

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 budgeting and planning is that projects 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. 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 and approved. 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 the City to examine long-range needs and allows more coherent city-wide fiscal policies. The CIP provides a basis to compare projects and provides opportunities to explore alternate funding sources, since most capital improvement requests exceed the available revenues.

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 purpose is to set up a five- (5) year Capital Improvement Program for Fiscal Years 2019 - 2023 in order to establish a capital improvement fund. The main goals are:

- To ease the review of the annual capital budget through a uniform and fair process.
- To invite and promote public participation in the annual budget process. This is accomplished through a reasonable, sensible and responsible approach by providing documentation and advertising and scheduling public meetings early in the process.
- To link capital budget requests with the City strategic plan, adopted policies, and other approved planning documents.
- To link capital expenditures with operating budgets.
- To increase awareness, cooperation, coordination and participation between departments, agencies, stakeholders and other political jurisdictions.

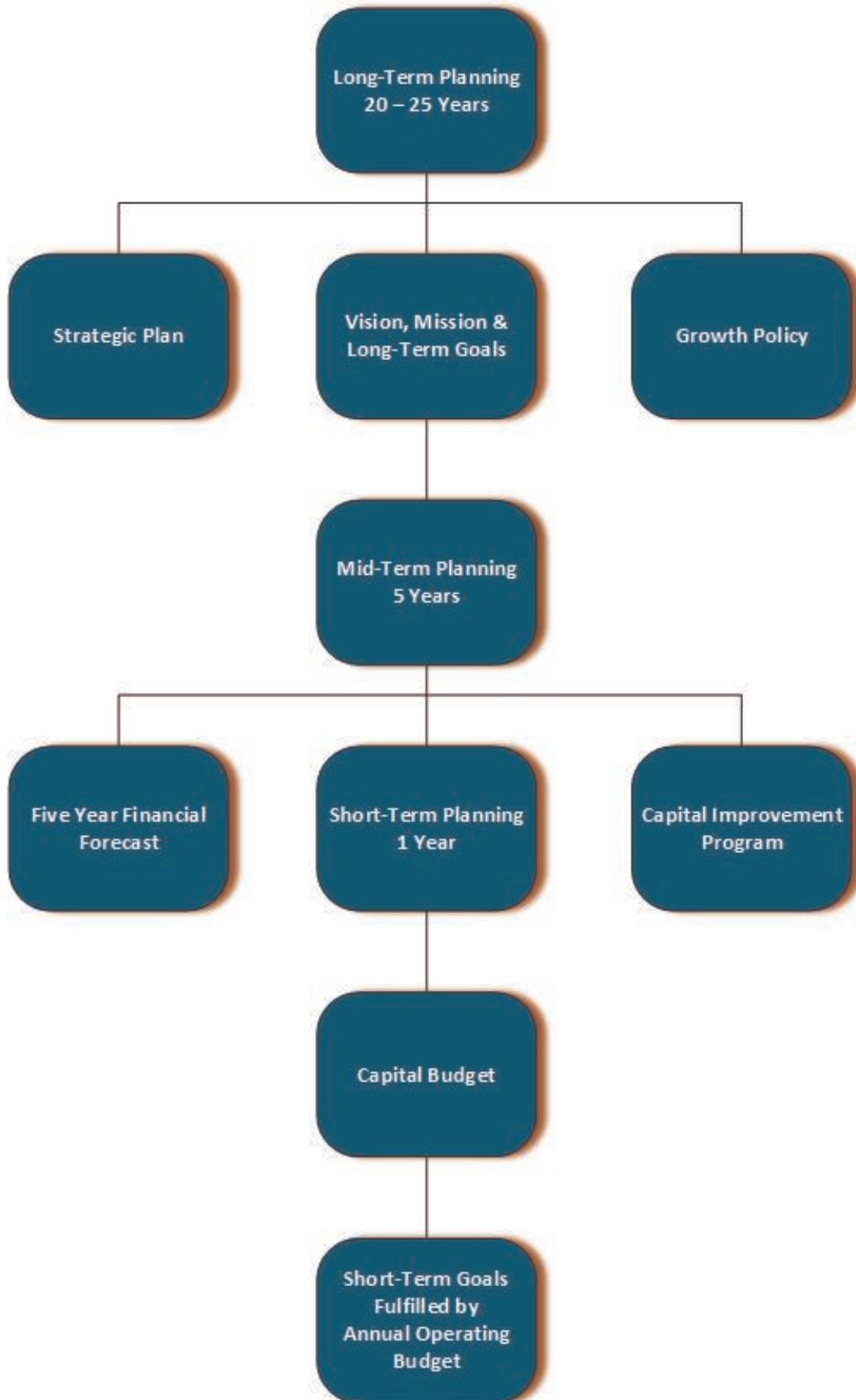
LINKAGE

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 2019, each future year has a smaller debt service requirement than the preceding year for the General Fund and the voted GO debt service. Additionally, alternative revenue streams, the Road and Park special district assessments have been developed and enhanced by the City Council during the past fiscal 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 time-frame. 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 time-frame. 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 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, review, planning, and budgeting of current and future capital expenditures.

All requests for capital improvement projects are reviewed, evaluated and weighted in order to assist the Mayor and City Council in selecting the projects to be funded. Department heads are responsible for submitting CIP requests. CIP projects are initiated mainly by departmental staff, which can include City Council, while community organizations, citizen groups, stakeholders and even the individual citizens can initiate these programs. Evaluation of the CIP projects are based on approved categories. These categories are designed to represent the typical areas that administrative and management decisions are based on. Prior to submittal, each department is required to rank each of the submitted CIP's based off the priorities established by each department. This process is designed to provide a comprehensive look at long term capital needs of the City, which is essential for effective budgeting and decision-making aligning with the City's Strategic Plan.

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 approved 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. On occasion, some approved projects, with a lower priority, are funded in advance of projects with a higher priority, in order to meet legal requirements or a new or identified source of funding becomes available in order to complete the project.

Definitions:

For the purposes of this process, "Capital", is defined as an item or items that have a single acquisition cost of at least \$5,000 and a usable life for a minimum of 5 years. This definition assists in delineating a major project or piece of equipment as a capital program, rather than routine maintenance or replacement of operating equipment. This definition also includes any major expenditure for physical facilities.

- Replacement vehicles intended for use on streets and highways that have an operating cost less than \$35,000 are **not** included in this CIP program (they are on the core equipment replacement schedule).
- For on street vehicles with an operating costs less than \$35,000, and are **not** currently on the Core Equipment Replacement list, you will be required to submit a "New Request" form during the annual budget process (this is in order to be placed on the Core Replacement Program going forward).

FY 2019 - 2023 Capital Improvement Program

1. Recommendation for 2019 - 2023 Capital Improvement Program:
When possible, department heads must, where appropriate, consult the City's Strategic Plan, Comprehensive Plan Update and amendments, Transportation Plan, Wastewater Master Plan, Fire Master Plan and other planning documents or studies to determine if the proposed project(s) are meeting the City and community's goals, and provide their findings.
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/ division head and the CIP review team are fully briefed on the department's proposal(s) and the departments priority of submitted projects; and 2) discussion between the CIP review team and the department/ division head regarding how the departments prioritized the submitted projects.
3. Coordination:
Department and Division Heads are encouraged to coordinate project proposals with affected City staff/departments in addition to external stakeholders such as Missoula County, the Neighborhood Councils, the Chamber of Commerce, the University of Montana, the School Districts and other for or non-profit community organizations.
4. External Projects:
Projects initiated by community organizations, citizen groups, stakeholders and the individual citizen will be directed to the appropriate department heads after the project is submitted to the Finance Department.

Annual Review

The CIP projects are reviewed on an annual basis that coincides with the budget process. During this annual review, projects that have been approved and funded in the prior fiscal year is reviewed to determine the current status of the project and determine if the project is to continue to receive funding or require the project to be re-submitted for further review. A project that was approved and funded in the prior year or a project that was approved and not funded is required to complete the "Update" tab on the CIP review form in addition to the Project and Rating tabs. New projects being submitted are required to complete the Project and Rating tabs of the CIP review form and if the project is approved, this project will be added to the CIP list and ranked in accordance with the CIP Project guidelines.

Responsibilities for Program Development

Prior to the project being presented to the Mayor and City Council for FY 2019 - 2023, each project should be reviewed for financial feasibility, conformance to established City Strategic Goals, or other adopted planning documents, and response to public need. It is the responsibility of the department head to identify and answer the following:

- Identify if there is a serious problem - or - opportunity, which this project will address.
- Why is your organization working on the project, are you the best option?
- Whose quality of life will be less then it ought to be and how, precisely, their quality of life will be affected, if you do not accomplish this project successfully.
- What the long term consequences (null-alternatives) will be if you fail to accomplish this project.

Department heads are also responsible for identifying all of the Potentially Affected Interests (PAI's) for the given project and coordinating/communicating with the PAI's. PAI's or "Interests is identified as any entity with a unique system of values and that hold a special interest in the project. This can include but not limited to:

- An Individual
- A group
- A corporation
- An institution
- Another agency or official inside or outside of the City.

Following are the responsibilities that lie with each City department/agency that will be required to review the proposed CIP project to verify that the project meets the City Strategic Goals, adopted planning documents or other mandated/approved plans"

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/Central Services Review feasibility and cost estimates as necessary for proposed construction or public works type projects including preparatory studies.
3. Energy Efficiency Program - As appropriate, review all projects for environmental impact.
4. Missoula Redevelopment Agency: Examine all projects that relate to urban renewal districts to see that they correspond to Missoula redevelopment plans.
5. 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 impact on current and future debt service and recommend appropriate proposed CIP projects for future financing.

Method for Rating Projects -- Definition of Criteria

Identify the top four (4) program ratings that best describe the CIP and provide a one to two (1-2) sentence rationale supporting the program rating.

- REQ - Required - Is the project necessary to meet a contractual obligation, Federal, State, or local legal requirements? This criterion includes projects mandated by a Court Order in order to meet requirements of the law or other requirements.
- URG - Urgent - Is this project urgently required? Will delay result in curtailment of an essential service? This rating should **only** be used if an emergency is clearly indicated. If picked, provide evidence that the project is urgent and the effect if the project is not completed.

- **EFF - Efficiency** - Does the project demonstrate a clear efficiency or productivity gain as demonstrated by a cost/benefit analysis?
 - 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 Staff or CIP Team prior to submitting the project in order to resolve any questionable elements.
 - An example may include a piece of equipment purchased that increases productivity by fifty percent (50%) and thereby reduces personnel and operating costs. This enables the City to avoid additional personnel or operation costs in the future 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 analysis include established cost/benefit calculations, return on investment, and pay-back 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).
 - Reduction in energy, consumption, use of natural resources, or reduced pollution could be considered efficiency improvements.
- **LEV - Leverage** - Does the project have funding partners where the CIP portion of funding leverages a significant amount of other sources? Examples include federal or state grant funding.
- **PLN - Plan** - Does the project meet a goal in an adopted City plan? Examples include the City's Strategic Plan, Growth Policy and amendments, Transportation Plan, Wastewater Facilities Plan, Fire Master Plan, etc.
- **REP - Replacement** - Does the project or capital asset replace an existing asset that is at the end of its useful life (and is not already included in the CIP replacement program)? This category 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.
- **EXP - Expansion** -- Does the project improve or expand upon essential City services (or correct a deficiency) where such services are recognized and accepted as being necessary and effective?
- **DEL - Delay** - While the project may meet other categories, it could be delayed to a future fiscal year without consequence.

2019 - 2023 Guides for Department Heads in Preparing Information on Projects

Process

1. Requests for all City building construction needs should be sent to the Central Services 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 PAI's that you wish to be sure get a copy of the preliminary list, please submit their names and addresses with the projects.
3. All on-road vehicles worth less than \$35,000 are not included in the Capital Improvement Program. If a department wishes to request a new vehicle (not on the current Core Equipment replacement program) a New Request Form must be submitted to Finance with that Department's budget for the year.

Filling Out Forms

MAJOR DEPARTMENT/ Division/Sub-Department:

This is broken down into six (6) Major departments with each major department consisting of a Divisions/Sub-Departments For the purposes of the following, first will be the Major Departments followed by the Divisions/Sub-Department.

The department structure is broken down as follows:

- **Central Services**
 - City Clerk
 - Facility Maintenance
 - Finance/Treasurer
 - Fleet Maintenance
 - Human Resources
 - Information Technologies
 - Mayor

- **Development Services**
 - Building
 - Permit & Land Use
 - Planning
 - Transportation
- **Public Safety**
 - Attorney
 - Fire
 - Municipal Court
 - Police
- **Public Works**
 - Cemetery
 - Communication/Sign Shop
 - Engineering
 - Storm Water
 - Streets
 - Wastewater/Compost
 - Water
- **Culture & Recreation**
 - Aquatics
 - Fort Missoula Regional Park
 - Parks & Recreation
- **Redevelopment & Housing**
 - Housing and Community Development
 - MRA

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.

APPROVAL DOCUMENTATION

Each submitted Capital Project will be approved/not approved by the Mayor and approved/not approved by the City Council. Each CIP will also be designated as funded/not funded. If the CIP project is approved AND funded, this is the official approval that the project can commence upon adoption of the budget. If the CIP project is approved and NOT funded, the project cannot be started after the budget is adopted, however the request will carry forward on the CIP list. If the project is NOT approved and NOT funded, the project will be removed from the CIP list and a new CIP request will need to be filled out in the next budget season.

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

General Fund Tax Levy:	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.).
Cash Balance:	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.
State Revenues:	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.
Tax Increment Funds:	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.
Sewer R & D Fund:	The Sewer Replacement and Depreciation Fund consists of funds set aside annually for future investment in sewage treatment plant facilities.
Parking Commission:	The Missoula Parking Commission maintains substantial cash reserves that are available to them for projects related to parking needs.
Grants/Donations:	This fund source consists of Federal grants, State grants, and donations by citizens and businesses where the money is passed through the City.
CTEP:	These are Federal grants primarily directed towards improving or expanding non-motorized transportation.
G.O. Bonds:	These are bonds for which the full faith and credit of the City is pledged. G.O. Bonds require voter approval.
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 annual budget requests for the year it is to be in service and the request is reviewed by administration and council for approval to be added to the operating budget. Debt service payments on any debt issued for capital projects is also included in the operating budget.

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.

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 parking, wastewater and MRA).

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 2018):

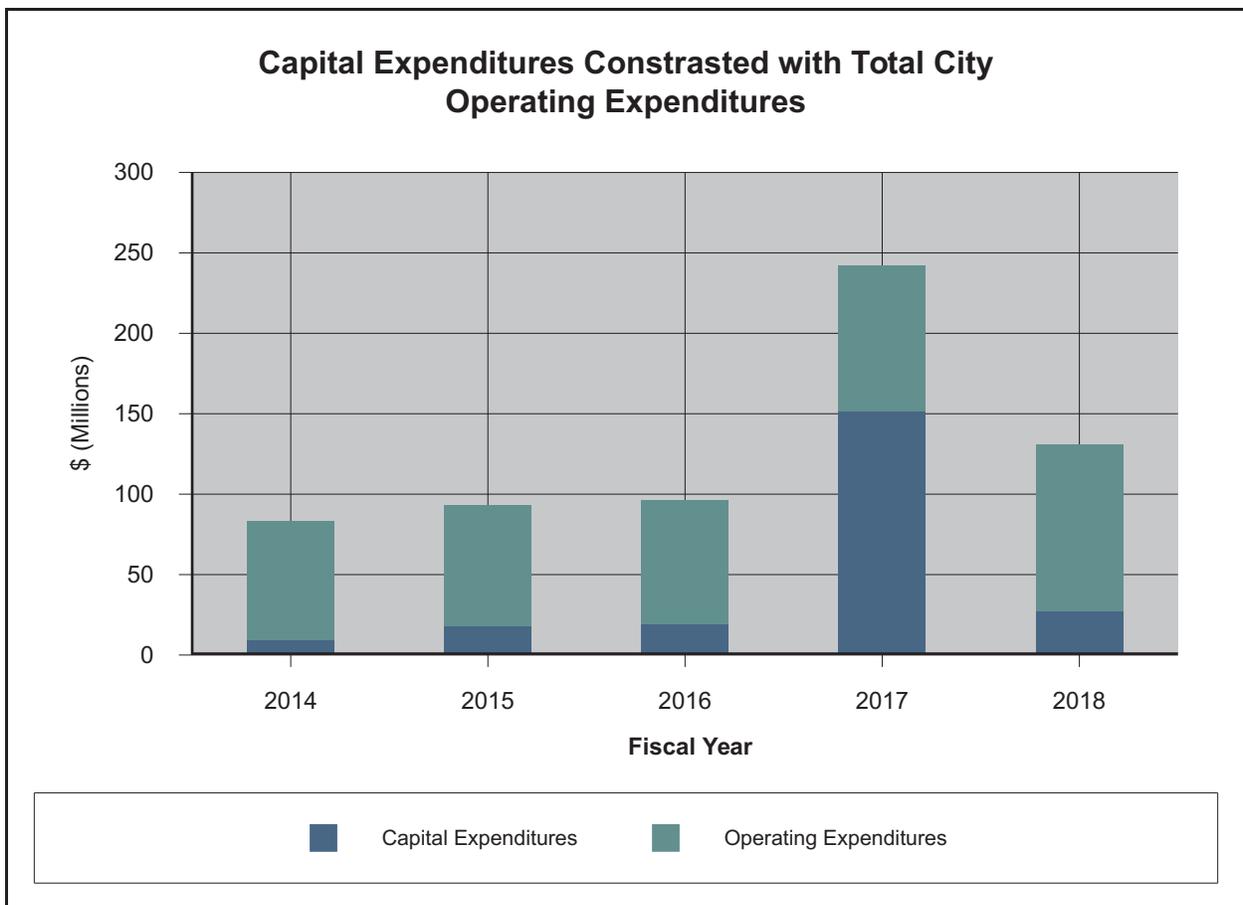
- \$2,343,262 Master Governmental Lease Purchase Agreement – heavy equipment/rolling stock for the General Fund and Road and Park District 1 – sold and closed on October 31, 2017.

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 longterm 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.

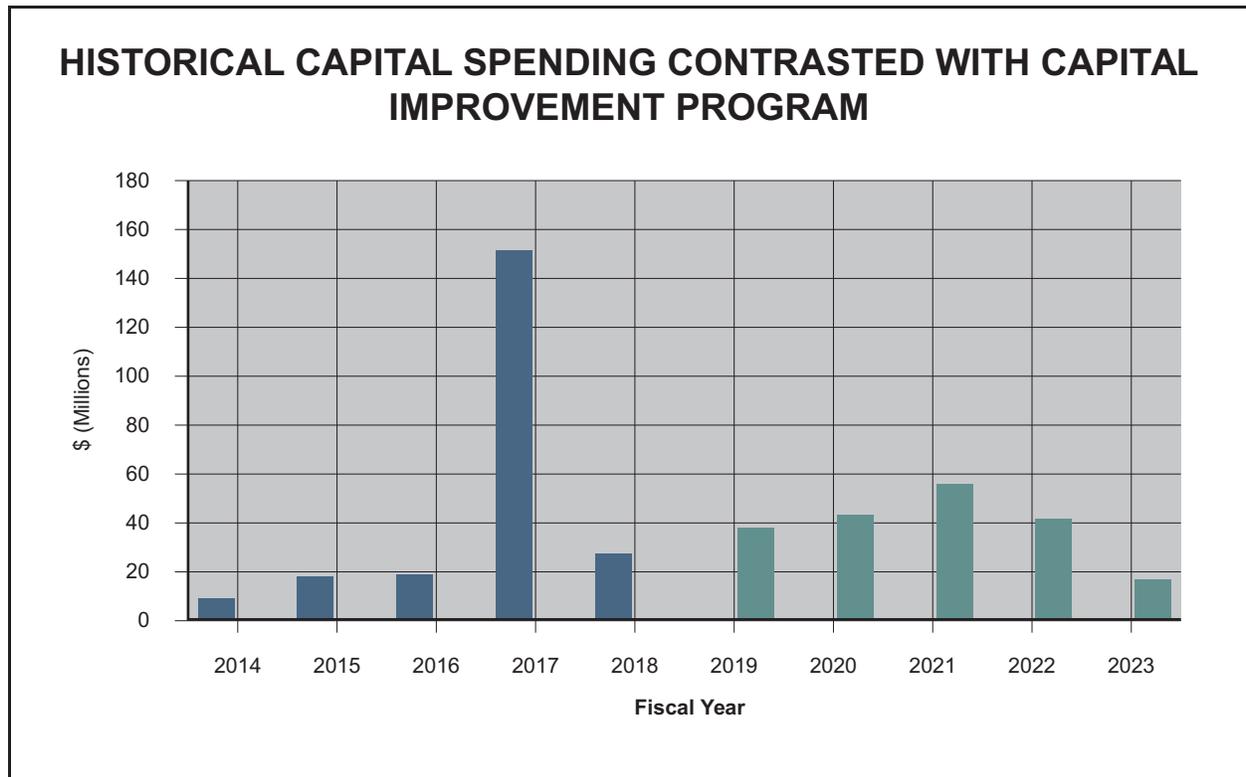
The graph below illustrates Missoula's historical investment in capital. The graph depicts actual capital expenditures over the course the last five years (for which audited values are not available at the time of publication of the budget) as compared to the City's operating budget. Obligating resources 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 as well as 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). Noted in FY 2017 there is a large capital expenditure increase and this is from the acquisition of the water utility. Acquiring the water utility added a little more than 100 million in assets in FY 2017.



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 2019 Capital Budget & Operating Budget Impacts Projects by Department/Project Name					
FY 2019 Capital Budget		Annual Operating Budget Impacts			
Department/Project Title	Appropriation	Personal Services Costs	Other Operating Costs	Debt Service Costs	Total
General Fund Capital Purchases					
PC - Computer and Copier Replacement - City Wide	112,300				112,300
Core Equipment replacement	2,594,550				2,594,550
CIP - General Fund					
White Pine Debt Service Series 2010A Refunded				133,750	133,750
Energy Savings Performance Debt 2010C (\$1,010,000)				83,163	83,163
Maint Shop Remodel/Refunding-2016A (\$3.9M)				371,000	371,000
Debt Service for Core Equipment Replacement Purchased in Internally Financed Equipment - owed to CIP (thru 2029)				1,043,560	1,043,560
Copier & IT Equip Replacement Schedule				103,113	103,113
				50,063	50,063
Water Utility					
Main Replacements/Extensions	3,617,747				3,617,747
System Improvements	1,213,293				1,213,293
South Ave Well Improvement	182,932				182,932
Customer Accounting & Collection	400,000				400,000
Water Facility Plan	359,867				359,867
Vehicles	220,000				220,000
Water Rate Study	57,018				57,018
Wilderness Dam improvements	50,000				50,000
Intake Dam Removal	25,000				25,000
Farviews PRV	286,178				286,178
Front St Riverfront Triangle replacement	317,000				317,000
Sewer Utility					
Upgrade Momont Lift Station 1	331,000				331,000
Russell St. Sewer Re-Route Project	15,000				15,000
Momont Lift Station #2	550,000				550,000
Reserve St. Lift Station	740,990				740,990
Wastewater Laboratory Expansion	326,000				326,000
Grant Creek Lift Station	50,000				50,000
Garden City Compost Facility Plan, Phase II	420,000				420,000
Gerald Ave. Sewer Main Replacement Project	220,000				220,000
Trommel Screen for Composting Facility	300,000				300,000
Wastewater Treatment Facility Roof Replacement	150,000				150,000
Riverfront Triangle Sewer Main Replacement	169,994				169,994
Storm Water Utility					
Upper Gharrett / South Hills Dr Drainage Improvements	49,904				49,904
Household Hazardous Waste Facility	72,100			9,337	81,437
Riverfront Triangle Development - MRA	122,796				122,796
Missoula Parking Commission					
Gate Arm Equipment (PARCS)	359,656			190,227	549,883
MLPR Project	258,651				258,651
Bobcat Toolcat 5600	80,000		1,000		81,000
Missoula Redevelopment Agency					
Montana Rail Link Park (Johnson St. Park)	1,613,750				1,613,750
URD III Sidewalks - Missing Segments	400,000				400,000
West Broadway Island Development	356,000				356,000
Other Funds - CIP - FY 2019					
Enterprise Content Management Software	83,944				83,944
Legislative Management Solution	83,532		16,744		100,276
IT Infrastructure Upgrades	164,000		15,000		179,000
Backup System Upgrade	165,000				165,000
Missoula Art Museum roof repair	25,000				25,000
Security Remodel	55,000				55,000
Grant Creek/ I-90 Intersection Improvements	100,000				100,000
Higgins Ave to Caras Park ADA Route	50,000				50,000
Riverfront Triangle	647,130				647,130
Mullan Rd. Reconstruction	705,000				705,000
Mullan & George Elmer Dr. Signal	820,000				820,000

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

FY 2019 Capital Budget & Operating Budget Impacts Projects by Department/Project Name					
FY 2019 Capital Budget	Annual Operating Budget Impacts				
Department/Project Title	Appropriation	Personal Services Costs	Other Operating Costs	Debt Service Costs	Total
Cregg Ln. Roadway Improvements (Orange to Hickory)	683,860				683,860
Van Buren Phase III	452,250				452,250
South Ave Improvements (Reserve to 36th)	1,838,000				1,838,000
Street Improvement & Major Maint Program	1,200,000				1,200,000
Wyoming Street Improvements - Prince to California	687,428				687,428
Bicycle Safety Project - Stephens & Orange	42,500				42,500
CIP PAM Major Infrastructure	3,051,000				3,051,000
Bellevue Master Park Plan implementation	42,100				42,100
Silvers Park Variable Frequency Drive Pumps	36,000				36,000
Parks Recreation Open Space Trails Plan (PROST)	78,000				78,000
4010 Mower	79,000		3,600		82,600
Milwaukee Road Railroad Bridge West	60,000				60,000
Rec Non CDL Bus	61,000				61,000
Rattlesnake Dam Restoration and Access	133,000				133,000
Water Works Hill Road Parking Lot Trail	650,000				650,000
Play Fair Park	40,000				40,000
44 Ranch Playground	84,500				84,500
Fairview Parks - Ninkpata & Whitaker	20,000				20,000
Dragon Hollow Repairs	75,000				75,000
Remove Landscaping of Reserve Street Medians	43,700		(6,700)		37,000
South Hills Spur Phase 3	5,000				5,000
Urban Forest Renewal	50,000	70,000	1,200		121,200
Missoula Active Transportation	350,000				350,000
Improvements to Rose Garden and WW II Memorial	5,000				5,000
Bellevue Park - Bike Park Update	88,042				88,042
Fort Missoula Regional Park Update	39,219				39,219
Hellgate Park Update	31,400	8,663	2,887		42,950
Jeffrey Park Phase 1 Update	16,668	6,415	24,864		47,947
Kim Williams Expansion Update	5,000	6,332	1,200		12,532
McCormick Park and Comm. Center Update	50,381				50,381
MRL Park Update	5,876				5,876
Syringa Park Update	268,750	3,459	1,154		273,363
Equipment Replacement	53,379				53,379
Station 1 Projects	117,000		360		117,360
Smart Boards	61,394				61,394
Station 4 Training Ground Stabilization	200,000				200,000
Station 4 Land	853,000				853,000
Station 4 HVAC	87,200				87,200
Secure Cold Storage	28,500				28,500
Station 6 Land	400,000				400,000
EMS Response Unit	8,085				8,085
Vehicle - Deputy Public Works Director	39,590		4,590		44,180
Complete Streets Improvement Program	200,000				200,000
CDBG Sidewalk Project	854,615				854,615
Wayfinding	912,800				912,800
Chip Sealing	16,500				16,500
Crack Sealing	3,500				3,500
Aquatics Cyclical Maintenance	35,000				35,000
Aquatics - Revenue Generation	33,000				33,000
GRAND TOTAL	33,096,569	94,869	65,899	1,984,213	35,241,550

City of Missoula

Capital Improvement Program Projects for Fiscal Years 2019 - 2023

Schedule of Total Project costs and proposed ongoing Operating Budget Impacts by Fiscal Year

	TOTAL PROJEC	FUTURE OPERATING BUDGET IMPACT			
		FY20	FY21	FY22	FY23
Storm Water Division					
Upper Gharrett / South Hills Dr Drainage Improvements	49,904	41,254	41,254	41,254	41,254
Household Hazardous Waste Facility	72,100	9,337	9,337	9,337	9,337
Missoula Parking Commission					
Gate Arm Equipment (PARCS)	359,656	294,457	297,727	190,227	190,227
MLPR Project	258,651	5,828	6,119	—	—
Bobcat Toolcat 5600	80,000	1,000	1,000	1,000	1,000
Missoula Redevelopment Agency					
Montana Rail Link Park (Johnson St. Park)	1,613,750	113,000	113,000	113,000	113,000
Other Funds - CIP - FY 2019					
Legislative Management Solution	83,532	16,744	16,744	16,744	16,744
IT Infrastructure Upgrades	164,000	—	15,000	—	—
Backup System Upgrade	165,000	10,000	10,000	10,000	10,000
Bellevue Master Park Plan implementation	42,100	15,700	15,700	15,700	—
4010 Mower	79,000	3,600	3,600	3,600	—
Rattlesnake Dam Restoration and Access	133,000	—	6,500	6,500	—
Water Works Hill Road Parking Lot Trail	650,000	7,520	7,520	7,520	7,520
44 Ranch Playground	84,500	6,273	6,273	6,273	—
Fairview Parks - Ninkpata & Whitaker	20,000	—	32,500	32,500	—
Remove Landscaping of Reserve Street Medians	43,700	(6,700)	(6,700)	(6,700)	—
Urban Forest Renewal	50,000	109,300	2,500	93,950	—
Bellevue Park - Bike Park Update	88,042	15,700	15,700	15,700	15,700
Hellgate Park Update	31,400	11,550	11,550	11,550	11,550
Jeffrey Park Phase 1 Update	16,668	31,279	31,279	31,279	31,279
Kim Williams Expansion Update	5,000	7,532	7,532	7,532	7,532
Syringa Park Update	268,750	9,225	9,225	9,225	9,225
Total Project Costs and Proposed Operating Impacts	\$ 30,389,719	\$ 702,599	\$ 653,360	\$ 616,191	\$ 464,368

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

DEPARTMENT	EQUIPMENT REPLACEMENT TOTALS				
	FY2019	FY2020	FY2021	FY2022	FY2023
FLEET SERVICES					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	40,000	—	—	—	—
TOTAL BUDGET AND CIP	\$ 40,000	\$ —	\$ —	\$ —	\$ —
P.W. ENGINEERING					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	105,000	35,000	41,000	35,000	45,000
TOTAL BUDGET AND CIP	\$ 105,000	\$ 35,000	\$ 41,000	\$ 35,000	\$ 45,000
POLICE DEPARTMENT					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	597,450	832,450	557,450	527,450	532,450
TOTAL BUDGET AND CIP	\$ 597,450	\$ 832,450	\$ 557,450	\$ 527,450	\$ 532,450
FIRE EMERGENCY VEHICLES					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	70,000	2,265,000	845,000	280,000	55,000
TOTAL BUDGET AND CIP	\$ 70,000	\$ 2,265,000	\$ 845,000	\$ 280,000	\$ 55,000
FIRE ADMINISTRATION					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	125,000	40,000	—	—	40,000
TOTAL BUDGET AND CIP	\$ 125,000	\$ 40,000	\$ —	\$ —	\$ 40,000
P.W. STREET DIVISION					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	1,195,600	1,287,100	222,050	212,100	764,100
TOTAL BUDGET AND CIP	\$ 1,195,600	\$ 1,287,100	\$ 222,050	\$ 212,100	\$ 764,100
P.W. VEHICLE MAINTENANCE					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	253,500	54,500	—	12,000	3,500
TOTAL BUDGET AND CIP	\$ 253,500	\$ 54,500	\$ —	\$ 12,000	\$ 3,500
P.W. TRAFFIC SERVICES					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	40,000	23,000	115,000	—	—
TOTAL BUDGET AND CIP	\$ 40,000	\$ 23,000	\$ 115,000	\$ —	\$ —
PARKS DEPARTMENT					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	168,000	112,000	55,000	224,500	182,000
TOTAL BUDGET AND CIP	\$ 168,000	\$ 112,000	\$ 55,000	\$ 224,500	\$ 182,000
Grand Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Grand Total CIP Portion	2,594,550	4,649,050	1,835,500	1,291,050	1,622,050
TOTAL GENERAL FUND	\$ 2,594,550	\$ 4,649,050	\$ 1,835,500	\$ 1,291,050	\$ 1,622,050

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

DEPARTMENT	EQUIPMENT REPLACEMENT TOTALS				
CEMETERY					
Total Operating Portion	\$ 45,000	\$ 30,000	\$ 81,000	\$ 25,000	\$ 40,000
Total CIP Portion	—	—	—	—	—
TOTAL BUDGET AND CIP	\$ 45,000	\$ 30,000	\$ 81,000	\$ 25,000	\$ 40,000
P.W. BUILDING INSPECTION					
Total Operating Portion	\$ 60,000	\$ 60,000	\$ 90,000	\$ 30,000	\$ 60,000
Total CIP Portion	—	—	—	—	—
TOTAL BUDGET AND CIP	\$ 60,000	\$ 60,000	\$ 90,000	\$ 30,000	\$ 60,000
P.W. WASTE WATER TREATMENT					
Total Operating Portion	\$ —	\$ —	\$ —	\$ —	\$ —
Total CIP Portion	545,000	680,000	853,000	130,000	33,000
TOTAL BUDGET AND CIP	\$ 545,000	\$ 680,000	\$ 853,000	\$ 130,000	\$ 33,000
PARKING COMMISSION					
Total Operating Portion	\$ 150,000	\$ 50,000	\$ 18,000	\$ 50,000	\$ —
Total CIP Portion	—	—	—	—	—
TOTAL BUDGET AND CIP	\$ 150,000	\$ 50,000	\$ 18,000	\$ 50,000	\$ —
Total Operating Portion	\$ 255,000	\$ 140,000	\$ 189,000	\$ 105,000	\$ 100,000
Total CIP Portion	545,000	680,000	853,000	130,000	33,000
TOTAL NON-GENERAL FUND	800,000	820,000	1,042,000	235,000	133,000
Grand Total	\$ 3,394,550	\$ 5,469,050	\$ 2,877,500	\$ 1,526,050	\$ 1,755,050
Federal Transportation Portion	—	—	—	—	—
TOTALS	\$ 3,394,550	\$ 5,469,050	\$ 2,877,500	\$ 1,526,050	\$ 1,755,050

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FLEET SERVICES			220				
TOYOTA PRIUS	ADMIN	2004	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
DODGE GRAND CARAVAN	MRA	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
WAYFINDING SIGNS	DEV SRVS	2017					
Total Core Units		3	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0

ENGINEERING DIVISION			280				
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FORD ESCAPE	ENGR	2014	\$ 0	\$ 0	\$ 0	\$ 35,000	\$ 0
JEEP GRAND CHEROKEE	ADMIN	2005	\$ 35,000				
JEEP LIBERTY	ENGR.	2006	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
CHEVROLET IMPALA	ADMIN	2007	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
CHEVY COLORADO	ENGR	2005	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA 2500	ENGR	2008	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
NISSAN FRONTIER	INSPECTION	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F250	INSPECTION	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 45,000
CHEVY COLORADO	ENGR	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY COLORADO	ENGR	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD ESCAPE	INSPECTION	2012	\$ 0	\$ 0	\$ 6,000	\$ 0	\$ 0
Total Core Units		11	\$ 105,000	\$ 35,000	\$ 41,000	\$ 35,000	\$ 45,000

POLICE DEPARTMENT			290				
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FORD ESCAPE	ADMIN	2012	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
BUICK LACROSSE	DETECTIVE	2007	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
CHEVROLET IMPALA	DETECTIVE	2013	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
FORD ESCAPE	ADMIN	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVROLET G30 VAN	CRIME VAN	2004	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
DODGE JOURNEY	ADMIN	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE 1500	K9	2014	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
FORD TAURUS	DETECTIVE	2013	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
DODGE DAKOTA	AI	2010	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0
DODGE DAKOTA	AI	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE JOURNEY	ADMIN	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE JOURNEY	ADMIN	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE JOURNEY	ADMIN	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE 1500SSV	K9	2016	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE 1500SSV	PATROL	2016	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE PROMASTER 2500	PATROL	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE JOURNEY	ADMIN	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD FUSION	DETECTIVE	2017	\$ 0	\$ 0	\$ 0	\$ 35,000	\$ 0
CHEVROLET TAHOE	PATROL	2011	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE CHARGER	PATROL	2013	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER	PATROL	2013	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER	PATROL	2014	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2014	\$ 45,000	\$ 0	\$ 0	\$ 45,000	\$ 0
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
DODGE CHARGER ALL WHL DRIVE	PATROL	2017	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 45,000
HONDA ST1300PA	PATROL	2012	\$ 35,000	\$ 0	\$ 0	\$ 35,000	\$ 0
HONDA ST1300PA	PATROL	2012	\$ 35,000	\$ 0	\$ 0	\$ 35,000	\$ 0
HONDA ST1300PA	PATROL	2012	\$ 35,000	\$ 0	\$ 0	\$ 35,000	\$ 0
HONDA ST1300PA	PATROL	2012	\$ 35,000	\$ 0	\$ 0	\$ 35,000	\$ 0
CHEVROLET IMPALA	DETECTIVE	2007	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
FORD F150 CREW CAB	DETECTIVE	2007	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0
CHEVROLET IMPALA	DETECTIVE	2008	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
CHEVROLET IMPALA	DETECTIVE	2008	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
MALIBU HYBRID	DETECTIVE	2009	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
MALIBU HYBRID	DETECTIVE	2009	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
MALIBU HYBRID	DETECTIVE	2009	\$ 0	\$ 35,000	\$ 0	\$ 0	\$ 0
MOBILE & HANDHELD RADIOS	PATROL	0	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000	\$ 46,000
POLICE ONGOING EQUIP REPLACEMENT	PATROL	0	\$ 36,450	\$ 36,450	\$ 36,450	\$ 36,450	\$ 36,450
Total Core Units		54	\$ 597,450	\$ 832,450	\$ 557,450	\$ 527,450	\$ 532,450

FIRE EMERGENCY VEHICLES			300				
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
CATARAFT TUBES AND TRAILER	RESCUE	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FIRE ENGINE (TYPE 1)	RESPONSE	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
RESCUE WATER CRAFT	RESCUE	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,000
FIRE ENGINE (TYPE 1)	RESPONSE	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FIRE ENGINE (TYPE 1)	RESPONSE	2003	\$ 0	\$ 530,000	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FIRE ENGINE (TYPE 1)	RESPONSE	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FIRE ENGINE (TYPE 1)	RESPONSE	1999	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FIRE ENGINE (TYPE 1)	RESPONSE	2006	\$ 0	\$ 0	\$ 550,000	\$ 0	\$ 0
FIRE ENGINE (TYPE 1)	RESPONSE	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
LADDER TRUCK	RESPONSE	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
LADDER TRUCK	RESPONSE	1999	\$ 0	\$ 1,400,000	\$ 0	\$ 0	\$ 0
WATER TENDER (20 YR.)	RESPONSE	2001	\$ 0	\$ 0	\$ 260,000	\$ 0	\$ 0
WILDLAND ENGINE (TYPE 3)	RESPONSE	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
WILD LAND ENGINE (TYPE 2)	RESPONSE	1999	\$ 0	\$ 300,000	\$ 0	\$ 0	\$ 0
WILDLAND ENGINE (TYPE 3)	RESPONSE	2012	\$ 0	\$ 0	\$ 0	\$ 120,000	\$ 0
WILD LAND ENGINE (TYPE 6)	RESPONSE	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
COMMAND VEHICLE	RESPONSE	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
COMMAND VEHICLE	RESPONSE	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
COMMAND VEHICLE	RESPONSE	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
EQUIPMENT FOR TYPE 1 ENGINE	RESPONSE	NEW	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GENERATORS (All 5 Stations)	RESPONSE	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
COMPRESSORS AND FILL STATION	RESPONSE	1999	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SCBA (15 YRS.)	PPE	2011	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
INFORMATION SYSTEMS (MIDC'S)	6 UNITS		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
THERMAL IMAGERS (6 YRS.)	7 UNITS		\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
COMMUNICATION HAND HELD AND MOBILE RADIOS	60 UNITS	REPLACE	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
DEFIBRILLATORS (10 YRS.)	5 UNITS	2002	\$ 0	\$ 0	\$ 0	\$ 125,000	\$ 0
Total Core Units		27	\$ 70,000	\$ 2,265,000	\$ 845,000	\$ 280,000	\$ 55,000

FIRE DEPT. ADMINISTRATION		300					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
CHEVROLET IMPALA	FIRE CHIEF	2007	\$ 45,000	\$ 0	\$ 0	\$ 0	\$ 0
CHEVROLET COLORADO	INSPECTION	2015	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
FORD RANGER	INSPECTION	2006	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0
TOYOTA PRIUS	EMS	2009	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
FORD F 250	TRAINING	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NISSAN NV3500 VAN	MOTOR POOL	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000
NISSAN FRONTIER	TRAINING	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		7	\$ 125,000	\$ 40,000	\$ 0	\$ 0	\$ 40,000

BUILDING DIVISION		310					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
NISSAN ROGUE	INSPECTION	2017	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0
FORD ESCAPE	INSPECTION	2012	\$ 0	\$ 0	\$ 0	\$ 30,000	\$ 0
JEEP PATRIOT	INSPECTION	2015	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0
JEEP PATRIOT	INSPECTION	2014	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 30,000
JEEP PATRIOT	INSPECTION	2014	\$ 30,000	\$ 0	\$ 0	\$ 0	\$ 30,000
NISSAN ROGUE	INSPECTION	2017	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0
NISSAN FRONTIER	INSPECTION	2016	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0
NISSAN ROGUE	INSPECTION	2017	\$ 0	\$ 0	\$ 30,000	\$ 0	\$ 0
Total Core Units		8	\$ 60,000	\$ 60,000	\$ 90,000	\$ 30,000	\$ 60,000

STREET DIVISION		320					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
CHEVROLET SILVERADO	ADMIN	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,000
DODGE 1500 4X4	ADMIN	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE 1500 4X4	ADMIN	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE 3/4 TON	PAVING CREW	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
F350 FLAT BED / LIFT GATE	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 45,000
FORD F350 CREW CAB	OPERATIONS	2007	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
JOHNSTON 650	SWEEPER	2007	\$ 0	\$ 0	\$ 0	\$ 33,550	\$ 0
JOHNSTON 650	SWEEPER	2007	\$ 0	\$ 0	\$ 0	\$ 33,550	\$ 0
JOHNSTON 650	SWEEPER	2012	\$ 0	\$ 33,550	\$ 0	\$ 0	\$ 0
JOHNSTON 650	SWEEPER	2006	\$ 33,550	\$ 0	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
ISUZU JOHNSTON 650	SWEeper	2009	\$ 33,550	\$ 0	\$ 0	\$ 0	\$ 0
PETERBILT JOHNSTON 650	SWEeper	2013	\$ 0	\$ 33,550	\$ 0	\$ 0	\$ 0
ELGIN BROOM BEAR	SWEeper	2005	\$ 0	\$ 0	\$ 33,550	\$ 0	\$ 0
IH TANDEM VAC-CON	VACUUM	2002	\$ 0	\$ 270,000	\$ 0	\$ 0	\$ 0
CAT	GRADER	2006	\$ 0	\$ 350,000	\$ 0	\$ 0	\$ 0
CAT	GRADER	1982	\$ 350,000	\$ 0	\$ 0	\$ 0	\$ 0
F350 FORD DUMP BOX	1 TON DUMP	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50,000
ELGIN BROOM BEAR	SWEeper	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 33,550
I.H. TANDEM AXLE	TANDEM DUMP	2009	\$ 0	\$ 130,000	\$ 0	\$ 0	\$ 0
I.H. TANDEM AXLE	TANDEM DUMP	2007	\$ 190,000	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	TANDEM DUMP	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	FLUSHER	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	TANDEM DUMP	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
I.H. 7400	FLUSHER	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
I.H. TANDEM AXLE	TANDEM DUMP	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 130,000
STERLING TANDEM AXLE	TANDEM DUMP	2002	\$ 190,000	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	TANDEM DUMP	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ROSCO SPR-H	CHIP SPREADER	1997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT AP500E	PAVER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT	LOADER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT	LOADER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD 700 WROSCO DISTRIBUTOR	DISTRIBUTOR	1989	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT	BACKHOE	2006	\$ 0	\$ 0	\$ 0	\$ 120,000	\$ 0
BOMAG	ASPHALT ROLL	2003	\$ 75,000	\$ 0	\$ 0	\$ 0	\$ 0
CAT	LOADER	2004	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0
KOMTSU	LOADER	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD SINGLE AXLE	ANTI-ICE/PLOW	1997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BOBCAT	SKID STEER	1996	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT	SKID STEER	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F750	POTHOLE TRUCK	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD/ROSCO	POTHOLE TRUCK	1996	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
STERLING	SANDER/PLOW	2001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
STERLING	SANDER/PLOW	2005	\$ 135,000	\$ 0	\$ 0	\$ 0	\$ 0
IH 7400 SINGLE AXLE	SANDER/PLOW	2006	\$ 135,000	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	DEDICATED SANDERS	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	DEDICATED SANDERS	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	DEDICATED SANDERS	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	DEDICATED SANDERS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	DEDICATED SANDERS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER 108SD	SANDER/PLOW	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
AUTOCAR	VACUUM SWEEPER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
AUTOCAR	VACUUM SWEEPER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
AUTOCAR	VACUUM SWEEPER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	SANDER/PLOW	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	FLUSHER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	FLUSHER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CIMLINE CRACK SEALER	CRACK SEALER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HUDSON HD	ASPHALT RECYCLER	2012	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0
CATERPILLAR PS 150B	RUBBER TIRED ROLLER	2001	\$ 0	\$ 0	\$ 80,000	\$ 0	\$ 0
DYNAPACK CP132 9	RUBBER TIRED ROLLER	2001	\$ 0	\$ 0	\$ 80,000	\$ 0	\$ 0
HOMEMADE CONVEYOR	CONVEYOR	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TOW MASTER	TRAILER	1997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ECONOLINE	PAVER TRAILER	2003	\$ 0	\$ 0	\$ 0	\$ 0	\$ 35,000
TOW MASTER T40	PAVER TRAILER	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TRAIL KING	TRAILER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
OVERBUILT PAVER TRAILER	TRAILER	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BOSS RTE PLO	SNOW PLOW	2008	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
SCHMIDT	SNOW PLOW	1986	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0
SCHMIDT	SNOW PLOW	1992	\$ 0	\$ 25,000	\$ 0	\$ 0	\$ 0
SCHMIDT	SNOW PLOW	2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
SCHMIDT HSP4210POLLY	SNOW PLOW	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SCHMIDT	SNOW PLOW	2002	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0
SCHMIDT	SNOW PLOW	2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SCHMIDT	SNOW PLOW	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HENKE	SNOW PLOW	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HENKE	SNOW PLOW	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HENKE	SNOW PLOW	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BONNELL	SNOW PLOW	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BONNELL	SNOW PLOW	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NORTON CLIPPER	CEMENT SAW	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SANDERS	1 PER 2 YEARS	7 TOTAL	\$ 16,000	\$ 0	\$ 16,000	\$ 0	\$ 16,000
ASPHALT WACKIER	1 PER 2 YEARS	4 TOTAL	\$ 2,500	\$ 0	\$ 2,500	\$ 0	\$ 2,500
DEICER UNITS	1 PER 2 YEARS	7 TOTAL	\$ 10,000	\$ 0	\$ 10,000	\$ 0	\$ 10,000
NEW FOR FY 16 to 17 HEAVIER ROLLER	NEW REQUEST		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		84	\$ 1,195,600	\$ 1,287,100	\$ 222,050	\$ 212,100	\$ 382,050

FLEET MAINTENANCE		321					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
HYSTER	OPERATION	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY EXT. CAB COLORADO	OPERATION	2005	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0
CAT - OLYMPIAN	GENERATOR	2000	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0
CARGO TRAILER	OPERATIONS	1 PER	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GENI ONE MAN LIFT	OPERATIONS	1 PER	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BENPAK (Lift)	OPERATIONS	1 PER	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FLOOR CLEANING MACHINE	OPERATIONS	0	\$ 28,000	\$ 0	\$ 0	\$ 0	\$ 0
FORD ESCAPE	OPERATION	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD RANGER EXT CAB	OPERATION	2002	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
GMC 2500 4WD DR	INSPECTION	2004	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY 1 TON 4 WHL	OPERATIONS	1997	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0
ENGINE LATHE	Shop Equipment	1953	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
VERTICAL MILLING MACHINE	Shop Equipment	1986	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TRUCK WELDER	Welding Equipment	1963	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BELT GRINDER	Welding Equipment	0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
A/C MACHINE	Shop Equipment	1990	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SHOP WELDERS	Welding Equipment	1995	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PLAZMA CUTTER	Welding Equipment	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,500
BAND SAW	Welding Equipment	2000	\$ 0	\$ 6,500	\$ 0	\$ 0	\$ 0
PROCUT BRAKE LATHE	Shop Equipment	2012	\$ 0	\$ 0	\$ 0	\$ 12,000	\$ 0
ROTARY VEHICLE LIFT	Shop Equipment	1992	\$ 8,000	\$ 0	\$ 0	\$ 0	\$ 0
ROTARY VEHICLE LIFT	Shop Equipment	2002	\$ 0	\$ 8,000	\$ 0	\$ 0	\$ 0
ROTARY VEHICLE LIFT	Shop Equipment	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PRESSURE WASHERS	Shop Equipment	2001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
WASTE OIL BURNER	Shop Equipment	2005	\$ 15,000	\$ 0	\$ 0	\$ 0	\$ 0
PARTS WASHER	Shop Equipment	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
OTC FILTER CRUSHER	Shop Equipment	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SHOP AIR COMPRESSORS	Shop Equipment	1999	\$ 7,500	\$ 0	\$ 0	\$ 0	\$ 0
DRILL PRESS	Shop Equipment	1986	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TIRE MACHINE AND BALANCER	Shop Equipment	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		30	\$ 60,000	\$ 40,000	\$ 0	\$ 0	\$ 0

TRAFFIC DIVISION		322					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
ISUZU NPR	OPERATIONS	2,013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HONDA RANCHER ATV	OPERATIONS	2,013	\$ 0	\$ 8,000	\$ 0	\$ 0	\$ 0
ISUZU NPR	OPERATIONS	2,015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE GRAND CARAVAN	VAN	2,005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FORD F550	MAN LIFT	2,016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA	COM SHOP	2,009	\$ 0	\$ 0	\$ 45,000	\$ 0	\$ 0
ISUZU NPR	OPERATIONS	2,014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PACESETTER	OPERATIONS	2,015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PACESETTER	OPERATIONS	2,015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
EDCO 8 INCH CEMENT GRINDER	OPERATIONS	2,008	\$ 0	\$ 15,000	\$ 0	\$ 0	\$ 0
HYSTER FORKLIFT	FORKLIFT	1,984	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY 1/2 EXT CAB PICKUP	ENGR.	2,002	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY PICKUP	ADMIN	2,004	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
DODGE D250	OPERATIONS	2,001	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
Total Core Units		14	\$ 40,000	\$ 23,000	\$ 115,000	\$ 0	\$ 0

WASTEWATER/COMPOST DIVISION		330					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FORD FUSION HYBRID	PLANT MAINT	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CAT 416 D LOADER BACKHOE	PLANT MAINT	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD TRANSIT CONNECT	OPERATIONS	2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA 3500	COMPOST	2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE RAM 3500	PLANT MAINT	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DOOSAN FORKLIFT	PLANT MAINT	2006	\$ 0	\$ 0	\$ 15,000	\$ 0	\$ 0
PIPE HUNTER SIDEKICK EASEMENT	OPERATIONS	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY COLORADO	OPERATIONS	2015	\$ 0	\$ 0	\$ 0	\$ 35,000	\$ 0
CHEVY COLORADO	OPERATIONS	2015	\$ 0	\$ 0	\$ 0	\$ 35,000	\$ 0
IH AQUATEC	OPERATIONS	2011	\$ 0	\$ 0	\$ 270,000	\$ 0	\$ 0
DODGE GRAND CARAVAN	OPERATIONS	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY 1 TON	OPERATIONS	2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
IH AQUATEC	VACUUM	2008	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
INGERSOLL RAND	COMPRESSOR	1988	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	JETTIER	1997	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER	JETTIER	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA 1500	COMPOST	2012	\$ 0	\$ 0	\$ 0	\$ 35,000	\$ 0
FORD F150	OPERATIONS	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SECA JETTIER UNIT	COLLECTIONS	2004	\$ 350,000	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA 3500	COLLECTIONS	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
GMC SIERRA 3500	COLLECTIONS	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
GMC SIERRA 3500	COLLECTIONS	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
GMC SIERRA 3500	COLLECTIONS	2016	\$ 0	\$ 45,000	\$ 0	\$ 0	\$ 0
CAT 938G LOADER	COMPOST	2005	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0
CASE 821 LOADER	COMPOST	1994	\$ 0	\$ 250,000	\$ 0	\$ 0	\$ 0
CASE 521 LOADER	COMPOST	1994	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
WILDCAT TROMMEL SCREEN	COMPOST	1996	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
POWERSCREEN TROMMEL	COMPOST	2001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
MOBARK 1200 TUB GRINDER	COMPOST	1994	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FREIGHTLINER FL 80	COMPOST	2000	\$ 0	\$ 0	\$ 190,000	\$ 0	\$ 0
AULICK TRAILER	COMPOST	2009	\$ 0	\$ 0	\$ 65,000	\$ 0	\$ 0
INTERNATIONAL 4900 6x4	COMPOST	1996	\$ 0	\$ 0	\$ 190,000	\$ 0	\$ 0
INTERNATIONAL 1850	COMPOST	1975	\$ 160,000	\$ 0	\$ 0	\$ 0	\$ 0
TOYOTA FORK LIFT	COMPOST	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CASE 921 LOADER	COMPOST	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CASE 921 LOADER	COMPOST	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
MOBARK 1200XL TUB GRINDER	COMPOST	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
ROTO-MIX 3410 ROTARY MIXER	COMPOST	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
40 HP BLOWERS	COMPOST	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CMC PUMP	COLLECTIONS	1956	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
COMC 3" PUMP	PLANT	1951	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,000
LANDA PRESSURE WASH	PLANT	1986	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,000
OLYMPIAN GENERATOR	COLLECTIONS	1999	\$ 0	\$ 0	\$ 41,000	\$ 0	\$ 0
OLYMPIAN GENERATOR	COLLECTIONS	1999	\$ 0	\$ 0	\$ 41,000	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
OLYMPIAN GENERATOR	COLLECTIONS	2002	\$ 0	\$ 0	\$ 41,000	\$ 0	\$ 0
SULLAIR 210H COMPRESSOR	COLLECTIONS	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NASHUA TRAILER	COLLECTIONS	1957	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
RETTING UTILITY TRAILER	COLLECTIONS	1999	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SECA JETTIER UNIT	COLLECTIONS	1995	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0
Total Core Units		49	\$ 545,000	\$ 680,000	\$ 853,000	\$ 130,000	\$ 33,000

CEMETERY			340				
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
CASE 580 CKB	Loader w/3pt. Hitch	1,974	\$ 0	\$ 0	\$ 56,000	\$ 0	\$ 0
SULAIR COMPRESSOR DF210HJD	Air Compressor	2,013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO WALK BEHIND	Mower	2,002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
KUBOTA	Mower	2,012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HUSTLER \ ATTACHMENTS	Mower	2,002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HUSTLER \ ATTACHMENTS	Mower	2,001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000
POLARIS RANGER	Utility Cart	2,002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO WORKMAN	Utility Cart	2,012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE	Tractor	2,007	\$ 0	\$ 0	\$ 0	\$ 25,000	\$ 0
KUBOTA	Utility Cart	2,004	\$ 0	\$ 0	\$ 25,000	\$ 0	\$ 0
HUSTLER \ ATTACHMENTS	Mower	2,004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PROCORE 880	SOIL AERATOR	2,004	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0
HUSTLER \ ATTACHMENTS	Mower	2,007	\$ 45,000	\$ 0	\$ 0	\$ 0	\$ 0
TORO WORKMAN	Utility Cart	2,015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BACKHOE LOADER	OPERATION	2,010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
KUBOTA	UTV	2,013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		16	\$ 45,000	\$ 30,000	\$ 81,000	\$ 25,000	\$ 40,000

PARKS DEPARTMENT			370				
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
DODGE RAM 1500	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
DODGE GRAND CARAVAN	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD TRANSIT 15 PASSENGER	OPERATIONS	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NISSAN NV 3500SV 15 PASSENGER VAN	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F350 FLAT BED LIFT GATE	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GMC SIERRA PICKUP	OPERATIONS	2006	\$ 0	\$ 0	\$ 35,000	\$ 0	\$ 0
CHEVY SILVERADO HYBRID	OPERATIONS	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
POLARIS 6x6 UTV	CONSERVATION	2008	\$ 20,000	\$ 0	\$ 0	\$ 0	\$ 0
MORBARK CHIPPER	CONSERVATION	2010	\$ 0	\$ 40,000	\$ 0	\$ 0	\$ 0
CASE 580L	OPERATIONS	1998	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F-250	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1545 72" MOWER	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000
TORO 5900 16' MOWER	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD TRANSIT 15 PASSENGER	RECREATION	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE TRACTOR 6310	CONSERVATION	2001	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BOBCAT TOOL CAT	OPERATIONS	2012	\$ 0	\$ 0	\$ 0	\$ 70,000	\$ 0
KUBOTA F3990	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HONDA RUBICON	OPERATIONS	2012	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0
KUBOTA 3680	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 30,000	\$ 0
TORO 5900 16' MOWER	MOWER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVY PICKUP	OPERATIONS	2000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO 5900 16' MOWER	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 96,000
FORD F700 AERIAL LIFT TRUCK	FORESTRY	2002	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
AERIAL LIFT TRUCK	FORESTRY	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BANDIT 3200 STUMP GRINDER	FORESTRY	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NISSAN NV 3500SV 15 PASSANGER VAN	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1545 72" MOWER	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000
MITSUBISHI (MINI TRUCK)	OPERATIONS	1998	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
HONDA (MINI TRUCK)	OPERATIONS	2000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
MITSUBISHI (MINI TRUCK)	OPERATIONS	1996	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
GMC SIERRA PICKUP	OPERATIONS	2005	\$ 35,000	\$ 0	\$ 0	\$ 0	\$ 0
KUBOTA MOWER	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CASE MINI EXCAVATOR	OPERATIONS	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F350 DUMP BOX	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVROLET ¼ TON PICKUP	OPERATIONS	1999	\$ 0	\$ 0	\$ 0	\$ 32,000	\$ 0
GMC SIERRA PICKUP	OPERATIONS	2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1445	MOWER	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1445	MOWER	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BANDIT 255XP	CHIPPER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BANDIT 250XP	CHIPPER	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO 580D MOWER	MOWER	2006	\$ 95,000	\$ 0	\$ 0	\$ 0	\$ 0
KUBOTA UTV	OPERATIONS	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
KUBOTA UTV	OPERATIONS	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F 250	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO 5900 16' MOWER	MOWER	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1445	MOWER	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
RYAN RENOVAIRE	TURF MAINTENANCE	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PJ UTILITY TRAILER	OPERATIONS	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PJ UTILITY TRAILER	OPERATIONS	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SPORT LAND TRAILER	OPERATIONS	2005	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0
SPORT LAND TRAILER	OPERATIONS	2005	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0
SPORT LAND TRAILER	OPERATIONS	2006	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0
UTILITY TRAILER	OPERATIONS	2005	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0
UTILITY TRAILER	OPERATIONS	2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
B&B TRAILERS UTILITY TRAILER	OPERATIONS	2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GARGOMATE TRAILER	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PJ TRAILER CAR HAULER TRAILER 16'	OPERATIONS	2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO TOP DRESSER	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
REDMAX 12 TON TRAILER	OPERATIONS	1995	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TRAILER	OPERATIONS	2006	\$ 0	\$ 0	\$ 0	\$ 15,000	\$ 0
WALTON TRAILER	OPERATIONS	2012	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0
RYAN RENOVAIRE	OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
WALTON TRAILER	OPERATIONS	2012	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0
WALTON TRAILER	OPERATIONS	2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,000
FABIQUE RAFT TRAILER	OPERATIONS	2011	\$ 0	\$ 0	\$ 5,000	\$ 0	\$ 0
FABIQUE RAFT TRAILER	OPERATIONS	2010	\$ 0	\$ 5,000	\$ 0	\$ 0	\$ 0
HOME MADE TRAILER	OPERATIONS	2010	\$ 0	\$ 5,000	\$ 0	\$ 0	\$ 0
PACEAMERIC BACKCOUNTRY TRAILER	SPLASH FOOD TRAILER	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
LANDPRIDE SLIP SEEDER	OPERATIONS	2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PJ TRAILER CAR HAULER TRAILER	OPERATIONS	2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
PJ TRAILER	OPERATIONS	2003	\$ 0	\$ 0	\$ 15,000	\$ 0	\$ 0
PULL BEHIND AERATOR	OPERATIONS	1995	\$ 0	\$ 12,000	\$ 0	\$ 0	\$ 0
TORO 5900 16' MOWER	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO WORKMAN XD-D	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TORO WORKMAN XD-D	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
NEWSTRIPE 1700 RIDE ON STRIPER	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 10,500	\$ 0
TORO WORKMAN ELECTRIC	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0
TORO WORKMAN ELECTRIC	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0
TORO WORKMAN ELECTRIC	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0
TORO SANDPRO 5040	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 17,000	\$ 0
HYSTER H60FT FORKLIFT	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
MOTIVE ENCLOSED CARGO TRAILER	FORT OPERATIONS	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
FORD F250	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
JOHN DEERE 1545 72" MOWER	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
BOSS RT3 SNOW PLOW	FORT OPERATIONS	2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
SKID STEER	OPERATIONS		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
POST POUNDER	OPERATIONS		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
ARROW BOARD TRAILER	FORT OPERATIONS		\$ 18,000	\$ 0	\$ 0	\$ 0	\$ 0
RECREATION TRAILER	FORT OPERATIONS		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		89	\$ 168,000	\$ 112,000	\$ 55,000	\$ 224,500	\$ 182,000

PARKING COMM.		395					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
GRACO LINE PAINTER	MAINTENANCE	2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CHEVROLET 3500	METER READ	1995	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0
GO-4	METER READ	2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GO-4	METER READ	2003	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GO-4	METER READ	2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
GO-4	METER READ	2006	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0
GO-4	METER READ	2008	\$ 0	\$ 0	\$ 0	\$ 50,000	\$ 0
GMC	SNOW PLOW	2005	\$ 0	\$ 50,000	\$ 0	\$ 0	\$ 0
JOHN DEERE GATOR	SNOW PLOW	2005	\$ 0	\$ 0	\$ 18,000	\$ 0	\$ 0
GMC SIERRA	SNOW PLOW	2008	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0
JOHNSTON 605	SWEEPER	1999	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total Core Units		11	\$ 150,000	\$ 50,000	\$ 18,000	\$ 50,000	\$ 0

WATER UTILITY		335					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
GMC 2500	Vacant position	2013					
GMC 2500	Operations Sup	2013					
Ford 350 EXTCAB V10 W/Flatbed	Distribution	2002					
Ford 350 EXTCAB V10 W/Service body	Production	2002					
Ford 350 EXTCAB V10 W/Service body	Production	2006					
Ford 350 EXTCAB V10 W/Service body	Production	2002					
Ford 250 V8 W/ Service Body	Service	2011					
Ford EXTCAB 150	Service	2010					
Ford EXTCAB 150	Back flow	2010					
Chevy 2500 W/ Flatbed	Distribution	2008					
Chevy 2500 W/ Flatbed	Distribution	2004					
Chevy 3500 EXTCAB W/ Flatbed Diesel Dually	Distribution	2006					
Chevy 2500 W/ Service Body	Service	2004					
Chevy 2500 W/ Service Body	Service	2004					
Chevy W/ Knapheide van	Service	2007					
Chevy 2500 W/ Service Body Diesel	Production	2008					
Chevy 2500 W Service Body Diesel	Production	2004					
Chevy 2500	Vacant position	2007					
Chevy EXTCAB 1500	Spare/Engineering	2011					
Chevy 1500	Safety	2011					
VW	Pool car	2014					
Chevy 2500 pickup	Pool car	2003					
91 Chevy pickup	Production	1991					
Boom truck	Production	1984					
Ford Generator Truck	Production	1997					
Ford Dump Truck	Distribution	1990					
Zeeman Equipment Trailer	Distribution	1990					
Snake River Equipment Trailer	Distribution	2015					
Cat Skid steer	Distribution	2015					
Vacuum and Trailer	Service						
Charmac Enclosed trailer 14'	Operations	2010?					
Charmac Enclosed trailer 24'	Operations	2013?					
Total Core Units		32	\$ 0				

STORM WATER UTILITY		335					
VEHICLE DESCRIPTION	OPERATION FUNCTION	YEAR	FY2019	FY2020	FY2021	FY2022	FY2023
FORD F150 SUPER CAB PICKUP	ADMIN	2017					
Total Core Units		1	\$ 0				

CAPITAL IMPROVEMENT PROGRAM & CAPITAL BUDGET

FY19 - FY23 City of Missoula Copier / Printer & Plotter Replacement Schedule

DEPT.	COPIER/PRINTER DESCRIPTION	FY2019	FY2020	FY2021	FY2022	FY2023
ATTORNEY	W7855PT (+ Env. Try, 3 hole punch & office finisher LX)			12,600		
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)					5,800
DEV. SERVICES (Prev. Bldg.)	Xerox W7855PT				12,500	
DEV. SERVICES (Prev. PW)	Xerox WC7556P Color MFP				13,500	
FINANCE	HP LJ M725DN MFP (+ Carepack)					
FIRE	Xerox WC7556P Color MFP					
HUMAN RESOURCES	Konica Minolta C360 Bizhub Color Digital MFS					
MAYOR	W7855PT (+ 3 hole punch & office finisher LX)			12,200		
MRA	Sharp MX4101N					
MUNI COURT	Toshiba e-Studio 5540ct Digital MFS Color with a fax board					
PARKING	HP LaserJet Pro M570DN					
PARKS & REC AQUATICS	Ricoh MPC5501		11,400			
PARKS & REC FACILITIES	Toshiba e-Studio 5540ct Digital MFS Color	10,000				
PARKS & REC FACILITIES	Konica Minolta Bizhub 350					
POLICE	Konica Minolta BizHub C552	15,300				
POLICE	New Device			13,500		
STREET	Xerox W7125PT Color MFS		7,100			
TRANSPORTATION	Xerox 5855APT	12,000				
WWTP	Konica Minolta Bizhub 223 MFP					
WWTP	Xerox W7835PT			8,700		
DEPT.	PLOTTER	FY2019	FY2020	FY2021	FY2022	FY2023
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				12,500	
POLICE	HP Designjet T2300 PostScript eMultifunction printer & HP 3-yr NBD DJet HW Spt				12,500	
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					
	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
		\$ 112,300	\$ 104,200	\$ 122,000	\$ 138,800	\$ 80,800