000,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 200,000**	**$ 1,800,000**	**$ -**	**$ 2,000,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *West Heights Storm Water Detention*

Project Description/Location:

This project is for improvements to the storm drain system as identified in the Stormwater Program Development assessment report.

Justification:

The storm drain system throughout Billings is in need of projects to accommodate the storms that are experienced. This project will install large trunk mains, regional detention areas, and other necessary improvements within High Sierra Subdivision near Skyview High School. Staff has developed a priority plan for these projects but if development occurs differently than anticipated or if we experience issues at locations that are currently unknown to have problems due to failure or another reason, the order of projects may change.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M.

Comments:

Revised Project cost of $1,000,000. Projected Design FY 24.
Projected Construction FY 25.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		50,000						$ 50,000
Land Acquisition								$ -
Construction			480,000					$ 480,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 50,000**	**$ 480,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 530,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		50,000	480,000					$ 530,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 50,000**	**$ 480,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 530,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Yegen Drain Basin*

Project Description/Location:

This project is for improvements to the storm drain system as identified in the stormwater master plan.

Justification:

The Yegen Drain frequently exceeds capacity during short high intensity rainfall events. This project would provide a second outfall and relieve demand on the Yegen Drain that serves primarily the southern leg of the Yegen Drain. The second outfall would provide additional capacity and stormwater system operational flexibility when the Yellowstone River is near flood stage, during the rainy season.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M; however, the amount is undetermined at this time.

Comments:

Revised Project cost of $2,000,000. Projected Design FY 32. Projected Construction FY 33.



Billings Gazette, 2013.

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				300,000				$ 300,000
Land Acquisition								$ -
Construction					2,600,000			$ 2,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,600,000**	**$ -**	**$ -**	**$ 2,900,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments				300,000	2,600,000			$ 2,900,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,600,000**	**$ -**	**$ -**	**$ 2,900,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Storm* **Project Title:** *Yegen Drain Southern Leg Capacity Improvements*

Project Description/Location:

This project is for improvements to capacity of the southern leg of the Yegen drain that includes the Kratz Drain.

Justification:

There are capacity and ownership concerns with the southern leg of the Yegen Drain. There is significant deferred maintenance of the open drain and associated culverts.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

Additional storm drainage facilities will require regular O&M; however, the amount is undetermined at this time.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		200,000						$ 200,000
Land Acquisition								$ -
Construction			1,860,000					$ 1,860,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 200,000**	**$ 1,860,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,060,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments		200,000	1,860,000					$ 2,060,000
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 200,000**	**$ 1,860,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,060,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *21st Street Underpass Improvements*

Project Description/Location:

The 21st Street Underpass has a low clearance of only 8.5 feet, limiting the vehicles that can pass through this route. With the congestion of 27th nearby, the City will increase the clearance to standard minimum of 14 feet to provide a route for emergency vehicles or larger commercial vehicles, especially during train crossings on 27th.

Justification:

The 21st Street Underpass was identified as a relief route for emergency vehicles and local or commercial traffic from North 27th Street. The underpass sees around 2,500 vehicles per day, with about 1.5 feet of clearance for smaller vehicles. The current 21st Street Underpass has a signed vertical clearance of only eight feet and an actual vertical clearance of 8.5 feet. Because the underpass is below railroad tracks, it would provide another route for larger vehicles during railroad crossings.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

None

Comments:

This project will be funded by Urban Funds. Urban Funds are State funds available at a certain amount each year from the State of Montana for specific uses to be used for major transportation projects and refining City and County Planning projects. The City is not planning on using City funds for this project.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					500,000			$ 500,000
Land Acquisition								$ -
Construction					4,500,000			$ 4,500,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**	**$ -**	**$ -**	**$ 5,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
Urban Funds - State of Montana Grant					5,000,000			$ 5,000,000
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,000,000**	**$ -**	**$ -**	**$ 5,000,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *SBURA Unimproved Street Improvements*

Project Description/Location:

This project funds improvements to gravel or unimproved streets in the South Billings Boulevard Urban Renewal District (SBBURD). This project is expected to be completed in phases, depending on the availability of tax increment funds. The streets included in the first phase of this project are Vaughn Lane, and portions of Mitchell Avenue, Bruce Ave and Hillview Lane. These streets are expected to be complete in the Fall of 2022. The second phase includes improvements to Morgan Lane, Ryan Lane and a portion of Stephens Lane. These are expected to be completed in FY24. With respect to FY25-28, there are additional streets in the proximity of the aforementioned, all of which need improvement to the street, curb, gutter and sidewalk. SBURA will work with Public Works to identify and schedule streets for improvement over the next few fiscal years.

Justification:

The South Billings Boulevard Urban Renewal District Master Plan focuses on neighborhood revitalization as a catalyst for urban renewal. The streets scheduled for improvement in FY23 will bring key collector and local streets up to City standards. There are additional local streets whose conversion from unimproved gravel streets to paved streets with curb, gutter and sidewalk would greatly assist in SBURA's efforts to revitalize the District.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Paving streets will reduce the amount of resources used to maintain gravel streets.

Comments:

Any contribution (i.e., SID's) from the property owners will be at City Council's discretion.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues		2,620,000	-	-	-			$ 2,620,000
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	$ -	$ 2,620,000	$ -	$ -	$ -	$ -	$ -	$ 2,620,000
	$ -	$ (2,620,000)	$ -	$ -	$ -	$ -	$ -	$ (2,620,000)

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *36th - Central to Broadwater*

Project Description/Location:

This project funds the construction of 36th Street West from Central Avenue to Broadwater Avenue. Design is slated for FY27 and the construction will be in FY28.

Justification:

36th Street West has never been constructed between Central and Broadwater. In 2018, 36th Street West was constructed south of Central and resulted in a connection from King Ave East through Central. This project would extend that connection north to Broadwater. This connection should result in decreased traffic on 32nd Street West.

CIP Status **Project Type**

|✓| Modify | | Renewal/ Replacement

| | New Proj | | Enhancement/ New

Operating Budget Impact:

Some additional O&M to maintain the additional length of street.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction					300,000	2,700,000		$ 3,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,700,000**	**$ -**	**$ 3,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax					300,000	2,700,000		$ 3,000,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,700,000**	**$ -**	**$ 3,000,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *54th Street West - Grand to Rimrock*

Project Description/Location:

This project will construct widening of 54th Street West from Grand Avenue to Rimrock Road along with storm drain improvements.

Justification:

54th Street West initially started as a County Road and with the last couple of decades of adjacent residential and commercial development, requires additional capacity and safety improvements. This project would complete widening, storm drain improvements, and remaining sidewalk construction along the corridor.

CIP Status

- [x] Modify Existing
- [ ] New Project

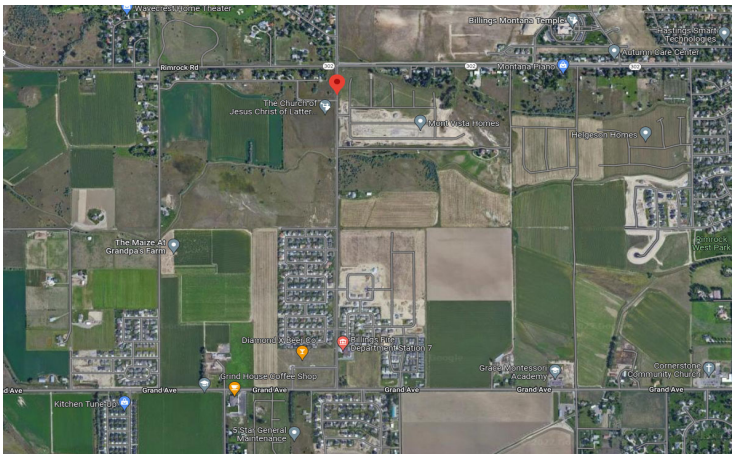
Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

Some additional O&M to maintain the additional width of street.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					700,000			$ 700,000
Land Acquisition								$ -
Construction						5,500,000		$ 5,500,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 700,000**	**$ 5,500,000**	**$ -**	**$ 6,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax						500,000		$ 500,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees					700,000	5,000,000		$ 5,700,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 700,000**	**$ 5,500,000**	**$ -**	**$ 6,200,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *6th Avenue North Multiuse Trail*

Project Description/Location:

This project will add a trail on 6th Ave North from Exposition Drive to N 13th.

Justification:

There are currently sidewalks on both sides of 6th Ave North but there is not a multiuse path. There is a path from the Heights that ends at the intersection and it is desired to continue the path to N 13th where bikes and other users could use the signal to go over the 2nd and 3rd where there are bike lanes. This will make an important connection with the trail system in the heights and along the rims.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Some additional O&M due to the extension of the trail.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			50,000					$ 50,000
Land Acquisition								$ -
Construction			450,000					$ 450,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees			250,000					$ 250,000
TIFD Revenues			250,000					$ 250,000
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 500,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual ADA Replacement*

Project Description/Location:

This project is for the replacement of handicapped ramps in accordance with the signed agreement between the City of Billings and the Department of Justice (DOJ). Locations are typically throughout the city.

Justification:

The City of Billings entered into an agreement with the DOJ to replace intersection corners to meet ADA requirements. Public Works staff prioritizes the location of the ramps for replacement each year based on observed need, citizen requests, projects, and other criteria.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

None.

Comments:

Project is required due to agreement with DOJ.





Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		20,000	20,000	20,000	20,000	20,000		$ 100,000
Land Acquisition								$ -
Construction		230,000	230,000	230,000	230,000	230,000		$ 1,150,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ -**	**$ 1,250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax		250,000	250,000	250,000	250,000	250,000		$ 1,250,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ 250,000**	**$ -**	**$ 1,250,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual Gravel Street Reconstruction*

Project Description/Location:

In an effort to reduce the number of gravel streets within the city, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.

Justification:

The city has many streets that are gravel. The goal of the program is to bring all streets up to maintainable, City standards. Streets are being prioritized based on requests from the property owners, maintenance level for our crews, and proximity of storm drainage.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Gravel streets use significant resources. This project will reduce the resources required as streets are completed.

Comments:

Engineering is typically done with in house staff.

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		300,000	300,000	300,000	300,000	300,000		$ 1,500,000
Land Acquisition								$ -
Construction		2,150,000	2,150,000	2,150,000	2,150,000	2,150,000		$ 10,750,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ -**	**$ 12,250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond		1,400,000	1,400,000	1,400,000	1,400,000	1,400,000		$ 7,000,000
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		550,000	550,000	550,000	550,000	550,000		$ 2,750,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		500,000	500,000	500,000	500,000	500,000		$ 2,500,000
								$ -
Total Project Funding	**$ -**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ 2,450,000**	**$ -**	**$ 12,250,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual PAVER Program*

Project Description/Location:

This annual program is responsible for crack sealing, overlay, and chip seals of various streets throughout the City.

Justification:

Asphalt needs to be maintained to extend it's lifespan. The City established a preventative pavement maintenance program over 30 years ago and it includes overlaying, crack sealing, and chip sealing all streets within the City. Each street is evaluated on an ongoing basis and prioritized according to it's condition. Staff also considers utility work that needs to be done when scheduling the projects each year to ensure that the utility work is done before the pavement maintenance. Staff does have a 5 year plan but it fluctuates depending on if streets deteriorate at the expected rate and other factors such as utility work.

CIP Status **Project Type**

[✓] Modify [✓] Renewal/ Replacement

[ ] New Proj [ ] Enhancement/ New

Operating Budget Impact:

Preventative maintenance of the streets reduces the operating budget due to the lack of potholes and other maintenance items.



Comments:

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		100,000	160,000	165,000	175,000	185,000		$ 785,000
Land Acquisition								$ -
Construction		925,000	2,740,000	2,835,000	2,925,000	3,015,000		$ 12,440,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 1,025,000**	**$ 2,900,000**	**$ 3,000,000**	**$ 3,100,000**	**$ 3,200,000**	**$ -**	**$ 13,225,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA		800,000	1,150,000			2,170,000		$ 4,120,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		225,000	1,750,000	3,000,000	3,100,000	1,030,000		$ 9,105,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 1,025,000**	**$ 2,900,000**	**$ 3,000,000**	**$ 3,100,000**	**$ 3,200,000**	**$ -**	**$ 13,225,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual Pedestrian Crossings*

Project Description/Location:

This is an annual project for enhanced pedestrian crossings throughout the City. Specific locations will be determined based on a priority study.

Justification:

Enhanced pedestrian crossings create a safer options for pedestrians crossing streets than simple crosswalks. Typically, enhanced crossings are located on school routes.

CIP Status	Project Type
[√] Modify	[ ] Renewal/ Replacement
[ ] New Proj	[ ] Enhancement/ New

Operating Budget Impact:

Negligible impact for O&M especially when solar power is used.



Comments:

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Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		5,000	5,000	6,000	6,000	6,000		$ 28,000
Land Acquisition								$ -
Construction		99,000	102,000	104,000	109,000	114,000		$ 528,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 104,000**	**$ 107,000**	**$ 110,000**	**$ 115,000**	**$ 120,000**	**$ -**	**$ 556,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax		104,000	107,000	110,000	115,000	120,000		$ 556,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 104,000**	**$ 107,000**	**$ 110,000**	**$ 115,000**	**$ 120,000**	**$ -**	**$ 556,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual SIDs*

Project Description/Location:

Annual amount for any SIDs that neighborhoods bring forward. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.

Justification:

The use of SIDs is an important and necessary method of constructing improvements in existing developed neighborhoods and business districts, as well as in new residential and commercial subdivisions. Bonds are sold to finance the improvements and charged back to the property owners that benefit from the improvements over a period of time.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Insert Picture(s) or Map Here

Comments:

Engineering is typically done with in house staff.

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		100,000	100,000	100,000	100,000	100,000		$ 500,000
Land Acquisition								$ -
Construction		950,000	950,000	950,000	950,000	950,000		$ 4,750,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ -**	**$ 5,250,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax		50,000	50,000	50,000	50,000	50,000		$ 250,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000		$ 5,000,000
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ 1,050,000**	**$ -**	**$ 5,250,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual Street Reconstruction*

Project Description/Location:

In an effort to reduce the number of non-maintainable streets within the City, Public Works has developed a program to work with neighborhoods to develop SIDs to construct or re-construct streets. The gas tax portion of this project will provide funding for corner lot subsidies and for any street component that is the City's financial responsibility that may be included in an SID for a given year.

Justification:

The city has many streets that have never been constructed to a maintainable standard. The goal of the program is to bring all streets up to maintainable, City standards. Streets are being prioritized based on requests from the property owners, maintenance level for our crews, and proximity of storm drainage.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Non-maintainable streets use significant resources. This project will reduce the resources required as streets are completed.

Comments:

Engineering is typically done with in-house staff.





Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		250,000	250,000	250,000	250,000	250,000		$ 1,250,000
Land Acquisition								$ -
Construction		1,330,000	1,330,000	1,330,000	1,330,000			$ 5,320,000
Equipment						1,330,000		$ 1,330,000
Other								$ -
Total Project Cost	**$ -**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ -**	**$ 7,900,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA						300,000		$ 300,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond		780,000	780,000	780,000	780,000	780,000		$ 3,900,000
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		300,000	300,000	300,000	300,000			$ 1,200,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		500,000	500,000	500,000	500,000	500,000		$ 2,500,000
								$ -
Total Project Funding	**$ -**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ 1,580,000**	**$ -**	**$ 7,900,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Annual Travel Corridor Coordination*

Project Description/Location:

This is for improvements to corridors within the city that only require minor infrastructure modifications.

Justification:

There are opportunities within the existing traffic roadway network to improve efficiencies. This project is intended to identify and implement these improvements with small capital investment. Examples include retiming signal corridors, installing left turn arrows, and restriping lanes.

CIP Status **Project Type**

[✓] Modify [ ] Renewal/ Replacement

[ ] New Proj [ ] Enhancement/ New

Operating Budget Impact:

None.

Comments:

Engineering will be done internally within Public Works.





Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		52,000	54,000	56,000	58,000	61,000		$ 281,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 52,000**	**$ 54,000**	**$ 56,000**	**$ 58,000**	**$ 61,000**	**$ -**	**$ 281,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		52,000	54,000	56,000	58,000	61,000		$ 281,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 52,000**	**$ 54,000**	**$ 56,000**	**$ 58,000**	**$ 61,000**	**$ -**	**$ 281,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Bike Boulevard*

Project Description/Location:

This project funds a bike boulevard in the area of Howard/Terry/24th St. W and 24th St. W/Arvin.

Justification:

A bike boulevard is a route that is designed to be on local streets and is a through street for bikes. The route needs to have diverters for vehicles to ensure the local street doesn't encourage cut through vehicular traffic. The bike boulevards are a good way to create transportation routes for bicyclists on non-arterial streets which is beneficial for all commuters. Due to limited space in certain areas, bike sharrows could be used as well. The 24th St. W/Arvin Rd and Howard/Terry 24th projects are the highest prioritized bicycle boulevard projects in the Bikeway and Trails Master Plan.

CIP Status

- ☑ Modify Existing
- ☐ New Project

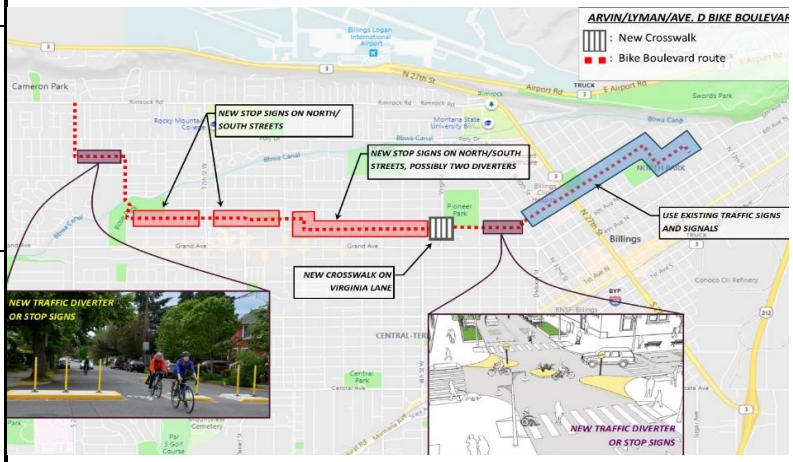
Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

There is some cost to restripe lines and symbols on a regular basis.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		30,000						$ 30,000
Land Acquisition								$ -
Construction		210,000						$ 210,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 240,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 240,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax		240,000						$ 240,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 240,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 240,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Broadwater - Vermillion to Shiloh*

Project Description/Location:

This project will reconstruct and widen Broadwater Avenue from Vermillion to Shiloh Road.

Justification:

The section of Broadwater from Vermillion to Shiloh Road is currently a narrow two lane road with some intersection improvements at Zimmerman. The road needs to be widened and reconstructed to meet the volume demands.

CIP Status

- ☐ Modify Existing
- ☐ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Reconstruction of the road will decrease O&M associated with aging asphalt. The widening of the road will increase O&M for maintenance activities like sweeping and plowing.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		600,000						$ 600,000
Land Acquisition								$ -
Construction			3,000,000					$ 3,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 600,000**	**$ 3,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,600,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		600,000	3,000,000					$ 3,600,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 600,000**	**$ 3,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,600,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Gabel Road*

Project Description/Location:

Development is occurring in the Broso Valley Subdivision and has reached the level where signal warrants are met at the Gabel Road/Broso Park Drive intersection. Developers will be required to fund a portion of a traffic signal on Gabel Road and the City will need to fund the remainder. Developer contributions are required by a subdivision improvements agreement for Broso Valley Subdivision that identifies the future need for the signal, funding mechanisms,, and contains a waiver to create an SID.

Justification:

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		75,000						$ 75,000
Land Acquisition								$ -
Construction		475,000						$ 475,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 550,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 550,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond		275,000						$ 275,000
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		275,000						$ 275,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 550,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 550,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Downtown 2-Way Conversion*

Project Description/Location:

This project is for the conversion of downtown 2-way streets as well as chip-sealing and traffic control upgrades.

Justification:

The one-way to two-way conversion moves toward a consistent network of two-way streets within downtown Billings, increasing accessibility for all users. Other benefits include increased exposure for businesses and increased bicycle connectivity. The project was identified as a priority in the Downtown Traffic Study.

CIP Status	Project Type
[ ] Modify	[ ] Renewal/ Replacement
[✓] New Proj	[✓] Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	600,000							$ 600,000
Land Acquisition								$ -
Construction		7,400,000						$ 7,400,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 600,000**	**$ 7,400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA		1,470,000						$ 1,470,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		530,000						$ 530,000
TIFD Revenues	600,000	5,400,000						$ 6,000,000
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ 600,000**	**$ 7,400,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,000,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Intersection Capacity Improvements*

Project Description/Location:

This project is for the evaluation and construction of improvements to selected intersection trouble areas.

Justification:

Intersections are evaluated regularly to determine priority based on traffic counts, crash history, pedestrian counts and other factors. While the priority of the intersections may change, the most likely intersection to be reconstructed in FY 2023 is Colton and 24th. This intersection is a priority due to high traffic volumes and an accident history. The intersections that will be improved in FY24 - FY27 will be determined during the next signal priority study.

CIP Status **Project Type**

|✓| Modify | | Renewal/ Replacement

| | New Proj |✓| Enhancement/ New

Operating Budget Impact:

Negligible. Increase in power costs due to signal operation.

Comments:

Design and Construction management may be done in house if staff time permits.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		36,000	37,000	38,500	40,000	41,500		$ 193,000
Land Acquisition								$ -
Construction		479,000	498,000	515,500	534,000	558,500		$ 2,585,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 515,000**	**$ 535,000**	**$ 554,000**	**$ 574,000**	**$ 600,000**	**$ -**	**$ 2,778,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		515,000	535,000	554,000	574,000	600,000		$ 2,778,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 515,000**	**$ 535,000**	**$ 554,000**	**$ 574,000**	**$ 600,000**	**$ -**	**$ 2,778,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Misc. Curb, Gutter, and Sidewalk Program*

Project Description/Location:

This project funds the annual replacement and infill program of curb, gutter, and sidewalk. The project focuses on areas of missing sidewalk primarily on arterials, school routes, near parks, and where requested by citizens.

Justification:

There are many areas of the City that have missing or severely damaged sidewalk or curb and gutter. This program allows the City to get these areas completed or repaired and are oftentimes the financial responsibility of the adjacent property owner. A safe pedestrian facility is important along city streets. Curb and gutter is typically paid for by the City if it is being replaced due to condition. Curb and gutter is important to the storm drain system and to keeping the asphalt in good condition.

CIP Status **Project Type**

[✓] Modify [ ] Renewal/ Replacement

[ ] New Proj [ ] Enhancement/ New

Operating Budget Impact:

Reduced cost for storm drain maintenance when curb and gutters are replaced.

Comments:

All work is designed and managed by internal staff.





Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		132,000	135,000	139,000	142,000	146,000		$ 694,000
Land Acquisition								$ -
Construction		843,000	865,000	891,000	908,000	954,000		$ 4,461,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 975,000**	**$ 1,000,000**	**$ 1,030,000**	**$ 1,050,000**	**$ 1,100,000**	**$ -**	**$ 5,155,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax		370,000	380,000	390,000	400,000	420,000		$ 1,960,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond		605,000	620,000	640,000	650,000	680,000		$ 3,195,000
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 975,000**	**$ 1,000,000**	**$ 1,030,000**	**$ 1,050,000**	**$ 1,100,000**	**$ -**	**$ 5,155,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Monad Road - Daniels to Moore Lane*

Project Description/Location:

This project will widen and reconstruct Monad Road.

Justification:

This project will reconstruct, widen and add storm drain to Monad Road and increase safety, particularly on the east end toward Moore Lane. Most of this street has no sidewalk. A large portion of the street is used by heavy truck traffic and experiences rutting. Intersection alignment and safety will be improved.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				450,000				$ 450,000
Land Acquisition								$ -
Construction					3,700,000			$ 3,700,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 450,000**	**$ 3,700,000**	**$ -**	**$ -**	**$ 4,150,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax				100,000	270,000			$ 370,000
Gas Tax - BAARSA					2,430,000			$ 2,430,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees				350,000	1,000,000			$ 1,350,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 450,000**	**$ 3,700,000**	**$ -**	**$ -**	**$ 4,150,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Pedestrian Crossing of Exposition Drive*

Project Description/Location:

This project is for a pedestrian grade separated crossing across Exposition Drive between 1st Avenue North and 6th Avenue North.

Justification:

The pedestrian crossing of Exposition Drive is a key element in the revitalization of the East Billings Urban Renewal District (EBURD). As identified in the 2013 Exposition Gateway Concept Plan and the 2013 City of Billings Hospitality Corridor Planning Study, a pedestrian crossing would provide a vital connection between the east end of the EBURD and MetraPark. Exposition Drive is a principal arterial on a north-south alignment in Billings that currently provides three lanes in each direction with a center turn lane at intersections in the project location and a pedestrian crossing will significantly enhance a connection over the busiest thoroughfare in Montana to the busiest entertainment venue in the region. Other benefits include enhancing future development by encouraging investment in adjacent idle property, improving connectivity and safety, providing opportunities for event organizers, and allow users to enjoy amenities within walking distance in the Exposition Gateway Area.

CIP Status **Project Type**

	Modify		Renewal/ Replacement
	New Proj		Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering						700,000		$ 700,000
Land Acquisition								$ -
Construction						3,300,000		$ 3,300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,000,000**	**$ -**	**$ 4,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues						4,000,000		$ 4,000,000
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,000,000**	**$ -**	**$ 4,000,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Remote Restroom and Breakroom*

Project Description/Location:

This project will construct a remote restroom and breakroom at the existing Airport site.

Justification:

Currently, the only breakroom for Street/Traffic employees is at the Billings Operations Center (BOC), requiring staff to travel back to the BOC for lunch each day. As the City has grown, this has become inefficient and wastes travel time. A remote location at the current site near the Airport would increase operational efficiencies.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		100,000						$ 100,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		100,000						$ 100,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 100,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Remote Storage Location for Sand and Slicer*

Project Description/Location:

This project will construct a storage facility for sand and slicer at the Airport site.

Justification:

Currently, all sand and slicer is stored at the Billings Operations Center (BOC), requiring staff to travel back to the BOC continuously for materials. As the City has grown, this has become inefficient and wastes travel time. A remote location at the current site near the Airport would increase staff efficiencies and enhance public safety by increasing the response time to storms.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		850,000						$ 850,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 850,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 850,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		850,000						$ 850,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 850,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 850,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Rimrock Road Widening - 54th to 62nd*

Project Description/Location:

This project will construct widening of Rimrock Road from 54th Street West to 62nd Street West.

Justification:

Rimrock Road from 54th Street West to 62nd Street West has high traffic counts and experiences congestion during peak times. This project is the second part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor and safety narrow two-lane road section.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional pavement will require negligible increases in O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			600,000					$ 600,000
Land Acquisition								$ -
Construction				5,800,000				$ 5,800,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 600,000**	**$ 5,800,000**	**$ -**	**$ -**	**$ -**	**$ 6,400,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax			100,000	300,000				$ 400,000
Gas Tax - BAARSA				2,370,000				$ 2,370,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees			500,000	3,130,000				$ 3,630,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 600,000**	**$ 5,800,000**	**$ -**	**$ -**	**$ -**	**$ 6,400,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Rimrock Road Widening - Clearview to 54th*

Project Description/Location:

This project will construct widening of Rimrock Road from Clearview Drive to 54th Street West.

Justification:

Rimrock Road from Clearview Drive to 54th Street West has high traffic counts and experiences congestion during peak times. This project is the first part of a larger two-section goal to widen and improve the capacity of Rimrock road from Clearview Drive to 62nd Street West. The goal of this project is to start to increase capacity of the corridor.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional pavement will require negligible increases in O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				375,000				$ 375,000
Land Acquisition								$ -
Construction					3,300,000			$ 3,300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 375,000**	**$ 3,300,000**	**$ -**	**$ -**	**$ 3,675,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax				100,000	800,000			$ 900,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees				275,000	2,500,000			$ 2,775,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 375,000**	**$ 3,300,000**	**$ -**	**$ -**	**$ 3,675,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Traffic Calming*

Project Description/Location:

There are areas of the City that experience consistent speeding of traffic through the neighborhoods. This project would install traffic calming measures in those neighborhoods. The work will be prioritized by City staff according to the severity of the problem.

Justification:

Traffic Calming measures provide additional safety and livability throughout the City of Billings residential areas.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional facilities will require negligible increases in O&M

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				50,000				$ 50,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ 50,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax				50,000				$ 50,000
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ 50,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Traffic Signal Controller Upgrade*

Project Description/Location:

This is for the replacement of obsolete signal controllers with new technology which includes improved communication and detection at the intersection. Primary locations will be the downtown and the west end arterials.

Justification:

The existing signal network is run by computers that are approximately 40 years old and the technology and replacement components are obsolete. These controllers limit functionality of the system and impede the improvement of operations. New controllers and video detection will allow for a wider array of signal operations resulting in increased efficiencies in timing.

CIP Status **Project Type**

[✓] Modify [✓] Renewal/ Replacement

[ ] New Proj [ ] Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:

Engineering will be done in house. Some construction will be done by city crews.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	190,000	30,000						$ 220,000
Land Acquisition								$ -
Construction	1,030,000	100,000						$ 1,130,000
Equipment	2,780,000	520,000						$ 3,300,000
Other								$ -
Total Project Cost	**$ 4,000,000**	**$ 650,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,650,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees	4,000,000							$ 4,000,000
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		650,000						$ 650,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ 4,000,000**	**$ 650,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,650,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *(PW) Transportation* **Project Title:** *Wicks Lane Main to Bitterroot*

Project Description/Location:

This project funds the design of the reconstruction of Wicks Lane and construction of sidewalks.

Justification:

Wicks Lane is an arterial that carries a volume of traffic that would be more efficient and safe if the road was reconstructed as a three lane section with multimodal facilities. Bitterroot Road connects to Wicks Lane and needs to be improved as well due to development that has occurred in the area. Sidewalks and a small section of Wicks west of Hawthorne was constructed in FY22 to improve pedestrian access and other improvements will be constructed in FY25.

CIP Status

- ☑ Modify Existing
- ☐ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

The reconstruction of Wicks and Bitterroot will decrease the on-going maintenance associated with aging asphalt.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		400,000	1,800,000					$ 2,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 400,000**	**$ 1,800,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions			100,000					$ 100,000
Gas Tax								$ -
Gas Tax - BAARSA			1,170,000					$ 1,170,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees		400,000	530,000					$ 930,000
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 400,000**	**$ 1,800,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,200,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *D&C Heated Shop and Breakroom Addition*

Project Description/Location:

This will fund the addition to the Public Works Distribution & Collection heated shop and breakroom.

Justification:

The addition is needed to accommodate the increase in employees and equipment that will be required over the next few years. These increases are due to the current and future growth of the City of Billings' water distribution and wastewater collection systems.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			1,200,000					$ 1,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues			480,000					$ 480,000
Water Revenues			720,000					$ 720,000
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Hydrogen Sulfide Mitigation*

Project Description/Location:

This project will fund the construction of buildings and upgrades needed to mitigate Hydrogen Sulfide (H2S) in the system.

Justification:

A preliminary study was conducted and it was determined that there are two locations where outgassing potential exists and odor control will be beneficial. A pilot study was conducted in FY21. The upgrades will be constructed in FY23 and FY24.

CIP Status

- ☐ Modify Existing
- ☐ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional chemicals in the amount of $50,000 will be required.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	50,000	50,000						$ 100,000
Land Acquisition								$ -
Construction	680,000	450,000						$ 1,130,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 730,000**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,230,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues	730,000	500,000						$ 1,230,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ 730,000**	**$ 500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,230,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Central Sewer Extension - Shiloh to 54th*

Project Description/Location:

The extension will be west of Shiloh to 44th Street West.

Justification:

This project is developer driven and is necessary to serve community growth. The City will be paid back over time as development occurs.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional sewer lines will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		160,000						$ 160,000
Land Acquisition								$ -
Construction			900,000					$ 900,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 160,000**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,060,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		160,000	900,000					$ 1,060,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 160,000**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,060,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Compensation Agreements*

Project Description/Location:

This is an on-going program to fund compensation agreements with private developers for oversizing sewer mains and other City authorized costs.

Justification:

Per the City's rules and regulations for sanitary sewer service, the city will pay for oversizing of sewer mains when they are extended by developers. Without these funds, the lines installed by developers would not be large enough to serve areas beyond each development and the systems would not function properly.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

Additional water and sewer lines will require regular O&M.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other		300,000	300,000	300,000	300,000	300,000		$ 1,500,000
Total Project Cost	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 1,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		300,000	300,000	300,000	300,000	300,000		$ 1,500,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 1,500,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Digester Gas & Sludge Pump Replacement*

Project Description/Location:

This project will replace buried digester gas and sludge pipe in digestion process.

Justification:

This project was idenitified in the wastewater master plan. Gas Piping is over 40 years old and has experienced failures recently. It is also a safety issue for staff due to methane and hydrogen sulfide hazards.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			515,000					$ 515,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 515,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 515,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues			515,000					$ 515,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 515,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 515,000**
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Digester Gas Interior Piping Replacement*

Project Description/Location:

This project will replace digester gas pipe in the primary digester and secondary digester buildings

Justification:

This project was idenitfied in the wastewater master plan. Gas piping is over 40 years old and have experienced failures recently. It is also a safety issue for staff due to methane and hydrogen sulfide hazards.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		1,200,000						$ 1,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		1,200,000						$ 1,200,000
Water Revenues								$ -
Total Project Funding	**$ -**	**$ 1,200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,200,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Grand Avenue Sewer Extension - 60th to 62nd*

Project Description/Location:

This project will extend sewer main from 60th to 62nd (1000ft).

Justification:

This extention is necessary to support the growing community.

CIP Status

- ☐ Modify Existing
- ☑ New Project

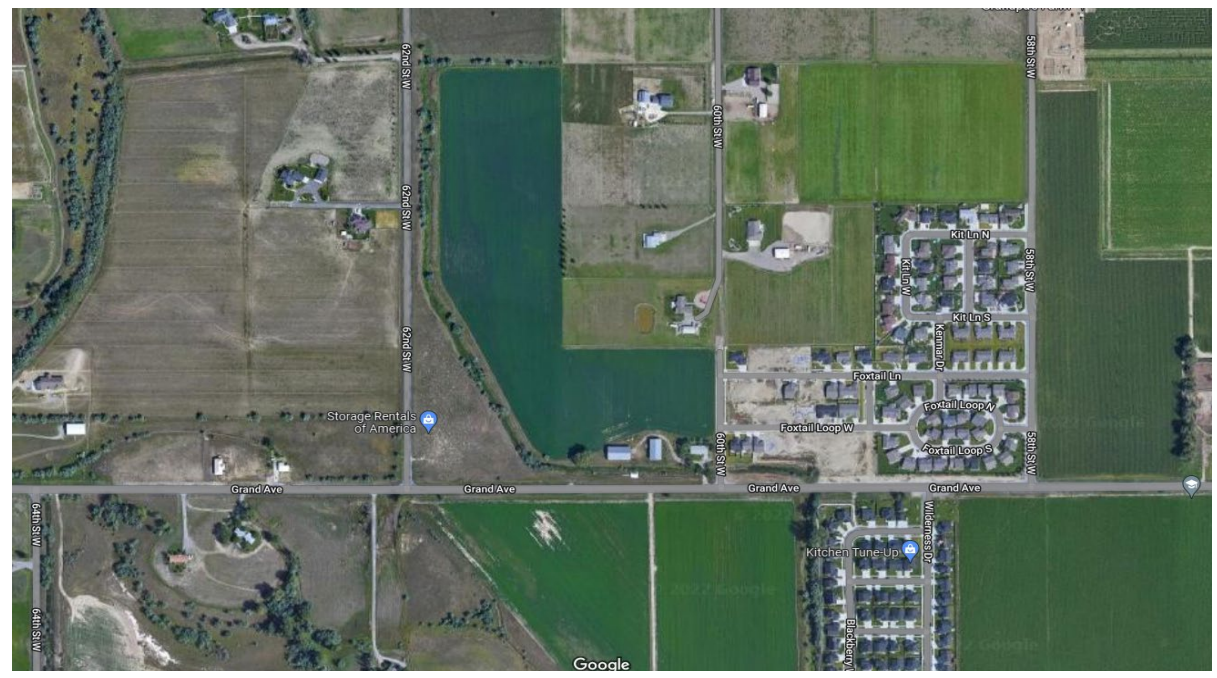
Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional sewer lines will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				400,000				$ 400,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 400,000**	**$ -**	**$ -**	**$ -**	**$ 400,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues				400,000				$ 400,000
Water Revenues								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 400,000**	**$ -**	**$ -**	**$ -**	**$ 400,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Hesper Sewer - Gabel to Shiloh*

Project Description/Location:

This project will construct a new sewer main on Hesper Road from Gabel to just west of Shiloh Road.

Justification:

The City is constructing the West End Water Treatment Plant near the intersection of Shiloh Road and Hesper Road. The water treatment plant and other growth in the area will require construction of a sewer main on Hesper Rd to connect to the existing sewer system.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional sewer lines will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		500,000	3,700,000					$ 4,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 500,000**	**$ 3,700,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		500,000	3,700,000					$ 4,200,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 500,000**	**$ 3,700,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,200,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater - Highway 3 Sanitary Sewer*

Project Description/Location:

This project will construct a new sewer from Rod and Gun Club Road East along Highway 3 to AJ Way (4500 Feet)

Justification:

This project will construct a pressure-sewer or gravity sewer along Highway 3 generally east from the intersection of Highway 3 and Rod and Gun Club Road to serve development north of Highway 3. This sewer will run east to AJ Way.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional sewer lines will require regular O&M

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction					250,000	1,350,000		$ 1,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 250,000**	**$ 1,350,000**	**$ -**	**$ 1,600,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues					250,000	1,350,000		$ 1,600,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 250,000**	**$ 1,350,000**	**$ -**	**$ 1,600,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Main Replacements*

Project Description/Location:

This is annual program to fund the replacement of sanitary sewer mains throughout the City.

Justification:

The City's sanitary sewer infrastructure is aging and in need of replacement. Annual projects to replace areas of greatest need help to reduce leaks and failures and maintain reliable service to customers. The funding request specified increases the annual funding by 10% per year to slowly start increasing the funding to the level needed.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Reduced O&M due to reduced leaks and failures.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		1,000,000	1,100,000	1,200,000	1,300,000	1,400,000		$ 6,000,000
Land Acquisition								$ -
Construction		4,300,000	4,700,000	5,200,000	5,740,000	6,340,000		$ 26,280,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 5,300,000**	**$ 5,800,000**	**$ 6,400,000**	**$ 7,040,000**	**$ 7,740,000**	**$ -**	**$ 32,280,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		5,300,000	5,800,000	6,400,000	7,040,000	7,740,000		$ 32,280,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 5,300,000**	**$ 5,800,000**	**$ 6,400,000**	**$ 7,040,000**	**$ 7,740,000**	**$ -**	**$ 32,280,000**

Department:	*Public Works*		**FY24 - FY28 CIP**
Project Category:	*Utilities*	**Project Title:**	*Wastewater - Monad Sewer*

Project Description/Location:

This project will construct a new sewer main from Monad and Shiloh Rd to King and 48th St.

Justification:

With growth on the west end of Billings, Shiloh Lift Station is nearing capacity. Rather than expanding the lift station, the 2021 Wastewater Master Plan Update recommended the construction of a large sewer main from west of Monad and Shiloh (end of existing system) to the intersection of King and 48th St. This will allow gravity flow for system growth along Monad and west on King Ave.

CIP Status

- ☐ Modify Existing
- ☑ New Project

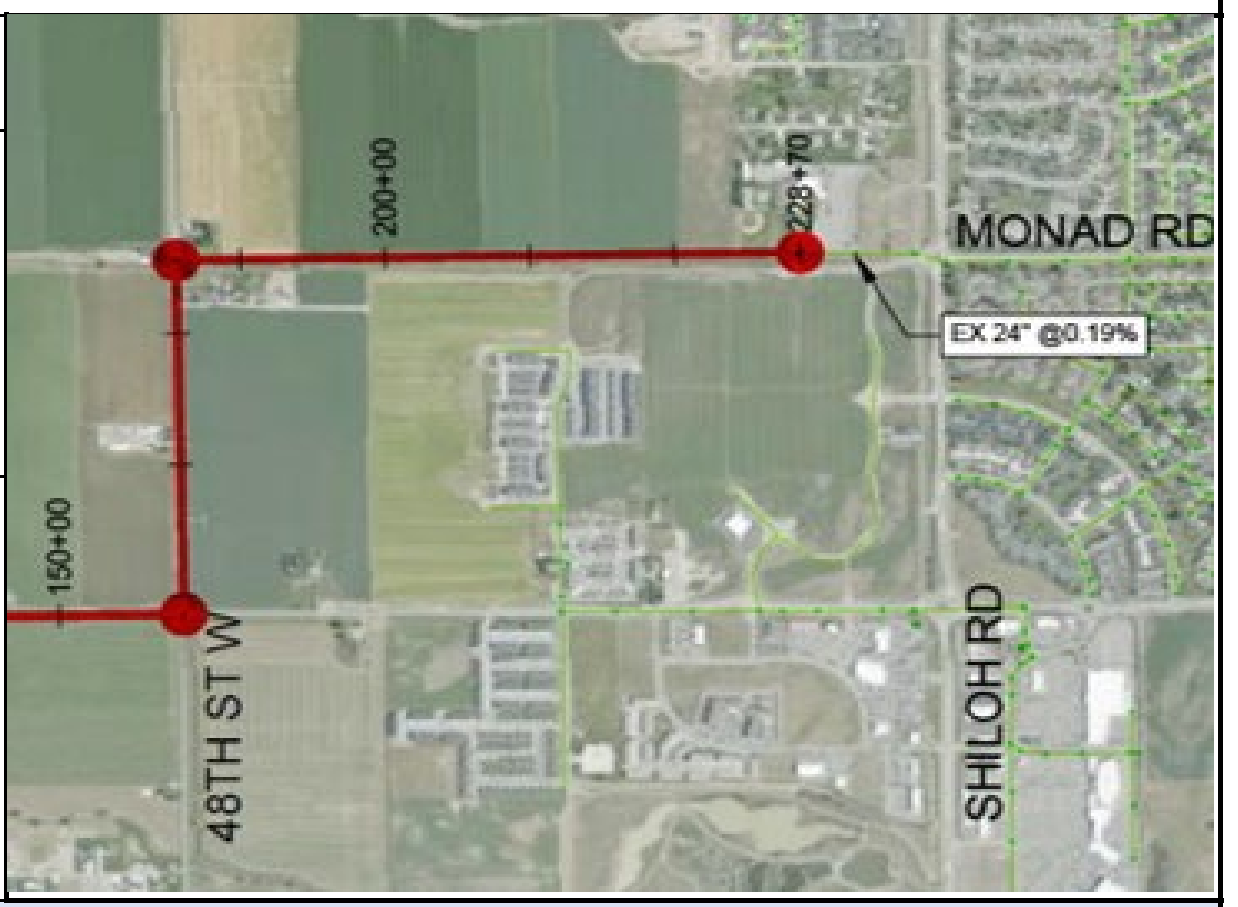
Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:

A portion of the costs will be paid back over time as development occurs.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	500,000							$ 500,000
Land Acquisition								$ -
Construction		4,000,000						$ 4,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 500,000**	**$ 4,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues	500,000	4,000,000						$ 4,500,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ 500,000**	**$ 4,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,500,000**

Department:	*Public Works*		**FY24 - FY28 CIP**
Project Category:	*Utilities*	**Project Title:**	*Wastewater Rehberg Ranch Lift Station*

Project Description/Location:

This project will construct a new sanitary sewer lift station.

Justification:

Once development of the State Land Section south of Reherberg Ranch Subdivision and Rehberg Ranch Subdivision has developed, a new lift station and forcemain is required to lift wastewater into the Northwest Billings Connector sewer that ultimately flows to Alkali Creek, near the intersection of SkyWay Drive and Alkali Creek Road.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional site will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				200,000				$ 200,000
Land Acquisition								$ -
Construction					1,440,000			$ 1,440,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 200,000**	**$ 1,440,000**	**$ -**	**$ -**	**$ 1,640,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues				200,000	1,440,000			$ 1,640,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 200,000**	**$ 1,440,000**	**$ -**	**$ -**	**$ 1,640,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Wastewater Treatment Plant Campus Electrical*

Project Description/Location:

This is a project to fund various electrical projects at the Water Reclamation Facility.

Justification:

Electrical upgrade projects are common at the Water Reclamation Facility (WRF) due to obsolescence of automation systems and replacements of electrical equipment damaged by hydrogen sulfide gases.

CIP Status

- ☑ Modify Existing
- ☐ New Project

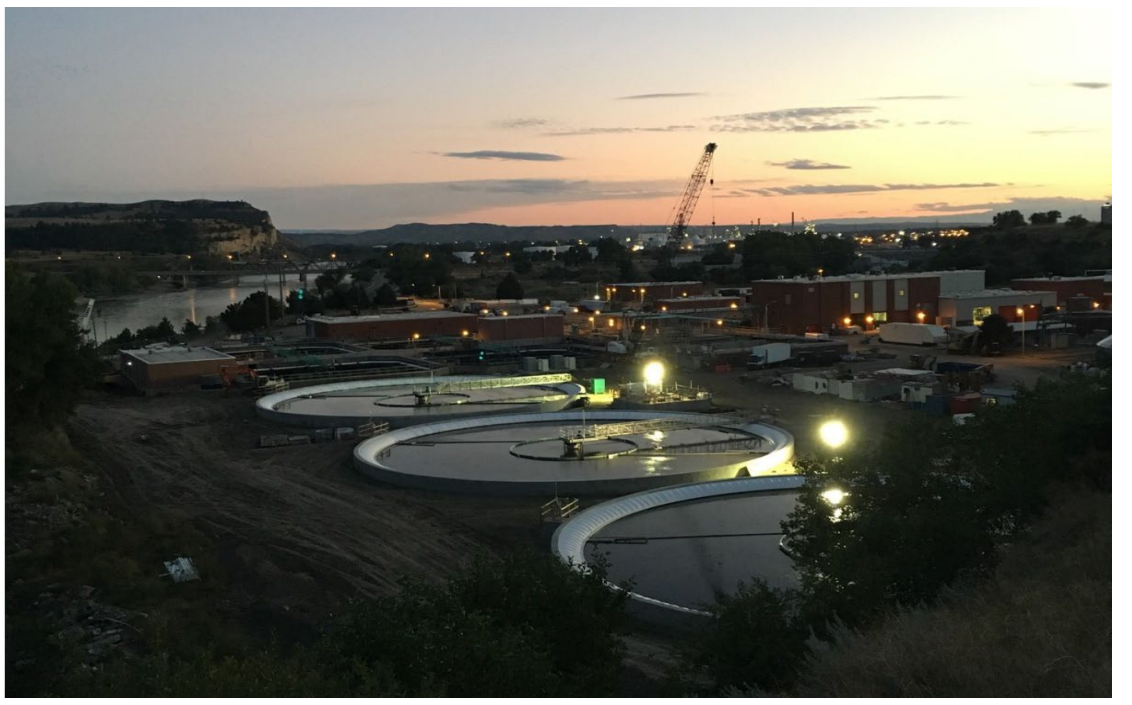
Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:

The electrical priorities at the WRF are subject to change based on equipment failure and obsolesce. It's difficult to predict which components will need replacement or upgrades due to the corrosive gases.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction	500,000	300,000	300,000	300,000	300,000	300,000		$ 2,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 500,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 2,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues	500,000	300,000	300,000	300,000	300,000	300,000		$ 2,000,000
Water Revenues								$ -
Total Project Funding	**$ 500,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 2,000,000**

Department:	*Public Works*		**FY24 - FY28 CIP**
Project Category:	*Utilities*	**Project Title:**	*Water Briarwood Water Line*

Project Description/Location:

This project will construct 1300 feet of 16" water line in Briarwood Blvd from Turnberry to McMasters.

Justification:

Improvement to service provided is necessary to support community growth.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		300,000						$ 300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		300,000						$ 300,000
								$ -
Total Project Funding	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Central Sewer Extension - Shiloh to 54th*

Project Description/Location:

The extension will be west of Shiloh to 44th Street West.

Justification:

This project is developer driven and is necessary to serve community growth. The City will be paid back over time as development occurs.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional water lines will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		130,000						$ 130,000
Land Acquisition								$ -
Construction			670,000					$ 670,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 130,000**	**$ 670,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 800,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues		130,000	670,000					$ 800,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ 130,000**	**$ 670,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 800,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Compensation Agreements*

Project Description/Location:

This is an on-going program to fund compensation agreements with private developers for oversizing water mains and other City authorized costs.

Justification:

Per the City's rules and regulations for water service, the city will pay for oversizing of water mains when they are extended by developers. Without these funds, the lines installed by developers would not be large enough to serve areas beyond each development and the systems would not function properly.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Additional water and sewer lines will require regular O&M.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other		300,000	300,000	300,000	300,000	300,000		$ 1,500,000
Total Project Cost	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 1,500,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		300,000	300,000	300,000	300,000	300,000		$ 1,500,000
								$ -
Total Project Funding	**$ -**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ 300,000**	**$ -**	**$ 1,500,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - Fox Reservoir #1 Replacement*

Project Description/Location:

This project will replace the existing reservoir.

Justification:

The existing steel reservoir was constructed in 1982. The interior paint has reached the end of its lifecycle and is required to be recoated. Rather than recoat the reservoir, the life cycle costs are less to replace the reservoir with a concrete reservoir. Failure to complete this project will require that the existing reservoir be recoated and long term increase in costs.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Reduced long-term O&M.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					400,000			$ 400,000
Land Acquisition								$ -
Construction						3,300,000		$ 3,300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**	**$ 3,300,000**	**$ -**	**$ 3,700,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues					400,000	3,300,000		$ 3,700,000
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 400,000**	**$ 3,300,000**	**$ -**	**$ 3,700,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Grand Avenue Sewer Extension - 60th to 62nd*

Project Description/Location:

This project will extend water main from 60th to 62nd (1000ft).

Justification:

This extension is necessary to support the growing community.

CIP Status

- ☐ Modify Existing
- ☑ New Project

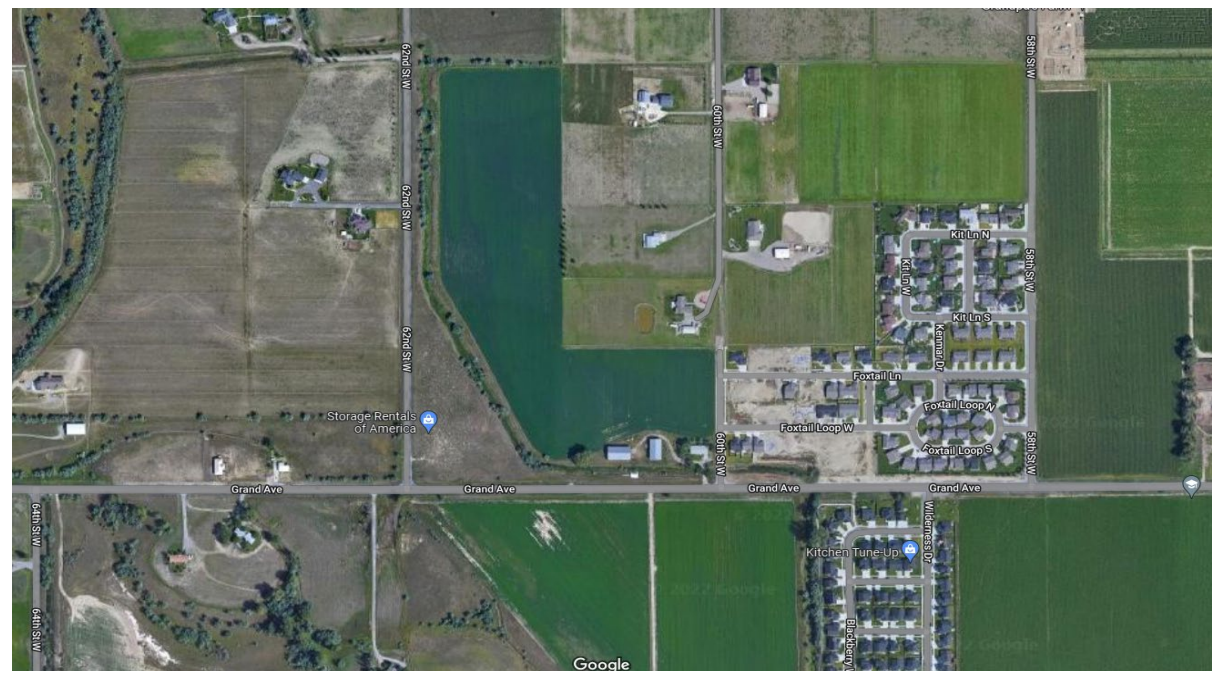
Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Additional water lines will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction				320,000				$ 320,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 320,000**	**$ -**	**$ -**	**$ -**	**$ 320,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues				320,000				$ 320,000
Water Revenues								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 320,000**	**$ -**	**$ -**	**$ -**	**$ 320,000**
	$ -	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - Intake #2 Screening and PS Improvements*

Project Description/Location:

This will fund the screening and pump station improvements needed at Intake #2 at the existing Water Treatment Plant.

Justification:

Intake #2 at the Water Treatment Plant (WTP) has limited screening capability. Plugging of downstream processes occurs from debris or sediment resulting in excessive downtime of the WTP. For these reasons, Intake #2 is rarely used. Intake #1 is more vulnerable to drought than Intake #2, however. To increase reliability during drought conditions, screening and pump station upgrades to Intake #2 are necessary. Having the flexibility to operate only off Intake #2 during lower demands will also result in enhanced power and chemical efficiency.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction					180,000	1,520,000		$ 1,700,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 180,000**	**$ 1,520,000**	**$ -**	**$ 1,700,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues					180,000	1,520,000		$ 1,700,000
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 180,000**	**$ 1,520,000**	**$ -**	**$ 1,700,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Skyway Drive Waterline Loop*

Project Description/Location:

This project will construct approximately 5000 ft of 16" WL in Zone 4N. A PRV required to reduce pressure to Zone 3E.

Justification:

This is needed to serve new growth and loop water line from Alkali Cr to Wicks. Water system looping is a common practice that improves water quality and system redundancy.

CIP Status

- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

New water main will require regular O&M.

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering					300,000			$ 300,000
Land Acquisition								$ -
Construction						2,500,000		$ 2,500,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,500,000**	**$ -**	**$ 2,800,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues					300,000	2,500,000		$ 2,800,000
Water Revenues								$ -
								$ -
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ 2,500,000**	**$ -**	**$ 2,800,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Main Replacements*

Project Description/Location:

This is an annual program for the replacement of water mains throughout the City.

Justification:

The City's water infrastructure is aging and in need of replacement. Annual projects to replace areas of greatest need help to reduce leaks and failures and maintain reliable service to customers.

CIP Status	Project Type
☑ Modify Existing	☑ Renewal/ Replacement
☐ New Project	☐ Enhancement/ New

Operating Budget Impact:

Reduced O&M due to reduced leaks and failures.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		800,000	900,000	1,000,000	1,100,000	1,200,000		$ 5,000,000
Land Acquisition								$ -
Construction		3,500,000	3,900,000	4,400,000	4,940,000	5,540,000		$ 22,280,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 4,300,000**	**$ 4,800,000**	**$ 5,400,000**	**$ 6,040,000**	**$ 6,740,000**	**$ -**	**$ 27,280,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		4,300,000	4,800,000	5,400,000	6,040,000	6,740,000		$ 27,280,000
								$ -
Total Project Funding	**$ -**	**$ 4,300,000**	**$ 4,800,000**	**$ 5,400,000**	**$ 6,040,000**	**$ 6,740,000**	**$ -**	**$ 27,280,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Reservoir Site Improvements*

Project Description/Location:

This project is for site improvements at the new west end reservoir.

Justification:

There is an opportunity for the needed west end reservoir site to double as an amenity for billings. The project includes end land use items (trails, docks, picnic areas, beach, etc.) to create a premier recreational amenity that residents and visitors can enjoy.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [ ] Renewal/ Replacement
- [x] Enhancement/ New

Operating Budget Impact:

The operating budget impact will be determined during the design phase.

Comments:

The $7.5M that unfunded is not able to be funded with water revenues. If funding is not obtained, this part of the project cannot be constructed.



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction			7,000,000					$ 7,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 7,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
GO Bonds			7,000,000					$ 7,000,000
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues								$ -
Total Project Funding	**$ -**	**$ -**	**$ 7,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 7,000,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - South 32nd St W/I-90/S Frontage Loop*

Project Description/Location:

This will fund the construction a water main that will loop the water system on the southwest portion of the City.

Justification:

Water system looping is a common practice that improves water quality and system redundancy. This project will loop the water system on South 32nd St W to I-90.

CIP Status	Project Type
☐ Modify Existing	☑ Renewal/ Replacement
☑ New Project	☐ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				275,000				$ 275,000
Land Acquisition								$ -
Construction					2,725,000			$ 2,725,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 275,000**	**$ 2,725,000**	**$ -**	**$ -**	**$ 3,000,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues				275,000	2,725,000			$ 3,000,000
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 275,000**	**$ 2,725,000**	**$ -**	**$ -**	**$ 3,000,000**

Department:	*Public Works*		**FY24 - FY28 CIP**
Project Category:	*Utilities*	**Project Title:**	*Water - Storage Improvements (Zone 1)*

Project Description/Location:

This project will construct an additional water tank in Pressure Zone #1 which serves the downtown area.

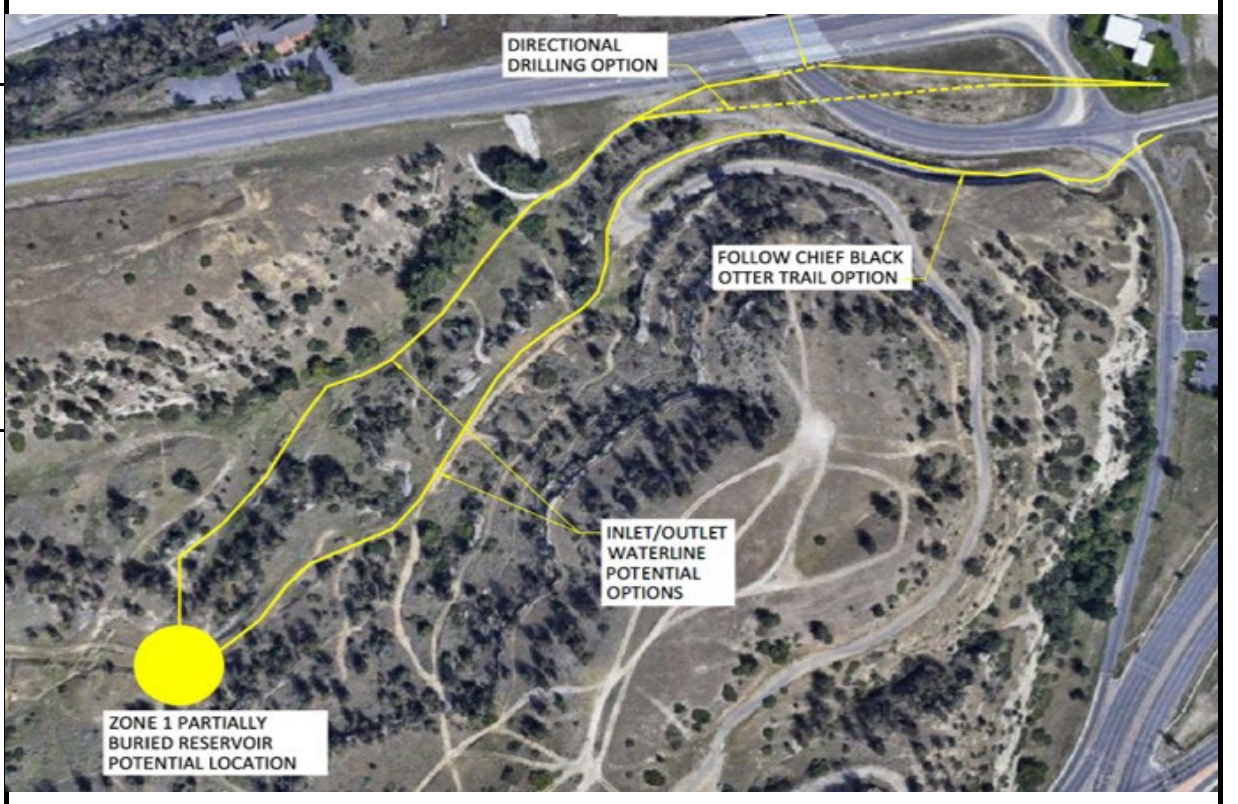
Justification:

Pressure Zone #1 serves the downtown area which includes critical facilities such as hospitals and healthcare facilities. Currently, Pressure Zone #1 is deficient in water storage per the Water Master Plan. Storage is needed to address fire, operational, and other emergency needs. This project will add a 3 million gallon storage tank to Pressure Zone #1. The Water Master Plan recommended an alternative of constructing a tank on the north side of Swords Park with a water main that connects the tank to Walter Pump Station.

CIP Status	Project Type
☑ Modify Existing	☐ Renewal/ Replacement
☐ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering		700,000						$ 700,000
Land Acquisition								$ -
Construction			6,000,000					$ 6,000,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 700,000**	**$ 6,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,700,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		700,000	6,000,000					$ 6,700,000
								$ -
Total Project Funding	**$ -**	**$ 700,000**	**$ 6,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,700,000**

Department:	*Public Works*		**FY24 - FY28 CIP**
Project Category:	*Utilities*	**Project Title:**	*Water - Storage Improvements (Zone 4)*

Project Description/Location:

This project will construct an additional water tank in Pressure Zone #4 which serves the northwest end of Billings.

Justification:

Pressure Zone #4 serves the northwest end of the City which includes Ironwood and Copper Ridge subdivisions. Currently, Pressure Zone #4 is deficient in water storage per the Water Master Plan. Storage is needed to address fire, operational, and other emergency needs. This was evident in the summer of 2021 when very high demands on the system required all pumps to be in service. This project will add a 2 million gallon storage tank to Pressure Zone #4. The Water Master Plan recommended constructing the tank at the base of rimrocks in Phipps Park and connecting it to the water system at 70th St W.

CIP Status

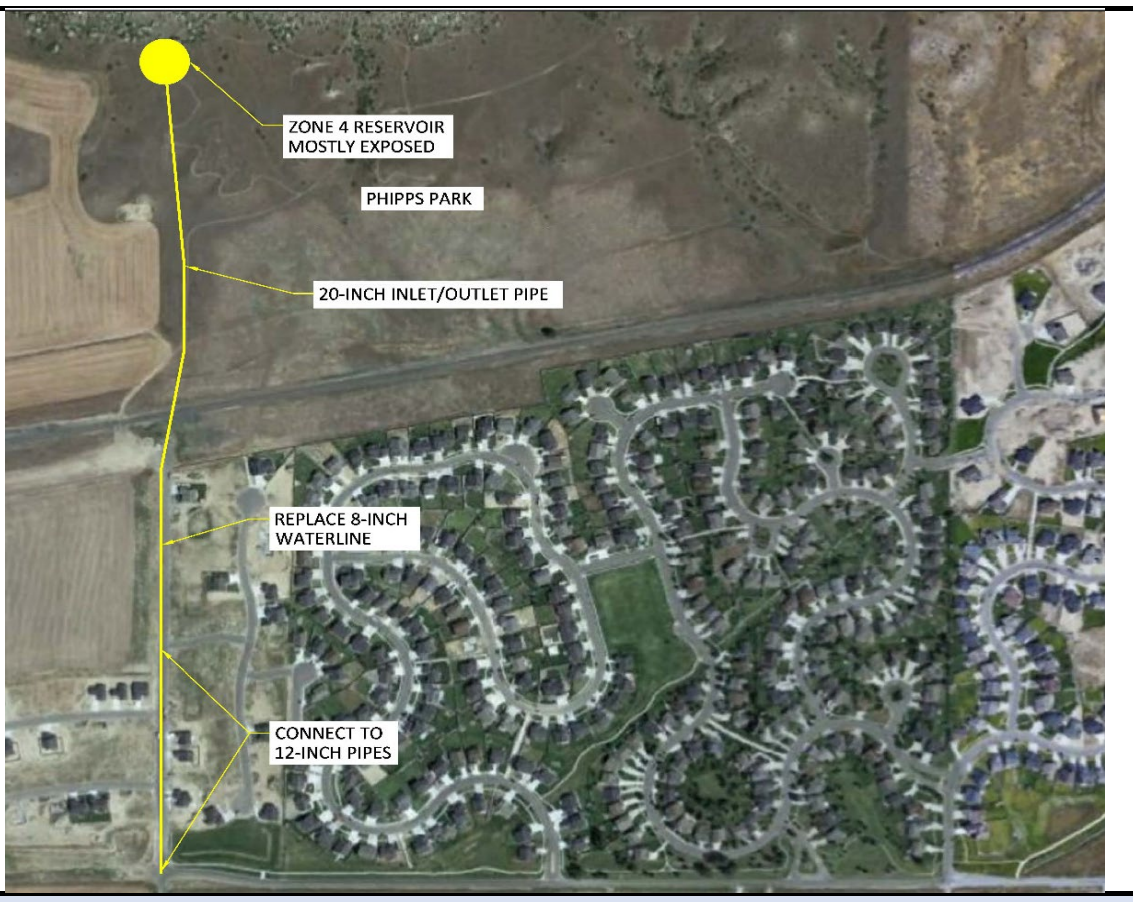
- ☐ Modify Existing
- ☑ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering			700,000					$ 700,000
Land Acquisition								$ -
Construction				6,200,000				$ 6,200,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 700,000**	**$ 6,200,000**	**$ -**	**$ -**	**$ -**	**$ 6,900,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues			700,000	6,200,000				$ 6,900,000
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 700,000**	**$ 6,200,000**	**$ -**	**$ -**	**$ -**	**$ 6,900,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Treatment Plant Electrical Improvements*

Project Description/Location:

This is an on-going program to fund the replacement of power lines, switches and transformers at Water Treatment Plant and pump stations.

Justification:

Electrical upgrade projects are common in the water system due to obsolescence of automation systems and replacements of electrical equipment at the Water Treatment Plant (WTP) and pumping stations. In FY24, the 15kV switchgear will have the cap-trip and capacitors replaced and the PLC processors will be upgraded in 7 pump stations. In FY25, the remaining the pump stations that have not received a PLC upgrade will be completed. Transformer T7A and T5 will also be replaced at the WTP with associated cable. In FY26, Transformer T6 will be replaced with associated cable. In FY27, The MCC at Leavens Pump Station will be replaced.

CIP Status

- [x] Modify Existing
- [ ] New Project

Project Type

- [x] Renewal/ Replacement
- [ ] Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		400,000	150,000	200,000	500,000	315,000		$ 1,565,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 400,000**	**$ 150,000**	**$ 200,000**	**$ 500,000**	**$ 315,000**	**$ -**	**$ 1,565,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		400,000	150,000	200,000	500,000	315,000		$ 1,565,000
Total Project Funding	**$ -**	**$ 400,000**	**$ 150,000**	**$ 200,000**	**$ 500,000**	**$ 315,000**	**$ -**	**$ 1,565,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Treatment Plant Facility Plan*

Project Description/Location:

This plan will assess the facility and process needs after the West End Water Treatment Plant has been brought into service.

Justification:

With the new West End Water Treatment Plant, demand requirements will be lessened on the existing Water Treatment Plant. Inspection of major process pipelines and infrastructure will better achieved without the current requirement to keep the plant running at all times. This plan will assess the facility and process needs, including the antiquated preliminary treatment process and propose recommendations for improvements.

CIP Status

- ☑ Modify Existing
- ☐ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:



Comments:

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				300,000				$ 300,000
Land Acquisition								$ -
Construction								$ -
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues				300,000				$ 300,000
Total Project Funding	**$ -**	**$ -**	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water Voelker Pump Station PRV*

Project Description/Location:

This project will update the PRV at the Voelker facility to handle the adjustments needed when the new plant comes online.

Justification:

This is needed when west end plant comes online.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Negligible.

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		300,000						$ 300,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		300,000						$ 300,000
Total Project Funding	**$ -**	**$ 300,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 300,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - Willett and Christensen Pump Station*

Project Description/Location:

This will fund needed service improvements for Zone #2.

Justification:

The Water Master Plan recommended the addition of a third pump to the pump station. The piping currently has a third pump slot available. This will allow more reliable service to Pressure Zone #2.

CIP Status	Project Type
☐ Modify Existing	☐ Renewal/ Replacement
☑ New Project	☑ Enhancement/ New

Operating Budget Impact:

Comments:

Insert Picture(s) or Map Here

Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering								$ -
Land Acquisition								$ -
Construction		750,000						$ 750,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ 750,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 750,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues		750,000						$ 750,000
Total Project Funding	**$ -**	**$ 750,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 750,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - Zone 4 Pump Station Improvements*

Project Description/Location:

This will fund the construction of additional pumping capacity into Pressure Zone #4 on the northwest end of Billings.

Justification:

Pressure Zone #4 serves the northwest end of the City which includes Ironwood and Copper Ridge subdivisions. Currently, Pressure Zone #4 is deficient in pumping capacity per the Water Master Plan. Additional pumps are needed to meet current and future demands. This was evident in the summer of 2021 when very high demands on the system required all pumps into Pressure Zone #4 be in service. This project will add additional pumping capacity by either constructing a new pump station near the intersection of 62nd St W and Grand Ave or increasing the capacity of Chapple Pump Station.

CIP Status

- ☐ Modify Existing
- ☐ New Project

Project Type

- ☑ Renewal/ Replacement
- ☐ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering	600,000							$ 600,000
Land Acquisition								$ -
Construction		5,600,000						$ 5,600,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ 600,000**	**$ 5,600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,200,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues	600,000	5,600,000						$ 6,200,000
Total Project Funding	**$ 600,000**	**$ 5,600,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,200,000**

Department: *Public Works* **FY24 - FY28 CIP**

Project Category: *Utilities* **Project Title:** *Water - Zone 6 Storage and Looping Improvements*

Project Description/Location:

This project will construct an additional water tank and water line in Pressure Zone #6 which serves the area on top of rims including a portion of the Inner Belt Loop.

Justification:

Pressure Zone #6 serves the area on top of the rims west of the airport and also includes Rehberg Ranch Subdivision. Currently, Pressure Zone #6 is a closed pressure zone (has no storage) and relies on the limited water storage in Pressure Zone #5 (0.1 million gallons). Storage is needed to address fire, operational, and other emergency needs. This project will add a 1 million gallon storage tank to Pressure Zone #6. This project will also address the lack of a redundant water main to the top of the rims, including the airport, by providing pumps and a pipeline from Ironwood Tank to the new Zone #6 tank. The Water Master Plan recommended acquiring land and easement near Indian Cliffs Subdivision or along Highway 3. The water main would connect to the existing system near the intersection of Highway 3 and Zimmerman Tr. This will also benefit the airport water system by providing a redundant way to fill the Logan Tank (Zone #5) and delays or eliminates the need for a water line connection from Alkali Creek.

CIP Status

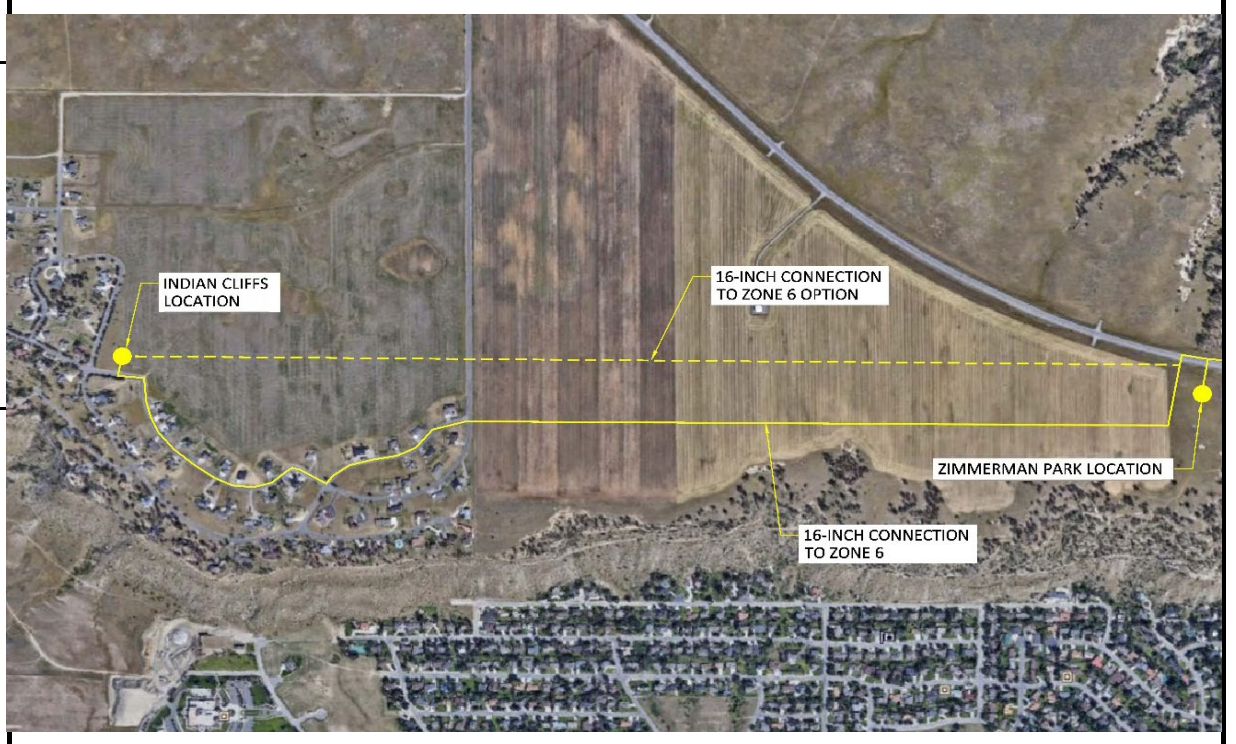
- ☐ Modify Existing
- ☐ New Project

Project Type

- ☐ Renewal/ Replacement
- ☑ Enhancement/ New

Operating Budget Impact:

Comments:



Estimated Project Cost(s)	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Planning, Design, & Engineering				890,000				$ 890,000
Land Acquisition			110,000					$ 110,000
Construction					8,150,000			$ 8,150,000
Equipment								$ -
Other								$ -
Total Project Cost	**$ -**	**$ -**	**$ 110,000**	**$ 890,000**	**$ 8,150,000**	**$ -**	**$ -**	**$ 9,150,000**

Project Funding	Prior Years	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Future	Total Cost
Arterial Fees								$ -
Developer Contributions								$ -
Gas Tax								$ -
Gas Tax - BAARSA								$ -
Landfill Revenues								$ -
Revenue Bond/Loan								$ -
SID Bond								$ -
Sidewalk Bond								$ -
Solid Waste Collection Revenues								$ -
Storm Drain Assessments								$ -
Street Maintenance Fees								$ -
TIFD Revenues								$ -
Wastewater Revenues								$ -
Water Revenues			110,000	890,000	8,150,000			$ 9,150,000
								$ -
Total Project Funding	**$ -**	**$ -**	**$ 110,000**	**$ 890,000**	**$ 8,150,000**	**$ -**	**$ -**	**$ 9,150,000**

Glossary

FY 2023 - 2027 CAPITAL IMPROVEMENT PLAN
GLOSSARY

A

ADA
Americans with Disabilities Act.

AIP
Airport Improvement Program.

Airport FAA Grant
The Airport Improvement Program (AIP) provides grants to public agencies for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

Airport Fund
Accounts for the Billings Logan International Airport operations and for all the resources received and used for acquisition and development of airport capital improvements and equipment.

Airport Improvement Program (AIP)
Federally funded grant program in which annual entitlements combined with local share dollars, are used to fund Federally approved airfield improvements and/ or equipment purchases. Examples of AIP projects include taxiway/ runway overlays, airfield lighting, navigational equipment installation, airfield firefighting equipment, etc.

Airport User Fees
Fees assessed the end user of airport services and are typically used as a funding source for projects, improvements and maintenance of airport facilities.

Americans with Disabilities Act (ADA)
Federal law providing for a wide range of protection to individuals with disabilities ranging from prohibitions against discrimination in employment to specific requirements for modifications of public facilities and transportation systems.

Arterial Construction Fund
Accounts for construction and reconstruction of arterial streets throughout the City.

B

BARSAA
Bridge and Road Safety and Accountability Act

Baseball Field/ Stadium Donations (for Capital Fund)
Accounts for donations to fund future capital maintenance for the ball field and stadium.

Billings Metropolitan Transit
Public Transit System providing fixed-route and paratransit bus services to the City of Billings.

Billings Operations Center (BOC)
Facility that houses the Central Motor Pool, Solid Waste Division, Street-Traffic Division, Parks Maintenance Division, and the Police Department Roll-Call and Training location.

Billings Trailnet
A non-profit that supports urban trail systems by raising money to be used as fund matching for City funding and projects.

Bond
Debt instruments that require repayment of a specified principal amount on a certain date (maturity date) together with interest at a stated rate or according to a formula for determining the interest rate. For the purposes of the City of Billings we use the General Obligation, Revenue, Sidewalk and Curb District, Special Improvement District, and Tax Increment Bonds.

Bridge and Road Safety and Accountability Act
House Bill 473, known as the Bridge and Road Safety and Accountability Act (BaRSAA), provides for a graduated increase in motor fuel tax by fiscal year 2023 and is managed by the Montana Department of Transportation (MDT). Funds can be used to pay for the construction, reconstruction, maintenance, and repair of rural roads, city streets and alleys; and bridges.

BUILD Grant
Provided by the US Department of Transportation to invest in projects that promise to achieve national objectives related to road, rail, transit and port systems.

C

Capital Asset(s)
Assets of significant value and having a useful life of several years. Also called Fixed Assets.

Capital Improvement Plan (CIP)

The CIP provides a forecast of funds available for capital projects and identifies all planned capital improvement projects and their estimated costs over the five-year period.

Capital Expenditure
An outlay that results in or contributes to the acquisition or construction of a capital asset.

Capital Project
A capital project is a project that costs $25,000 or more and results in a permanent addition to the City's asset through the acquisition of property, new construction, or rehabilitation of an existing facility to a like-new condition. Project costs can include the cost of land, engineering, architectural planning, and contract services needed to complete the project.

Capital Project Fund(s)
These account for the acquisition and construction of major capital facilities such as a fire station or stadium. Revenues may be from grants, taxes, bonds, donations, transfers from other funds or assessments. For the purposes of the City of Billings there are currently these funds in this fund type: Sidewalks and Curb District Fund, Special Improvement Districts (SID) Fund.

Capital Replacement Fund
Used strictly for the replacement of vehicles and major items of equipment. Reserves are accumulated in this fund through transfers from benefitting funds.

Category
Projects in the CIP are organized into groupings based on common criteria. Typically this will be under the Department heading and may reflect a Division, operational work-group or service type.

Cell Tower Revenue
Funds generated from the leasing of City owned property.

CFC
Customer Facility Charge.

Charges to City Departments
Internal service fees assessed between Departments.

CIP
Capital Improvement Plan (CIP)

CIP Status
An identifying status is used to indicate if a project is new or has already been approved and is now subject to a change. For the purpose of the City of Billings examples include Modify Existing and New Project status designations.

Contribution(s)
A revenue source that is not an assessment tax or service fee, these may come from entities such as Private, Contractor, and may be Matched or account for full funding of a project.

Customer Facility Charge
User fee charged by an airport operator for rental car use.

D

Department
Defined work group or operation center within the City hierarchy. For the purposes of the City of Billings examples would include Aviation & Transit, Fire, Police, and Public Works.

Developer Contributions
Monetary commitments used for improvements and infrastructure that are received as part of a development project such as a subdivision.

E

East Tax Increment District Fund
Accounts for revenues from property tax levies in the East Tax Increment District on increased taxable values. Amounts collected are used for the benefit of the tax district.

Enterprise Fund
Funds established to account for specific services funded directly by user fees and charges to users for services. These funds are intended to be self-supporting. For the purposes of the City of Billings, these funds include Airport, Parking, Solid Waste, Transit, Wastewater, Water funds.

Environmental Protection Agency (EPA)
An independent agency of the United States federal government responsible for environmental protection.

EPA
Environmental Protection Agency (EPA)

EPA Grant
Funds awarded by the EPA to other organizations to conduct environmental programs or projects.

F

FAA
Federal Aviation Administration

Facilities Charges for Services
Internal services charges related to Facilities Management and usually accounting for building maintenance.

Facilities Management Fund
An Internal Services Fund that provides operating and maintenance services to the City Hall and BOC buildings. Also provides project management, specifications, and/or advice to all City Departments.

Facilities Master Plan
Document that describes and organization's facilities, their purpose and future needs planning, including maintenance, reconstruction and acquisitions.

Federal Transit Administration (FTA)
An agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems.

Fixed Asset(s)
Assets of significant value and having a useful life of several years. Also called Capital Assets.

FTA
Federal Transit Administration (FTA)

Fund
An existing collection of money.

Fund Type
For the purposes of the City of Billings, Montana, there are five (5) funding types that are utilized in relation to the CIP, examples include Capital Project, Enterprise, General, Internal Service, and Special Revenue.

Funding
The source of money being collected into a fund.

G

Gas Tax Fund
Accounts for revenues received from the State of Montana gasoline tax.

General Fund
Accounts for resources not otherwise required to be in another specified fund, either legally or by financial management practices. For the purposes of the City of Billings it is funded by property tax, licenses, permits, fees for service, fines and forfeitures, and state intergovernmental revenues.

Grant
A contribution by the State or Federal government, or another organization for a specific purpose, activity or facility. For the purposes of the City of Billings examples would include the Airport Cargo, Airport FAA, Build, EPA, NRDP/YRRP, Recreational Trails, Transit FTA, and Transportation Alternatives Grants.

H

I

IBL
Inner Belt Loop

Inner Belt Loop (IBL)
A planned route intended to better connect the West End of Billings with the Heights using Zimmerman Trail, Alkali Creek Road and Wicks Lane.

Internal Service Fund
Accounts for activities and services performed by a City Department for other organizational units within the City. For the purposes of the City of Billings an example would be the Facilities Management Fund.

J

Justification
An explanation of how a project addresses a specific issue or need.

K

L

M

MDT
Montana Department of Transportation

MET
Billings Metropolitan Transit.

Mill Levy
A special tax, assessment or service charge based on the taxable value of a property and used to support specified governmental activities.

Missing Sidewalk and Construction Program
Addresses sidewalk repair and construction needs on an on-going basis. Managed by the Engineering Division of Public Works.

N

Natural Resource Damage Program (NRDP)
Division of the Montana Department of Justice that seeks to recover damages to natural resources injured by the release of hazardous substances and to restore, rehabilitate, replace or acquire the equivalent of the injured natural resource.

NRDP
Natural Resource Damage Program.

NRDP/YRRP Grant
Grant partnership providing funds for projects related to the protection, restoration and development of natural resources.

O

Operating Budget Impact
An estimate of a capital project's ongoing operating expenses upon completion and the impact on the City's operating budget.

P

Park District 1 Fund
Accounts for the city-wide park assessment revenues and is used for maintenance and improvements of City parks.

Park Maintenance District Fund
Accounts for revenues from special assessment districts that support the maintenance of various, individual parks.

Parking Fund
Accounts for operations of the City Parking Division.

Parks Program Fund
Accounts for revenues and expenditures related to park acquisitions and improvements.

PAVER Program
Preventative asphalt maintenance program that addresses on-going needs of streets within the City of Billings, including overlaying, crack sealing and chip sealing. Managed by the Engineering Division of the Public Works Department.

Private Contribution
Funds provided to the City for use on specified projects from a privately owned entity or individual(s).

Project Funding
How a projected is specifically financed, this may include one or various funds as a funding source.

Project Type
Designation that indicates if a project will be maintaining a current resource or adding a new or increased asset/ value.
For the purposes of the City of Billings examples include types Renewal/ Replacement, or Enhancement/ New.

Public Safety Fund
Accounts for the Fire Department and Police Department operations, this includes the Animal Control Division.

Q

R

Recreational Trails Grant
Federally funded grant for the support of Montana recreational trails systems.

Recreational Trails Program
Administered by Montana State Parks and provides funds to develop and maintain recreational trails and related facilities throughout the state.

Revenue Source
Income produced by a given source. For the purposes of the City of Billings examples include charges to City Departments, Contributions, Debt, Grant, Special Assessments, State Revenue, Tax Revenue, User Fees and Charges that fund various projects and operations.

S

SID
Special Improvement District.

Sidewalk and Curb District Fund
Accounts for the payment of debt used for the construction of sidewalks and curbing throughout the City.

Solid Waste Fund
Accounts for the operations of the Solid Waste Division, including collection services and landfill operations.

South Tax Increment District Fund
Accounts for revenues from property tax levies in the South Tax Increment District on increased taxable values. Amounts collected are used for the benefit of the tax district.

Special Assessments
A levy imposed on certain properties to defray all or part of the cost for a specific improvement or service which primarily benefits the property being assessed. For the purposes of the City of Billings examples include Arterial, Park District 1, Storm, and Street Maintenance District assessments.

Special Improvement District
Districts established to accommodate special assessment needs to support improvements such as water, sanitation, storm drains and streets.

Special Improvement District (SID) Fund
Accounts for the funds generated from a Special Improvement District assessment.

Special Revenue Fund
Accounts for the proceeds of specific revenue sources (other than those for expendable trusts and major capital projects and enterprise activities) to finance specified activities as required by law or administrative regulation. For the purposes of the City of Billings examples of this fund type are Arterial Construction, Baseball Field/ Stadium Donations for Capital Fund, East Tax Increment District, Gas Tax, Park District 1, Park Program, Public Safety, South Tax Increment District, Storm, Trails, and Transportation Alternatives.

State Revenue
Funding from the State, this may be from taxes or other sources.

Storm Drain Assessment
Used to generate funding for the operation, maintenance and construction of the storm drain system.

Storm Fund
Accounts for the operation and maintenance of the storm drain system.

Stormwater Master Plan
Contains information on the condition of the City's stormwater management systems, streams and watersheds in addition to recommendations for improvements.

T

Tax Increment District
Areas within the City which have been identified by Resolution to be "blighted", this allows for special property tax treatment. Defined as an area with declining taxable value that requires redevelopment in the interest of public health and safety and citizen welfare. Tax revenue from construction and improvements in an assessed Tax District are then used for new construction and improvements for the same District

Tax Increment District Bond

Specially limited obligation bond payable from anticipated incremental increases in tax revenues, resulting from the redevelopment of a specified area.

Tax Increment District Fund
Accounts for funding from a Tax Increment District. For the purposes of the City of Billings examples include the South, East, and Tax Increment District Funds.

Tax Revenue
Revenues resulting from tax assessments and treated as income for specified projects or operations.

TIFD
Tax Increment District Fund

Trails Fund
Accounts for the maintenance and development of the multi-use trail system.

Transit FTA Grant
The Federal Transit Administration provided funding for local transit systems to support and expand their services.

Transit Fund
Accounts for the operations of the public transportation system.

Transportation Alternatives Program (TAP)
Managed by the US federal Highway Administration and provides funding for projects defined as transportation alternatives, such as pedestrian and bicycle projects, scenic and environmental projects, and historic preservation projects.

Transportation Alternatives Program Fund
Accounts for the maintenance and development of non-driver transportation projects.

U

User Fees and Charges
Service charges and fees assessed to the end user of a service.

V

W

Wastewater Fund
Accounts for the operations related to the wastewater systems and reclamation facility.

Water Fund
Accounts for the operations related to the water systems and treatment plant.

X

Y

Yellowstone River Recommended Practices (YRRP)
Yellowstone River Conservation District Council

YRRP
Yellowstone River Recommended Practices

Z

City Council Regular

Date:	12/19/2022
Title:	New City Hall Funding Options
Presented by:	Jessica Fust
Department:	City Hall Administration
Presentation:	Yes
Legal Review	Not Applicable

RECOMMENDATION

Staff recommends the Budget and Finance Council Committee recommendation that the project move forward with the full scope of work as discussed at the 11/28/2022 Council Meeting, and that Council approves moving forward with the funding options presented.

BACKGROUND (Consistency with Adopted Plans and Policies, if applicable)

Staff and project team presented an update on the New City Hall project to Council on 11/28/2022. The presentation discussed the latest budget estimates which were higher than previously estimated by about $6 Million and higher than original cost estimates by about $13.5 Million. These new estimates included approx. $1.9 million in value engineering reductions. According to our general contractor, Dick Anderson Construction, these costs increases are primarily tied to inflation in the construction industry (Inflation in this area is running between 48% and 53% since COVID). Options were presented to council to reduce the scope of the project or seek additional funding sources to keep the project moving forward as planned and designed. The direction from Council was to continue moving the project forward with the full scope as designed while continuing to look for cost savings and additional funding options. Further, council directed that staff meet with the Budget and Finance Council Committee to discuss staff recommended funding options available for the project. Staff met with the Committee on 12/8/2022 at the City Hall Conference room and discussed the New City Hall project funding options.

The committee voted to recommend the following funding options for the project with the understanding that some funds are not guaranteed. Staff recommends one-time or short-term cuts to other parts of the budget and reallocation to this project instead of long-term debt financing of the project, which will cost more over time. The overall impact to the project is an increase in funding sources of $12,800,000 - $16,300,000. Estimated reductions in project expenses are approximately $797,000. Overall this should provide enough funding sources to cover known project costs at this point in time.

General Fund/Public Safety vacancy savings ($500,000)

While positions are not being requested to be held open, we will likely have vacancy savings in FY23. At this point in the fiscal year, it is difficult to estimate the amount of funds that may be available, but it should be anticipated that any vacancy savings existing at year-end will be made available for the Stillwater Project. Based upon historical performance, a reasonable expectation of vacancy savings could be around $500,000.

Equipment Replacement Contribution ($500,000)

Currently, the City contributes about $1.6M annually to the ERP fund. This funds equipment replacements for Parks, Fire , Police, Code Enforcement & Library. Currently, 52 PD vehicles have an estimated useful life of 7 years, all other PD vehicles have a useful life of 8 or more years. If all PD vehicles were pushed to a minimum of 8 years, the Fire Departments 5 newest pumpers were pushed 1 year to a 16-year useful life, and all PRPL equipment was pushed to a minimum of 10 years, there could be additional funding of $500,000 made available from the ERP for one time. There could potentially be increased maintenance costs incurred as a result of extending the life of a vehicle.

Fire Station 8 Funds ($865,000)

The City has set aside $1.5M already for FS8 and has budgeted an additional $500K for FY22 to be added to this amount. The City has purchased the old Heights FS for $575,500. After the completion of the purchase there will be approximately $1,415,000 remaining. Additional funds will be needed for remodel, but there should be excess funds available after that is completed. Using these funds will meant there are not funds available for future Fire Station related capital.

Entitlement Share ($1,300,000)

Since FY02 the City has allocated the entitlement share revenue using the same percentages, with very little change. 76.1% to the General Fund, 12.9% to Public Safety, 3% to Library, 3.2% to Transit, and 4.8% to Street Traffic Oper. In FY23, those amounts are approximately $12.4M GF, $2.1M PS, $488k Library, $518K Transit, and $787k S/T Traffic. None of these funds are legally restricted, but reallocation of these funds would certainly have consequences on planned projects and operations. We are recommending $1.3M be redirected over 2 years from Library, Transit, and Street & Traffic. These funds are used for operating expenses, and will have short-term impacts on operations

within these funds. After two years, it is anticipated that the funds will go back to the prior allocation amounts after two years. Potential impacts of deferring these funds could mean reduced maintenance programs along the transportation network to include plowing or landscaping.

Police Drug Forfeiture ($500,000)

The City has drug forfeiture funds of approximately $900,000. Funds could be used for eligible Police Department building improvements.

Emergency Operations 9-1-1 Funds ($150,000)

The building includes space for an Emergency Operation Center. Funding from the EOC 911 fund could be used to pay for the eligible portions of this project related to the EOC. The estimated costs for EOC are $300K-$350K

Cell Tower Lease Revenue ($225,000)

The City receives cell tower lease revenue for a tower at the heights fire station and at Stewart park. These funds have been deposited into a Parks fund and have not been spent. There is approximately $225K accumulated that has not been spent. The Parks Department planned on using these funds for improvements to the Stewart Park parking lot.

Marijuana Revenue ($1,000,000)

The City will receive approximately $400,000 per year in Marijuana Revenue. We are recommending that a total of $1,000,000 ($200,000/yr for 5 years) be contributed towards the completion of this building.

Grant Revenue ($260,000)

The City will receive approximately $100,000 from the Opioid Settlement in the next two years. We will also receive $160,000 for energy efficient improvements through the Energy Efficiency and Conservation Block Grant Program. It is recommended that these funds be contributed towards eligible expenses within the building.

Outstanding Court Debt ($500,000)

The Municipal Court is taking a more proactive approach to collecting on delinquent court fines. Collection of these delinquent accounts should make available some funding for build-out of court space.

Historic Tax Credits ($2,500,000 - $3,500,000)

The City is exploring Historic Tax Credits as an eligible funding source for this project. While there is no guarantee that these fund will become a reality, we are digging deep to explore this option. The amount of credit is related to the total eligible expenses, so the exact amount cannot be known at this time.

Sale of City Assets ($4,500,000-$7,000,000)

The City Council has recently passed a resolution to begin marketing certain City properties for sale. These include the current City Hall Building, multiple parking lots downtown, and some retail space. Additionally, there are other properties the City owns, which may be considered for sale a future date. It is recommended that the proceeds from these sales be put towards the building.

Park District 1 and Parks Program Funds (Unknown at this time) If excess fund balance exists within PD1 or Parks Program Funds, there is a possibility that some of these funds could be used for eligible Parks expenses, making funds available for build-out.

Reductions in project scope (Reduce expense $797,000)

Some reductions in the project expenses could be made without impacting the function or quality of the building.

These include deferring improvements to existing 4th floor lobby and elevators, reduction in moving expenses and furniture and fixtures.

ALTERNATIVES

City Council may:

- Approve the funding recommendations from Budget and Finance Committee; or,
- Not Approve recommendations from Budget and Finance Committee and provide additional direction to staff

FISCAL EFFECTS

The fiscal effects of approving the staff recommendation would result in reducing and reallocating budget from other sources to this project, as indicated by the proposed funding options. By utilizing one-time and short-term cuts and reallocations as well as the sale of city assets, the City will avoid the additional cost of long-term debt service. There may also be additional sources of income from leasing space in the New City Hall building.

Based upon the recommended funding sources, the overall impact to the project is an increase in funding sources of $12,800,000 - $16,300,000. The most recent estimated reductions in project expenses net approximately $797,000. Overall this will provide enough funding sources to cover known project costs at this point in time. It is also important to note that approx. 1.9 million dollars of cuts were previously made by the project team through value engineering efforts.