

### OVERVIEW

The Montana Legislature has passed legislation which allows a municipality to set aside a portion of its general all-purpose levy for replacement and acquisition of property, plant or equipment costing in excess of five thousand dollars (\$5,000.00) with a life expectancy of five (5) years or more.

To set up a capital improvement *fund* the City is required to formally adopt a *Capital Improvement Program (CIP)*. The main advantage of this method of financing is that funds can be earmarked and carried from one year to the next. If it is recognized that renovation of a public building will be needed in five years, an amount can be set aside annually so the project can be funded at the end of five years. The CIP fund also allows a project to be done in phases, with funds allocated for architectural planning the first year and construction in later years.

The Capital Improvement Program is a 5-year planning document designed to guide decisions concerning capital expenditures and not cast in stone. This is a planning document and, as for all planning documents, it is subject to revision in order to reflect changes in community needs and service requirements, environmental factors and Council priorities. The first year of the Plan is intended to accurately reflect that year's anticipated appropriation for major capital projects and is called the *Capital Budget*. The subsequent four years represent an anticipated capital need during the period as submitted by Department Heads. The CIP must be reviewed and revised each year in order to add new projects and revise priorities.

The process of determining major capital needs and establishing a financial program extending beyond the annual budget encourages department managers to examine long-range needs and allows the City to develop more coherent city-wide fiscal policies. The CIP provides a basis to compare and rank projects and provides opportunities to explore alternate funding sources, since most capital improvement requests exceed the available revenues. The Council will be requested from time to time to make revisions to the plan. Staff, as well as Council members, may develop these requests themselves.

The capital budget is separate and distinct from the City's operating budget for several reasons. First, capital outlays reflect non-recurring capital improvements rather than ongoing expenses. Where possible, capital projects are funded from nonrecurring funding sources such as debt proceeds and grants; these one-time revenue sources are not appropriate funding sources for recurring operating expenses. Second, capital projects tend to be of high cost in nature, requiring more stringent control and accountability. To provide direction for the capital program, the City Council has adopted policies relating to the Capital Improvement Program and the Capital Budget, which are discussed later in this section.

### CIP PURPOSE

The purposes of setting up a five- (5) year Capital Improvement Program are:

- To ease the review of the annual capital budget through a uniform process.
- To broaden public participation in the budget process by providing documentation and scheduling hearings early in the process.
- To link capital budgets with the strategic plans, adopted policies, and other plans.
- To link capital expenditures with operating budgets.
- To increase coordination between departments, agencies, and other political jurisdictions.

### LINKAGE

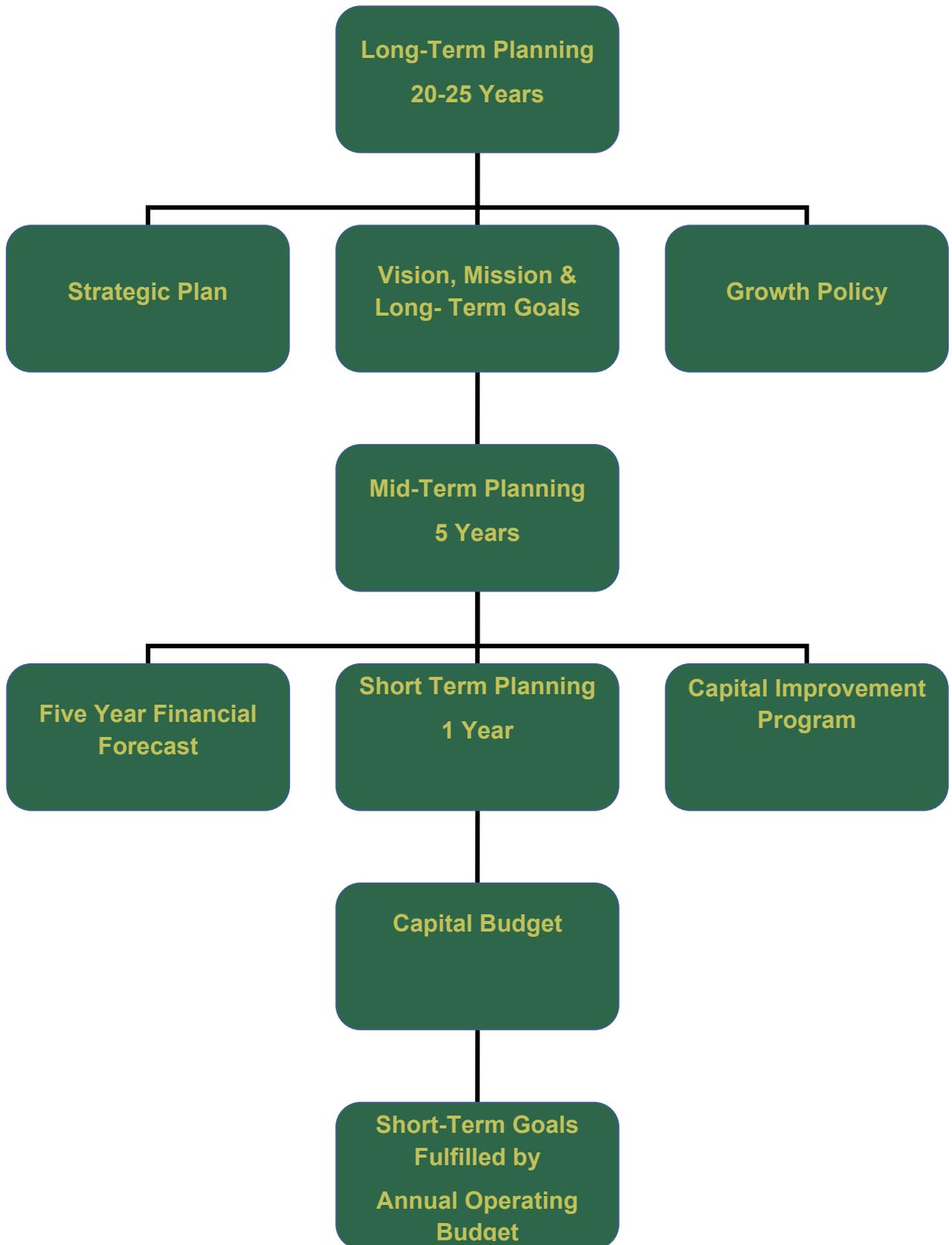
The City of Missoula conducts various planning processes (long-term, mid-term and short-term), to help guide the government and to insure that decisions are made in the context of the organization as a whole and with a long-term perspective. Diligent efforts are made to insure each of these component planning processes are in concert with one another. This so called “Linkage” is paramount to insure short-term decisions are consistent with the overriding values embodied in the mid-term and long-term planning processes adopted by the City Council. This required linkage dictates that the CIP be developed within the context of and consistent with, the City’s long-term and mid-term plans.

One area of linkage between the City’s future capital requirements has to do with the level of future debt service, including the debt supported by the General Fund and General Obligation debt supported by taxes. The Debt Management section of this budget reviews the future debt service requirements in these two areas. As discussed in that section of this budget document, after FY 2017, each future year has a smaller debt service requirement than the preceding year for the General Fund and the voted GO debt service. Eventually, after FY 2017, in excess of \$850,000 per year of tax supported projects may be freed up for future debt service requirements. Additionally, new revenue streams, the road and park special district assessments have been approved and developed by the City Council during the past four years. These special district assessments will be used to further enhance and support the City’s infrastructure needs in their designated areas. Both the declining future debt service requirements and the availability of a new funding stream will provide more flexibility for the City in future budgets in the Capital Improvement Program that is tax supported.

Each element of the City’s planning process has a different purpose and timeframe. The Strategic Plan, Vision, Mission, Long-term Goals and Growth Policy are the most far-reaching in nature — 20 to 25 years. The Capital Improvement Program and the Five-Year Financial Forecast are mid-term in nature — 5 years. The Annual Budget and the Capital Budget are short-term — covering a 1 year timeframe. The most important requisite is that they are coordinated and are in concert with one another.

Shown on the following page is a hierarchy of the City’s layered planning processes, all which support one another and are designed with a common goal. The chart depicts how the Capital Improvement Program, the Annual Operating Budget, and the Capital Budget fit within the City’s planning process hierarchy.

**CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET**



## CAPITAL PLANNING

Capital Planning refers to the process of identifying and prioritizing City capital needs for determining which capital projects should be funded in the capital budget as resources become available. Citywide planning is guided by the City's Strategic Plan and the Growth Policy. These plans provide long term direction for the growth and development of the City.

Proposed capital projects are reviewed for compliance to the adopted Strategic Plan and Growth Policy as part of the budget adoption process.

## PROCESS

### General Discussion:

*The capital improvements process provides for the identification, reviewing, planning, and budgeting of capital expenditures.*

All requests for capital improvements are evaluated to aid the Mayor and City Council in selecting the projects to be funded. Department heads submit CIP requests. Departmental staff initiates some of these projects while other organizations; citizen groups and individual citizens initiate others. Evaluation is based on a point system, which requires the department head to judge how well the project in question satisfies each of several criteria. The process is designed to provide a comprehensive look at long term capital needs, which is essential for effective decision-making. However, the system is not intended to provide an absolute ranking of projects based solely on the total numerical scores. A few points difference between total scores of projects is not the only significant factor in determining priority. In addition, there are several criteria, which are considered separately from the point system. For example, if a project was urgently required in order to replace an existing dilapidated facility, it would probably be scheduled for early funding regardless of its score on other criteria. Also, there is a question, which asks the evaluator's overall personal judgment of a project's priority, and helps to identify which proposals are considered most important.

This ranking process allows projects to compete for funds either within its own fund source or citywide. If the department's request only includes capital expenditures which are proposed to be funded out of its own non-tax revenue generated by that department, the projects compete within that department for inclusion within the plan, (for example, wastewater treatment plant projects are funded by Sewer Fees, etc.). However, if the request is outside of the department's ability to generate revenue, i.e., a request for assistance from the General Fund, then the project would compete on a citywide basis for funding.

The adoption of a CIP by the City is strictly a statement of intent, not an appropriation of funding for projects contained within. A list of CIP projects will be updated on an annual basis as new needs become known and priorities change. The possibility of a project with a low priority can remain in the CIP longer than four years due to a more important project bumping ahead for quicker implementation. Some projects may also be bumped up in priority and implemented quicker than originally planned.

### Definitions:

For the purposes of this process, capital is defined as items that have a single acquisition cost of \$5,000 and a useable life of 5 years. Basically, this definition implies that those items, which can be clearly classified as major improvements, rather than routine maintenance or equipment replacement, are defined as capital for the purposes of this program. It includes any major expenditure for physical facilities. Vehicles intended for use on streets and highways, costing less than \$35,000 are not included in the CIP.

### 2017-2021 Capital Improvement Program

#### 1. Recommendation for 2017-2021 Capital Improvement Program:

When possible department heads must, where appropriate, look at the City's Strategic Plan, the most recent Comprehensive Plan Update and amendments, Themes Document, Transportation Plan, Strategic Plan and other plans and documents or studies to determine if their projects are meeting the community's goals, and make a statement of their findings.

## CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

### 2. The Project Rating System:

When considering a department's proposal(s) the CIP Budget Team will meet with each Department and Division Head. The purpose for this meeting will be: 1) to assure that both the Department and Division Head and the CIP Budget Team are fully briefed on the department's proposal(s); and 2) discussion between the CIP Budget Team and the Department and Division Head regarding how proposal(s) are rated.

### 3. Coordination:

Department and Division Heads are encouraged to coordinate project proposals with internal departments as well as external agencies such as: the County, the Neighborhood Network and Councils, the Chamber of Commerce, the University of Montana, the School Districts and other community based organizations.

### 4. External Projects:

Projects initiated by external organizations, citizens groups and individual citizens will be given to appropriate Department Heads after submittal to the Finance Department.

## Annual Review

The CIP is reviewed on an annual basis. During this annual review process projects budgeted for the prior fiscal year are reviewed to determine status and whether to continue funding or require re-submittal to compete as a new project. New projects are added to projects carried over from the prior two years according to ranking or priority.

## Responsibilities for Program Development

Before a project reaches the Mayor and City Council for FY 2017-2021, each project should be reviewed for financial feasibility, conformance to established plans and response to public need. Responsibility to coordinate with the appropriate department project proposal(s) requiring review for engineering feasibility, environmental impact, land use regulations, grant eligibility and redevelopment plans falls to the Department and Division Head submitting those project proposal(s).

### 1. Department Heads

- a. Prepare project request forms.
- b. Provide all necessary supporting data (project sheets, maps, environmental data forms, fiscal notes, schedules, etc.) for the CIP Committee.
- c. Review projects with other department heads when there is a need to coordinate projects.
- d. Meet with CIP Team on projects.

### 2. Public Works

Review feasibility and cost estimates of all proposed public works type projects including preparatory studies.

### 3. Health Department

As appropriate, review all projects for environmental impact.

### 4. Development Services

Review all projects for conformance with the Transportation and Land use Plan, and whether projects being submitted for grants meet grant eligibility criteria and determination of which projects will compete best for competition grants.

### 5. Missoula Redevelopment Agency

Examine all projects that relate to the Missoula downtown redevelopment area to see that they correspond to Missoula redevelopment plans.

### 6. CIP Team

- a. Review revenue estimates.

- b. Review fund summaries.
  - c. Provide overall coordination for development of the CIP.
  - d. Review departmental requests and staff comments.
  - e. Review priorities, staff advice, and recommended additions, adjustments, or deletions.
  - f. Review financial data and recommend proposed plans for financing CIP.
7. Council Members
- Requests that department heads prepare project forms for projects they feel should be considered.
- Update, review and approve CIP annually.

### Method for Ranking Projects

1. **STEP 1** - The CIP Committee establishes the importance of one criterion over another by assigning the highest numerical score to the highest ranked criteria. This is called the weight factor.  
**STEP 2** - The department's criteria score is multiplied by the weight factor to establish a total score. The weight factor broadens the range of total scores and assigns priorities to the criteria. The total score will help determine the relative importance of one project over another in a systematic way.  
**STEP 3** - The department heads rate the capital projects according to the established criteria. All departments use the same criteria.  
**STEP 4** - Determine that projects are urgently needed for public safety or are mandated legally or by a contractual agreement. (See criteria PI-4 on sample CIP form)  
**STEP 5** - Determine scheduling of projects relative to allocation of available funds.

2. Rationale for Weight Factor Determination

The weighted score is assigned to each criterion by a method, which measures each criterion against every other criterion. When one criterion is more important than another it is assigned a point. The criterion with the most points (most important) is given the highest weight. For example Criterion 05 (Does the project result in maximum benefit to the community from the investment dollar?) has the highest weight score. The following discussion explains the method by which the criteria were given a weight score. For Street Reconstruction projects, blocks considered to need reconstruction in the next five years are first rated according to the Asphalt Institute Pavement Rating System. Streets planned for reconstruction in the CIP budget year are then assigned a priority ranking utilizing the Asphalt Institute Pavement Rating System.

### Definition of Criteria:

1. Is the project necessary to meet Federal, State, or local legal requirements? This criterion includes projects mandated by Court Order to meet requirements of law or other requirements. Of special concern are those projects being accessible to the handicapped.
2. Is the project necessary to fulfill a contractual requirement? This criterion includes Federal or State grants that requires local participation. Indicate the Federal grant name and number in the comment column.
3. Is this project urgently required? Will delay result in curtailment of an essential service? This statement should be checked "Yes" only if an emergency is clearly indicated; otherwise, answer "No." If "Yes," be sure to give full justification.
4. Does the project provide for or improve public health or safety? This criterion should be answered "No" unless public health or public safety can be shown to be an urgent or critical factor. If yes, please describe the public health or safety urgency.
5. Does the project result in maximum benefits to the community from the investment dollar? (Equipment and small projects should be related to larger program goals.)

Use a cost/benefit analysis, and/or another systematic method of determining the relative merits of the investment where it is appropriate. You may develop your own method of analysis; however, you may wish to review this method with the Finance Director or CIP Team prior to submitting the project

## CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

in order to resolve any questionable elements. Leveraging of city money by attracting outside dollars from other public or private sources should be considered and explained.

Examples include when a project may be eligible for a federal or state grant where every dollar of City money will be matched by three dollars of federal monies. Another example would be when a piece of equipment is purchased; it may increase productivity by fifty percent (50%) and thereby reduce personnel and operating costs. This enables the City to avoid additional personnel or operation costs that would have been incurred otherwise in order to keep up with growing public service demand. Another example would include the acquisition of equipment so that a particular operation could be performed in-house as opposed to contracting outside when the in-house costs would be less than outside contracting costs.

Types of analyses include established cost/benefit calculations, return on investment, and payback period through operating savings or other capital savings, and accepted industry rating schemes such as The American Asphalt Institute test. Also, estimate the number of people served over the life expectancy of the project and divide by the cost of the project. Relate this to other similar projects. Put this figure in the comment section and attach the information used to arrive at the figure. Where possible use standard measurements, for example, average daily trips (ADT).

This criterion also applies to the replacement or renovation of obsolete and inefficient facilities, which will result in substantial improvement in services to the public at the least possible cost.

0 – No analysis is submitted where analysis is possible.

1 – Analysis submitted is open to questioning. There are slight benefits to the project and no leveraging.

2 – A credible analysis is submitted showing moderate benefits.

3 – A credible analysis is submitted showing high benefits, which may include substantial leveraging.

6. Does the project require speedy implementation in order to assure its success of maximum effectiveness? (Equipment and small projects should be related to larger program goals.)

0 – Time is not a critical factor (i.e., the project will be as worthwhile doing five years from now as it is now).

1 – Time is of moderate importance.

2 – Time is of substantial importance.

3 – Time is critical factor.

For example, there may be a time limitation on providing a local funding share in order to receive a State or Federal grant. Another example would be if an improvement or replacement project is not performed now, such as replacing a roof, the benefits will be reduced, such as an unrepaired/replaced roof that continues to leak until the building's structure is rotted until there is no structure that can be saved. A third example would be when a hazard, such as environmental pollution, exists and there is an increasing and significant risk that, if the hazard is not abated, then it is likely that significant or irreparable damage occurs or the City might be financially liable for the consequential damage. There may be other reasons why time is of the essence in the success or failure of a project. If the time factor is critical, explain why.

7. Does the project conserve energy, cultural or natural resources, or reduce pollution?

0 – Does not have any conservation aspects or pollution reduction.

1 – Project has minimal amount of conservation aspects or pollution reduction, or there is no substantiation of the claims of these benefits.

2 – Project has significant level of either conservation aspects or pollution reduction, or an accompanying analysis or reference to another study, or plan substantiates this benefit.

3 – Project has both conservation aspects and an accompanying analysis or reference to another study, or plan substantiates pollution reduction or a substantial amount of energy or pollution savings and this claim.

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8. Does the project improve, maintain or expand upon essential City services where such services are recognized and accepted as necessary and effective? Identify in comment section what services are expanded. (Provision of a new service can be ranked anywhere on 0-2 scale).
  - 0 – Low to moderate improvement in low to moderately important service.
  - 1 – Maintain current level of service, substantial improvement of low priority service or moderate improvement of an essential service.
  - 2 – Substantial improvement of an essential service.
9. Does the project relate specifically to the City's strategic planning priorities or other plans?
  - 0 – Project enhances another plan, project or program aside from the strategic plan or does not conflict with any other plans, projects or programs (Note plan, project or program related to in comment section.)
  - 1 – Project enhances any of the strategic directions as determined during the City's strategic planning process. Falls within the appropriate year of the strategic plan.
  - 2 – This project substantially benefits any of the strategic directions to any of priorities as determined during the City's strategic planning process. Falls within the appropriate year of the strategic plan.
  - 3 – This project is critical to any of the strategic directions determined during the City's strategic planning process. Falls within the appropriate year of the strategic plan.

### **2017-2021 Guides for Department Heads in Preparing Information on Projects**

#### **Process**

1. Requests for all City Hall building construction needs should be sent to the Public Works Director. Please include the following information: the square footage, the number of people affected and the function of the people affected. Also note the problem with the existing space.
2. Submit project forms to the Finance. If there are any organizations in Missoula that you wish to be sure get a copy of the preliminary list, please submit their names and addresses with your projects.
3. All new requests for vehicles and equipment are to be added to the vehicle and equipment replacement program list after review from the vehicle maintenance manager.
4. Present a list of projects that might be included in the Capital Improvement Program after 2017.

#### **Filling Out Forms**

1. Only projects requesting funding during the first three years of the CIP will be evaluated with the criteria and ranked. The other projects are included for planning purposes without expressing intent to fund or not fund.
2. Be sure that all information asked for on the form is presented. If further explanation is needed, please attach it to the form.
3. If there is a need to coordinate one project with another project either internal or external, note and explain the need for the coordination in Part 5 of the form (Justification). Attach additional information when necessary.
4. In the justification section (Part 5) of the form explain your choice of a particular funding method(s). Also include a justification for your project and its relation to the criteria.
5. Section 7 of the form should reflect funding sources (include operating budget/in-kind contributions) your totals should equal the total cost of the project, not just the cost to the City.

### **DESCRIPTION OF PROGRAM CATEGORIES**

The capital budget is broken down into the following categories:

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- **CS** – Community Services (includes public buildings, etc.) e.g., renovation and energy improvements as well as new construction
- **PR** –Parks, Recreation and Open Space
- **S** –Street Improvements
- **PS** –Public Safety
- **WW**– Wastewater Facilities
- **SE** –Street Equipment

### CIP AMENDMENT PROCEDURE

In the case of a situation that arises which involves receipt of unanticipated revenue or unanticipated Missoula Redevelopment Agency projects the following amendment procedure is prescribed:

1. Department head requests an amendment to the CIP through the Finance Director.
2. CIP Team reviews the request.
3. CIP Team takes the request to all department heads for comments.
4. CIP Team makes recommendation to Council.
5. Amendment goes to Council for approval.

The purpose of this procedure is to handle large capital requests, which occur at mid-fiscal year and to adjust the CIP so that it remains up-to-date and therefore a useful working document.

### TAX INCREMENT FUNDS

The unique nature of tax increment funds is recognized. The Missoula Redevelopment Agency undertakes capital expenditures, which are intended to encourage additional private investment within the Central Business District. Not all of these expenditures are committed a year or more in advance and they require the ability on the part of the Missoula Redevelopment Agency (MRA) to respond promptly to developer requests.

Pursuant to the purpose of the CIP all anticipated projects to be funded in part or totally with tax increment funds for acquisition of property and public works facilities will be placed in the CIP. Tax increment funds not committed or anticipated for specific projects within these budget categories will be appropriated as contingency funds, and be made available for authorized expenditures under State law. For project requests made during the fiscal year, which require tax increment financing, the CIP amendment procedure described in Section V shall be used.

The following project categories may be financed with tax increments funds and will not be subject to the CIP process: demolition and removal of structures, relocation of occupants and cost incurred under redevelopment activities described under MCA 7-15-4233. Section MCA 7-15-4233 outlines the exercise of powers and costs incurred for planning and management, administration and specific urban renewal projects, i.e., rehabilitation programs.

### CAPITAL IMPROVEMENT PROGRAM FUNDING MECHANISMS

The FY 2017-2021 Capital Improvement Program has seventeen different sources of funding. Each funding source is described below.

The various projects submitted by the departments are scored and ranked as shown in the statistical charts in Section IV. Projects within each fund source compete against other projects in that fund source for funding.

As noted before, capital projects, unlike operating expenses which recur annually, only require one-time allocations for a given project. This funding flexibility allows the City to use financing and one-time revenue sources to accelerate completion of critical projects.

All potential capital funding resources are evaluated to ensure equity of funding for the CIP. Equity is achieved if the beneficiaries of a project or service pay for it. For example, general tax revenues and/or General Obligation Bonds appropriately pay for projects that benefit the general public as a whole. User fees, development fees, and/or contributions pay for projects that benefit specific users.

## CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

<b>General Fund Tax Levy:</b>	The City of Missoula sets aside a portion (amount varies from year to year) of its General Fund Tax Levy for projects in a Capital Improvement Program (C.I.P.).
<b>Cash Balance:</b>	This fund source is a contribution of the City's general fund cash balance, in addition to the portion of the CIP that comes from the general fund tax levy. This category also includes projects which use excess cash reserves in the CIP fund itself.
<b>State Revenues:</b>	The City receives various payments from the State of Montana for different purposes. A portion of Gas Tax revenues is earmarked for labor and material costs of street projects. The City also maintains State routes within City limits and does special street projects for the State. Revenues from these activities are used for labor, material, and capital outlay expenditures.
<b>Tax Increment Funds:</b>	This funding source consists of taxes levied on increases in the value of parts of the Central Business District tax base, which began in 1978 and continue today in a few new districts adjacent to the original Central Business District. These funds are earmarked for redevelopment projects within the district boundaries. Several new Urban Renewal Districts have been created to supersede the original downtown district that will address redevelopment issues in two older parts of the City.
<b>Sewer R &amp; D Fund:</b>	The Sewer Replacement and Depreciation Fund consists of funds set aside annually for future investment in sewage treatment plant facilities.
<b>Parking Commission:</b>	The Missoula Parking Commission maintains substantial cash reserves that are available to them for projects related to parking needs.
<b>Grants/Donations:</b>	This fund source consists of Federal grants, State grants, and donations by citizens and businesses where the money is passed through the City.
<b>CTEP:</b>	These are Federal grants primarily directed towards improving or expanding non-motorized transportation.
<b>G.O. Bonds:</b>	These are bonds for which the full faith and credit of the City is pledged. G.O. Bonds require voter approval.

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### Special Assessments

**& Other Debt:** Special Assessments are charges against certain properties to defray the cost of infrastructure improvements deemed primarily to benefit those properties. Also included are Revenue bonds where the debt service payments are paid for exclusively from the project earnings and Sidewalk/Curb Assessments. Other debt can include revenue bonds for Sewer project loans and tax increment bonds, which were sold to finance the downtown parking structure. Tax increment bonds are repaid by tax increment revenues, which were previously discussed.

### Special District

#### Assessments for

**Roads & Parks:** These city-wide assessments (levied on the property tax bills) provide some funding for capital construction projects in the city for roads and parks.

**Title One:** These are funds generated by repayment of HUD and UDAG projects.

**Trails Fund:** Donations and land lease payments have been set aside in a special revenue fund for the purpose of expanding the trails system.

**Cable TV:** These are funds generated from collection of franchise fees paid by subscribers of the local cable television operators.

**User Fees:** User fees are charges for city services where the benefits received from such services can be directly and efficiently applied to those who receive the benefits.

### Park Acquisition &

**Development Fund:** This fund is set up to account for funding that developer's pay to the City instead of donating park land when they are subdividing bare land.

**CMAQ:** These are federal grants aimed at mitigating air quality problems.

**Other & Private:** This fund source represents other miscellaneous categories. One type of funding source would be the operating budget, which are the "in-kind" costs of City employee labor that are funded by the operating budget. Private investment is not included in the total City costs of the project, but is shown to demonstrate the "leveraging" of private investment that some projects, especially projects of the Missoula Redevelopment Agency, have. Also included are projects where the State of Montana may fund the project and be responsible for its implementation, so the project does not affect city funds or go through our treasury. These projects are shown because they affect the urban area.

## CAPITAL BUDGET AND ITS IMPACT ON FUTURE OPERATING BUDGETS

Whenever the City commits to a CIP plan, there is an associated long-range commitment of operating funds. For this reason, it is important to evaluate capital commitments in the context of their long-range operating impact. Most capital projects affect future operating budgets either positively or negatively due to an increase or decrease in maintenance costs or by providing capacity for new programs to be offered. Such impacts vary widely from project to project and, as such, are evaluated individually during the process of assessing project feasibility. The five-year financial forecast also provides an opportunity to review the operating impact of growth-related future capital projects.

The operating impact of capital projects is analyzed and taken into consideration during the extensive CIP prioritization process. Estimated new revenues and/or operational efficiency savings associated with projects are also taken into consideration (net operating costs). Departmental staff plan and budget for significant start-up costs, as well as the operation and maintenance of new facilities. The cost of operating new or expanded facilities or infrastructure is included in the operating budget in the fiscal year the asset becomes operational. Debt service payments on any debt issued for capital projects is also included in the operating budget.

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Listed below are two tables. The first table contains the capital items included in this year's Annual Budget, together with projected impacts on future operating budgets (exclusive of equipment replacement costs). The second table shows the equipment replacement costs by department for the next five fiscal years. A detail of the summarized capital replacement schedule is printed in the appendix to this report.

Please note that the level of operating budget impact is disclosed in the tables below. The General Fund debt service impacts have been in the CIP budget for many years and are discussed in further detail in the debt management section of this document.

The General Fund equipment in the attached replacement schedules will be financed with capital leases ranging from 3 to 15 years. Most leases have a term of 3 to 5 years, depending on the useful life of the equipment. The enterprise fund equipment in the replacement schedule will be paid for in cash.

The future operating debt service impact for both of the new parking structures (East Main Street and the Riverfront Triangle) and the new head-works at the wastewater plant will be completely mitigated by current and future rate increases already in place. Enterprise fund projects supported by revenue bonds will be funded with debt that is rated by national rating agencies (Standard & Poor and Moody's). Rate covenants are in place for the all current revenue bonds requiring that debt service coverage ratios be maintained in order to maintain the debt ratings. No future revenue bonded debt can be issued without a demonstrated history of maintaining adequate debt service coverage ratios (please see the statistical section for coverage calculations for both parking and wastewater).

Other than the debt financed projects discussed above, most non-General Fund supported projects are paid for in cash from various types of revenue streams such as grants and tax increment dollars.

The following capital financings occurred during the previous fiscal year (FY 2016):

- \$1,646,954 Master Governmental Lease Purchase Agreement – heavy equipment/rolling stock for the General Fund and Road and Park District 1 – sold and closed on November 20, 2015.

The following capital financing occurred subsequent to July 1, 2016 (beginning of FY 2017):

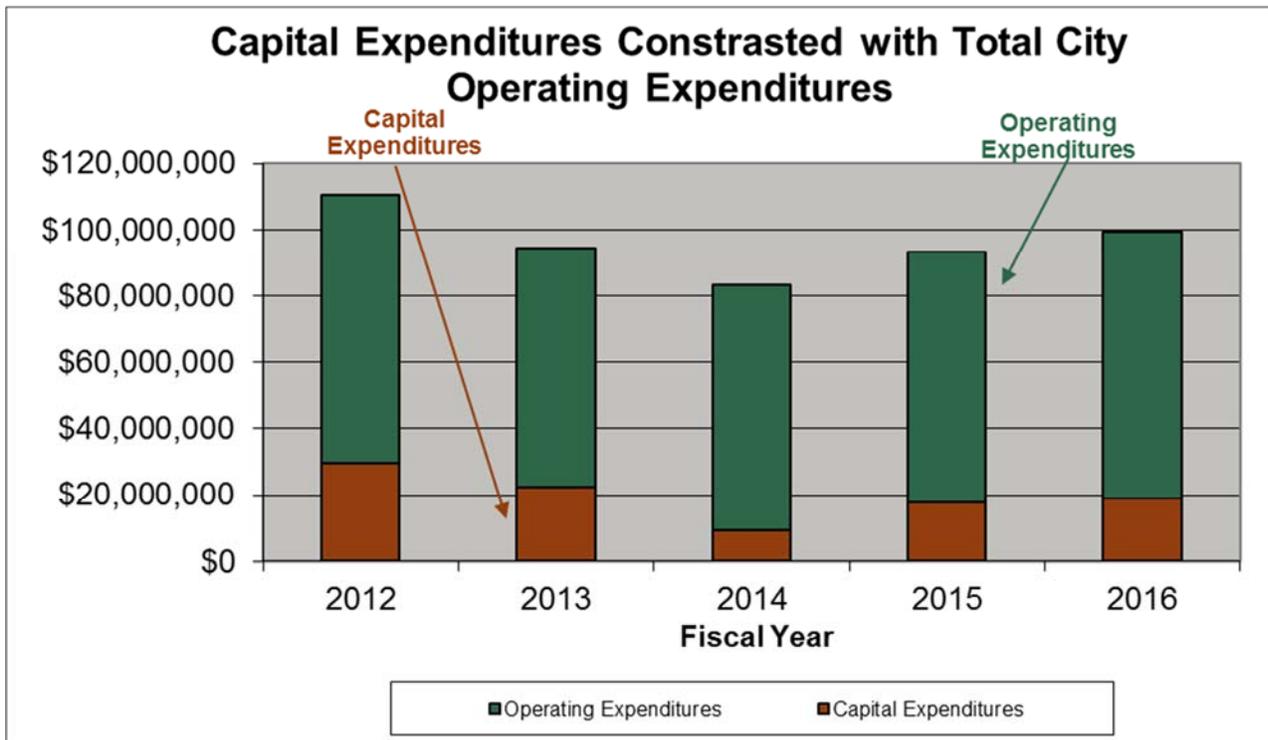
- \$1,758,427 Master Governmental Lease Purchase Agreement – heavy equipment/rolling stock for the General Fund and the Road and Park District 1 – sold and closed on November 24, 2016.

**CAPITAL EXPENDITURES CONTRASTED WITH TOTAL CITY OPERATING EXPENDITURES**

The investment by the City in its capital and infrastructure is of primary importance to insure the long-term viability of service levels. The amount of capital expenditures in relation to the total City budget is a reflection of the City’s commitment to this goal.

The City of Missoula strives to provide for adequate maintenance of capital, plant, and equipment and for their orderly replacement. All governments experience prosperous times as well as periods of economic decline. In periods of economic decline, proper maintenance and replacement of capital, plant, and equipment is generally postponed or eliminated as a first means of balancing the budget. Recognition of the need for adequate maintenance and replacement of capital, plant, and equipment, regardless of the economic conditions, will assist in maintaining the government’s equipment and infrastructure in good operating condition.

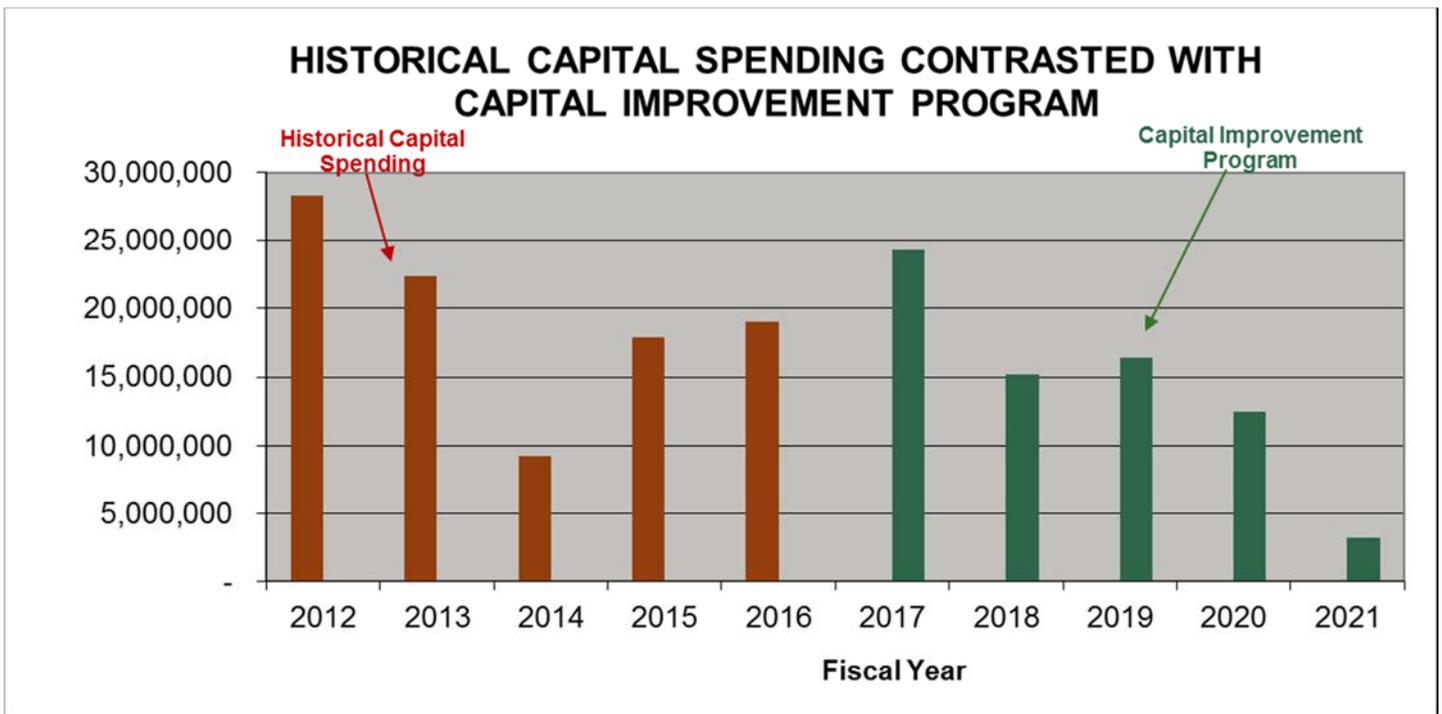
The graph below illustrates Missoula’s historical investment in capital. The graph depicts actual capital expenditures over the course the last five years (for which audited values are not available at the time of publication of the budget) as compared to the City’s operating budget. Obligating resources to capital investment is appropriate for a growing community, as Missoula strives to meet level of service standards identified in the Strategic Plan and community outcomes identified in the Growth Management Plan.



**CAPITAL IMPROVEMENT PROGRAM (NEXT FIVE YEARS)  
CONTRASTED WITH HISTORICAL CAPITAL SPENDING (PREVIOUS  
FIVE YEARS)**

Another indicator of Missoula’s commitment to providing adequate maintenance of capital, plant, and equipment and orderly and timely replacement of capital, plant and equipment is the amount of projected capital spending over the course of the next five to six years as compared to the previous five-year period. This information is useful to the City Council in their deliberations when determining which items and when these items will or can be included in the Capital Budget. This information also helps the City Council make decisions with a long-term perspective in regards to the capital and operating budget.

Shown below is a graph which contrasts historical capital spending (last five years of audited values) with the capital spending identified in the Capital Improvement Program (the next five years).



## CAPITAL IMPROVEMENT POLICIES

The City of Missoula has developed a set of financial management policies that cover all aspects of its financial operations. These and other policies are reviewed periodically by the Chief Administrative Office, the Finance Director and the City Council and are detailed in the Executive Summary section of this document. Policies on capital improvements are one component of those financial policies. Listed below are excerpts from those policies, which relate specifically to capital improvements.

### CIP Formulation:

- 1) **CIP Purpose.** The purpose of the CIP is to systematically plan, schedule, and finance capital projects to ensure cost-effectiveness as well as conformance with established policies. The CIP is a five-year plan organized into the same functional groupings used for the operating programs. The CIP will reflect a balance between capital replacement projects that repair, replace or enhance existing facilities, equipment or infrastructure; and capital facility projects that significantly expand or add to the City's existing fixed assets.
- 2) **CIP Criteria.** Construction projects and capital purchases of \$5,000 or more will be included in the Capital Improvement Plan (CIP); minor capital outlays of less than \$5,000 will be included in the regular operating budget. The Capital Improvement Plan (CIP) differentiates the financing of high cost long-lived physical improvements from low cost "consumable" equipment items contained in the operating budget. CIP items may be funded through debt financing or current revenues while operating budget items are annual or routine in nature and should only be financed from current revenues.
- 3) **Deteriorating Infrastructure.** The Capital Improvement Plan will include, in addition to current operating maintenance expenditures, adequate funding to support repair and replacement of deteriorating infrastructure and avoidance of a significant unfunded liability.

### Project Financing:

- 1) **Minor Capital Projects.** Minor capital projects or recurring capital projects, which primarily benefit current residents, will be financed from current revenues. Minor capital projects or recurring capital projects represent relatively small costs of an on-going nature, and therefore, should be financed with current revenues rather than utilizing debt financing. This policy also reflects the view that those who benefit from a capital project should pay for the project.
- 2) **Major Capital Projects.** Major capital projects, which benefit future residents, will be financed with other financing sources (e.g. debt financing). Major capital projects represent large expenditures of a non-recurring nature which primarily benefit future residents. Debt financing provides a means of generating sufficient funds to pay for the costs of major projects. Debt financing also enables the costs of the project to be supported by those who benefit from the project, since debt service payments will be funded through charges to future residents.

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

FY 2017 Capital Budget & Operating Budget Impacts					
Projects by Department/Project Name					
FY 2017 Capital Budget	Annual Operating Budget Impacts				
Department/Project Title	Appropriation	Personal Services Costs	Other Operating Costs	Debt Service Costs	Total
<b>General Fund Capital Purchases</b>					
PC - Computer and Copier Replacement - CityWide	97,400				97,400
Core Equipment replacement	3,871,700				3,871,700
<b>CIP - General Fund</b>					
Fire Station #4 - General Fund Debt Service 2006B				52,340	52,340
50 Meter Pool - General Fund Debt Service 2007C				62,495	62,495
Maintenance shop remodel/refunding 2016A				318,450	318,450
White Pine debt service - Series 2010A refunding				131,513	131,513
Energy Savings Performance debt 2010C				86,575	86,575
CIP - CORE Replacement Equipment debt service				2,099,394	2,099,394
Internally Financed Equipment				159,677	159,677
<b>Wastewater Treatment Plant</b>					
Old Highway 93 Sewer Interceptor	654,253				654,253
Sewer Pipe Rehabilitation Program	300,000				300,000
Russell Street Interceptor (Broadway to South 3rd)	31,500				31,500
Reserve St Lift Station Upgrade & Rehabilitation	569,000				569,000
Linda Vista Blvd Interceptor STEP System Conversion	769,866				769,866
Broadway Interceptor(North of Russel St Bridge)	145,000				145,000
Biogas Electrical Generation	1,179,100				1,179,100
Compost Facility Design	460,000				460,000
Grant Creek Lift Station	500,000				500,000
Laboratory Expansion	326,000				326,000
Administration Building	588,000				588,000
<b>Missoula Redevelopment Agency</b>					
URD II Western Curb & Sidewalk - S. 1st Street	125,000				125,000
URD III Residential west S/C - Benton, Fairview, Dearborn	437,500				437,500
<b>Other Funds - CIP - FY 2017</b>					
Core Equipment replacement	337,000				337,000
Energy Conservation and Climate Action Activities	48,625				48,625
MAM Art Park and ADA improvements	675,000				675,000
Caras Park Outfall - Stormwater treatment retrofit	196,000				196,000
Construction Project Assessment program software	80,000				80,000
VOIP / Data / GIS / Storage upgrades	141,475				141,475
City Hall growth plan	60,000				60,000
Time Management System (Timeclocks)	23,376				23,376
City Wayfinding Project PH II	490,500				490,500
Aquatics CIP plan for Splash & Currents	200,090				200,090
Fort Missoula Regional Park	151,000				151,000
McCormick Park site plan	70,000				70,000
Park Asset Management	248,000				248,000
Park Development & Expansion	70,000				70,000
Kim Williams expansion trail	76,638				76,638
Bellevue Park Bike Skills feature	3,000				3,000
Pleasant View basketball court	25,440				25,440
Recreation Software	97,000				97,000
Syringa Park bike skills feature	100,000				100,000
Trailhead Rennovations	162,850				162,850
Fire Hydrants	23,000				23,000
Boat Ramp Construction	41,500				41,500
Trench/Confined spaces rescue training prop	15,000				15,000
Police locker rooms	30,000				30,000
Police parking lot lighting	105,000				105,000
Police Evidence Storage building	2,562,208				2,562,208
Police restrooms at City Hall	263,000				263,000
Special Teams PPE & Less lethal	44,100				44,100
Municipal Court security enhancement	12,500				12,500
Clark Fork Lane-South of Union Pacific Street	35,500				35,500
Hillview Way Street Improvements	4,054,965				4,054,965
Gravel Street Paving	335,000				335,000
Mullan and George Elmer Drive Intersection Signal	5,000				5,000
VanBuren Street Reconstruction	345,000				345,000
Street Improvement and Major Maintenance Program	1,200,000				1,200,000
Annual Sidewalk Installation/Replacement Program	2,010,000				2,010,000

## CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

FY 2017 Capital Budget & Operating Budget Impacts				
Projects by Department/Project Name (Cont'd)				
FY 2017 Capital Budget	Annual Operating Budget Impacts			
Cregg Ln Rdwy Improvements Orange St to Hickory St	373,550			373,550
Bicycle Safety Project-Stephens & Orange	27,500			27,500
Downtown Signal Upgrades	60,000			60,000
East Broadway Improvements for Missoula College	167,701			167,701
Madison Street Bridge Improvements	60,000			60,000
South Avenue Improvements-Reserve to 36th	60,000			60,000
City Hall Sidewalk Improvements	150,000			150,000
<b>GRAND TOTAL</b>	<b>25,290,837</b>	<b>\$</b>	<b>-</b>	<b>28,201,281</b>

DEPARTMENT	EQUIPMENT REPLACEMENT TOTALS				
	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>
<b>FLEET SERVICES</b>					
Total Operating Portion	\$ 430,000	\$ 35,000	\$ -	\$ -	\$ -
Total CIP Portion	-	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$ 430,000</b>	<b>\$ 35,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>P.W. ENGINEERING</b>					
Total Operating Portion	\$ -	\$ 35,000	\$ 76,000	\$ 35,000	\$ 35,000
Total CIP Portion	-	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$ -</b>	<b>\$ 35,000</b>	<b>\$ 76,000</b>	<b>\$ 35,000</b>	<b>\$ 35,000</b>
<b>POLICE DEPARTMENT</b>					
Total Operating Portion	\$ 508,000	\$ 385,000	\$ 575,000	\$ 540,000	\$ 430,000
Total CIP Portion	-	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$ 508,000</b>	<b>\$ 385,000</b>	<b>\$ 575,000</b>	<b>\$ 540,000</b>	<b>\$ 430,000</b>
<b>FIRE EMERGENCY VEHICLES</b>					
Total Operating Portion	\$ 35,000	\$ 35,000	\$ 120,000	\$ 35,000	\$ 35,000
Total CIP Portion	1,071,000	500,000	141,000	1,414,000	760,000
<b>TOTAL BUDGET AND CIP</b>	<b>\$ 1,106,000</b>	<b>\$ 535,000</b>	<b>\$ 261,000</b>	<b>\$ 1,449,000</b>	<b>\$ 795,000</b>
<b>FIRE ADMINISTRATION</b>					
Total Operating Portion	\$ -	\$ 35,000	\$ -	\$ -	\$ -
Total CIP Portion	-	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$ -</b>	<b>\$ 35,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>P.W. STREET DIVISION</b>					
Total Operating Portion	\$ 45,000	\$ -	\$ 45,000	\$ -	\$ -
Total CIP Portion	692,000	1,020,000	971,000	1,535,000	431,000
<b>TOTAL BUDGET AND CIP</b>	<b>\$ 737,000</b>	<b>\$ 1,020,000</b>	<b>\$ 1,016,000</b>	<b>\$ 1,535,000</b>	<b>\$ 431,000</b>
<b>C.S. VEHICLE MAINTENANCE</b>					
Total Operating Portion	\$ -	\$ -	\$ -	\$ -	\$ -
Total CIP Portion	-	65,000	60,000	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$ -</b>	<b>\$ 65,000</b>	<b>\$ 60,000</b>	<b>\$ -</b>	<b>\$ -</b>

**CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET**

DEPARTMENT		EQUIPMENT REPLACEMENT TOTALS (Cont'd)				
		<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>
<b>P.W. TRAFFIC SERVICES</b>						
Total Operating Portion	\$	16,000	\$ 30,000	\$ -	\$ 15,000	\$ -
Total CIP Portion		16,000	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>32,000</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ 15,000</b>	<b>\$ -</b>
<b>PARKS DEPARTMENT</b>						
Total Operating Portion	\$	135,000	\$ 120,000	\$ -	\$ -	\$ -
Total CIP Portion		923,700	383,000	208,000	82,000	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>1,058,700</b>	<b>\$ 503,000</b>	<b>\$ 208,000</b>	<b>\$ 82,000</b>	<b>\$ -</b>
Grand Total Operating Portion	\$	1,169,000	\$ 675,000	\$ 816,000	\$ 625,000	\$ 500,000
Grand Total CIP Portion		2,702,700	1,968,000	1,380,000	3,031,000	1,191,000
<b>TOTAL GENERAL FUND</b>	<b>\$</b>	<b>3,871,700</b>	<b>\$ 2,643,000</b>	<b>\$ 2,196,000</b>	<b>\$ 3,656,000</b>	<b>\$ 1,691,000</b>
<b>CEMETERY</b>						
Total Operating Portion	\$	-	\$ -	\$ -	\$ -	\$ -
Total CIP Portion		45,000	70,000	45,000	30,000	81,000
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>45,000</b>	<b>\$ 70,000</b>	<b>\$ 45,000</b>	<b>\$ 30,000</b>	<b>\$ 81,000</b>
<b>P.W. BUILDING INSPECTION</b>						
Total Operating Portion	\$	90,000	\$ 30,000	\$ 60,000	\$ 30,000	\$ 90,000
Total CIP Portion		-	-	-	-	-
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>90,000</b>	<b>\$ 30,000</b>	<b>\$ 60,000</b>	<b>\$ 30,000</b>	<b>\$ 90,000</b>
<b>P.W. WASTE WATER TREATMENT</b>						
Total Operating Portion	\$	135,000	\$ 35,000	\$ -	\$ 180,000	\$ -
Total CIP Portion		35,000	340,000	255,000	-	138,000
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>170,000</b>	<b>\$ 375,000</b>	<b>\$ 255,000</b>	<b>\$ 180,000</b>	<b>\$ 138,000</b>
<b>PARKING COMMISSION</b>						
Total Operating Portion	\$	32,000	\$ 82,000	\$ 114,000	\$ 82,000	\$ 32,000
Total CIP Portion		-	-	-	-	18,000
<b>TOTAL BUDGET AND CIP</b>	<b>\$</b>	<b>32,000</b>	<b>\$ 82,000</b>	<b>\$ 114,000</b>	<b>\$ 82,000</b>	<b>\$ 50,000</b>
Total Operating Portion	\$	257,000	\$ 147,000	\$ 174,000	\$ 292,000	\$ 122,000
Total CIP Portion		80,000	410,000	300,000	30,000	237,000
<b>TOTAL NON-GENERAL FUND</b>		<b>337,000</b>	<b>557,000</b>	<b>474,000</b>	<b>322,000</b>	<b>359,000</b>
Grand Total	\$	4,208,700	\$ 3,200,000	\$ 2,670,000	\$ 3,978,000	\$ 2,050,000
Federal Transportation Portion		-	(339,300)	(147,900)	-	-
<b>TOTALS</b>	<b>\$</b>	<b>4,208,700</b>	<b>\$ 2,860,700</b>	<b>\$ 2,522,100</b>	<b>\$ 3,978,000</b>	<b>\$ 2,050,000</b>
Operating Equipment - predominantly rolling stock - pickup trucks & cars costing less than \$35,000						
CIP Equipment - Predominantly heavy equipment such as tandem axel dump trucks, fire engines, graders etc.						

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021
<b>FLEET SERVICES</b>				<b>220</b>					
800	6605	TOYOTA PRIUS	ADMIN	2004		\$35,000			
887	9809	DODGE GRAND CARAVAN	MRA	2015					
NEW		WAYFINDING SIGNS	DEV SRVS	2017	\$430,000				
<b>Total Core Units</b>				<b>2</b>	<b>\$430,000</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>ENGINEERING DIVISION</b>				<b>280</b>					
502	9626	FORD ESCAPE	ENGR	2014					
503	6688	JEEP GRAND CHEROKEE	ADMIN	2005			\$35,000		
505	8499	JEEP LIBERTY	ENGR.	2006					\$35,000
509	8032	CHEVROLET IMPALA	ADMIN	2007				\$35,000	
510	6636	CHEVY COLORADO	ENGR	2005			\$35,000		
511	8185	GMC SIERRA 2500	ENGR	2008		\$35,000			
512	6637	CHEVROLET COLORADO	INSPECTION	2005					
514	9639	FORD F250	INSPECTION	2014					
515	9817	CHEVY COLORADO	ENGR	2015					
516	9816	CHEVY COLORADO	ENGR	2015					
		SEWER TAP COMPRESSORS	ENGR.	3			\$6,000		
<b>Total Core Units</b>				<b>11</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$76,000</b>	<b>\$35,000</b>	<b>\$35,000</b>
<b>POLICE DEPARTMENT</b>				<b>290</b>					
1	8121	FORD ESCAPE	ADMIN	2012			\$35,000		
4	9835	BUICK LACROSSE	DETECTIVE	2007					\$35,000
5	9594	CHEVROLET IMPALA	DETECTIVE	2013				\$35,000	
6	8122	FORD ESCAPE	ADMIN	2012					
7	6603	CHEVROLET G30 VAN	CRIME VAN	2004					\$45,000
8	9627	DODGE JOURNEY	ADMIN	2014					
9	9635	DODGE 1500	K9	2014			\$45,000		
11	6619	CHEVROLET IMPALA	DETECTIVE	2004					
19	8114	FORD TAURUS	DETECTIVE	2013					\$35,000
20	8023	DODGE DAKOTA	AI	2010				\$40,000	
23	9596	DODGE DAKOTA	AI	2013					
24	9628	DODGE JOURNEY	ADMIN	2014					
26	9608	DODGE JOURNEY	ADMIN	2015					
27	9607	DODGE JOURNEY	ADMIN	2015					
42	6684	FORD EXPEDITION	K9	2005					
48	8100	CHEVROLET TAHOE	PATROL	2011	\$45,000				
55	8104	DODGE CHARGER	PATROL	2012			\$45,000		
60	8123	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
61	8124	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
62	8125	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
63	8126	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
64	8127	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
65	8128	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
66	8129	DODGE CHARGER	PATROL	2013	\$45,000			\$45,000	
NEW	TBD	DODGE CHARGER - NEW MISD OFFICER VEH	PATROL	NEW	\$38,000			\$45,000	
67	8130	DODGE CHARGER	PATROL	2013		\$45,000			\$45,000
70	9616	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
71	9615	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
72	9614	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
73	9599	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
74	9621	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
75	9622	DODGE CHARGER	PATROL	2014		\$45,000			\$45,000
80	9851	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
81	9852	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
82	9853	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
83	9854	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
84	9855	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
85	9856	DODGE CHARGER ALL WHL DRIVE	PATROL	2014			\$45,000		
1207		HONDA ST1300PA	PATROL	2012			\$35,000		
1271		HONDA ST1300PA	PATROL	2012			\$35,000		
1276		HONDA ST1300PA	PATROL	2012			\$35,000		
1338		HONDA ST1300PA	PATROL	2012			\$35,000		
8033	8033	CHEVROLET IMPALA	DETECTIVE	2007	\$25,000				
8040	8040	FORD F150 CREW CAB	DETECTIVE	2007			\$40,000		
8059	8059	CHEVROLET IMPALA	DETECTIVE	2008		\$35,000			
8060	8060	CHEVROLET IMPALA	DETECTIVE	2008		\$35,000			
8088	8088	MALIBU HYBRID	DETECTIVE	2009				\$35,000	
8089	8089	MALIBU HYBRID	DETECTIVE	2009				\$35,000	
8090	8090	MALIBU HYBRID	DETECTIVE	2009				\$35,000	
		ADDITIONAL MOBILE RADIOS	PATROL	NEW	\$35,000				
		NEW REQUEST FOR ADDITIONAL CRIME VAN.	PATROL	NEW	\$50,000				
<b>Total Core Units</b>				<b>49</b>	<b>\$508,000</b>	<b>\$385,000</b>	<b>\$575,000</b>	<b>\$540,000</b>	<b>\$430,000</b>

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL (Cont'd)

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021	
<b>FIRE EMERGENCY VEHICLES</b>					<b>300</b>					
		CATARAFT TUBES AND TRAILER	RESCUE	2002						
4461	9518	FIRE ENGINE (TYPE 1)	RESPONSE	2014						
2		RESCUE WATER CRAFT	RESCUE	2012						
1073	9286	FIRE ENGINE (TYPE 1)	RESPONSE	2010						
3227	7142	FIRE ENGINE (TYPE 1)	RESPONSE	2003		\$500,000				
2341	7145	FIRE ENGINE (TYPE 1)	RESPONSE	2002	\$490,000					
1373	7143	FIRE ENGINE (TYPE 1)	RESPONSE	1999	\$490,000					
6664	7141	FIRE ENGINE (TYPE 1)	RESPONSE	2006					\$500,000	
9974	?	FIRE ENGINE (TYPE 1)	RESPONSE	2009						
4747	9519	LADDER TRUCK	RESPONSE	2014						
9021	9021	LADDER TRUCK	RESPONSE	1999				\$1,400,000		
4197	4197	WATER TENDER (20 YR)	RESPONSE	2001					\$260,000	
3885		WILDLAND ENGINE (TYPE 3)	RESPONSE	2014						
8685	8685	WILD LAND ENGINE (TYPE 2)	RESPONSE	1999			\$120,000			
4002	?	WILDLAND ENGINE (TYPE 3)	RESPONSE	2012						
7237	7237	WILD LAND ENGINE (TYPE 6)	RESPONSE	2007						
3131	6261	COMMAND VEHICLE	RESPONSE	2015						
3132	6261	COMMAND VEHICLE	RESPONSE	2015						
5803		COMMAND VEHICLE	RESPONSE	2007						
NEW		EQUIPMENT FOR TYPE 1 ENGINE	RESPONSE	NEW	\$91,000					
		GENERATORS (All 5 Stations)	RESPONSE	2006						
		COMPRESSORS AND FILL STATION	RESPONSE	1999			\$85,000			
		SCBA (15 YRS)	PPE	2011						
		INFORMATION SYSTEMS (MIDC'S)	6 UNITS							
		THERMAL IMAGERS (6 YRS)	7 UNITS				\$21,000	\$14,000		
		COMMUNICATION HAND HELD AND MOBILE RAD	60 UNITS	REPLACE	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	
		DEFIBRILLATORS (10 YRS)	5 UNITS	2002						
		LAND FOR STATION 6								
<b>Total Core Units</b>					<b>19</b>	<b>\$1,106,000</b>	<b>\$535,000</b>	<b>\$261,000</b>	<b>\$1,449,000</b>	<b>\$795,000</b>
<b>FIRE DEPT. ADMINISTRATION</b>					<b>300</b>					
902	8034	CHEVROLET IMPALA	FIRE CHIEF	2007		\$35,000				
903	8497	CHEVROLET UPLANDER	MOTOR POOL	2006						
907	9815	CHEVROLET COLORADO	INSPECTION	2015						
908	8001	FORD RANGER	INSPECTION	2006						
909	8070	TOYOTA PRIUS	EMS	2009						
910	9828	FORD F 250	TRAINING	2016						
<b>Total Core Units</b>					<b>6</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>BUILDING DIVISION</b>					<b>310</b>					
401	8106	FORD ESCAPE	INSPECTION	2012	\$30,000				\$30,000	
402	6604	FORD RANGER EXT CAB	INSPECTION	2004						
403	6660	CHEVROLET COLORADO	INSPECTION	2005		\$30,000				
404	9633	JEEP PATRIOT	INSPECTION	2015				\$30,000		
406	6924	JEEP PATRIOT	INSPECTION	2014			\$30,000			
407	6924	JEEP PATRIOT	INSPECTION	2014			\$30,000			
408	8107	FORD ESCAPE	INSPECTION	2012	\$30,000				\$30,000	
410	8108	FORD ESCAPE	INSPECTION	2012	\$30,000				\$30,000	
		NEW VEHICLE REQUEST	INSPECTION							
<b>Total Core Units</b>					<b>8</b>	<b>\$90,000</b>	<b>\$30,000</b>	<b>\$60,000</b>	<b>\$30,000</b>	<b>\$90,000</b>
<b>STREET DIVISION</b>					<b>320</b>					
101	9814	CHEVROLET SILVERADO	ADMIN	2015						
102	6685	GMC EXT CAB 1/2 TON	ADMIN	2005						
103	8495	GMC EXT CAB 1/2 TON	ADMIN	2006						
104	6037	DODGE 3/4 TON	PAVING CREW	2002	\$45,000					
110	9650	F350 FLAT BED / LIFT GATE	OPERATIONS	2013						
111	8194	FORD F350 CREW CAB	OPERATIONS	2007			\$45,000			
112	8045	JOHNSTON 650	SWEEPER	2007						
113	8049	JOHNSTON 650	SWEEPER	2007						
115	8113	JOHNSTON 650	SWEEPER	2012				\$250,000		
116	8014	JOHNSTON 650	SWEEPER	2006		\$250,000				
117	8094	ISUZU JOHNSTON 650	SWEEPER	2009			\$250,000			
118	9620	PETERBILT JOHNSTON 650	SWEEPER	2013				\$250,000		
120	6689	ELGIN BROOM BEAR	SWEEPER	2005					\$250,000	
121	6022	IH TANDEM VAC-CON	VACUUM	2002				\$270,000		
122	8492	CAT	GRADER	2006				\$225,000		
123	1285	CAT	GRADER	1982		\$225,000				
124	9598	F350 FORD DUMP BOX	1 TON DUMP	2013						
125	9649	ELGIN BROOM BEAR	SWEEPER	2014						
131	8158	I.H. TANDEM AXLE	TANDEM DUMP	2009				\$130,000		
132	6153	I.H. TANDEM AXLE	TANDEM DUMP	2007			\$130,000			
135	8172	FREIGHTLINER	TANDEM DUMP	2012						
136	8142	FREIGHTLINER	FLUSHER	2010	\$190,000					
137	8178	FREIGHTLINER	TANDEM DUMP	2012						

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL (Cont'd)

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021
<b>STREET DIVISION (Cont'd)</b>					<b>320</b>				
138	8186	I.H. 7400	FLUSHER	2007	\$190,000				
139	8157	I.H. TANDEM AXLE	TANDEM DUMP	2009					
140	5613	STERLING TANDEM AXLE	TANDEM DUMP	2002					
141	9861	FREIGHTLINER	TANDEM DUMP	2015					
143	8192	ROSCO SPR-H	CHIP SPREADER	1997			\$200,000		
145	9637	CAT AP500E	PAVER	2014					
146	7795	CAT	LOADER	1996					
147	7798	CAT	LOADER	1996					
148	1540	FORD 700 W\ROSCO DISTRIBUTOR	DISTRIBUTOR	1989		\$235,000			
149	8498	CAT	BACKHOE	2006					
150	6621	BOMAG	ASPHALT ROLL	2003			\$75,000		
154	6627	CAT	LOADER	2004				\$150,000	
155	8146	KOMTSU	LOADER	2010					
169	7796	FORD SINGLE AXLE	ANTI-ICE\PLOW	1997					
171	7832	BOBCAT	SKID STEER	1996			\$55,000		
172	9840	CAT	SKID STEER	2015					
173	9601	FORD F750	POTHOLE TRUCK	2014					
175	7327	FORD\ROSCO	POTHOLE TRUCK	1996	\$250,000				
176	5611	STERLING	SANDER\PLOW	2001		\$120,000			
177	6164	STERLING	SANDER\PLOW	2005			\$120,000		
178	8008	IH 7400 SINGLE AXLE	SANDER\PLOW	2006			\$120,000		
179	8079	FREIGHTLINER	DEDICATED SANDERS	2009					
180	8080	FREIGHTLINER	DEDICATED SANDERS	2009					
181	8081	FREIGHTLINER	DEDICATED SANDERS	2009					
182	8080	FREIGHTLINER	DEDICATED SANDERS	2013					
183	8080	FREIGHTLINER	DEDICATED SANDERS	2013					
184	9630	FREIGHTLINER 108SD	SANDER\PLOW	2014					
185	9606	AUTOCAR	VACUUM SWEEPER	2014					
186	9605	AUTOCAR	VACUUM SWEEPER	2014					
187	9604	AUTOCAR	VACUUM SWEEPER	2014					
188	9834	FREIGHTLINER	SANDER\PLOW	2016					
194	9631	CIMLINE CRACK SEALER	CRACK SEALER	2014					
195	8112	HUDSON HD	ASPHALT RECYCLER	2012			\$250,000		
196	8007	CATERPILLAR PS 150B	RUBBER TIRE ROLLER	2001					\$80,000
197	6643	DYNAPACK CP132 9	RUBBER TIRE ROLLER	2001					\$80,000
C100		HOMEMADE CONVEYOR	CONVEYOR	2012					
T-100		TRAIL KING	TRAILER	1994					
T102		WALTON	TRAILER	1994	\$41,000				
T-105		TOW MASTER	TRAILER	1997					
T-145		ECONOLINE	PAVER TRAILER	2003					
T-146	9648	TOWMASTER T40	PAVER TRAILER	2015					
P105		BOSS RTE PLO	SNOW PLOW	2008					
P130		SCHMIDT	SNOW PLOW	1986					
P167	8028	SCHMIDT	SNOW PLOW	1992					
P168	4236	SCHMIDT	SNOW PLOW	2004					
P169	8154	SCHMIDT HSP4210POLLY	SNOW PLOW	2007					
P176	8004	SCHMIDT	SNOW PLOW	2002					
P177	8004	SCHMIDT	SNOW PLOW	2004					
P178	8012	SCHMIDT	SNOW PLOW	2006					
P179	8073	HENKE	SNOW PLOW	2009					
P180	8111	HENKE	SNOW PLOW	2012					
P181	8075	HENKE	SNOW PLOW	2009					
P182	9612	BONNELL	SNOW PLOW	2013					
P183	9613	BONNELL	SNOW PLOW	2013					
CS150	6698	NORTON CLIPPER	CEMENT SAW	2005					
		SANDERS	1 PER 2 YEARS	7 TOTAL	\$16,000		\$16,000		\$16,000
		ASPHALT WACKIER	1 PER 2 YEARS	4 TOTAL	\$5,000		\$5,000		\$5,000
		DEICER UNITS	1 PER 2 YEARS	7 TOTAL		\$10,000		\$10,000	
		NEW FOR FY 16 to 17 HEAVIER ROLLER	NEW REQUEST			\$180,000			
<b>Total Core Units</b>		<b>81</b>			<b>\$737,000</b>	<b>\$1,020,000</b>	<b>\$1,016,000</b>	<b>\$1,535,000</b>	<b>\$431,000</b>
<b>VEHICLE MAINTENANCE</b>					<b>321</b>				
702	8031	HYSTER	OPERATION	2002		\$40,000			
777		CAT - OLYMPIAN	GENERATOR	2000			\$60,000		
T715	9647	CARGO TRAILER	OPERATIONS	1 PER					
VM01	9640	GENI ONE MAN LIFT	OPERATIONS	1 PER					
VM01	9827	BENPAK	OPERATIONS	1 PER					
		FLOOR CLEANING MACHINE	NEW REQUEST			\$25,000			
<b>Total Core Units</b>		<b>5</b>			<b>\$0</b>	<b>\$65,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL (Cont'd)

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021
<b>TRAFFIC DIVISION</b>				<b>322</b>					
561	9619	ISUZU NPR	OPERATIONS	2013					
564	8135	HONDA RANCHER ATV	OPERATIONS	2013					
567	9603	ISUZU NPR	OPERATIONS	2015					
573	6687	DODGE GRAND CARAVAN	VAN	2005		\$30,000			
584		SMART TRAILER	RADAR	1994	\$16,000				
585	4857	FREIGHTLINER AERIAL LIFT	MAN LIFT	1997					
588	8086	GMC SIERRA	COM SHOP	2009					
591	6690	LONG CHIH	RADAR	2002	\$16,000				
592	9632	ISUZU NPR	OPERATIONS	2014					
T593	9831	PACESSETTER	OPERATIONS	2015					
T594	9832	PACESSETTER	OPERATIONS	2015					
SW51	8151	EDCO 8 INCH CEMENT GRINDER	OPERATIONS	2008				\$15,000	
<b>Total Core Units</b>				<b>12</b>	<b>\$32,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>
<b>WWT DIVISION</b>				<b>330</b>					
302	8143	FORD FUSION HYBRID	PLANT MAINT	2010		\$35,000			
310	6686	CAT 416 D LOADER BACKHOE	PLANT MAINT	2005		\$70,000			
313	8171	FORD TRANSIT CONNECT	OPERATIONS	2012					
314	6145	GMC SIERRA 3500	PLANT MAINT	2004	\$75,000				
316	8056	DOOSAN FORKLIFT	PLANT MAINT	2006					\$15,000
317		PIPEHUNTER SIDEKICK EASMENT	OPERATIONS	2009					
318	9810	CHEVY COLORADO	OPERATIONS	2015					
319	9818	CHEVY COLORADO	OPERATIONS	2015					
321	8056	IH AQUATEC	OPERATIONS	2011					
323	9602	DODGE GRAND CARAVAN	OPERATIONS	2015					
324	6622	CHEVY 1 TON	OPERATIONS	2004	\$60,000				
328	6152	IH AQUATEC	VACUUM	2008		\$270,000			
329		FORD LNT 8000	JETTER	1995					
330	7051	INGERSOLL RAND	COMPRESSOR	1988			\$20,000		
332		FREIGHTLINER	JETTER	1997					
334	8177	GMC SIERRA 1500	OPERATIONS	2012	\$35,000				
335	6624	SECA JETTER UNIT	COLLECTIONS	2004			\$235,000		
336	8057	FORD F350	COLLECTIONS	2008				\$45,000	
337	8067	FORD F350	COLLECTIONS	2008				\$45,000	
338	8183	FORD F350	COLLECTIONS	2008				\$45,000	
339	8184	FORD F350	COLLECTIONS	2008				\$45,000	
374		CMC PUMP	COLLECTIONS	1956					
381		COMC 3" PUMP	PLANT	1951					
385		LANDA PRESSURE WASH	PLANT	1986					
387		OLYMPIAN GENERATOR	COLLECTIONS	1999					\$41,000
388		OLYMPIAN GENERATOR	COLLECTIONS	1999					\$41,000
390		OLYMPIAN GENERATOR	COLLECTIONS	2002					\$41,000
392		SULLAIR 210H COMPRESSOR	COLLECTIONS	2005					
NV6		NASHUA TRAILER	COLLECTIONS	1957					
T301		RETTIG UTILITY TRAILER	COLLECTIONS	1999					
T329		SECA JETTER UNIT	COLLECTIONS	1995					
<b>Total Core Units</b>				<b>31</b>	<b>\$170,000</b>	<b>\$375,000</b>	<b>\$255,000</b>	<b>\$180,000</b>	<b>\$138,000</b>
<b>CEMETERY</b>				<b>340</b>					
601	1643	CASE 580 CKB	Loader w/3pt. Hitch	1974					\$56,000
602	4058	SULAIR COMPRESSOR DF210HJD	Air Compressor	2013					
604		TORO WALK BEHIND	Mower	2002					
605	8116	KUBOTA	Mower	2012					
608		HUSTLER \ ATTACHMENTS	Mower	2002	\$45,000				
609		HUSTLER \ ATTACHMENTS	Mower	2001					
610		POLARIS RANGER	Utility Cart	2002		\$25,000			
611	8140	TORO WORKMAN	Utility Cart	2012					
613	8039	JOHN DEERE	Tractor	2007					
614		KUBOTA	Utility Cart	2004					\$25,000
615		HUSTLER \ ATTACHMENTS	Mower	2004		\$45,000			
616		PROCORE 880	SOIL AERATOR	2004				\$30,000	
618		HUSTLER \ ATTACHMENTS	Mower	2007			\$45,000		
619	9839	TORO WORKMAN	Utility Cart	2015					
625	8077	BACKHOE LOADER	OPERATION	2010					
698	9611	KUBOTA	UTV	2013					
<b>Total Core Units</b>				<b>16</b>	<b>\$45,000</b>	<b>\$70,000</b>	<b>\$45,000</b>	<b>\$30,000</b>	<b>\$81,000</b>
<b>PARKS DEPARTMENT</b>				<b>370</b>					
201	9641	DODGE RAM 1500	OPERATIONS	2014					
202	9638	DODGE GRAND CARAVAN	OPERATIONS	2014					
205	9850	FORD TRANSIT 15 PASSENGER	OPERATIONS	2015					
208	9652	FORD F350 FLAT BED LIFT GATE	OPERATIONS	2013					
209		BABB TRAILER W/ PRESSURE WASHER	OPERATIONS	2007	\$21,000				
210	8015	CHEVY SILVERADO HYBRID	OPERATIONS	2006		\$35,000			

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL (Cont'd)

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021	
<b>PARKS DEPARTMENT (Cont'd)</b>				<b>370</b>						
211	8156	POLARIS 6x6 UTV	CONSERVATION	2008			\$20,000			
212	8025	MORBARK CHIPPER	CONSERVATION	2010				\$40,000		
214	5354	CASE 580L	OPERATIONS	1998		\$85,000				
221	9860	FORD TRANSIT 15 PASSENGER	RECREATION	2015						
224		JOHN DEERE TRACTOR 6310	CONSERVATION	2001	\$65,000					
225	8132	BOBCAT TOOLCAT	OPERATIONS	2012			\$70,000			
229	9634	KUBOTA F3990	OPERATIONS	2014						
233	8173	HONDA RUBICON	OPERATIONS	2012		\$10,000				
239	9595	KUBOTA 3680	OPERATIONS	2013						
241	9634	TORO 5900 16' MOWER	MOWER	2014						
243		CHEVY PICKUP	OPERATIONS	2000						
245	9651	TORO 5900 16' MOWER	OPERATIONS	2013						
246		FORD F700 AERIAL LIFT TRUCK	FORESTRY	2002	\$170,000					
248	9597	BANDIT 3200 STUMP GRINDER	FORESTRY	2013						
252	8083	MITSUBISHI (MINNI TRUCK)	OPERATIONS	1998		\$30,000				
253	8084	HONDA (MINI TRUCK)	OPERATIONS	2000		\$30,000				
255	8085	MITSUBISHI (MINNI TRUCK)	OPERATIONS	1996		\$30,000				
256		LAND PRIDE SEEDER	OPERATIONS	2009			\$13,000			
258	9623	KUBOTA MOWER	OPERATIONS	2013						
259	9829	CASE MINI EXCAVATOR	OPERATIONS	2015						
262	6682	TORO	OPERATIONS	2004	\$90,000					
264	9654	FORD F350 DUMP BOX	OPERATIONS	2013						
265	5325	CHEVROLET ¼ TON PICKUP	OPERATIONS	1999						
272	6626	GMC SIERRA PICKUP	OPERATIONS	2004		\$30,000				
275	8002	JOHN DEERE 1445	MOWER	2006	\$40,000					
276		JOHN DEERE 1445	MOWER	2005	\$40,000					
277	9629	BANDIT 255XP	CHIPPER	2014						
286	8003	TORO 580D MOWER	MOWER	2006			\$90,000			
287	8005	KUBOTA UTV	OPERATIONS	2006		\$40,000				
289	8011	KUBOTA UTV	OPERATIONS	2006		\$40,000				
294	9636	FORD F 250	OPERATIONS	2014						
295	9634	TORO 5900 16' MOWER	MOWER	2014						
298	8002	JOHN DEERE 1445	MOWER	2007		\$40,000				
T202		B-WELDING TRAILER	OPERATIONS	2000						
T203		B-WELDING TRAILER	OPERATIONS	2000						
T204		SPORT LAND TRAILER	OPERATIONS	2005				\$10,000		
T205		SPORT LAND TRAILER	OPERATIONS	2005				\$10,000		
T206		SPORT LAND TRAILER	OPERATIONS	2006				\$10,000		
T207		UTILITY TRAILER	OPERATIONS	2005	\$10,000					
T208		UTILITY TRAILER	OPERATIONS	2005		\$10,000				
T211		TITAN 16' TRAILER	OPERATIONS	2005	\$15,000					
T214		REDMAX 12 TON TRAILER	OPERATIONS	1995	\$15,000					
T215		TRAILER	OPERATIONS	2006						
T262	6681	PJ TRAILER	OPERATIONS	2003			\$15,000			
273A		PULL BEHIND AERATOR	OPERATIONS	1995				\$12,000		
		72" MOWER NEW ITEM FORT MSLA	FORT OPERATIONS	1						
		AIR COMPRESSOR	FORT OPERATIONS	1	\$30,000					
		FIELD PAINTER NEW ITEM FORT MSLA	FORT OPERATIONS	1	\$10,500					
		LINE CHALKER - NEW ITEM FORT MSLA	FORT OPERATIONS	1	\$3,200					
		SNOW PLOW FOR SMALL TRUCK	FORT OPERATIONS	1	\$10,000					
		AERATOR NEW ITEM FORT MSLA	FORT OPERATIONS	1						
		SPREADER NEW ITEM FORT MSLA	FORT OPERATIONS	1	\$5,000					
		1/2 TON TRUCK NEW ITEM FORT MSLA	FORT OPERATIONS	1						
		UTILITY VEHICLE NEW ITEM FORT MSLA	FORT OPERATIONS	1	\$54,000					
		UTILITY TRAILER	FORT OPERATIONS	1	\$8,000					
		LINE TRIMMER, BLOWER SNOW BLADES NEW ITEM	FORT OPERATIONS	1 EACH						
		16' MOWER NEW ITEM FORT MSLA	FORT OPERATIONS	1 EACH	\$90,000					
		1 TON TRUCK NEW ITEM FORT MSLA	FORT OPERATIONS	1 EACH	\$45,000					
		SKID STEER	OPERATIONS	1	\$90,000					
		POST POUNDER	OPERATIONS	1	\$13,000					
		TWO TON TRUCK	FORT OPERATIONS	1		\$80,000				
		PAVEMENT STRIPER	GREENWAYS	1						
		PAVEMENT GRINDER	GREENWAYS							
		11 FOOT MOWER	GREENWAYS	1						
		ARROW BOARD TRAILER	FORT OPERATIONS	1		\$18,000				
		FORK LIFT	FORT OPERATIONS		\$40,000					
		CHIPPER	FORT OPERATIONS	1						
		TOOL CAT	FORT OPERATIONS	1	\$60,000					
		ELECTRIC UTILITY CARTS	FORT OPERATIONS	3	\$30,000					
		PRESSURE WASHER TRAILER MOUNTED	FORT OPERATIONS	1	\$20,000					
		TORO SAND PRO GROOMER	FORT OPERATIONS	1	\$17,000					
		RECREATION VANS	FORT OPERATIONS	1						
		RECREATION TRAILER	FORT OPERATIONS	1	\$11,000					
		RECREATION TRAILER	FORT OPERATIONS	1	\$11,000					
		USE BAB CHASSIS AND CHIP BOX FROM 246 MARK	OPERATIONS	1	\$15,000					
		PARKING LOT SWEEPER	FORT OPERATIONS	1		\$25,000				
		Mobile Office RECREATION TRAILER	FORT OPERATIONS	1	\$30,000					
<b>Total Core Units</b>					<b>51</b>	<b>\$1,058,700</b>	<b>\$503,000</b>	<b>\$208,000</b>	<b>\$82,000</b>	<b>\$0</b>

# CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

## EQUIPMENT REPLACEMENT DETAIL (Cont'd)

UNIT #	FAM #	VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2017	FY2018	FY2019	FY2020	FY2021	
<b>PARKING COMM.</b>				<b>395</b>						
811	9819	GRACO LINE PAINTER	MAINTENANCE	2015						
858	6168	CHEVROLET 3500	METER READ	1995		\$50,000				
865	8180	GO-4	METER READ	2010			\$32,000			
866	?	GO-4	METER READ	2003	\$32,000				\$32,000	
867	8030	GO-4	METER READ	2006		\$32,000				
868	8029	GO-4	METER READ	2006			\$32,000			
869	8160	GO-4	METER READ	2008				\$32,000		
870	6615	GMC	SNOW PLOW	2005				\$50,000		
871	6676	JOHN DEERE GATOR	SNOW PLOW	2005					\$18,000	
872	8190	GMC SIERRA	SNOW PLOW	2008			\$50,000			
874	5616	JOHNSTON 605	SWEEPER	1999						
<b>Total Core Units</b>					<b>11</b>	<b>\$32,000</b>	<b>\$82,000</b>	<b>\$114,000</b>	<b>\$82,000</b>	<b>\$50,000</b>

### FY17 - FY21 City of Missoula Copier / Printer & Plotter Replacement Schedule

DEPT.	COPIER/PRINTER DESCRIPTION	FY2017	FY2018	FY2019	FY2020	FY2021
ATTORNEY	W7855PT (+ Env. Try, 3 hole punch & office finisher LX)					12,600
DEV. SERVICES (Prev. Bldg.)	Xerox W7885PT					
CEMETERY	Sharp MX-5141N (+ saddle stitch finisher and other requirements)				10,700	
CLERK	W7855PT (+ Bookmaker, 3 hole punch & office finisher LX)(Envelope Feed Tray - secondary order)			12,800		
COUNCIL	Sharp MX-M365N (+ Inner Finisher, stand w/ drawer and power filter)					
FINANCE	HP LJ M725DN MFP (+ Carepack)					
FIRE	Xerox WC7556P Color MFP		13,500			
HUMAN RESOURCES	Konica Minolta C360 Bizhub Color Digital MFS		9,300			
MAYOR	W7855PT (+ 3 hole punch & office finisher LX)					12,200
MRA	Sharp MX4101N		11,500			
MUNI COURT	Toshiba e-Studio 5540et Digital MFS Color with a fax board	11,200				
PARKS & REC AQUATICS	Ricoh MPC5501				11,400	
PARKS & REC FACILITIES	Toshiba e-Studio 5540et Digital MFS Color	11,200				
PARKS & REC FACILITIES	waiting for info from Betsy					
POLICE	Konica Minolta BizHub C552			15,300		
DEV. SERVICES (Prev. PW)	Xerox WC7556P Color MFP				13,500	
STREET	Xerox W7125PT Color MFS				7,100	
WWTP	Konica Minolta Bizhub 223 MFP		4,900			
WWTP	Xerox W7835PT					8,700
DEPT.	PLOTTER	FY2017	FY2018	FY2019	FY2020	FY2021
FIRE	HP Designjet Z6200 42" Graphics Plotter w/ Post Script/PDF Upgrade Option for Z6200 (+Ink Pckg) & HP 3 Year Extended Warranty for HP Z6200					
PARKS	HP Designjet T2300 PostScript eMultifunction printer & HP 3-yr NBD DJet HW Spt					
POLICE	HP Designjet T2300 PostScript eMultifunction printer & HP 3-yr NBD DJet HW Spt					
ENGINEERING	HP Designjet Z6200 42" Graphics Plotter (+ Ink Pckg) & Extended Warranty - 3YR Next day on-site warranty					
DEPT.	OTHER EQUIPMENT	FY2017	FY2018	FY2019	FY2020	FY2021
FINANCE	HASLER M3000 Machine number: 07DX8253 062.2		15,000			
	COMPUTER REPLACEMENT - PERIPHERALS	50,000	50,000	50,000	50,000	50,000
	COMPUTER REPLACEMENT - SERVERS	25,000	25,000	25,000	25,000	25,000
		<b>\$ 97,400</b>	<b>\$ 129,200</b>	<b>\$ 103,100</b>	<b>\$ 117,700</b>	<b>\$ 108,500</b>