LOVELAND CITY COUNCIL
STUDY SESSION
TUESDAY, AUGUST 14, 2012
CITY COUNCIL CHAMBERS
500 EAST THIRD STREET
LOVELAND, COLORADO

THE CITY OF LOVELAND DOES NOT DISCRIMINATE ON THE BASIS OF DISABILITY, RACE, CREED, COLOR, SEX, SEXUAL ORIENTATION, RELIGION, AGE, NATIONAL ORIGIN, OR ANCESTRY IN THE PROVISION OF SERVICES. FOR DISABLED PERSONS NEEDING REASONABLE ACCOMMODATION TO ATTEND OR PARTICIPATE IN A CITY SERVICE OR PROGRAM, CALL 962-2343 OR TDD # 962-2620 AS FAR IN ADVANCE AS POSSIBLE.

6:30 P.M. **STUDY SESSION - City Council Chambers**

1. **WATER & POWER** **(90 minutes)**

Electrical System Infrastructure and Undergrounding

The study session will provide background information regarding the current state of the electrical system infrastructure and provide some advantages and disadvantages of having the entire electrical system underground. The existing practice of converting overhead lines to underground is included in our current capital improvement plan.

2. **FINANCE** **(60 minutes)**

Recommended 2013-2022 Capital Program for General Fund Agencies

The Capital Program for General Fund Agencies includes all the planned capital projects for the City in the next 10-year period. Discussion items include:

- Projects funded through the General Fund or Capital Expansion Fees (CEFs) and the timing of the projects;
- Operating impacts resulting from the Capital Program

The focus of the discussion will be on the Governmental Funds Capital Program, primarily because of the impact to the General Fund. The Enterprise Funds capital project programs will be presented to Council at a later date.

ADJOURN

CITY OF LOVELAND
WATER & POWER DEPARTMENT
200 North Wilson • Loveland, Colorado 80537
(970) 962-3000 • FAX (970) 962-3400 • TDD (970) 962-2620

AGENDA ITEM:	**1**
MEETING DATE:	8/14/2012
TO:	City Council
FROM:	Russel Jentges, Water & Power Bob Miller, Water & Power Steve Adams, Water & Power
PRESENTER:	Russel Jentges, Senior Electrical Engineer Bob Miller, Power Operations Manager

TITLE:
What is the Current Condition of the Electrical System Infrastructure?
Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?

RECOMMENDED CITY COUNCIL ACTION: Review, discuss and give direction to staff.

DESCRIPTION:
The study session will provide background information regarding the current state of the electrical system infrastructure and provide some advantages and disadvantages of having the entire electrical system underground. The existing practice of converting overhead lines to underground is included in our current capital improvement plan.

SUMMARY:
City Council identified in their January 21, 2012 City Council Advance their desire to learn more about the current state of the electrical system. Given the storm damage that occurred to the overhead system in 2011 City Council also requested to explore if there would be a benefit to accelerating the process of converting overhead electric lines to underground. Staff will provide a two part presentation. Part one of the presentation (Attachment 2) will cover the current and future projected state of the electrical infrastructure. Part two of the presentation (Attachment 3) will give a background and overview of the distribution system and address the benefits and disadvantages of accelerating efforts to underground the remaining overhead system within the city limits. In part two of the presentation, Staff will also offer options and recommendations as well as request guidance from City Council on how to proceed. Please see the attached Staff Memo (Attachment 1) for further background information.

REVIEWED BY CITY MANAGER: William D. Cahill

LIST OF ATTACHMENTS:

Attachment 1: Water & Power Staff Memorandum dated August 10, 2012
Attachment 2: What is the Current Condition of the Electrical System Infrastructure?
Attachment 3: Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?

Department of Water and Power
Service Center • 200 N. Wilson Avenue • Loveland, CO 80537
(970) 962-3000 • (970) 962-3400 Fax • (970) 962-2620 TDD
www.cityofloveland.org

TO: City Council

DATE: August 10, 2012

THROUGH: Bill Cahill, City Manager

FROM: Steve Adams, Water and Power Director

RE: Staff Report on presentations "What is the Current Condition of the Electrical System Infrastructure?" by Russel Jentges and "Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?" by Bob Miller

CC: Bob Miller, Power Operations Manager
Russel Jentges, Senior Electrical Engineer

The significant challenges the City of Loveland Water and Wastewater utilities are currently facing sparked the interest of City Council to also understand the state of the Power utility and whether this utility faces similar challenges as Water and Wastewater. In addition, Council desired to know whether we should accelerate the undergrounding process of the remaining overhead system to prevent future weather related outages such as those caused by the October 2011 snowstorm.

To address these concerns, Staff will give a two-part presentation at the August 14, 2012 City Council study session. Part one of the presentation will cover the current and future projected state of the electrical system, concerns over capacity shortfalls and aging infrastructure, and the plan to address these concerns. Part two of the presentation will give background information and an overview of our underground verses overhead electrical systems, address the benefits and disadvantages of accelerating the efforts to underground the remaining overhead system, offer options and staff recommendations and request guidance from City Council on how to proceed.

The Power Department operates and maintains the electric utility infrastructure to serve our customers in a reliable and cost effective manner. Unlike the Water or the Wastewater Departments, the Power Department designs, builds and maintains our system internally. We supplement our labor force with contractors for the following types of work: directional boring, substructure work which includes trenching, vaults and conduit installation. In addition, we contract out tree trimming, pole testing and substation construction and maintenance. The City purchases its power from Platte River Power Authority (PRPA). Electric power is generated by PRPA and then transmitted through PRPA owned transmission lines to various City of Loveland owned substations. The City then distributes this power through the distribution system from the substations to its customers.

The City's electric service area is in a certificated service territory which is a formal designation of who provides power to various service areas. Certificated service territories in the state of Colorado were passed into state law through House Bill 1131 in 1986. According to the Colorado Public Utility Commission, which regulates utilities in the state of Colorado, we have a right to provide electricity to our customers within our certificated service area. The City of Loveland has interconnection agreements with Xcel and Poudre Valley Rural Electric Association (Poudre Valley REA) which provides

redundancy for each party's electric systems. If an area is annexed into the City of Loveland we have legal agreements to buy out the existing electrical provider of those areas. Often times these annexed areas are overhead systems so the City may inherit more overhead distribution systems even though we are not building new overhead systems. These overhead systems would then need to be evaluated for the best time to bring them underground.

State of the Electrical System

Overall, the electrical system is performing well and we are not seeing trends of increased cable failures or outages. The system is built to an N-1 condition which means if one part fails, the electrical load may be picked up by another part of the system. Our substation-to-substation feeder ties connect our substations together. We use sub-to-sub ties to ensure system redundancy so that any feeder's load can be picked up by a connected sub-to-sub feeder if necessary. These sub-to-sub ties are the main cables we focus on during our capital planning. If these fail, we have thousands of customers experiencing outages rather than a couple hundred. Ideally, our normal load on sub-to-sub ties is maintained below 50% capacity so that we can easily handle backing up any part of the system.

According to the highlighted areas on the extract of Ordinance 4444, City Municipal Code 16.41.150, Appendix A adopted May 4, 1999 (Staff Memo Attachment 1), our sub-to-sub ties need to be adequate to account for the loss of any substation transformer or that transformer's switchgear lineup at any time during the year. If we lose a transformer at peak times we need to be able to pick up that load on our sub-to-sub ties without any problems. Incorporating this design and planning redundancy into our system to follow this municipal code standard is a best management practice. Our current electrical system has some capacity shortfalls where we are not in compliance with the municipal code standard. As of 2011, we have seven feeders that exceed the 10 megawatt capacity limit. Due to our load growth, we project that in 2017 we will have one more sub-to-sub feeder tie above the capacity limit and six others approaching that limit which will need to be addressed. We continually need to make upgrades to our system capacity in order to address and handle additional load growth.

Anywhere from 20-30% of our system is past or close to the end of its useful design life. The older an asset is the more likely it is to fail. The Power Department uses an asset management strategy to evaluate our electrical system assets to help determine how they are operating. We monitor cable failures, identify reliability issues, perform infrared inspections, track the age of our assets, compare key indicators against industry standards, perform diagnostic testing and inspect our poles.

Our attached 2013 to 2022 10-year capital improvement plan (Staff Memo Attachment 2) addresses our existing and projected system capacity shortfalls and the replacement of aging or failing infrastructure. In the next two years, we will address the seven sub-to-sub feeder ties that are above the capacity limit. In the following three years, we will be addressing aging infrastructure. The geographical locations of the current 2012 projects, the planned ten year conversion projects and planned five year system line projects are detailed on the Capital Improvement Plan Map (Staff Memo Attachment 3) with project ID numbers correlating to the specific numbered projects on the 10-year plan. Following this 10-year plan will increase our capital expenditures resulting in a reduction of our existing cash balance, and can be achieved with our current labor force. These increases in capital improvements have been planned and scheduled in a manner so we will continue to have adequate resources for our annual operations and maintenance work. At this point in time, we are not requesting a rate increase to fund additional capital improvement projects. The Power Department will perform a cost-of-service rate study in 2013.

Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?

Background: Of the 595 total miles in our distribution system, 480 of those miles which make up 81% of our system are already underground. Of the remaining 19% of our distribution system, 81 miles are within the City and the remaining 34 miles are in the Big Thompson Canyon. The Power Department recommends excluding the lines in the canyon from the underground process. It would not be practical to underground that area due to the difficult terrain and the amount of rock.

Our current practice of when to convert existing overhead lines to underground is based on the following:

1) Customer requests which based on our current municipal code requires the customer to pay construction and material for the substructure work and the City to pay the remaining costs
2) Power Department's asset management strategy which prioritizes areas to focus on. The priorities are as follows: reliability issues, main feeder lines, coordination with other city departments and other utility infrastructure improvements, areas with higher concentration of trees, aging infrastructure and circuits that are a combination of overhead and underground.

On a national level, over the past 10 years at least 11 state studies have been generated due to the outage impact caused by unusually large storms. To date, no state utility commission has recommended wholesale undergrounding of the electric infrastructure primarily due to the costs of undergrounding the entire system. New underground distribution construction and conversions cost four to six times more than overhead construction and can be very complex in nature.

Benefits of Underground Infrastructure: There are definite benefits to having the system infrastructure entirely underground. Aesthetics may be improved with the removal of poles, overhead lines and other utility attachments. Converting to underground creates an improvement in reliability by reducing the frequency of outages. There is typically less storm damage because the underground cable is rarely affected by storms. Due to the reduction in required tree trimming, costs will be reduced along with improved customer relations. On underground systems, utilities typically experience a decrease in damages to the infrastructure from motor vehicle accidents along with a decrease in electrical contact injuries. Customers normally experience fewer momentary interruptions associated with overhead lines caused by wind, lightning or wildlife. With an underground system there are fewer obstructions in walkways due to the removal of poles.

Disadvantages of Underground Infrastructure: On the other hand, there are disadvantages to accelerating the conversion of our electric system infrastructure from overhead to underground. These include an estimated cost of $130 million to convert the remaining 81 miles of overhead lines within the city limits to underground. The utility will experience additional costs such as burying the service conductors, repair of customers' roofs, eaves, exterior walls and landscaping. There is a stranded asset cost of $7.4 million to prematurely retire the existing overhead conductors and poles. It costs considerably more to add new customers or to add capacity on underground systems. Flooding and high groundwater damage to the vaults and conduit create higher operation and maintenance costs and safety concerns for our employees. There is a reduced life expectancy of underground cables. Additional time and costs will be required for new front lot easements and new underground fed streetlights. Underground systems have limited emergency overload capabilities due to the confined space around cables. Customers tend to experience outage restoration times of more than double due to the added time of locating the fault, digging up the cable and making the repairs. Typically more customers are impacted per underground outage because more customers are connected to each transformer fuse. If the City chooses to underground a line, other utilities sharing the poles are not required by our franchise agreement to underground their lines as well. Often other utilities such as telephone or cable TV are attached to the poles along with the City and unless they voluntarily convert their utilities underground at the same time, the pole may be shortened to remove the primary conductor but still remain for the other utilities to use. Aesthetic improvements may not be gained unless other utilities are forced to underground their service as well. The City of Loveland Water & Power Department seeks every opportunity to share trenches so that other utilities can underground their systems too. The Power Department has agreements which help facilitate joint trenching opportunities which can help encourage attached utilities to convert their services underground at the same time as the electric utilities.

Summary: We do not have sufficient funds to finance converting the remaining overhead system to underground and follow our capital improvement plan. In order to proceed with an accelerated undergrounding process, we would need additional funding and additional staff to perform this work. We estimate it will cost $130 million to convert the remaining 81 miles of overhead lines within the city limits to underground. Based on our current long range plan, we will not have sufficient funds to both continue our forecasted capital improvement plan which addresses reliability and capacity shortfalls along with accelerating the undergrounding process. If we are to proceed with an accelerated undergrounding process, below are some possible funding options:

Funding Option 1: Use a pay-as-you-go method which would require a one-time rate increase dependent on the length of the project.

- 10 year duration = one-time rate increase of 28%
- 20 year duration = one-time rate increase of 14%
- 30 year duration = one-time rate increase of 9%

Funding Option 2: Borrow internally from the general fund

Funding Option 3: Borrow externally

Funding Option 4: Use a combination of rate increases and internal and/or external borrowing

Undergrounding Conversion Options: Staff has evaluated several options to consider regarding the direction of the underground conversions which include the following:

1. Continue with our current undergrounding practice
2. Increase rates, borrow internally, borrow externally or a combination of rate increases and borrowing to fund additional overhead to underground conversions, along with increased staffing
3. Request the customer pay to underground their service
4. Request other utilities to underground at the same time so that the poles can be removed

Staff Recommendations: Staff recommends continuing with our current undergrounding practice. This approach allows us to continue using current available funds for capital projects that add capacity or to replace aging or failing infrastructure. This method would continue to plan for the conversion of prioritized areas from overhead to underground with available staff and funding based on our asset management strategy which is incorporated into our long-term capital improvement plan. If we continue at the current rate it will take about 40 to 50 years to fully convert the remaining overhead system to underground within the City limits.

List of Attachments:

Attachment 1: Extract of Ordinance 4444, City of Loveland Municipal Code 16.41.150, Appendix A
Attachment 2: 2013-2022 Ten Year Capital Improvement Plan
Attachment 3: Capital Improvement Plan Map

FIRST READING May 4, 1999

SECOND READING June 1, 1999

ORDINANCE NO. 4444

AN ORDINANCE AMENDING TITLE 16 OF THE LOVELAND MUNICIPAL CODE REGARDING THE SUBDIVISION OF LAND

WHEREAS, Title 16 of the Loveland Municipal code sets forth the requirements for the subdivision of land within the City; and

WHEREAS, the City Council finds and determines that it is necessary to revise the current Loveland Municipal Code Title 16 to incorporate technical amendments.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOVELAND, COLORADO:

Section 1. That the current Loveland Municipal Code Title 16 is amended to read as follows:

Title 16

SUBDIVISION OF LAND

Chapters:

Chapter 16.04

GENERAL

(2) sufficient wastewater treatment capacity is available or, through construction of new capacity improvements will be made available, to treat wastes generated by the proposed development prior to the issuance of the first building permit within the proposed development; and

(3) sufficient wastewater trunk line capacity is available and, where required, lift station capacity is available to serve the proposed development prior to the issuance of the first building permit within the proposed development. (Ord. 4320 § 2, 1998)

16.41.140 Stormwater Facilities.

Stormwater facilities shall be deemed to be adequate and available for a proposed development if the development meets or exceeds the applicable Adopted Level of Service provided in Appendix A, at the end of this chapter, and:

(1) the proposed development meets all applicable requirements contained in the Stormwater Master Plan, including the Stormwater Criteria Manual; and

(2) the proposed development provides for adequate major drainageways to convey stormwater flows from a 100 year storm event which will minimize property damage; and

(3) the proposed development meets all applicable drainage requirements of the City of Loveland. (Ord. 4320 § 3, 1998)

16.41.150 Power.

Power facilities shall be deemed to be adequate and available for a proposed development if the development meets or exceeds the applicable Adopted Level of Service provided in Appendix A, at the end of this chapter, and the proposed development will obtain utility services from the City through a system meeting all engineering and design standards applicable to the utility. (Ord. 4320 § 4, 1998)

APPENDIX A
TO LOVELAND ADEQUATE COMMUNITY FACILITIES ORDINANCE

A. General.

1. This Appendix provides submittal requirements and measurement criteria to allow the City of Loveland to determine the adequacy of community facilities in the development review process in accordance with Chapter 16.41 of the City Code.

2. The submittal requirements set forth herein are minimum requirements. The City may require additional information be provided where necessary to determine compliance with level of service standards for community facilities.

3. The "determination of adequacy" describes the general process by which the City will determine whether a proposed development meets the level of service standard for community facilities.

4. The City shall maintain on file the needed maps and other aids showing the service areas for fire protection and the requirements to meet the level of service standards. The City shall also maintain maps and other aids, such as the City of Loveland Traffic Impact Guidelines and Policy, showing requirements to meet the level of service standards for transportation facilities.

B. Fire and Emergency Rescue Service.

1. Submittal Requirements. All Applications for Development approval of a preliminary or final development plan, site plan, special review use, and preliminary or final subdivision

maps shall be accompanied by a Community Facilities Data Form in accordance with 16.41.040 of the City Code. For Fire and Emergency Rescue Service, the application shall also include the following data:

(a) Map showing the location and boundaries of the proposed development and location of the nearest fire station/engine company, together with the one and one-half mile service boundary of the engine company.

(b) Fire flow to be available at the site in gallons per minute.

(c) Proposed fire hydrant spacing.

(d) Any other data or information requested by the City necessary to evaluate the adequacy of fire and emergency rescue services.

2. Level Of Service Standards. The level of service standard for fire protection is:

(a) A five (5) minute response time, which shall be measured as a one and one half (1 1/2) mile travel distance for the nearest engine company.

(b) A minimum fire flow of 1000 gallons per minute (gpm) in accordance with currently adopted fire flow standards.

(c) Fire hydrant spacing in accordance with City of Loveland standards.

(d) Access standards in accordance with City of Loveland standards.

3. Determination of Adequacy.

(a) The Development Review Team shall review the information provided as set forth herein as to whether or not the application meets the level of service standard for the City of Loveland.

(b) In determining adequacy, the following questions will be answered:

(1) Does the proposed development lie entirely within the 1 and 1/2 mile service area of an existing fire station/engine company or a planned fire station/engine company as described in Section 16.41.100 of the City Code and does it meet the fire flow standards?

If yes, the proposed development meets the adequacy requirement.

(2) If no, the applicant has two choices to meet the requirement for adequacy:

If a station is planned and will not be available concurrent with occupancy, the City may approve the Applicant's provision of funds and early construction of the station and early provision of equipment and be reimbursed by the City at the time it is actually scheduled to occur on the Capital Improvements Program.

or,

Applicant can provide mitigation measures as contained in the interim standards for fire protection shown on the attached Table 2.3. These interim standards are designed to provide an increased level of individual structure fire protection where a project is outside the fire service areas. Interim standards are provided for the following: (1) Within the 1/2 mile transition area beyond the 1 and 1/2 mile service area of an existing or planned fire station, (2) Within the 1/2 mile transition area of an existing station where no fire station is planned, (3) Beyond the 16 mile transition area, where a fire station is planned, (4) Beyond the 16 mile transition area, where no station is planned, and (5) Urban/Wildland Interface Area.

(Insert copy of table)

APPENDIX A

TABLE 2.3

FIRE PROTECTION STANDARDS
CITY OF LOVELAND, COLORADO (Continued)

NOTES: * When any approved lot is partially "in" an EXISTING, or a CONCEPTUAL fire service area, the entire lot shall be deemed "in" for the purposes of determining the ACF fire protection standards. The proposed building mast be within 1 1/2 miles travel distance of a fire station based on existing or currently developed "public travel routes" that meet existing development standards. The burden of proof falls on the applicant to verify travel distance is within 11/2 miles.

* CONCEPTUAL fire service area is denoted on a map indicating where future fire service may be provided as development occurs. Fire station sites shall be determined by the Loveland Fire & Rescue Department (conditioned on approval of City Council) based on current growth/development patterns. Fire station locations are subject to change based on current development/growth patterns.

* This plan will be reviewed and modified accordingly every three years in conjunction with the Fire & Rescue Department Master Plan.

C. Water.

1. Submittal Requirements. All applications for development approval of a preliminary or final development plan, site plan, special review use, and preliminary or final subdivision maps shall be accompanied by the appropriate data required by the City Community Services Department and the Department of Water and Power.

2. Level of Service Standards. 'Me level of service standards for water are:

(a) Raw Water Supply. The raw water supply shall not be less than the "dry-year supply" -the 100 year drought event of the City of Loveland as calculated by the Department of Water and Power.

(b) Raw Water Storage. Raw water storage shall be sufficient to meet water demands during peak-use days.

(c) Water Treatment and Production. The capacity of the water treatment plant shall be sufficient to serve the peak demands of its customers.

(d) Distribution System Pressures. The minimum standard for water system pressures is 25 psi.

3. Determination of Adequacy. To receive a positive determination of adequacy from the City, the development proposal must meet the requirements contained in Section 1 - 16.41.120, (1) through (4) of the ordinance.

If the development does not meet the requirements, the development shall be deferred until the supply or capacity deficiency can be rectified.

D. Wastewater.

1. Submittal Requirements. All applications for development approval of a preliminary or final development plan, site plan, special review use, and preliminary or final subdivision maps shall be accompanied by the appropriate data required by the City Community Services Department and the Department of Water and Power.

2. Level of Service Standards. The level of service standards for wastewater are:

(a) Collection System. All wastewater collection lines shall be designed to accommodate

estimated peak flow volumes and to maintain adequate flow velocities for minimal flows using engineering design criteria of the City of Loveland engineering standards.

(b) Wastewater Pumping (Lift) Stations. Wastewater pumping stations must be designed with sufficient capacity to meet peak flow demand and all other criteria in the City of Loveland engineering standards.

(c) Wastewater Treatment and Reclamation. No proposed development shall cause the design hydraulic capacity and/or the design organic capacity of the City of Loveland wastewater treatment facility to be exceeded.

3. Determination of Adequacy. To receive a positive determination of adequacy from the City, the development proposal must meet the requirements contained in Section 2 - 16.41.130, (1) through (3) of the ordinance.

If the development does not meet the requirements, the development shall be deferred until the capacity deficiency can be rectified.

E. Stormwater.

1. Submittal Requirements. All applications for development approval of a preliminary or final development plan, site plan, special review use, and preliminary or final subdivision maps shall be accompanied by the appropriate data required by the City Community Services Department and the Department of Water and Power.

2. Level of Service Standards. The level of service standards for stormwater are:

(a) Development proposals must comply with requirements of the Stormwater Master Plan, including the Stormwater Criteria Manual.

(b) Major/Local Systems. Major drainageways are required to convey developed stormwater flows from 1 00-year storm events with minimal property damage.

(c) Minor/Local Systems. All stormwater systems shall be designed to collect and convey runoff from frequently occurring minor storms -typically 2 to 5 year rainfall events - and to prevent nuisance drainage problems in accordance with City of Loveland engineering standards.

3. Determination of Adequacy. To receive a positive determination of adequacy from the City, the development proposal must meet the requirements contained in Section 3 - 16.41.140, (1) through (3) of the ordinance.

If the development does not meet the requirements, the development shall be deferred until the adequacy requirements can be met.

F. Power.

1. Submittal Requirements. All applications for development approval of a preliminary or final development plan, site plan, special review use, and preliminary or final subdivision maps shall be accompanied by the appropriate data required by the City Community Services Department and the Department of Water and Power.

2. Level of Service Standards. The level of service standards for power are:

(a) Substation and Main Feeder Capacity. Adequate substation and main feeder capacity shall be maintained to supply all electric customers during peak loading conditions in the event of the loss of one power transformer or switchgear lineup. Both summer and winter peak loads shall be considered for this contingency.

(b) Distribution System Voltages. Distribution system voltages shall be maintained to provide a nominal voltage range of 114 volts to 126 volts at the customers delivery point under normal operating conditions. The nominal voltage range shall be maintained from 110 volts to 127 volts under emergency operating conditions.

(c) Determination of Adequacy. To receive a positive determination of adequacy from the

City the development proposal must meet the requirements contained in Section 4 - 16.41.150 of the ordinance. (Ord. 4320 (Appx. A), 1998)

Section 2. That this ordinance shall be in full force and effect ten days after final publication, adoption and signature of the mayor.

Dated this 1 day of June 1999.

Kathleen P. Gilliland
Mayor

CITY OF LOVELAND SEAL COLORADO

ATTEST: Donna Vicenti
City Clerk

APPROVED AS TO FORM:

Assistant City Attorney

I, Donna Vicenti Deputy City Clerk of the City of Loveland Colorado do hereby certify that the above and foregoing Ordinance was introduced at a regular (or special) meeting of the City Council, held on May 4, 1999 and was duly published in the Loveland Daily Reporter Herald, a newspaper published within the city limits in full on May 8, 1999 and duly this was or parts thereof which were amended after such initial publication were published in full in said newspaper on May 22, 1999

June 15, 1999
EFFECTIVE DATE

Donna Vicenti
DEPUTY CITY CLERK

Staff Memo Attachment 2 – 2013-2022 Ten Year Capital Improvement Plan

Color Key: Urgent Projects | Critical Projects | Important Projects | Horizon Projects | General Plant/O&M

	Project	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5-Year Total (2013-2017)	10-Year Total (2013-2022)	General Unrestricted	SIF - Restricted	General Unrestricted - 5 year	PIF - Restricted - 5 year	General Unrestricted - 10 year	PIF - Restricted - 10 year
1																			
2	**CAPITAL BLANKETS**																		
3	Hydro Generation	0	0	0	0	0	0	0	0	0	0	0	0	100%	0%	$0	$0	$0	$0
4	Overhead Distribution Lines	24,780	25,640	26,540	27,470	28,430	29,430	30,460	31,520	32,630	33,770	132,860	290,670	100%	0%	$132,860	$0	$290,670	$0
5	Underground Distribution Lines	70,060	72,510	75,050	77,670	80,390	83,210	86,120	89,130	92,250	95,480	375,680	821,870	100%	0%	$375,680	$0	$821,870	$0
6	Meter purchases/installs/upgrades	150,460	155,730	161,180	166,820	172,660	178,700	184,960	191,430	198,130	205,070	806,850	1,765,140	100%	0%	$806,850	$0	$1,765,140	$0
7	Distribution transformers-non ATC	49,850	51,590	53,400	55,270	57,200	59,210	61,280	63,420	65,640	67,940	267,310	584,800	100%	0%	$267,310	$0	$584,800	$0
8	Substation	0	0	0	0	0	0	0	0	0	0	0	0	100%	0%	$0	$0	$0	$0
9	Street lights & Yard lights	49,360	51,080	52,870	54,720	56,640	58,620	60,670	62,800	64,990	67,270	264,670	579,020	100%	0%	$264,670	$0	$579,020	$0
10	Overhead Service installations/upgrades	9,790	10,130	10,490	10,860	11,240	11,630	12,040	12,460	12,890	13,340	52,510	114,870	100%	0%	$52,510	$0	$114,870	$0
11	Underground Service installations/upgrades	99,640	103,130	106,740	110,480	114,340	118,340	122,490	126,770	131,210	135,800	534,330	1,168,940	100%	0%	$534,330	$0	$1,168,940	$0
12	Temporary Service installations	14,620	15,130	15,660	16,210	16,780	17,370	17,970	18,600	19,260	19,930	78,400	171,530	100%	0%	$78,400	$0	$171,530	$0
13	**CAPITAL BLANKETS TOTAL**	468,560	484,940	501,930	519,500	537,680	556,510	575,990	596,130	617,000	638,600	2,512,610	5,496,840			2,512,610	0	5,496,840	0
14																			
15	GENERAL (UNRESTRICTED) TOTAL =	468,560	484,940	501,930	519,500	537,680	556,510	575,990	596,130	617,000	638,600	2,512,610	5,496,840						
16	PIF (RESTRICTED) TOTAL =	0	0	0	0	0	0	0	0	0	0	0	0						
17																			
18	**SPECIFIC PROJECTS**																		
19	**HYDRO GENERATION**																		
20	Hydro non-specific projects	0	0	0	0	0	0	0	0	0	0	0	0	100%	0%	$0	$0	$0	$0
21	FERC relicensing for Hydro	66,610	25,550	25,550	0	0	0	0	0	0	0	117,710	117,710	100%	0%	$117,710	$0	$117,710	$0
22	FERC relicensing for Hydro continued	0	0	0	13,220	0	0	0	0	0	0	13,220	13,220	100%	0%	$13,220	$0	$13,220	$0
23	Dam Stability Improvements	0	888,120	0	0	0	0	0	0	0	0	888,120	888,120	100%	0%	$888,120	$0	$888,120	$0
24	Hydro Turbine #2 rebuild	0	0	0	0	0	0	0	0	312,740	0	0	312,740	100%	0%	$0	$0	$312,740	$0
25	Hydro roof rebuild	0	26,290	0	0	0	0	0	0	0	0	26,290	26,290	100%	0%	$26,290	$0	$26,290	$0
26																			
27	**SUBSTATION**																		
28	Security gates and fences at Substations	200,000	207,000	214,250	221,740	0	0	0	0	0	0	842,990	842,990	100%	0%	$842,990	$0	$842,990	$0
29	Horseshoe Substation - Order new switchgear lineups for T2	0	310,500	0	0	0	0	0	0	0	0	310,500	310,500	100%	0%	$310,500	$0	$310,500	$0
30	Horseshoe Substation - Install new switchgear lineups for T2	0	0	139,260	0	0	0	0	0	0	0	139,260	139,260	100%	0%	$139,260	$0	$139,260	$0
31	Horseshoe Substation - Order & install new transformer to replace H1	0	0	749,860	0	0	0	0	0	0	0	749,860	749,860	100%	0%	$749,860	$0	$749,860	$0
32	West Substation - Order new transformer to replace W1	0	0	0	0	688,510	0	0	0	0	0	688,510	688,510	100%	0%	$688,510	$0	$688,510	$0
33	West Substation - Install new transformer to replace W1	0	0	0	0	0	154,400	0	0	0	0	0	154,400	100%	0%	$0	$0	$154,400	$0
34	East Substation - Order & install new transformer to replace E1	0	0	0	0	0	0	0	890,600	0	0	0	890,600	100%	0%	$0	$0	$890,600	$0
35																			
36	**CUSTOMER ATC**																		
37	Transformers	165,000	170,780	176,750	182,940	189,340	195,970	202,830	209,930	217,270	224,880	884,810	1,935,690	100%	0%	$884,810	$0	$1,935,690	$0
38	Labor/Fleet & Other Materials	481,890	498,750	516,210	534,270	552,970	572,330	592,360	613,090	634,550	656,760	2,584,090	5,653,180	100%	0%	$2,584,090	$0	$5,653,180	$0
39																			
40	**SYSTEM IMPROVEMENTS**																		
41	Underground blanket-development driven construction of lateral feeder extentions as required to meet new load requirements	150,040	155,290	214,280	277,220	344,300	356,350	368,820	381,730	395,090	408,920	1,141,130	3,052,040	100%	0%	$1,141,130	$0	$3,052,040	$0
42	AC Cycling Program - Partnering with Power - RESIDENTIAL	30,000	31,050	32,140	33,260	34,430	35,630	36,880	38,170	39,500	40,890	160,880	351,950	100%	0%	$160,880	$0	$351,950	$0
43	AC Cycling Program - Partnering with Power - COMMERCIAL	0	0	0	0	0	0	0	0	0	0	0	0	100%	0%	$0	$0	$0	$0
44	Small 200 amp projects	125,210	129,590	187,690	249,690	315,810	326,860	338,300	350,140	362,400	375,080	1,007,990	2,760,770	100%	0%	$1,007,990	$0	$2,760,770	$0
45	Install 600 amp UG cable from Airport Sub North to Crossroads, turning West to Centerra, turning South to Kendall Pkwy	683,260	0	0	0	0	0	0	0	0	0	683,260	683,260	100%	0%	$683,260	$0	$683,260	$0
46	Transfer Load from 221 to 232 at SW276 in East Sub	17,190	0	0	0	0	0	0	0	0	0	17,190	17,190	100%	0%	$17,190	$0	$17,190	$0
47	Install 600 amp UG cable from East Sub along Denver Ave to 1st St.	182,630	0	0	0	0	0	0	0	0	0	182,630	182,630	100%	0%	$182,630	$0	$182,630	$0
48	Transfer load from 1011 to 1023 at vault 1075 at Airport Sub	15,960	0	0	0	0	0	0	0	0	0	15,960	15,960	100%	0%	$15,960	$0	$15,960	$0

Color Key: Urgent Projects | Critical Projects | Important Projects | Horizon Projects | General Plant/O&M

	Project	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5-Year Total (2013-2017)	10-Year Total (2013-2022)	General Unrestricted	SIF - Restricted	General Unrestricted - 5 year	PIF - Restricted - 5 year	General Unrestricted - 10 year	PIF - Restricted - 10 year
1																			
49	Transfer load from 1012 to 1023 at SW156 at Crossroads and Ward Ave	17,000	0	0	0	0	0	0	0	0	0	17,000	17,000	100%	0%	$17,000	$0	$17,000	$0
50	Install 600 amp UG cable from Callisto (vault 2716) East along E. 5th turning North on Boyd Lake to railroad crossing	570,000	0	0	0	0	0	0	0	0	0	570,000	570,000	100%	0%	$570,000	$0	$570,000	$0
51	Install 600 amp from SW219 on old railroad North on Van Buren, turning East on 22nd St to SW126	670,250	0	0	0	0	0	0	0	0	0	670,250	670,250	100%	0%	$670,250	$0	$670,250	$0
52	Padmount Capacitor Bank installation	25,080	93,880	92,270	0	0	0	0	0	0	0	211,230	211,230	100%	0%	$211,230	$0	$211,230	$0
53	Second feed to RCMIT campus	35,610	0	0	0	0	0	0	0	0	0	35,610	35,610	100%	0%	$35,610	$0	$35,610	$0
54	Phase balance 915	25,000	0	0	0	0	0	0	0	0	0	25,000	25,000	100%	0%	$25,000	$0	$25,000	$0
55	Transfer load from Crossroads T1 to Crossroads T2 at Crossroads Sub	0	19,150	0	0	0	0	0	0	0	0	19,150	19,150	100%	0%	$19,150	$0	$19,150	$0
56	Install 600 amp from Lindbergh to Frontage on Earhart	0	98,220	0	0	0	0	0	0	0	0	98,220	98,220	100%	0%	$98,220	$0	$98,220	$0
57	Replace 200 amp cable from Carlisle to 1st St between Taft and Dotsero	0	1,724,100	0	0	0	0	0	0	0	0	1,724,100	1,724,100	100%	0%	$1,724,100	$0	$1,724,100	$0
58	Replace 200 amp cable from 29th to 37th between Taft and the Olde Golf Course	0	1,208,050	0	0	0	0	0	0	0	0	1,208,050	1,208,050	100%	0%	$1,208,050	$0	$1,208,050	$0
59	Replace 200 amp cable from SW 14th to SW 18th from Wilson to Katie	0	621,170	0	0	0	0	0	0	0	0	621,170	621,170	100%	0%	$621,170	$0	$621,170	$0
60	Replace 200 amp cable on Frances Dr and Gail Ct N of 23rd	0	233,500	0	0	0	0	0	0	0	0	233,500	233,500	100%	0%	$233,500	$0	$233,500	$0
61	Create 600 amp tie from Monroe along 37th to Garfield	0	0	149,970	0	0	0	0	0	0	0	149,970	149,970	100%	0%	$149,970	$0	$149,970	$0
62	Install 600 amp tie from Cascade W along Hwy 34 turning S on Rossum to Saint Andrews	0	0	437,860	0	0	0	0	0	0	0	437,860	437,860	100%	0%	$437,860	$0	$437,860	$0
63	Install 600 amp UG cable from 14th and Wilson West to County Rd 21 (SW232)	0	0	0	106,820	0	0	0	0	0	0	106,820	106,820	100%	0%	$106,820	$0	$106,820	$0
64	Transfer load from Horseshoe T1 and T2 to Horseshoe T3 at Horseshoe Sub	0	0	0	20,510	0	0	0	0	0	0	20,510	20,510	100%	0%	$20,510	$0	$20,510	$0
65	Phase 1 of Canyon Conversion from West Sub to Glade Rd	0	0	0	277,180	0	0	0	0	0	0	277,180	277,180	100%	0%	$277,180	$0	$277,180	$0
66	Phase 2 of Canyon Conversion from Glade to the Water Treatment Plant	0	0	0	0	888,470	0	0	0	0	0	888,470	888,470	100%	0%	$888,470	$0	$888,470	$0
67	Phase 3 of Canyon Conversion from the Water Treatment Plant to Idlewilde Park	0	0	0	0	0	1,707,890	0	0	0	0	0	1,707,890	100%	0%	$0	$0	$1,707,890	$0
68	Phase 4 of Canyon Conversion from Idlewilde Park to Waltonia Rd	0	0	0	0	0	0	2,352,860	0	0	0	0	2,352,860	100%	0%	$0	$0	$2,352,860	$0
69	Replace 200 amp cable North of 16th from Madison to McKee Hospital South of 21st St	0	0	0	0	0	0	0	1,908,420	0	0	0	1,908,420	100%	0%	$0	$0	$1,908,420	$0
70	Replace 200 amp cable South of 37th from N Taft to Logan Ave	0	0	0	0	0	0	0	0	902,010	0	0	902,010	100%	0%	$0	$0	$902,010	$0
71	Replace 200 amp cable East of Denver from 13th to 9th West of Praxair	0	0	0	0	0	0	0	0	724,240	0	0	724,240	100%	0%	$0	$0	$724,240	$0
72	Replace 200 amp cable South of 7th from Railroad to Jefferson North of 5th	0	0	0	0	0	0	0	0	362,120	0	0	362,120	100%	0%	$0	$0	$362,120	$0
73	Replace 200 amp cable South of 29th from East of Monroe to Madison North of Silver Lake	0	0	0	0	0	0	0	0	0	1,771,770	0	1,771,770	100%	0%	$0	$0	$1,771,770	$0
74																			
75	**CONVERSION PROJECTS**																		
76	Overhead to underground conversion 411 on railroad right of way from Taft to Colorado	230,660	0	0	0	0	0	0	0	0	0	230,660	230,660	100%	0%	$230,660	$0	$230,660	$0
77	Overhead to underground conversion 411 on railroad right of way from Colorado to Grant	0	357,080	0	0	0	0	0	0	0	0	357,080	357,080	100%	0%	$357,080	$0	$357,080	$0
78	Overhead to underground conversion 214 on Eisenhower from Gorom to Boise	0	0	0	0	459,010	0	0	0	0	0	459,010	459,010	100%	0%	$459,010	$0	$459,010	$0
79	Overhead to underground conversion 211 on N Madison from 16th to Tupelo	0	0	0	0	378,680	0	0	0	0	0	378,680	378,680	100%	0%	$378,680	$0	$378,680	$0
80	Overhead to underground conversion 421 from 3rd along Railroad to 10th	0	0	0	0	0	0	0	636,140	0	0	0	636,140	100%	0%	$0	$0	$636,140	$0

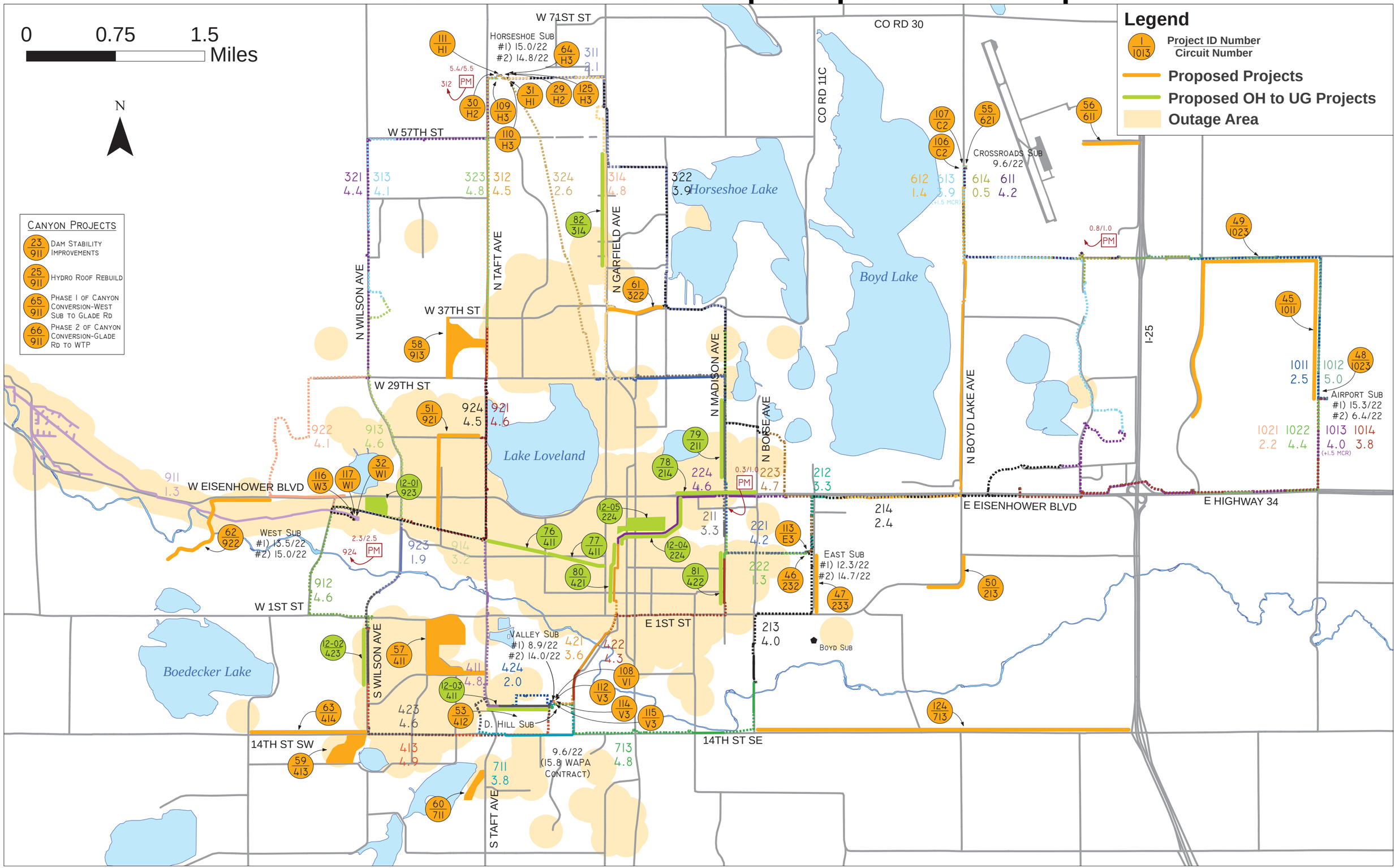
Color Key: Urgent Projects | Critical Projects | Important Projects | Horizon Projects | General Plant/O&M

	Project	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5-Year Total (2013-2017)	10-Year Total (2013-2022)	General Unrestricted	SIF - Restricted	General Unrestricted - 5 year	PIF - Restricted - 5 year	General Unrestricted - 10 year	PIF - Restricted - 10 year
81	Overhead to underground conversion 222 & 221 from 11th along Madison to 1st	0	0	0	0	0	0	0	0	638,650	0	0	638,650	100%	0%	$0	$0	$638,650	$0
82	Overhead to underground conversion 314 from 42nd along Garfield to 57th	0	0	0	0	0	0	0	0	0	954,030	0	954,030	100%	0%	$0	$0	$954,030	$0
83																			
84																			
85	**ROAD RELATED PROJECTS**																		
86	Miscellaneous Small Projects	196,530	203,410	210,520	217,890	225,520	233,410	241,580	250,040	258,790	267,850	1,053,870	2,305,540	100%	0%	$1,053,870	$0	$2,305,540	$0
87	Reconductor 921 on N Taft Ave from railroad right of way to Eisenhower	0	0	0	0	0	0	0	0	0	640,900	0	640,900	100%	0%	$0	$0	$640,900	$0
88																			
89																			
90	**STREET LIGHT PROJECTS**																		
91	Arterials/Major Collectors	147,130	152,280	157,610	163,130	168,840	174,750	180,860	187,190	193,750	200,530	788,990	1,726,070	100%	0%	$788,990	$0	$1,726,070	$0
92	Customer requests/Miscellaneous projects	43,900	45,440	47,030	48,680	50,380	52,140	53,970	55,860	57,810	59,840	235,430	515,050	100%	0%	$235,430	$0	$515,050	$0
93																			
94	**TOTAL SPECIFIC PROJECTS**	4,078,950	7,199,200	3,351,250	2,346,550	4,296,260	3,809,730	4,368,460	5,521,310	5,098,920	5,601,450	21,272,210	45,672,080			21,272,210	0	45,672,080	0
95																	0		0
96	HYDRO GENERATION (GENERAL) =	66,610	939,960	25,550	13,220	0	0	0	0	312,740	0	1,045,340	1,358,080						
97	SUBSTATION (GENERAL) =	200,000	517,500	1,103,370	221,740	688,510	154,400	0	890,600	0	0	2,731,120	3,776,120						
98	CUSTOMER ATC (GENERAL) =	646,890	669,530	692,960	717,210	742,310	768,300	795,190	823,020	851,820	881,640	3,468,900	7,588,870						
99	SYSTEM IMPROVEMENTS (GENERAL) =	2,547,230	4,314,000	1,114,210	964,680	1,583,010	2,426,730	3,096,860	2,678,460	2,785,360	2,596,660	10,523,130	24,107,200						
100	CONVERSIONS (GENERAL) =	230,660	357,080	0	0	837,690	0	0	636,140	638,650	954,030	1,425,430	3,654,250						
101	ROAD RELATED PROJECTS (GENERAL) =	196,530	203,410	210,520	217,890	225,520	233,410	241,580	250,040	258,790	908,750	1,053,870	2,946,440						
102	STREET LIGHT PROJECTS (GENERAL) =	191,030	197,720	204,640	211,810	219,220	226,890	234,830	243,050	251,560	260,370	1,024,420	2,241,120						
103																			
104	**PLANT INVESTMENT FEE PROJECTS**																		
105	**SUBSTATION PIF PROJECTS**																		
106	Crossroads Substation - Purchase new transformer	600,000	0	0	0	0	0	0	0	0	0	600,000	600,000	0%	100%	$0	$600,000	$0	$600,000
107	Crossroads Substation - New Switchgear & Transformer Install	512,900	0	0	0	0	0	0	0	0	0	512,900	512,900	0%	100%	$0	$512,900	$0	$512,900
108	Valley Substation - Install new switchgear lineup	260,000	0	0	0	0	0	0	0	0	0	260,000	260,000	0%	100%	$0	$260,000	$0	$260,000
109	Horseshoe Substation - Order new switchgear lineups for T1 & T3	0	621,000	0	0	0	0	0	0	0	0	621,000	621,000	0%	100%	$0	$621,000	$0	$621,000
110	Horseshoe Substation - New Control House	0	258,750	0	0	0	0	0	0	0	0	258,750	258,750	0%	100%	$0	$258,750	$0	$258,750
111	Horseshoe Substation - Install new switchgear lineups for T1 & T3	0	0	278,520	0	0	0	0	0	0	0	278,520	278,520	0%	100%	$0	$278,520	$0	$278,520
112	Valley Substation - Order new transformer	0	0	0	665,230	0	0	0	0	0	0	665,230	665,230	0%	100%	$0	$665,230	$0	$665,230
113	East Substation - Order new switchgear lineup for East T3	0	0	0	0	367,210	0	0	0	0	0	367,210	367,210	0%	100%	$0	$367,210	$0	$367,210
114	Valley Substation - Order new switchgear lineup for T3	0	0	0	0	367,210	0	0	0	0	0	367,210	367,210	0%	100%	$0	$367,210	$0	$367,210
115	Valley Substation - Install new switchgear lineup & transformer	0	0	0	0	321,310	0	0	0	0	0	321,310	321,310	0%	100%	$0	$321,310	$0	$321,310
116	West Substation - Order new transformer W3	0	0	0	0	688,510	0	0	0	0	0	688,510	688,510	0%	100%	$0	$688,510	$0	$688,510
117	West Substation - Order & install new relays for W1 & W2	0	0	0	0	367,210	0	0	0	0	0	367,210	367,210	0%	100%	$0	$367,210	$0	$367,210
118	East Substation - Install new switchgear lineup	0	0	0	0	0	154,400	0	0	0	0	0	154,400	0%	100%	$0	$0	$0	$154,400
119	West Substation - Install new transformer W3	0	0	0	0	0	0	184,390	0	0	0	0	184,390	0%	100%	$0	$0	$0	$184,390
120	West Substation - Order and install new switchgear lineup for W3	0	0	0	0	0	0	516,290	0	0	0	0	516,290	0%	100%	$0	$0	$0	$516,290
121	New Substation in SE corner of service territory	0	0	0	0	0	0	1,647,200	1,704,850	1,764,520	0	0	5,116,570	0%	100%	$0	$0	$0	$5,116,570
122	**FEEDER PIF PROJECTS**																		
123	Blanket-development driven construction of miscellaneous primary feeder extentions as required to meet new load requirements	75,000	77,630	107,120	138,590	172,130	207,850	245,850	245,420	329,200	374,800	570,470	1,973,590	0%	100%	$0	$570,470	$0	$1,973,590
124	Hwy 402 extension	0	0	2,142,450	3,326,150	0	0	0	0	0	0	5,468,600	5,468,600	0%	100%	$0	$5,468,600	$0	$5,468,600
125	Extend new feeders from Horseshoe T3 into system	0	0	0	0	1,721,280	0	0	0	0	0	1,721,280	1,721,280	0%	100%	$0	$1,721,280	$0	$1,721,280
126	Extend new feeders from Valley T3 into system	0	0	0	0	0	1,662,760	0	0	0	0	0	1,662,760	0%	100%	$0	$0	$0	$1,662,760
127	Extend new feeders from West T3 into system	0	0	0	0	0	0	0	1,272,280	0	0	0	1,272,280	0%	100%	$0	$0	$0	$1,272,280

Color Key: Urgent Projects | Critical Projects | Important Projects | Horizon Projects | General Plant/O&M

1	Project	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	5-Year Total (2013-2017)	10-Year Total (2013-2022)	General Unrestricted	SIF - Restricted	General Unrestricted - 5 year	PIF - Restricted - 5 year	General Unrestricted - 10 year	PIF - Restricted - 10 year
128	Extend new feeders from new substation in SE corner of service territory into system	0	0	0	0	0	0	0	0	0	1,839,910	0	1,839,910	0%	100%	$0	$0	$0	$1,839,910
129	**TOTAL PIF PROJECTS**	1,447,900	957,380	2,528,090	4,129,970	4,004,860	2,025,010	2,593,730	3,222,550	2,093,720	2,214,710	13,068,200	25,217,920			0	13,068,200	0	25,217,920
130																	0		0
131	SUBSTATION PROJECTS (RESTRICTED) =	1,372,900	879,750	278,520	665,230	2,111,450	154,400	2,347,880	1,704,850	1,764,520	0	5,307,850	11,279,500						
132	FEEDER PROJECTS (RESTRICTED) =	75,000	77,630	2,249,570	3,464,740	1,893,410	1,870,610	245,850	1,517,700	329,200	2,214,710	7,760,350	13,938,420						
133																			
134	**GENERAL PLANT**																		
135	Trimble Geo XH GPS unit	8,000	0	0	0	0	0	0	0	0	0	8,000	8,000	100%	0%	$8,000	$0	$8,000	$0
136	Electric Metering - Probewell 3-phase meter tester	8,000	0	0	0	0	0	0	0	0	0	8,000	8,000	100%	0%	$8,000	$0	$8,000	$0
137	Line Crews - 2-ton utility bucket truck to replace #5310	175,000	0	0	0	0	0	0	0	0	0	175,000	175,000	100%	0%	$175,000	$0	$175,000	$0
138	Line Crews - Vactron trailer to replace #6606	64,000	0	0	0	0	0	0	0	0	0	64,000	64,000	100%	0%	$64,000	$0	$64,000	$0
139	Line Crews - 1-ton underground util truck to replace #5204	64,000	0	0	0	0	0	0	0	0	0	64,000	64,000	100%	0%	$64,000	$0	$64,000	$0
140	Line Crews - 1-ton underground util truck to replace #5206	64,000	0	0	0	0	0	0	0	0	0	64,000	64,000	100%	0%	$64,000	$0	$64,000	$0
141	Line Crews - 1-ton underground util truck to replace #5207	64,000	0	0	0	0	0	0	0	0	0	64,000	64,000	100%	0%	$64,000	$0	$64,000	$0
142	Anticipated vehicle purchases	0	261,080	59,350	42,690	49,630	60,046	62,147	64,322	66,574	68,904	412,750	734,743	100%	0%	$412,750	$0	$734,743	$0
143	**TOTAL GENERAL PLANT PROJECTS**	447,000	261,080	59,350	42,690	49,630	60,046	62,147	64,322	66,574	68,904	859,750	1,181,743			859,750	0	1,181,743	0
144																			
145																			
146	**SUBSTATION PROJECTS (RESTRICTED) =**	4,994,510	7,945,220	3,912,530	2,908,740	4,883,570	4,426,286	5,006,597	6,181,762	5,782,494	6,308,954	24,644,570	52,350,663						
147	**FEEDER PROJECTS (RESTRICTED) =**	1,447,900	957,380	2,528,090	4,129,970	4,004,860	2,025,010	2,593,730	3,222,550	2,093,720	2,214,710	13,068,200	25,217,920						
148																			
149	**SUBSTATION PROJECTS (RESTRICTED) =**	6,442,410	8,902,600	6,440,620	7,038,710	8,888,430	6,451,296	7,600,327	9,404,312	7,876,214	8,523,664	37,712,770	77,568,583						

Staff Memo Attachment 3 - Capital Improvement Plan Map



Attachment 2 Presentation - Part 1

Overall Agenda

1. Introduction

   Steve Adams - Water & Power Director

2. *What is the Current Condition of the Electrical System Infrastructure?*

   Russel Jentges - Senior Electrical Engineer

3. *Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?*

   Bob Miller - Power Operations Manager

Presentation Schedule

- **LUC:** Wednesday, June 20, 2012
- **M-Team:** Tuesday, July 10, 2012
- **City Council:** Tuesday, August 14, 2012

What is the Current Condition of the Electrical System Infrastructure?

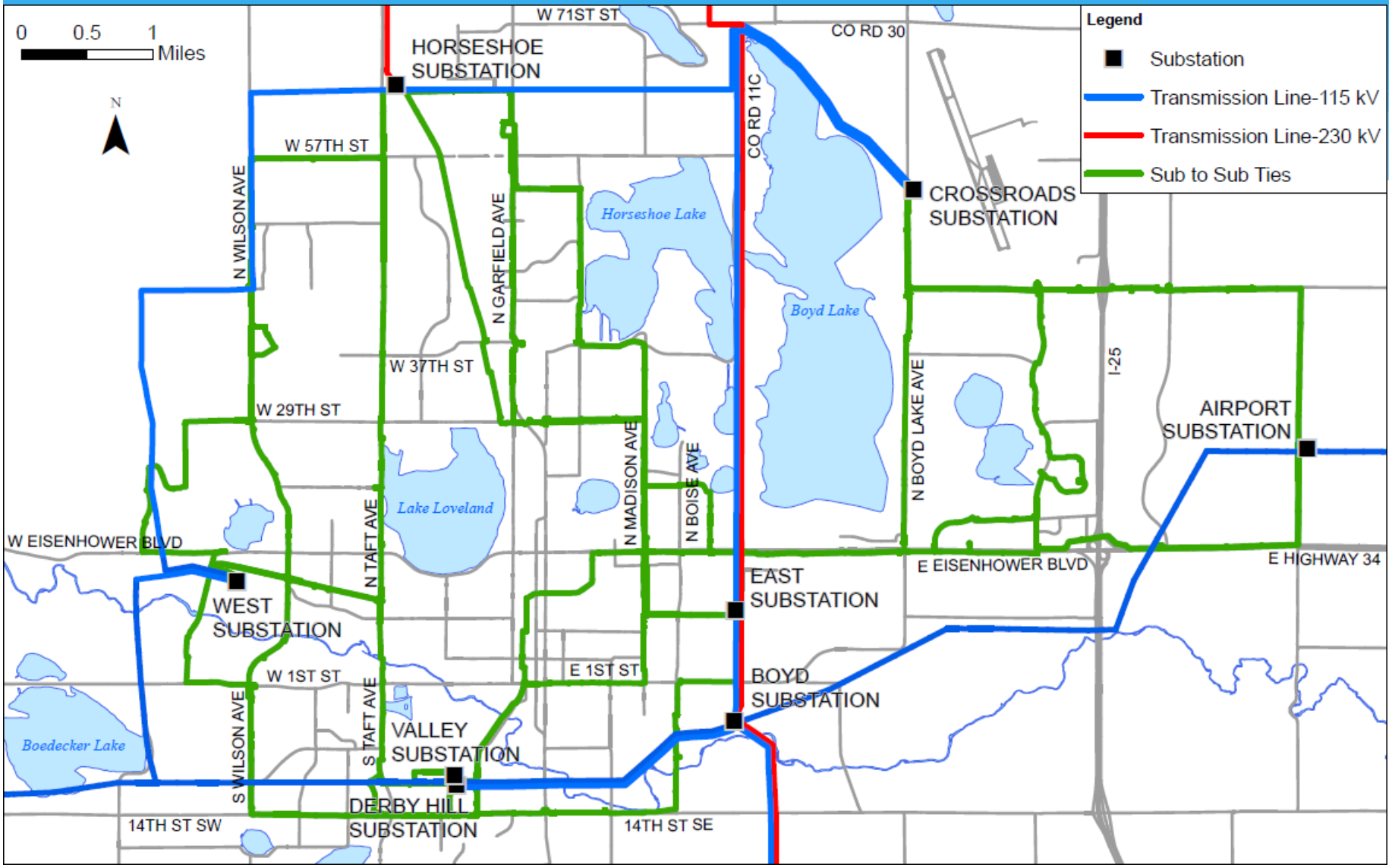
Russel Jentges
Senior Electrical Engineer
August 14, 2012

Presentation Outline

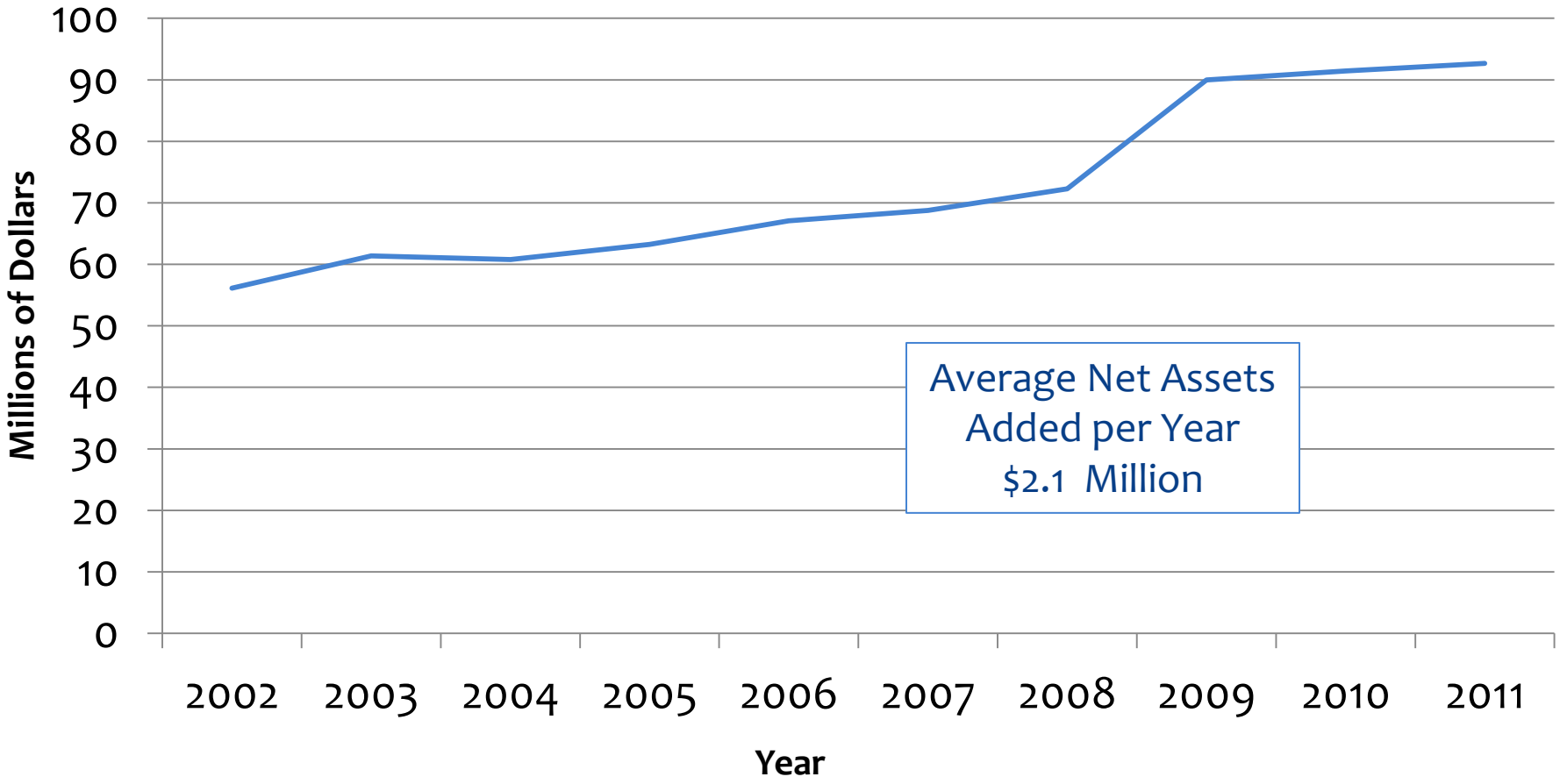
1. Overview of current system
2. Load growth
3. Current municipal code
4. Capacity shortfalls
5. Age of assets
6. System performance
7. Financial

1. Overview of Current System

Electrical System

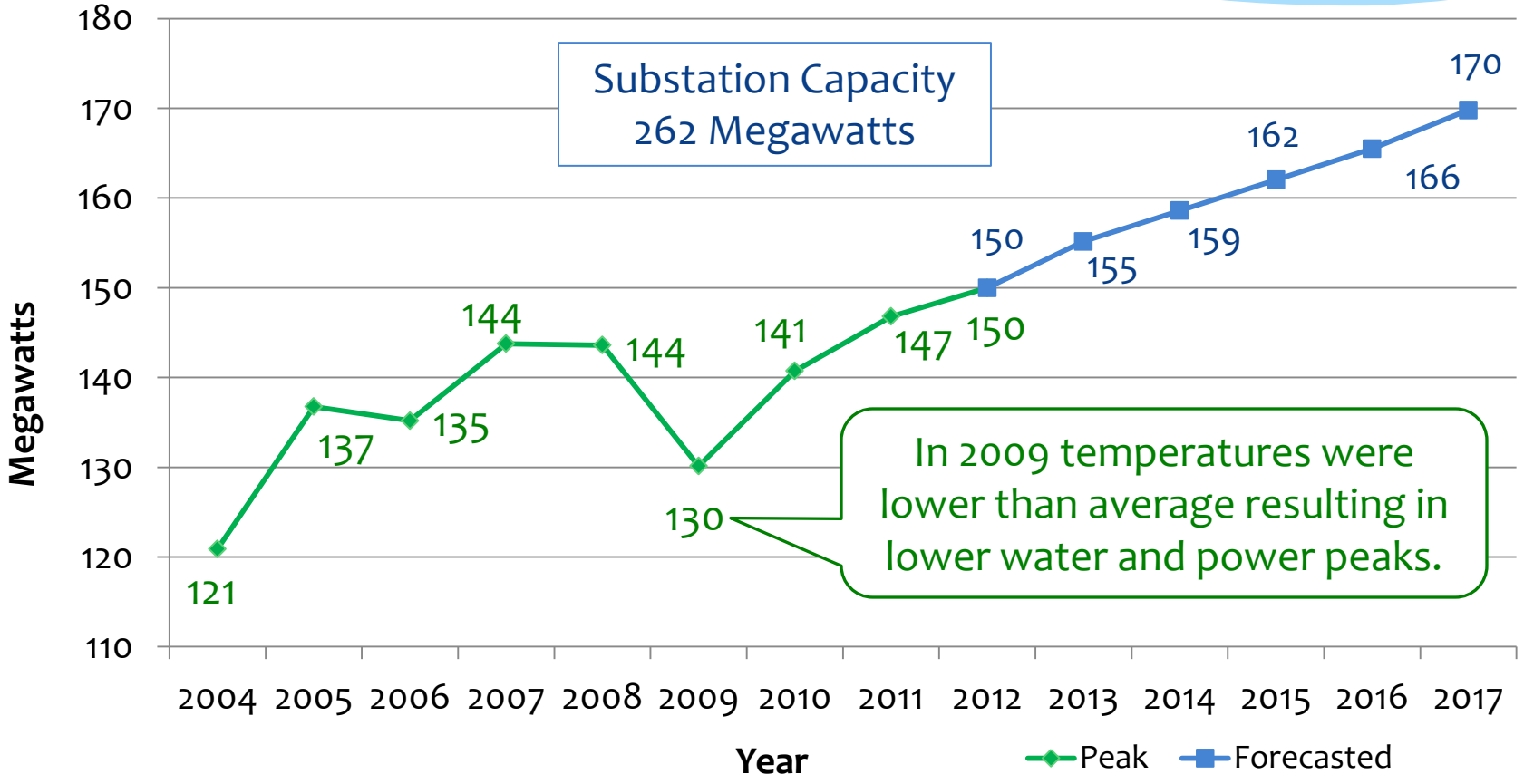


Net Assets of the Electrical System

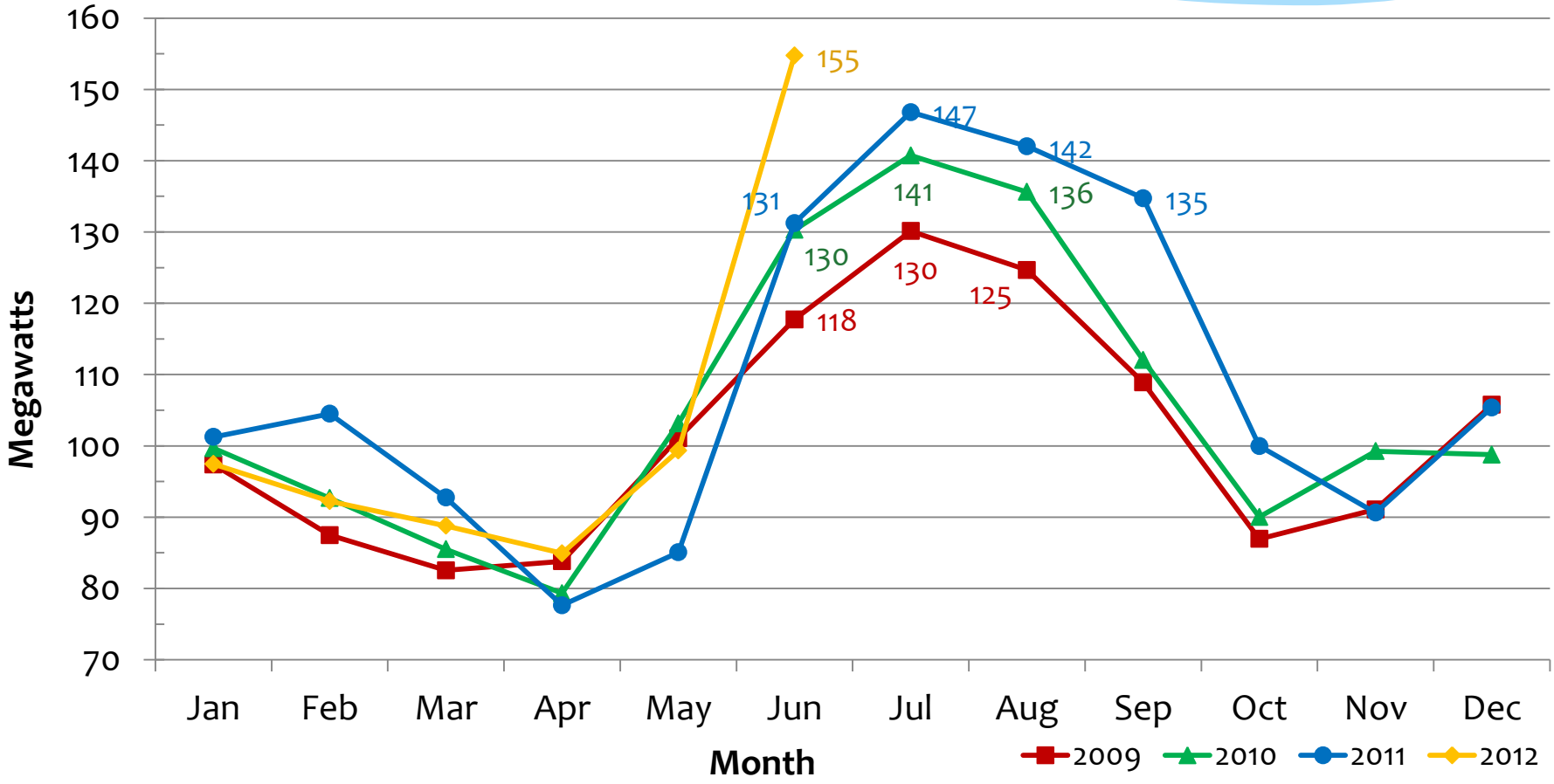


2. Load Growth

Electrical System Load Growth

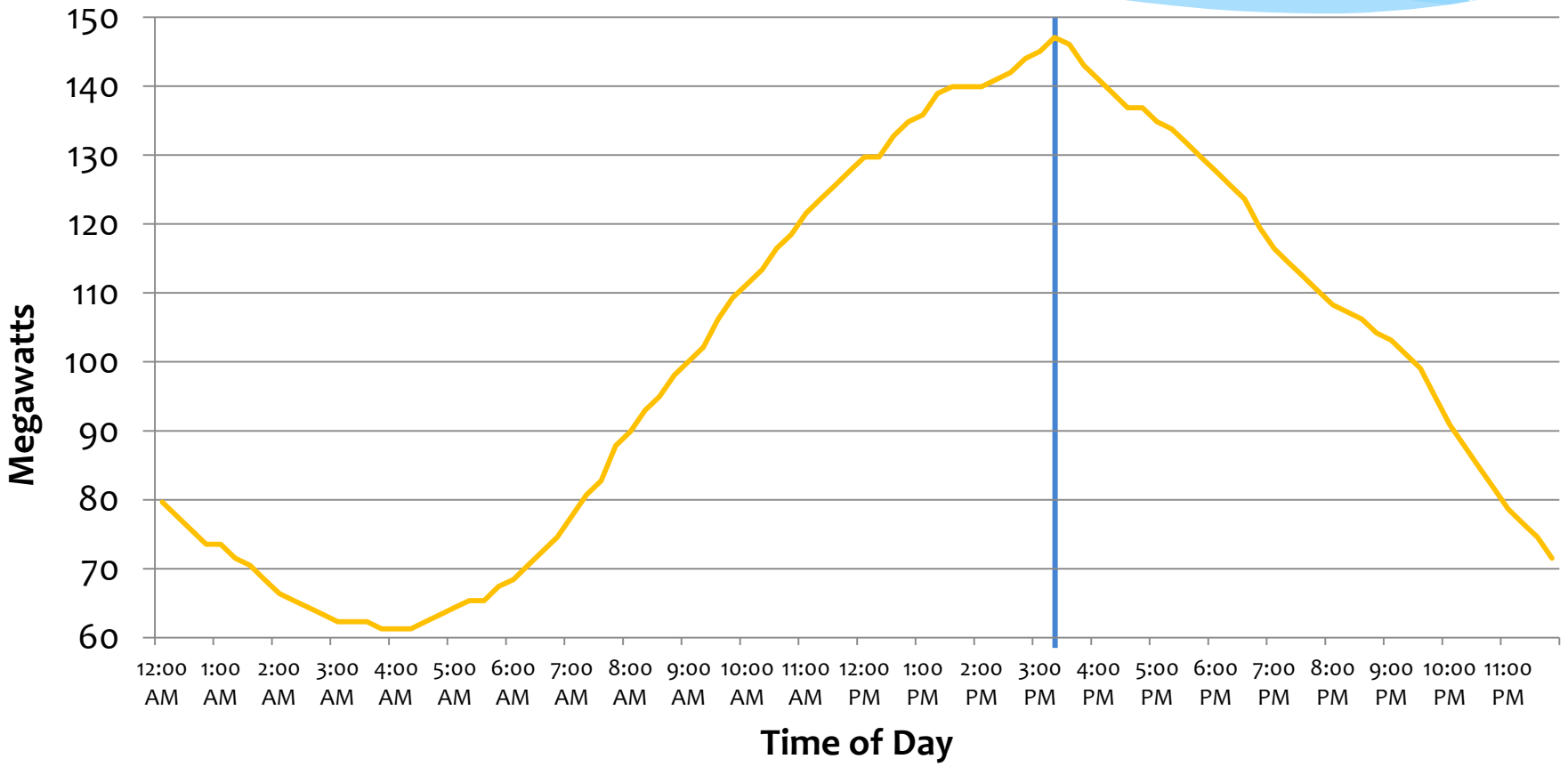


Monthly Load Data



Daily Load Profile in July

* This is the actual load profile of the summer peak day from last year on July 19, 2011



Electric Customers by Class

Class	2007	2008	2009	2010	2011	5 Year Growth
Residential	27,708	27,966	28,122	28,235	28,754	**3.8%**
Commercial	3,506	3,588	3,712	3,770	3,830	**9.3%**
Industrial	331	340	337	343	349	**5.5%**
TOTAL	31,545	31,894	32,171	32,348	32,933	**4.4%**

3. Current Municipal Code

Ordinance 4444
Municipal Code 16.41.150 Appendix A

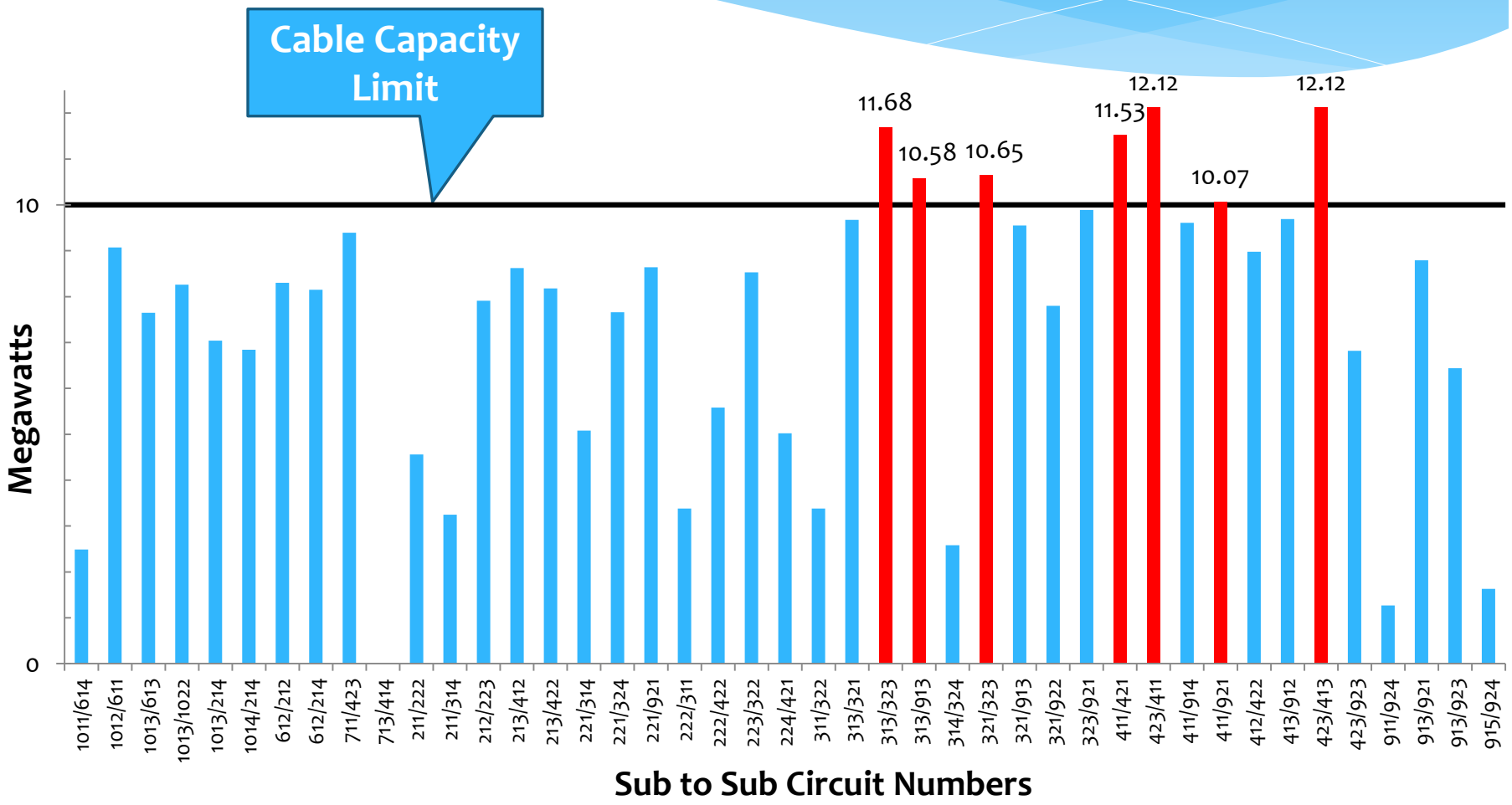
Substation and Main Feeder Capacity

Adequate substation and main feeder capacity shall be maintained to supply all electric customers during peak loading conditions in the event of the loss of one power transformer or switchgear lineup. Both summer and winter peak loads shall be considered for this contingency.

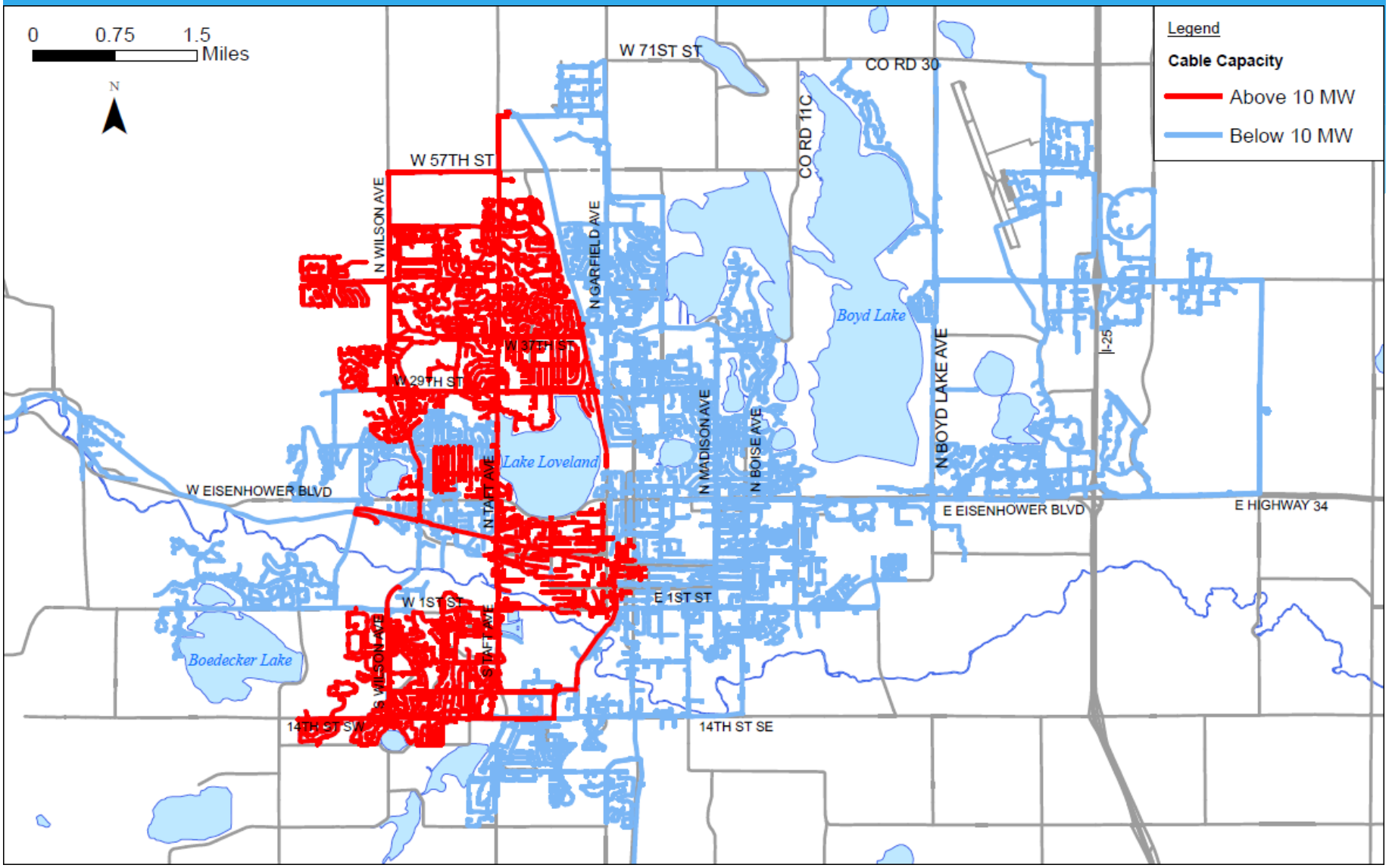
4. Capacity Shortfalls

Current Capacity Shortfalls

(Based on System Modeling)

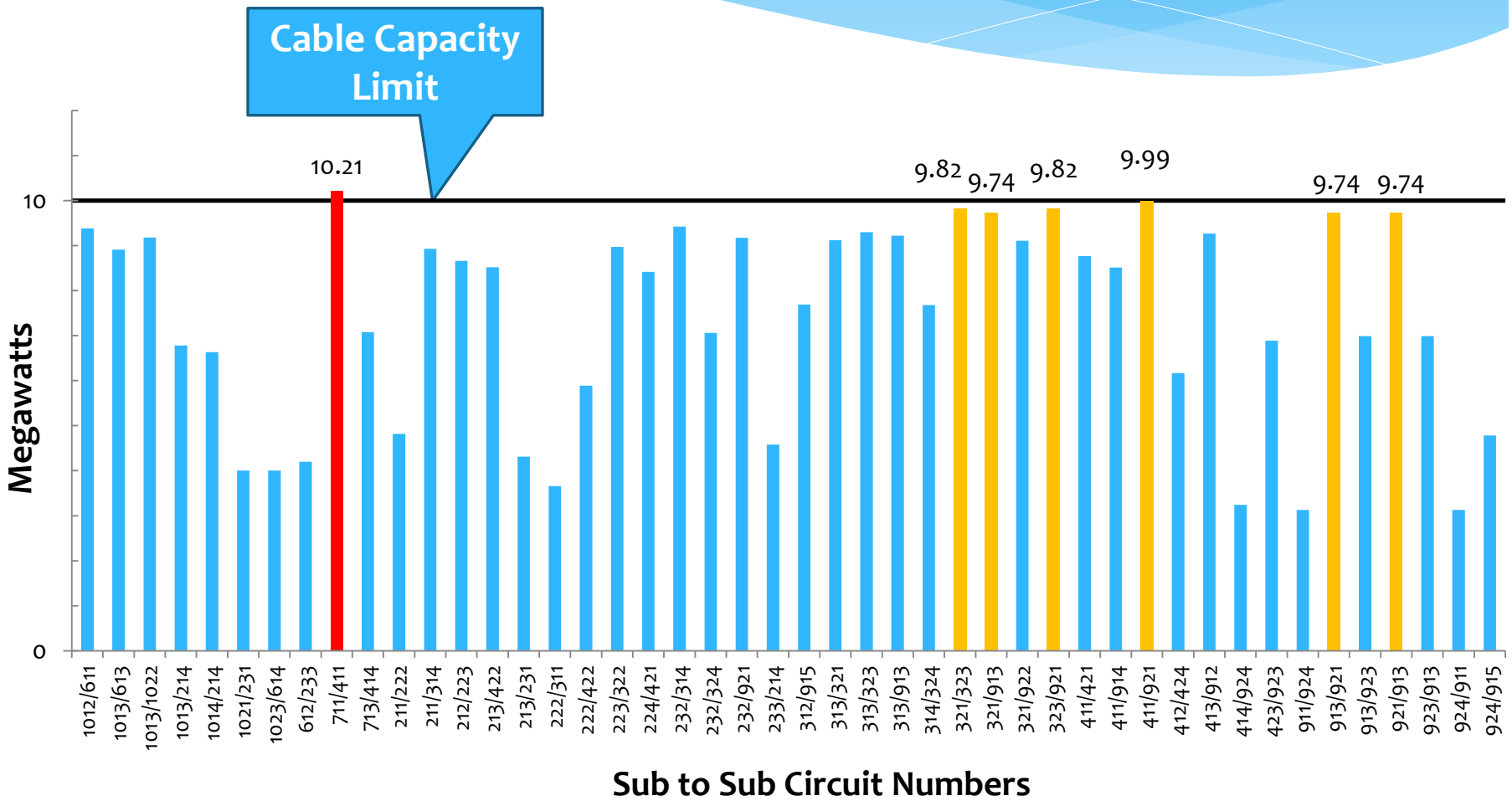


Map of Current Capacity Shortfalls



2017 Projected Capacity Shortfalls

(Based on System Modeling)

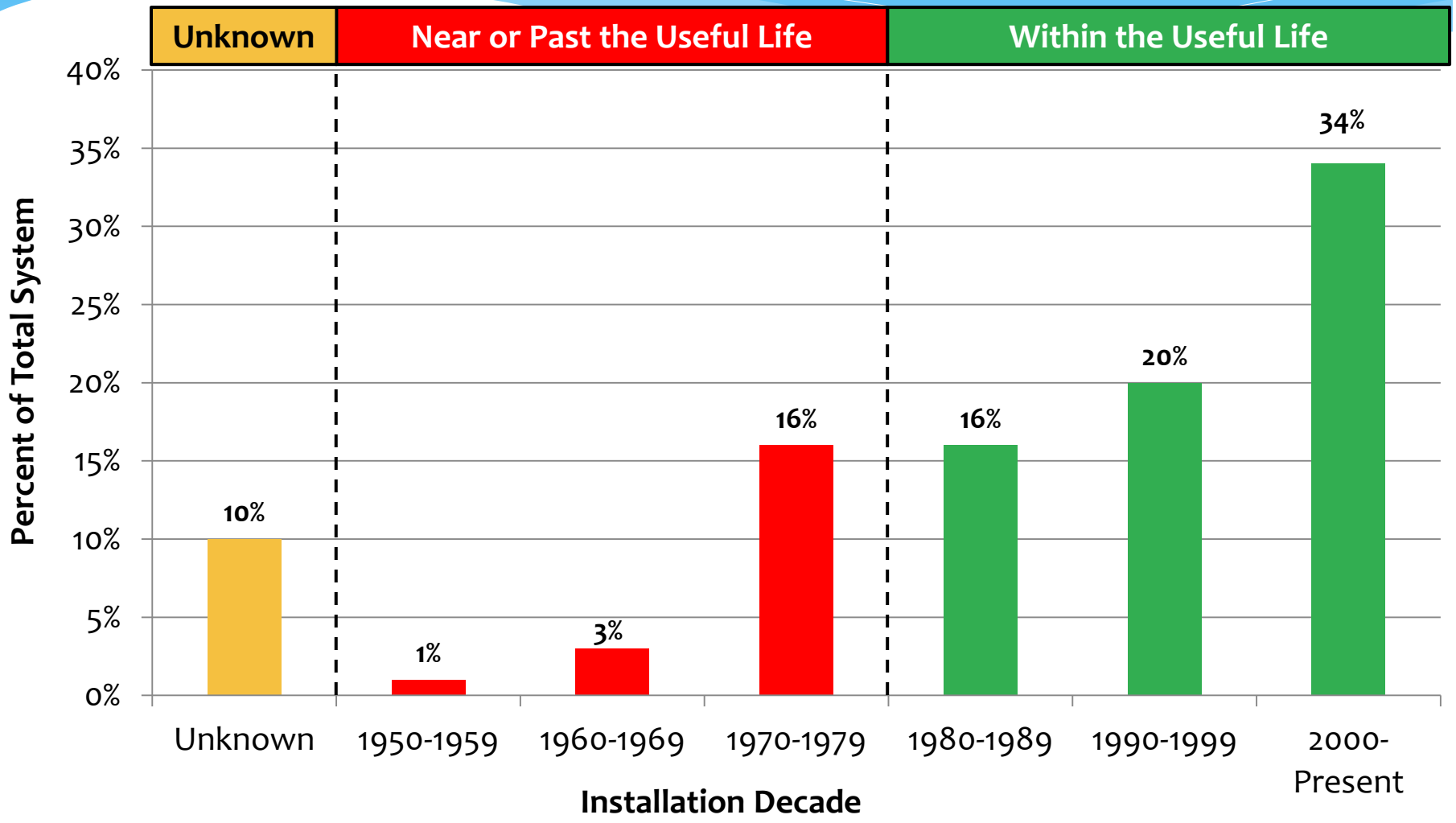


Programs to Reduce System Peak

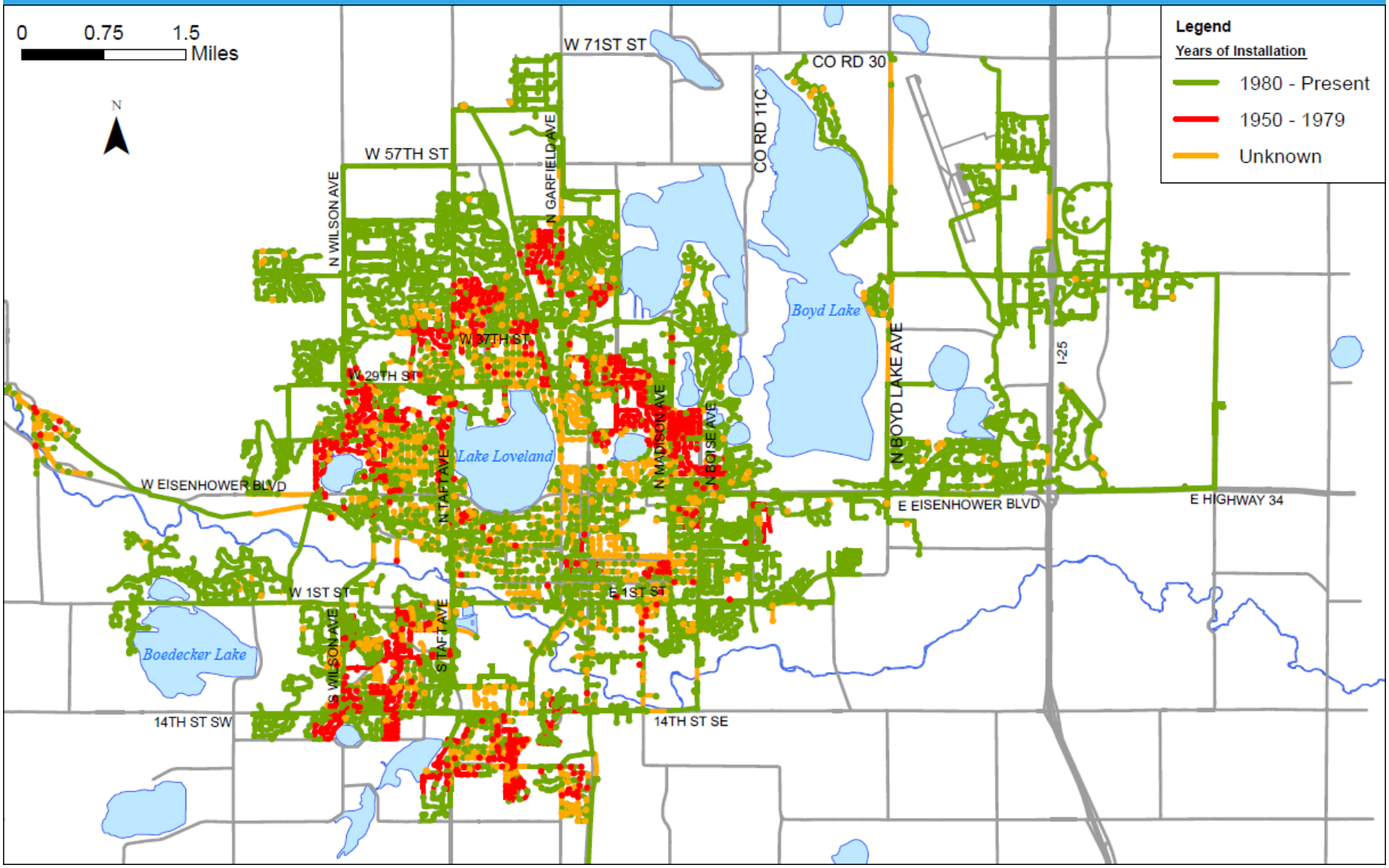
* Partnering with Power - air conditioning cycling program
* Voltage Reduction
* Generators at the Water and Wastewater Treatment Plants
* Seasonal Rates

5. Age of Assets

Electrical System Age



Electrical System Age Map



Asset Management Strategy

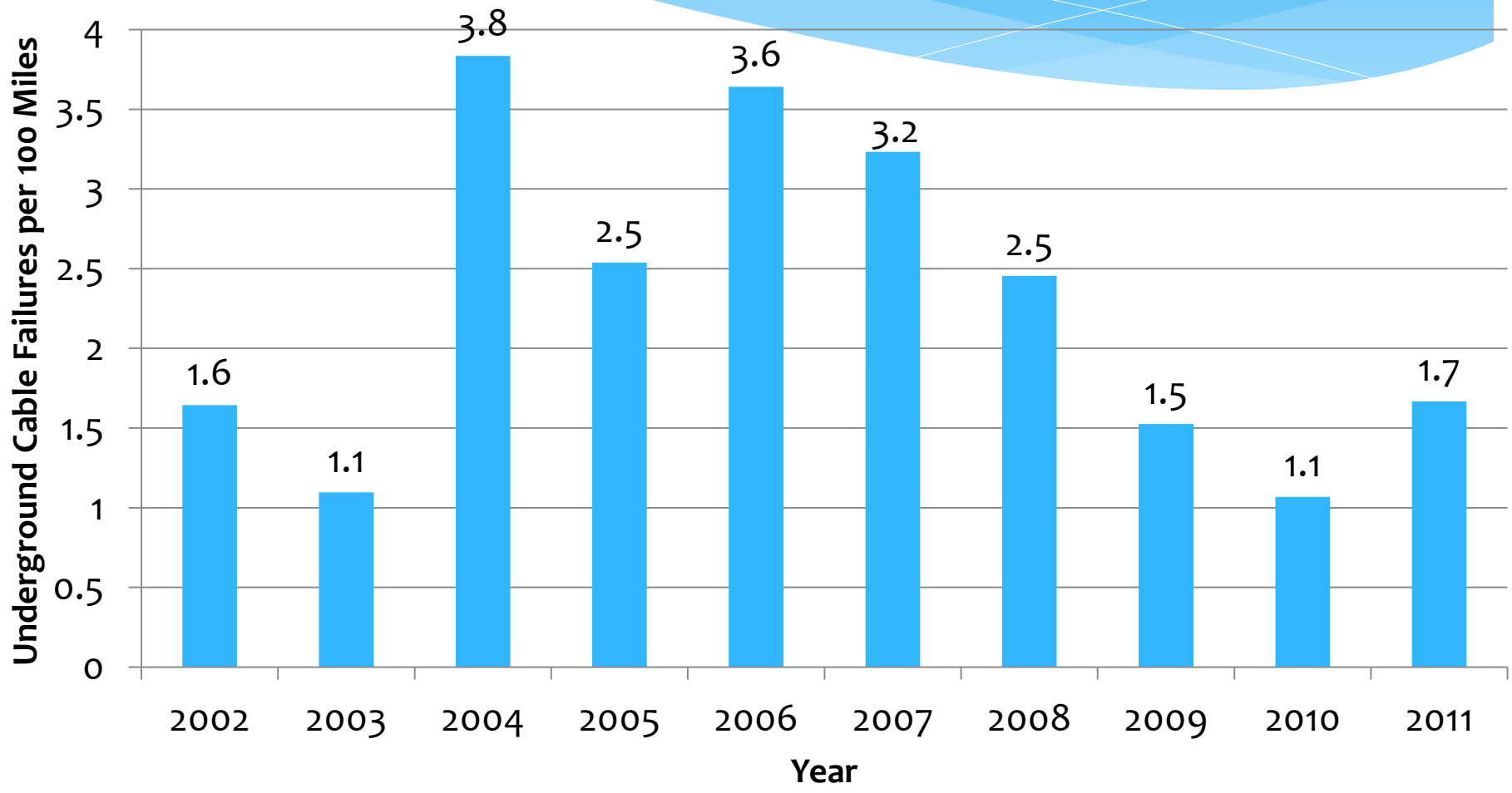
* Monitor cable failures
* Identify feeders with the lowest reliability
* Perform infrared inspections
* Track age of assets
* Compare key indicators against industry standards
* Perform diagnostic testing of substation equipment
* Inspect poles

6. System Performance

System Reliability

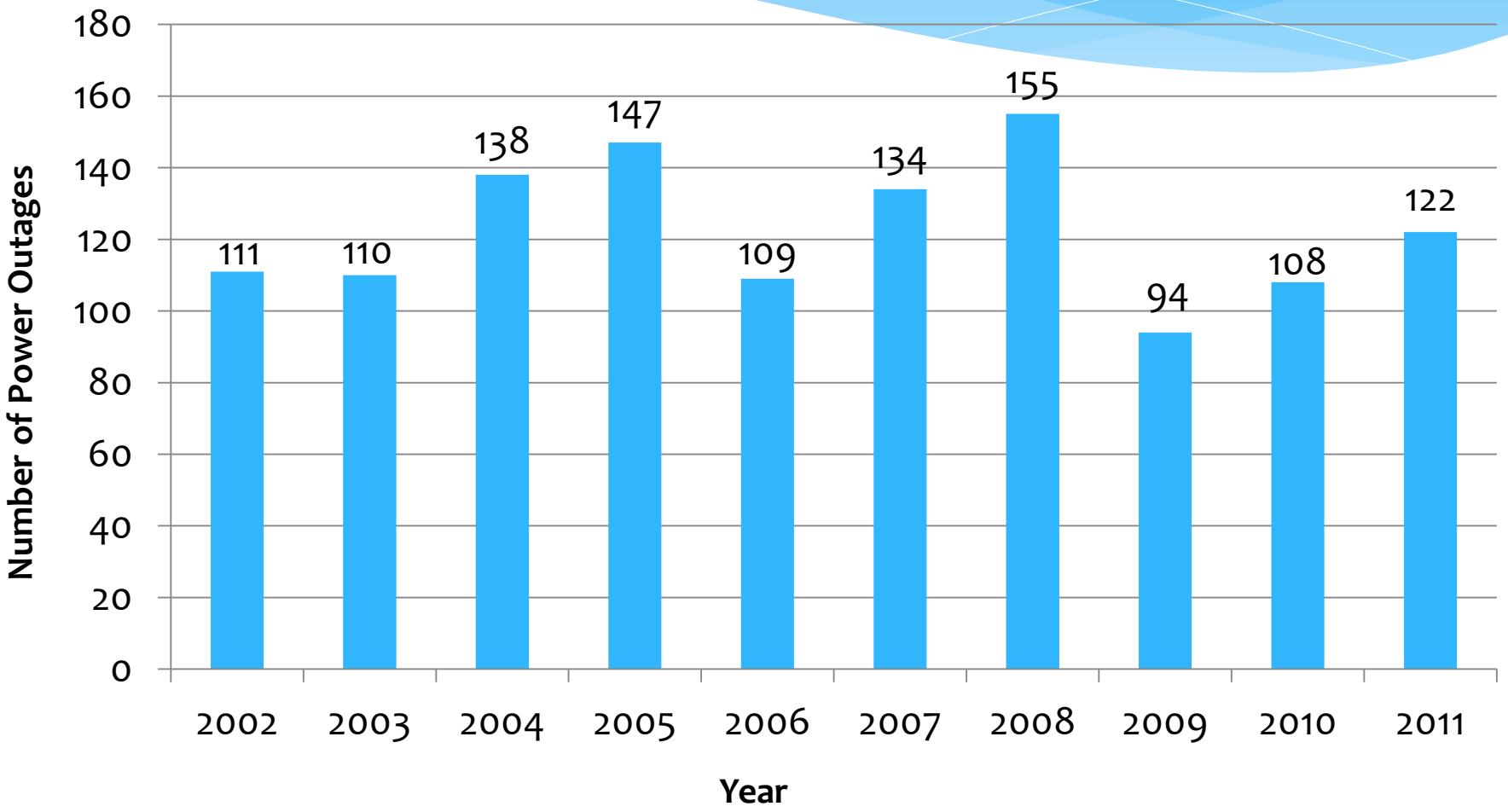
According to the City of Loveland
Quality of Life Survey Report,
"Loveland Delivers Reliable Electricity"
was ranked as the number one
service provided by the City
for the past seven years.

Underground Cable Failures Per 100 Miles



Power Outages Per Year

(Excludes Major Storm Outages)

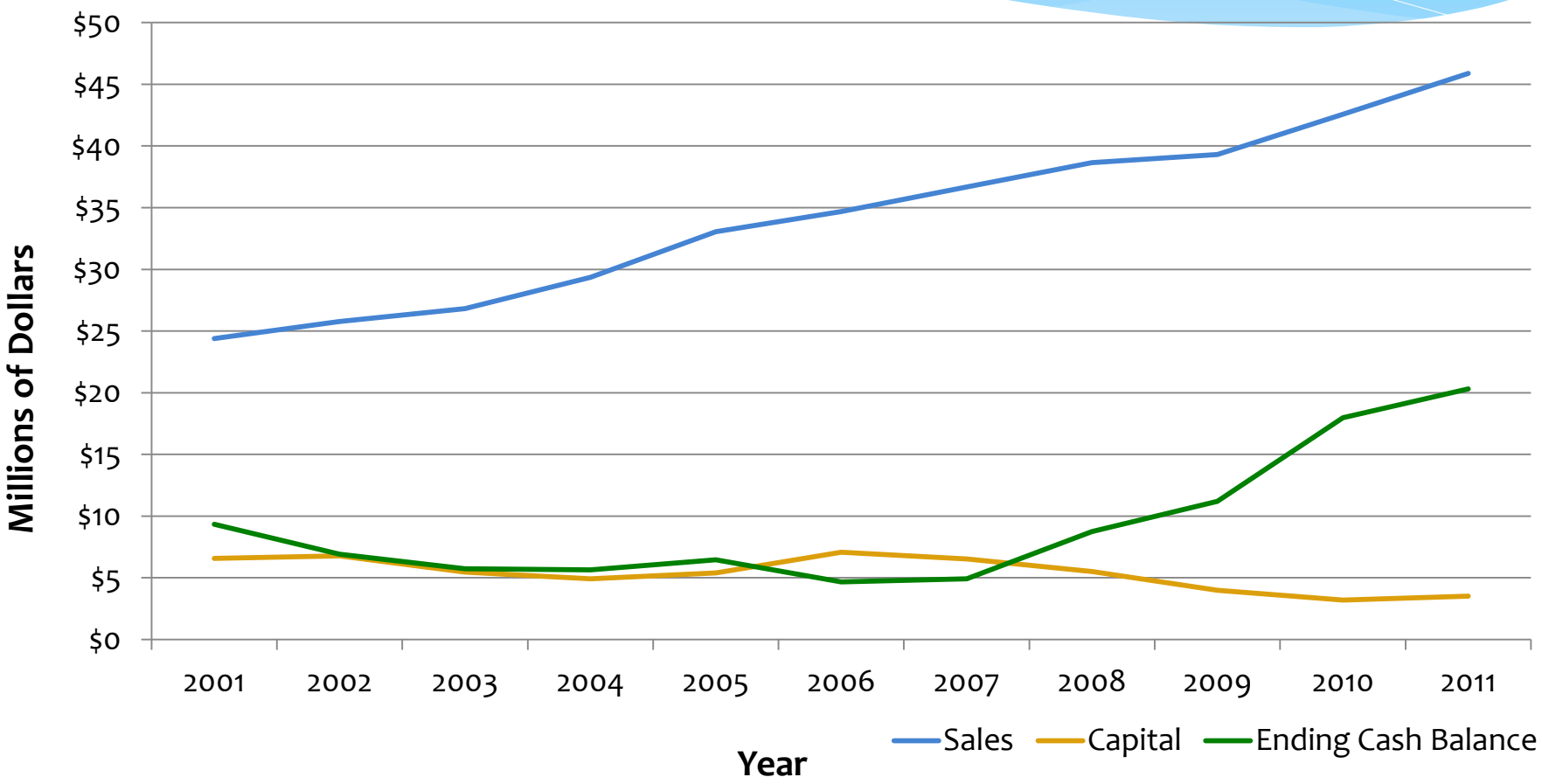


Current Preventative Measures

* Install loop feeds
* Install animal guards on equipment
* Aggressive tree trimming plan
* Feeder fuse coordination
* Replace aging underground cable
* Underground overhead lines in problematic areas

7. Financial

Power Financials - Unrestricted Funds



Summary of Electrical System Infrastructure

* Overall the electrical system is performing well
* Trends in cable failures and outages does not indicate a problem
* Current capacity shortfalls and reliability concerns are being addressed with the current cash balance in our 10-year capital improvement plan
* At this point in time, we are not requesting a rate increase to fund additional capital improvement projects other than the pass-through wholesale rate increases from Platte River Power Authority

Questions?

Should We Continue at the Current Rate to Convert our Remaining Overhead System to Underground?

Bob Miller

Power Operations Manager

August 14, 2012

Presentation Outline

1. Distribution system overview
2. Available staff hours for capital projects
3. Benefits of underground infrastructure
4. Disadvantages of underground infrastructure
5. National perspective
6. Current municipal code
7. Financial information
8. Options and recommendations

1. Distribution System Overview

Getting Power to You

Power generated
By PRPA

Power transferred through
PRPA transmission lines

Power stepped down in
voltage at substations

Power distributed through
overhead & underground lines

Power stepped down
by transformers

Power enters
structures through
service lines and
usage is metered

Distribution System Data

	Miles	Percent of System
Total Distribution System	**595**	**100%**
• **Underground Distribution Lines**	**480**	**81 %**
• **Overhead Distribution Lines**	**115**	**19%**
- Within the City	81	13.6%
- Big Thompson Canyon	34	5.7%

* New underground distribution construction and conversions cost four to six times more than overhead construction

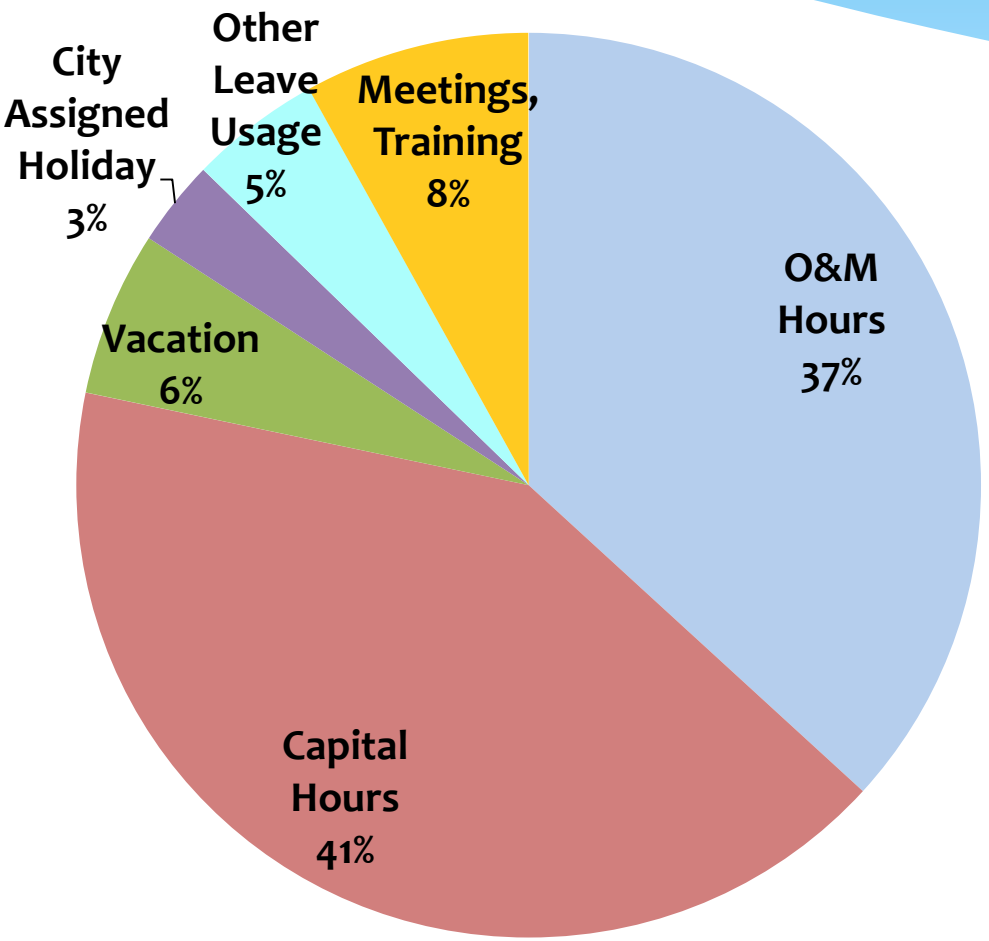
Underground System Comparisons

Municipality	Percent of System Underground
Fountain	68%
Colorado Springs	69%
Longmont	75%
Loveland	81%
Fort Collins	99%

2. Available Staff Hours for Capital Projects

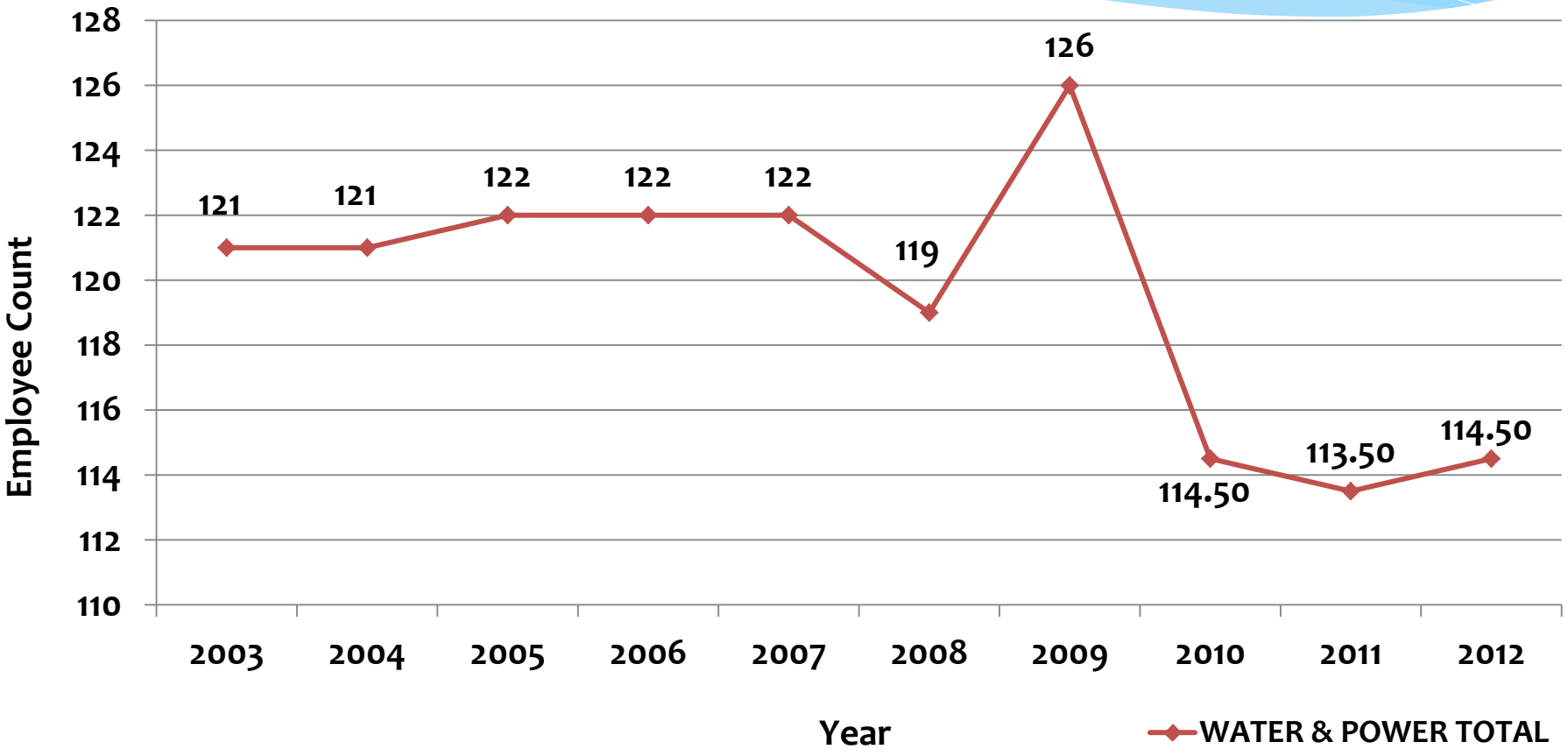
Available Staff-hours

Based on a 5-year historical average of line crew division



To complete our budgeted 2012 capital projects line crew employees will need to spend an additional 9% more labor hours on capital work than the historical average

Water & Power Department Full-Time Employee History



3. Benefits of Underground Infrastructure

Benefits of Converting to Underground

* Improved aesthetics – Sometimes…

Benefits of Converting to Underground

* Improved aesthetics – Sometimes…
* Improved reliability – Fewer outages but longer in duration

Average Overhead Outage	Average Underground Outage
62 minutes	136 minutes

* Less storm damage

Benefits of Converting to Underground

* Reduced tree trimming costs
* Improved customer relations due to reduced tree trimming

Benefits of Converting to Underground

* Decreased infrastructure damages from motor vehicle accidents
* Reduced risk of electrical contact injuries
* Fewer momentary interruptions
* Fewer structures impacting sidewalks

4. Disadvantages of Underground Infrastructure

Disadvantages of Converting to Underground

* Estimate to convert overhead system in the city limits to underground is $130 million
* Expensive to convert services from overhead to underground

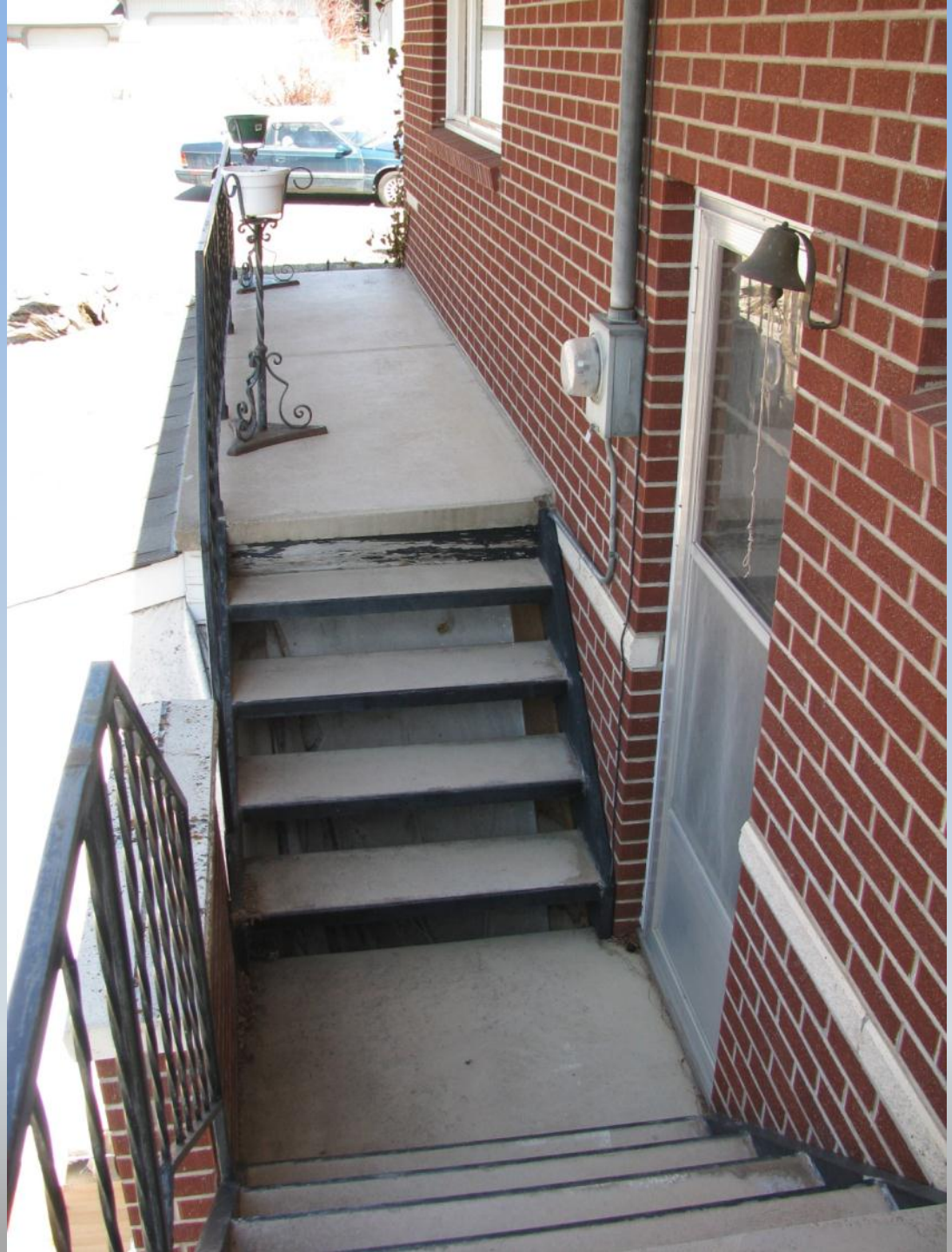
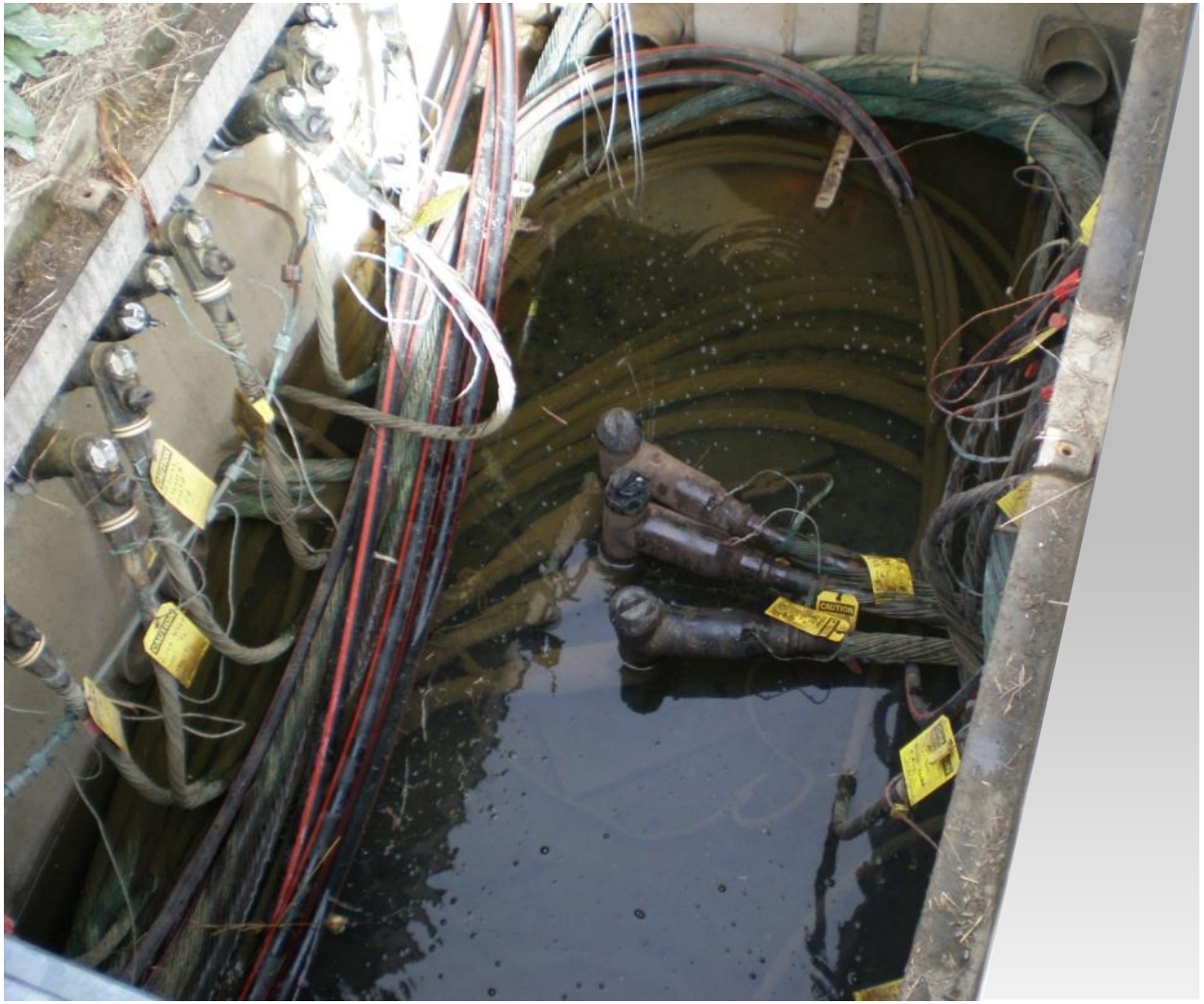



ABB
MILBANK

Disadvantages of Converting to Underground

* Estimate to convert overhead system in the city limits to underground is $130 million
* Expensive to convert services from overhead to underground
* Stranded asset cost for existing overhead system
* Higher operations and maintenance costs

Underground Vault Filled with Water



Disadvantages of Converting to Underground

* More costly to add new customers

Overhead Installation Costs	Underground Installation Costs
200 amp service = $290	200 amp service = $720
25 kva pole-mount transformer = $2,000	25 kva pad-mount transformer = $3,500

Disadvantages of Converting to Underground

* More expensive to add capacity

* Flooding and high ground water damage
* Reduced life expectancy
* Additional safety concerns

Disadvantages of Converting to Underground

* New easements may need to be obtained
* New street lights may be needed
* Limited emergency overload capability
* Longer outage restoration times – more than double

* More customers are impacted per outage

5. National Perspective

A National Perspective

Over the past 10 years, at least 11 state studies have been generated due to the outage impact caused by unusually large storms.

Yet to date, no state utility commission has recommended wholesale undergrounding of the electric infrastructure.

6. Current Municipal Code

From Municipal Code 13.12.099
Undergrounding of existing overhead electrical systems

If sufficient funds are available:

* The City shall underground existing overhead system upon request of owner or developer
* The requesting party is to pay all costs of construction and material for the substructure work
* The City is to pay for wire, terminations, risers and labor
* The City shall pay all costs associated with removal of the overhead system

7. Financial Information

Methods to Fund Converting to Underground

Option 1: One-time rate increase, Pay-As-You-Go

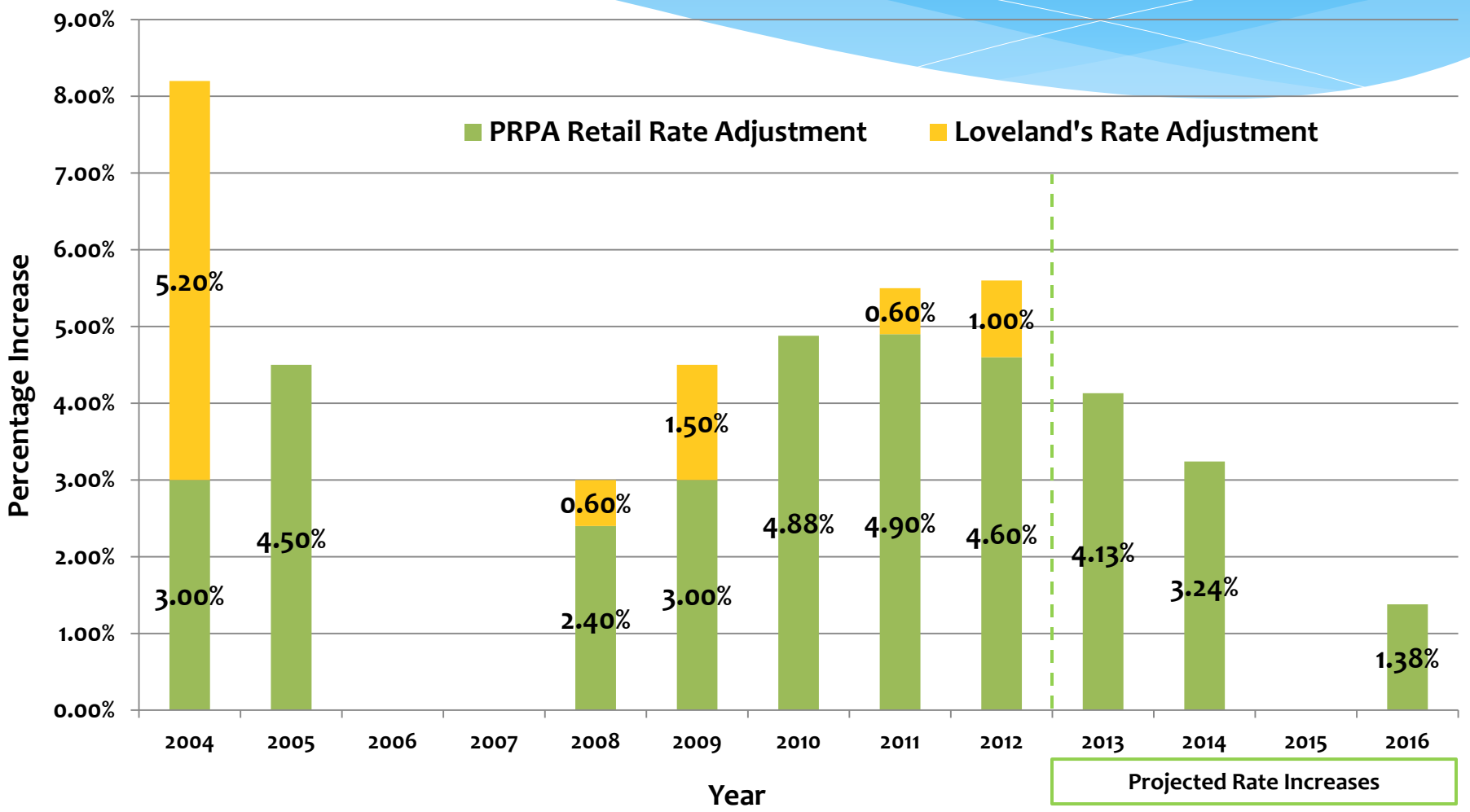
Pay As You Go Scenarios		
Revenue Requirement	Project Duration	One-Time Rate Increase
$130 Million	10 years	28%
$130 Million	20 years	14%
$130 Million	30 years	9%

Option 2: Borrow internally from the general fund

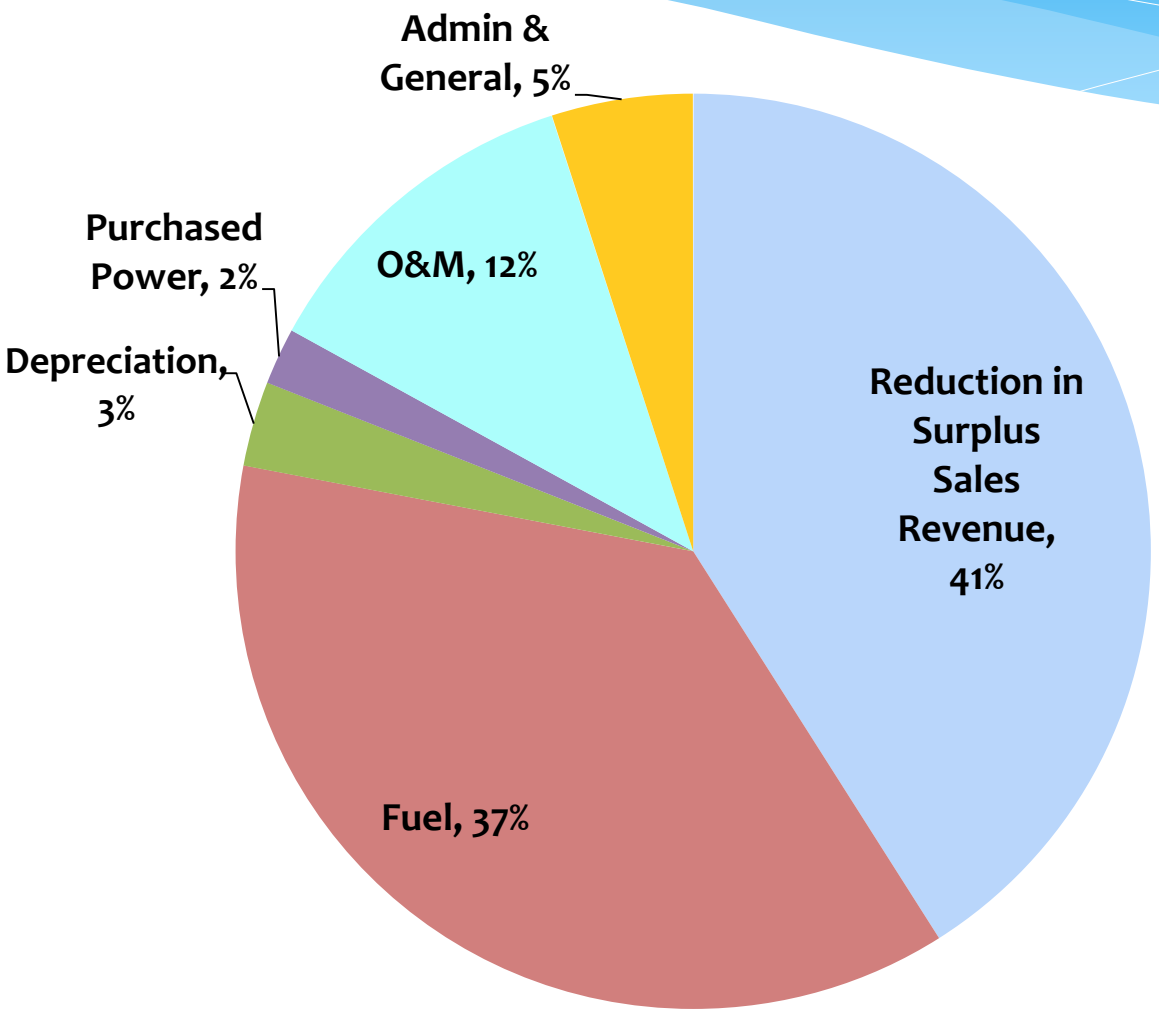
Option 3: Borrow externally

Option 4: Use a combination of rate increases and internal/external borrowing

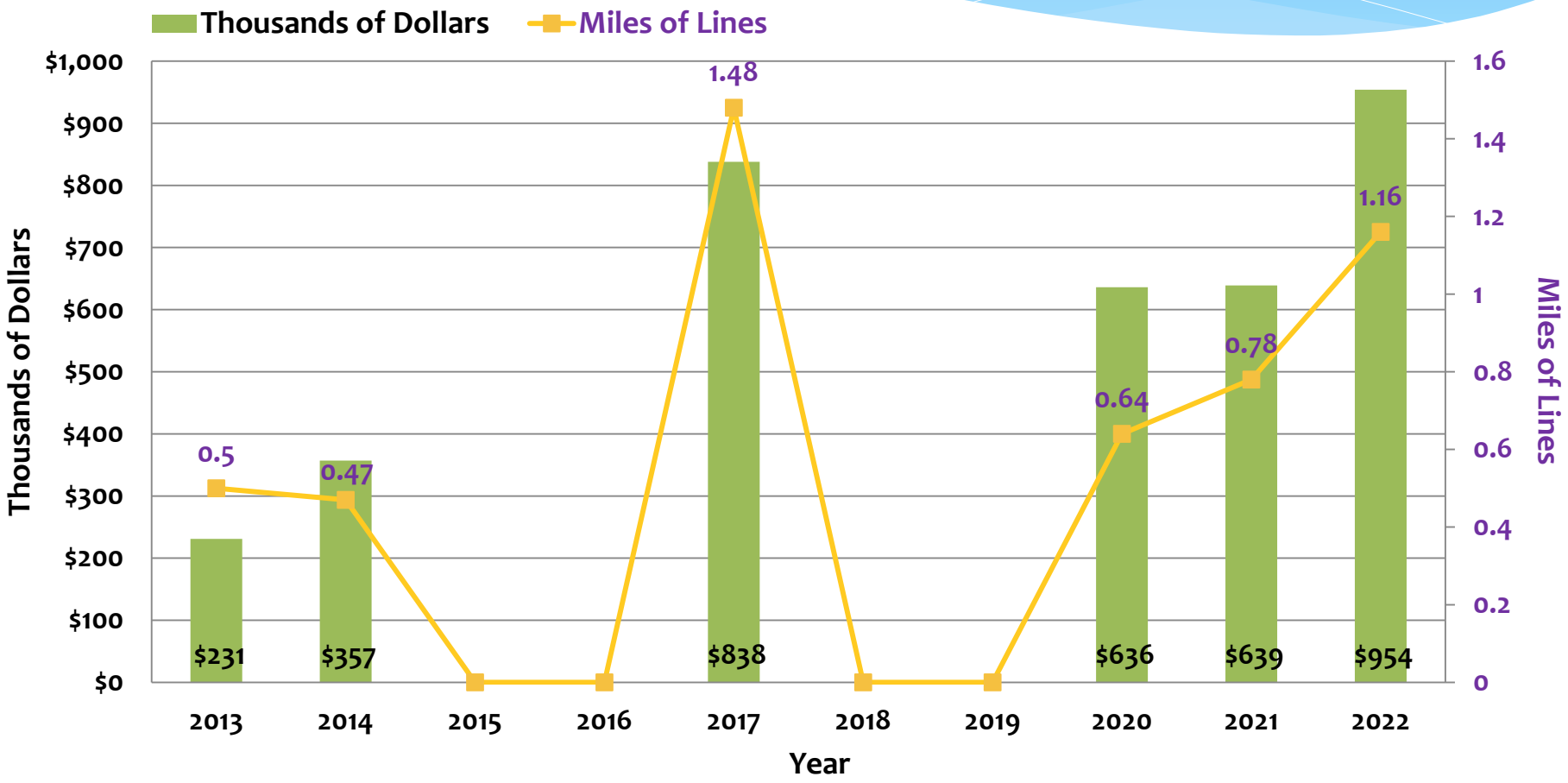
History of Retail Rate Increases



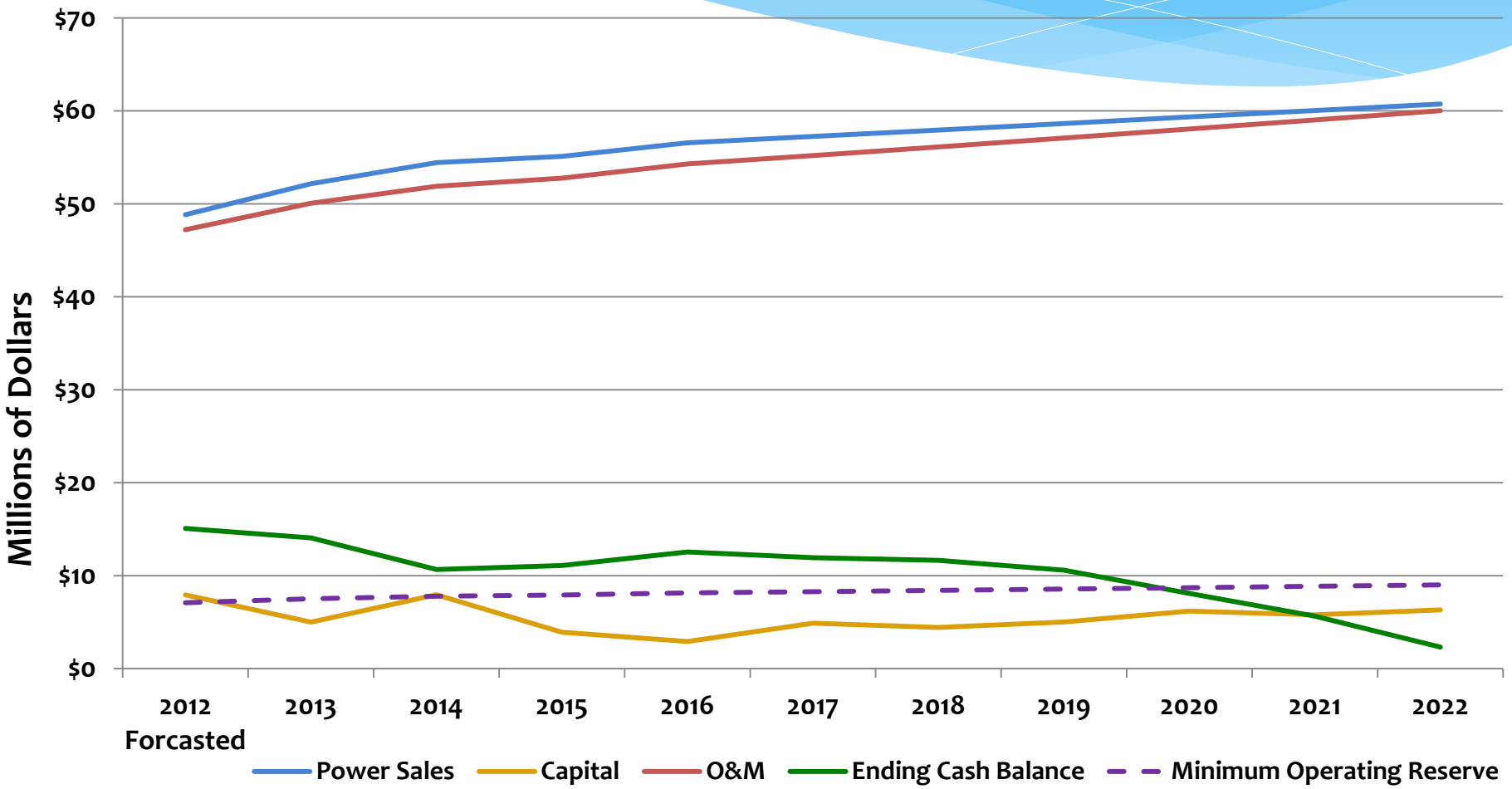
Summary Components Leading to PRPA 2013 Wholesale Rate Increase



Planned Future Conversion Projects



Financial Future
10-Year Unrestricted Budget Forecast

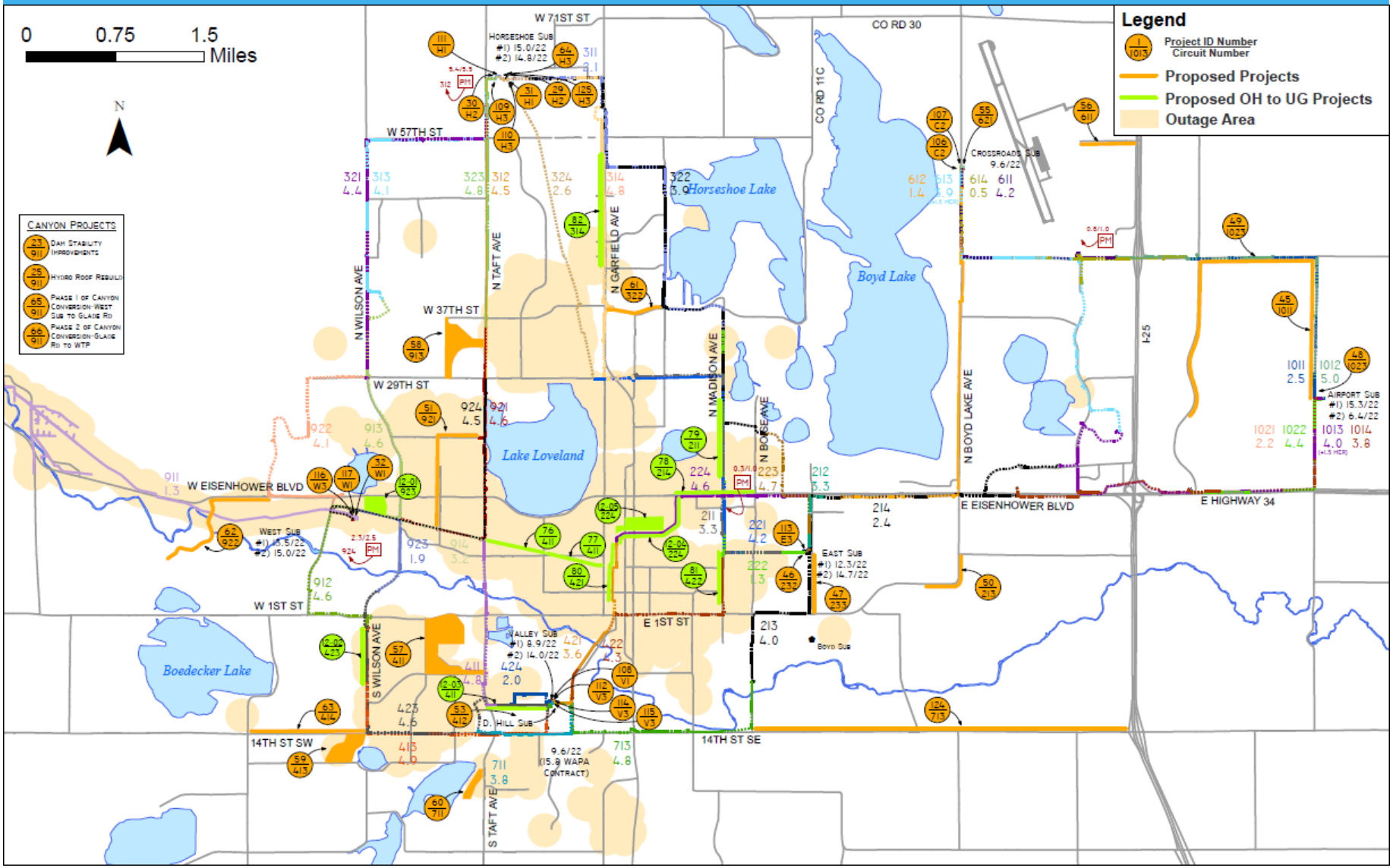


8. Options and Recommendations

Options

1. Continue with our current undergrounding practice

Capital Improvement Plan



Options

1. Continue with our current undergrounding practice
2. Increase rates, borrow internally, borrow externally or a combination of rate increases and borrowing to fund additional overhead to underground conversions, along with increased staffing
3. Request the customer pay to underground their service
4. Request other utilities to underground at the same time so that the poles can be removed

Should we continue at the current rate to convert our remaining overhead system to underground?

Staff Recommendations

* Continue with our current practice
  - ✓ This approach allows staff to continue using available cash reserves to fund capital projects that add capacity or for replacement of aging infrastructure
* Continue converting prioritized areas to underground:
  - ✓ Reliability concerns
  - ✓ Main feeder lines
  - ✓ Coordinate with other city departments, Xcel & PVREA infrastructure improvements
  - ✓ Areas with high concentration of trees
  - ✓ Infrastructure age (where system is fully depreciated)
  - ✓ Circuits that are a combination of overhead and underground

Guidance Requested:

Should we continue at the current rate to convert our remaining overhead system to underground?

Questions?

CITY OF LOVELAND
BUDGET OFFICE
Civic Center • 500 East Third • Loveland, Colorado 80537
(970) 962-2329 • FAX (970) 962-2901 • TDD (970) 962-2620

AGENDA ITEM: **2**
MEETING DATE: 8/14/2012
TO: City Council
FROM: Brent Worthington, Finance Department
PRESENTER: John Hartman, Budget Officer

TITLE:
Review and discuss the Recommended 2013-2022 Capital Program for General Fund Agencies

DESCRIPTION:
The Capital Program for General Fund Agencies includes all the planned capital projects for the City in the next 10-year period. Discussion items include:

- Projects funded through the General Fund or Capital Expansion Fees (CEFs) and the timing of the projects;
- Operating impacts resulting from the Capital Program;

The focus of the discussion will be on the Governmental Funds Capital Program, primarily because of the impact to the General Fund. The Enterprise Funds capital project programs will be presented to Council at a later date.

SUMMARY:
Attached is the 2013-2022 Capital Program with proposed funding of projects totaling $136.2 million. The Program was built based on the following funding policies and cost estimates:

- The program funds projects only in years where there is enough beginning fund balance to totally fund the project, with one exception. The Museum Expansion Project will require outside funding from both private sources and grants, none of which are currently secured. The amount is shown as “Outside Revenue” and as we get closer to doing the project, the scope will need to match the amount of outside revenues available. Debt is not shown as a funding source for the Museum Expansion.
- The escalator from the Engineering News Construction Index continues to be used; the index stayed at 4%.
- For the Downtown; $4.6 million for infrastructure and projects is funded. The funding is phased over five years beginning in 2013.

Revenue assumptions in the Program have 2013 CEF revenue estimates based on a comparison to past building permit revenues. There is a strong correlation with a two year

window for commercial projects from building permit to payment of the CEF. Residential construction is more comparable on a same year basis. The assumptions used include:

- 2012 is Adopted Budget amount;
- 2013 residential revenue grows by 2.7%; non-residential revenue is flat to 2012;
- 2014-2022 residential uses an annual 2% increase for growth;
- 2013 non-residential revenue is flat to 2012;
- 2014-2022 non-residential increases by an annual 2% growth; and
- Interest assumptions are 1.9% for 2013, with annual growth ending at 4.8% in 2022, calculated on the projected beginning balance.

Highlights

Apart from annual major programs like Street Rehabilitation, the major projects included in the next five-six years of the Program are:

- Mehaffey Park – all of the funding for the development of the Park is included in the current 2012 budget, but the work will not be completed until 2013. The project is the construction of a 60 acre community Park west of Wilson Avenue and north of West 22nd Street.

- Construction of the Service Center Expansion Phase III – The project has been moved up one year from the 2011 Program. Funding is available form General Government CEFs and the Solid Waste and Storm Water Enterprise Funds. The expansion will provide space and vehicle storage to move the Street Maintenance Division, Solid Waste Enterprise and Strom Water Enterprise equipment and personnel to the Service Center campus. Currently these operations are located downtown at the Maintenance Operations Center (MOC) on 5th Street and at the Fire and Administration Building (FAB).

- Construction of a new Fire Station #2 – The project will move Fire Station # 2 from its location on Taft Avenue, south of 29th Street to Wilson Avenue and 29th Street. This will allow for the addition of an additional engine company to the station to expand coverage into the northwest part of town.

- Museum Expansion Project– The project has been moved back a year in the Program to 2014 and 2015. The expansion will add a new 26,000 square foot facility for additional storage and expanded exhibit and programming areas. The project in its current form will require a significant amount of grants and/or donation in order to complete the funding.

- Construction of Fire Station 10 – This project has been moved back to 2018 in the Recommended Program. Construction of Fire Station 10 is anticipated to be placed on Glade Road to improve response time on the far west side of the service area.

- Construction of a new Spray Park. The project would be the construction of a water feature park at a location to be determined. The projected cost is $1.9 million funded by Recreation CEF funds.

Relationship of the Capital Program to Operating Expenses

Nearly all of the new capital projects will require increased expenses in the General Fund to operate the facilities over and above the cost of current services being provided. The operating costs of all projects in the Recommended Capital Program have been built into the 10-Year General Fund Financial Plan.

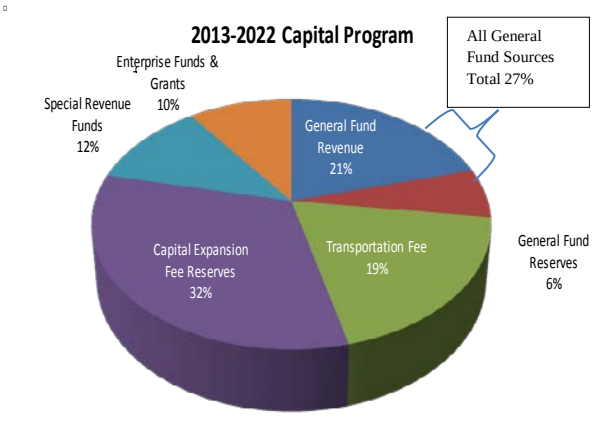
The total first year costs are more than $3.7 million over the 10-year period. Attachment 1 displays the projects and their first year operating costs.

Many of the funding sources for the capital program are legally restricted to capital costs, and cannot be used for operating expenses, in particular the CEF revenues and reserves. As an example, this funding could be used to buy a fire truck to expand fire coverage. However, this revenue cannot fund the personnel, fuel and supplies used on the truck. Another example is CEFs can be used to develop a City Park, but cannot be used for personnel to cut the grass, maintain the irrigation system, maintain the park or programs held at the park. In the examples above, these costs to actually use the equipment or facility must be borne by the General Fund.

Analyzing the Capital Program by Funding Source

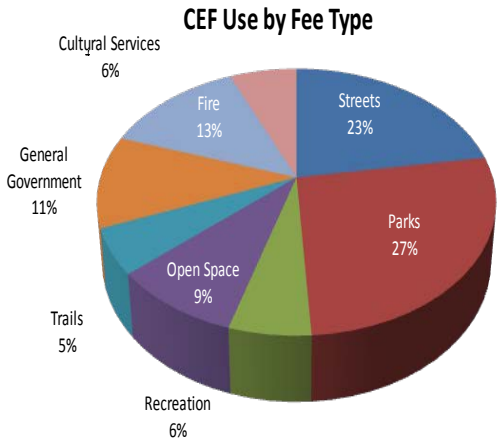
The Program as presented shows all of the proposed projects, regardless of funding source, to demonstrate the full breadth of projects the City plans to undertake. However, for some of the policy decisions that need to be made, the Program needs to be analyzed by funding source, since the different sources have different uses that have been designated either by law or Council policy. There are six primary funding sources for the Capital Program:

- General Fund Revenues
- Capital Expansion Fees
- Special Revenues (such as Open Space taxes or Lottery funds)
- Council Reserve (a subset of the General Fund)
- TABOR Reserve (a subset of the General Fund)
- Contributions from Enterprise or Internal Service Fund Reserves or from grants



CAPITAL EXPANSION FEES

Capital Expansion Fees (CEFs) are one-time fees charged to residential and non-residential development. The purpose of the fee is to fund the costs of capital infrastructure the City will have to construct as a result of development. CEFs are the largest source of funding in the Capital Program, funding $43.7 million or 32% of the total project costs for the 2013-2022 time-period. For most of the projects funded by CEFs in the first five years of the Program, all or substantially all of the cash required for the current cost estimates, is in the bank and is part of the City's investment portfolio, shown in the spreadsheets as fund balance.



CEFs are limited in how the City can use these funds. CEFs can be used for capital acquisition or construction, but cannot be used to fund any ongoing operating cost related to operating the facility being built or operated.

Projects included in 2013-2022 Program funded entirely by CEFs:

1. Construction of a new Fire Station 2 for additional northwest coverage;
2. Construction of Fire Station 10 for west coverage;
3. Loveland Sports Parks Expansion;
4. Fairgrounds Park Development Phase II;
5. Kroh Park Expansion;
6. Osborn Park Improvements;
7. Construction of a new Spray Park; and,
8. Recreation Center Land Acquisition.

Projects where the majority of the funding is from CEFs:

1. Service Center Phase III Expansion; and,
2. Transportation Program.

Projects where CEFs are a minority source of funding:

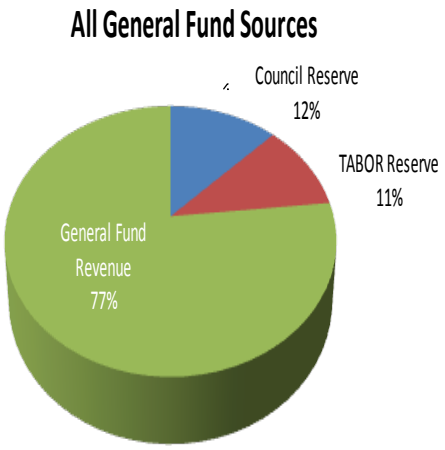
1. Museum Expansion;
2. Open Space Land Acquisition;
3. Trails Construction;

GENERAL FUND RESOURCES

General Fund resources are the second largest contributor to the Capital Program with projects totaling $47.9 million over the 10-year period. The resources have three distinct components: General Fund Revenues, the Council Capital Reserve, and TABOR Reserves.

GENERAL FUND REVENUES

General Fund revenues are used primarily for the Street Rehabilitation Program. Projects using General Fund revenues total $28.0 million over the 10-year period. There are three programs funded with these funds:

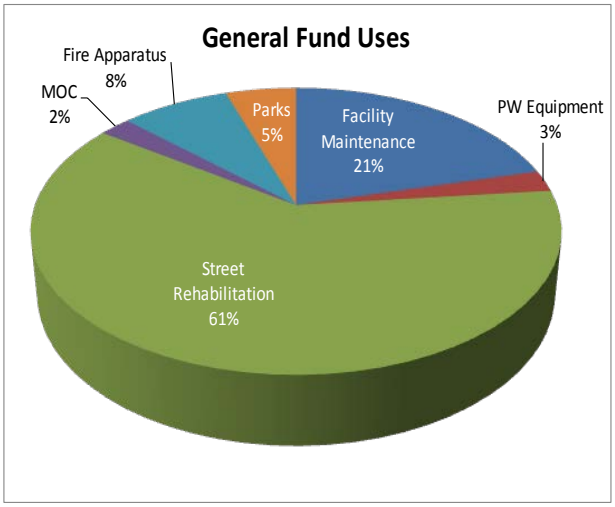


- Replacement of fire apparatus and heavy equipment in the Public Works Department;
- Replacement of lighting and other improvements at existing Parks;
- Renovation of the Maintenance Operations Center;
- Annual major building maintenance program for all City facilities; and,
- Funding for the Street Rehabilitation Program over and above the amount provided through the Transportation Fee. (Under the current fee structure the General Fund will end up covering over 50% of the total costs. An increase in the Transportation Utility Fee of 11.74% will be required to maintain the sustainability policy of the fee covering 60% of the program costs. This will amount to a $0.20 per month increase to the residential fee.)

COUNCIL CAPITAL RESERVE

The Council Capital Reserve is a subset of the General Fund because it funded using General Fund revenues. 2.5% of tax revenues below the TABOR revenue limit are deposited to the reserve on an annual basis. Projects funded in the Capital Program from this reserve are:

- $4.6 million over a 5-year period beginning in 2013 for downtown infrastructure; and
- Repayment of the inter-fund loan for land purchase on State Highway 402.



TABOR RESERVES

The TABOR Reserve is a subset of the General Fund because it funded using General Fund revenues above the revenue limit the voters have allowed the City to keep and spend for specific purposes. The language in the ballot measures specified the use to be for Police and Fire, Street Construction and Maintenance, and Parks Construction and Maintenance. $3.9 million is used for the Transportation Program over the 10-year period to align with CEF revenues for the total Program cost.

SPECIAL REVENUE FUNDS

The three sources of funding in this category are Park improvement Funds, Open Space Sales Tax Funds and Lottery Funds. Loveland receives a share of the County Open Space sales tax. These revenues, by the ballot language, are reserved for the maintenance and acquisition of open lands, and this is the major funding source for the open space purchases in the Capital Program.

The City also receives a share of lottery revenue generated by the State. The revenue can be used to purchase recreational equipment and the construction of recreation facilities. For many years Council's policy has been to dedicate this revenue to the maintenance and construction of the Trail System around the City. This is the major funding source for the trail expansion included in the Capital Program.

It is also important to note that as the Transportation Program adds lane miles to the City's street system, over time the Street Rehabilitation Program will need increased resources to maintain these additions if we are to maintain service levels at current standards.

POLICY ISSUES

1) Museum Expansion Project - $15.5 million in 2014 and 2015
   The current project scope nearly doubles the space for the Museum. CEF revenues are only available to cover the design portion of the cost. Nearly two-thirds of the cost or $10 million will need to be raised from other sources. Given our recent experience in fund raising from private sources for the Library Expansion, meeting $10 million may be very difficult to reach.

2) Downtown Projects - $4.6 million in 2013-2017
   The funding is included in the Program as a placeholder. Projects using these funds will be determined as Council proceeds with the planning for downtown.

REVIEWED BY CITY MANAGER: William D. Cahill

LIST OF ATTACHMENTS:

1. Attachment 1 - Operating Costs in the Capital Program
2. Capital Program Spreadsheets and Project Pages

Attachment 1

Operating Impacts from the Capital Plan

Revenue

Project	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Sale of Fire 2	-	300,000	-	-	-	-	-	-	-	-
Total	**-**	**300,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Expense

Project										
Mehaffey Park Operating	-	97,500	-	-	-	-	-	-	-	-
Service Center Expansion	-	231,150	-	-	-	-	-	-	-	-
Fire Station 2 additional engine	-	324,690	324,700	-	-	-	-	-	-	-
Fire Station 6	521,200	-	-	-	-	-	-	-	-	-
Fire Station 10	-	-	-	-	-	-	980,430	-	-	-
Museum Expansion -Culture cost	-	-	431,000	-	-	-	-	-	-	-
Museum Expansion -utility cost	-	-	131,000	-	-	-	-	-	-	-
Fairgrounds Park	-	5,550	-	-	-	-	-	-	30,000	-
North Lake Tennis Courts	-	3,300	-	-	-	-	-	-	-	-
New Neighborhood Parks	-	-	-	-	-	-	50,000	-	-	-
Osborn Park	-	-	-	-	-	3,500	-	-	-	-
Spray Park	-	-	-	-	16,200	-	-	-	-	-
Total	**521,200**	**662,190**	**886,700**	**-**	**16,200**	**3,500**	**1,030,430**	**-**	**30,000**	**-**

2013-2022 General Fund Agencies Recommended Capital Program

		2013	2014	2015	2016	2017	Five Year Total	2018	2019	2020	2021	2022	Ten Year Total
	Revenue												
	Beginning Balance	**$ 46,771,800**	**$ 42,625,698**	**$ 44,950,222**	**$ 37,952,672**	**$ 35,246,732**	**$ 46,771,800**	**$ 39,281,692**	**$ 41,423,062**	**$ 46,025,602**	**$ 50,868,541**	**$ 53,858,231**	**$ 46,771,800**
1	General Fund	2,001,700	3,264,250	3,113,770	3,361,040	2,263,940	**14,004,700**	2,709,720	2,407,730	3,038,010	3,235,700	2,640,810	**28,036,670**
2	TABOR	1,639,178	2,443,864	-	-	-	**4,083,042**	-	-	-	-	-	**4,083,042**
3	Council Reserve	117,610	81,230	160,530	200,950	1,349,710	**1,910,030**	1,416,640	1,486,880	1,560,730	1,638,310	1,719,850	**9,732,440**
4	Intra-Fund Loan early Repayment	1,000,000	-	-	-	-	**1,000,000**	-	-	-	-	-	**1,000,000**
5	Transportation Fee	2,252,550	2,320,130	2,389,730	2,461,430	2,535,270	**11,959,110**	2,611,330	2,689,670	2,770,360	2,853,470	2,939,070	**25,823,010**
6	CEF	4,391,640	4,520,420	4,642,190	4,749,060	3,752,910	**22,056,220**	3,841,660	3,932,600	4,025,780	4,121,260	4,219,090	**42,196,610**
7	Interest	763,330	928,280	1,143,800	1,026,200	1,094,450	**4,956,060**	1,464,850	1,629,350	1,829,480	2,043,840	2,128,540	**14,052,120**
8	Conservation Trust	500,000	500,000	500,000	500,000	500,000	**2,500,000**	500,000	500,000	500,000	500,000	500,000	**5,000,000**
9	Open Lands Tax	1,485,690	1,515,400	1,545,710	1,576,630	1,608,160	**7,731,590**	1,640,320	-	-	-	-	**9,371,910**
10	Other Revenue Less Operations Expense	(534,770)	(553,490)	(572,860)	(592,910)	(584,460)	**(2,838,490)**	(604,920)	(609,220)	(584,461)	(627,650)	-	**(5,264,741)**
11	Park Improvement	52,600	52,650	52,700	52,760	52,810	**263,520**	52,870	52,930	52,930	52,930	52,930	**528,110**
12	Outside Revenue	4,257,280	80,000	10,200,000	-	-	**14,537,280**	-	-	-	-	-	**14,537,280**
13	Funding for Operating and Maintenance Reserve Annual Contribution (Open Lands)	(222,850)	(227,310)	(231,860)	(236,490)	(241,220)	**(1,159,730)**	(246,050)	-	-	-	-	**(1,405,780)**
	Total Revenue	**$ 64,475,758**	**$ 57,551,122**	**$ 67,893,932**	**$ 51,051,342**	**$ 47,578,302**	**$ 127,775,132**	**$ 52,668,112**	**$ 53,513,002**	**$ 59,218,431**	**$ 64,686,401**	**$ 68,058,521**	**$ 194,462,471**
	Expense												
	Bricks & Mortar												
14	Downtown Infrastructure	1,000,000	1,000,000	1,000,000	1,000,000	600,000	**4,600,000**	-	-	-	-	-	**4,600,000**
15	Recreation Trail	883,770	566,330	331,730	1,092,140	-	**2,873,970**	-	-	-	1,100,000	-	**3,973,970**
16	Open Lands Acquisition	3,265,000	949,050	5,221,450	4,450,000	1,400,000	**15,285,500**	-	1,000,000	-	-	800,000	**17,085,500**
17	Facility Maintenance Capital Projects	500,000	517,500	535,610	554,360	573,760	**2,681,230**	593,840	614,620	636,130	658,390	681,430	**5,865,640**
18	Transportation Program	1,590,000	1,368,000	1,458,000	1,290,000	1,262,400	**6,968,400**	1,300,000	1,390,000	1,474,000	1,659,000	1,517,000	**14,308,400**
19	Street Rehabilitation	3,754,250	3,866,880	3,982,890	4,102,380	4,225,450	**19,931,850**	4,352,210	4,482,780	4,617,260	4,755,780	4,898,450	**43,038,330**
20	Park Improvements Projects	305,000	205,000	-	-	-	**510,000**	-	-	-	-	-	**510,000**
21	Construct New Fire Station 2 for NW Service	3,534,500	-	-	-	-	**3,534,500**	-	-	-	-	-	**3,534,500**
22	Construct New Fire Station 10 for W Service	-	-	-	-	-	**-**	2,299,000	-	-	-	-	**2,299,000**
23	Museum Expansion	-	2,328,140	13,192,820	-	-	**15,520,960**	-	-	-	-	-	**15,520,960**
24	VM - Car Wash	600,000	-	-	-	-	**600,000**	-	-	-	-	-	**600,000**
25	North Lake Tennis Courts Additions	350,000	-	-	-	-	**350,000**	-	-	-	-	-	**350,000**
26	Loveland Sports Park	-	550,000	2,733,760	-	-	**3,283,760**	-	-	-	-	-	**3,283,760**
27	Service Center Phase III Expansion	5,617,540	-	-	-	-	**5,617,540**	-	-	-	-	-	**5,617,540**
28	Maintenance Operations Center Remodel	-	-	-	635,730	-	**635,730**	-	-	-	-	-	**635,730**
29	Fairgrounds Park/Barnes Softball Complex	450,000	-	510,000	-	-	**960,000**	-	-	902,500	-	-	**1,862,500**
30	Kroh Park	-	-	-	-	-	**-**	-	-	470,000	1,730,000	-	**2,200,000**
31	New Neighborhood Parks	-	-	-	250,000	235,000	**485,000**	1,865,000	-	250,000	250,000	1,900,000	**4,750,000**
32	Osborn Park	-	-	-	-	-	**-**	460,000	-	-	-	-	**460,000**
33	North Lake Park Improvements	-	-	-	-	-	**-**	375,000	-	-	-	-	**375,000**
34	New Recreation Center Feasability and Land Purchase	-	50,000	500,000	-	-	**550,000**	-	-	-	-	-	**550,000**
35	Spray Park	-	-	-	1,900,000	-	**1,900,000**	-	-	-	-	-	**1,900,000**
	Subtotal Bricks & Mortar	**$ 21,850,060**	**$ 11,400,900**	**$ 29,466,260**	**$ 15,274,610**	**$ 8,296,610**	**$ 86,288,440**	**$ 11,245,050**	**$ 7,487,400**	**$ 8,349,890**	**$ 10,153,170**	**$ 9,796,880**	**$ 133,320,830**
	New & Replacement Equipment												
36	Replace Fire Apparatus	-	1,200,000	475,000	530,000	-	**2,205,000**	-	-	-	-	-	**2,205,000**
37	Public Works Heavy Equipment Replacement	-	-	-	-	-	**-**	-	-	-	675,000	-	**675,000**
	Subtotal Equipment	**$ -**	**$ 1,200,000**	**$ 475,000**	**$ 530,000**	**$ -**	**$ 2,205,000**	**$ -**	**$ -**	**$ -**	**$ 675,000**	**$ -**	**$ 2,880,000**
	Total	**$ 21,850,060**	**$ 12,600,900**	**$ 29,941,260**	**$ 15,804,610**	**$ 8,296,610**	**$ 88,493,440**	**$ 11,245,050**	**$ 7,487,400**	**$ 8,349,890**	**$ 10,828,170**	**$ 9,796,880**	**$ 136,200,830**
	Reserve for Future Capital Projects	**$ 42,625,698**	**$ 44,950,222**	**$ 37,952,672**	**$ 35,246,732**	**$ 39,281,692**	**$ 39,281,692**	**$ 41,423,062**	**$ 46,025,602**	**$ 50,868,541**	**$ 53,858,231**	**$ 58,261,641**	**$ 58,261,641**

Note CEF funds are restricted to use, and while shown in the total bottom line, may not be able to appropriate for certain projects. The same is true for Special Revenue funds. The impact is there will be a larger reliance on General funding than there is funds available, while there will be significant ending balances in the restricted funds.

2013-2022 General Fund
Agencies Capital Program
By Year

	2012 Revenue Sources	General Fund	GF TABOR	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	3,955,444	4,674,060	-	3,063,080	7,225,113	3,153,936	1,109,882	1,026,759	8,857,735	2,452,563	4,211,809	306,840	2,125,371	5,032,549	2,671,148	13,297,581	-	63,163,870
	Current Year	2,070,440	-	1,082,420	-	1,588,160	943,310	472,970	232,790	147,410	342,910	241,200	307,830	191,340	154,210	500,000	52,550	1,456,560	2,307,450	12,091,550
	Interest on Beginning Balance	-	-	-	-	52,070	122,830	53,620	18,870	17,450	150,580	41,690	71,600	5,220	36,130	85,550	45,410	226,060		927,080
	HUTF Revenue Allocated to Street Maintenance	1,727,650	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,727,650
	Transportation Fee	-	-	-	1,917,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,917,250
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(182,760)	-	(234,150)	-	(416,910)
	Internal Loan Repayment	-	-	(97,000)	-	-	-	38,800	-	-	-	58,200	-	-	-	-	-	-	-	-
	Funding for Operating and Maintenance Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(4,208,780)	-	(4,208,780)
	Total Resources	**$ 3,798,090**	**$ 3,955,444**	**$ 5,659,480**	**$ 1,917,250**	**$ 4,703,310**	**$ 8,291,253**	**$ 3,719,326**	**$1,361,542**	**$1,191,619**	**$ 9,351,225**	**$ 2,793,653**	**$4,591,239**	**$ 503,400**	**$2,315,711**	**$ 5,435,339**	**$ 2,769,108**	**$ 10,537,271**	**$ 2,307,450**	**$ 75,201,710**
	Project Requests 2012																			
1	Downtown Infrastructure	-	-	1,100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,100,000
2	Art Space	-	-	475,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	475,000
3	Fee Waivers	-	-	11,910	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,910
4	Replace ALF/General Engine	515,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515,000
5	MeHaffey Park - Construction - Year 2 of a 2 Year project	-	-	-	-	-	6,417,550	250,000	-	-	-	-	-	-	-	2,000,000	500,000	-	-	9,167,550
6	Recreation Trail	-	-	-	-	-	-	-	-	268,460	-	-	-	-	-	-	-	-	-	268,460
7	Open Lands Acquisition	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,800,000	-	2,800,000
8	Barnes Park Improvments	-	-	-	-	-	-	-	-	-							83,710			83,710
9	Library Expapasion	-	-	-	-	-	-	-	-	-	607,520	-	-	250,000	-	-	-	-	-	857,520
10	Service Center Expansion	-	-	-	-	-	-	-	-	-	382,460	-	-	-	-	-	-	-	-	382,460
11	3rd Street Demolition and Rehabilitation	-	-	187,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	313,000	500,000
12	Dispatch Consoles	900,000	-	-	-	-	-	-	-	-	-	-	300,000	-	-	-	-	-	-	1,200,000
13	Remodel & Expand Fire Station	-	-	-	-	-	-	-	-	-	-	930,000	-	-	-	-	-	-	-	930,000
14	Asset Management System	-	-	-	-	-	-	-	-	-	112,670	-	-	-	-	-	-	-	-	112,670
15	Facility Maintenance Capital (Building Maintenance Projects)	565,440	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565,440
16	Facility Maintenance Capital (Roof Replacement Program)	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50,000
17	Facility Maintenance Capital (Carpet Replacement Program)	40,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000
18	Transportation Program	-	1,244,800	-	-	2,486,040	-	-	-	-	-	-	-	-	-	-	-	-	1,994,450	5,725,290
17	Street Maintenance	1,727,650	-	-	1,917,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,644,900
	Total 2012 Project Costs	**$ 3,798,090**	**$ 1,244,800**	**$ 1,773,910**	**$ 1,917,250**	**$ 2,486,040**	**$ 6,417,550**	**$ 250,000**	-	**$ 268,460**	1,102,650	**$ 930,000**	300,000	250,000	-	**$ 2,000,000**	**$ 583,710**	**$ 2,800,000**	**$ 2,307,450**	**$ 28,429,910**
	2012 Ending Balance	-	**$ 2,710,644**	**$ 3,885,570**	-	**$ 2,217,270**	**$ 1,873,703**	**$ 3,469,326**	**$1,361,542**	**$ 923,159**	**$ 8,248,575**	**$ 1,863,653**	**$4,291,239**	**$ 253,400**	**$2,315,711**	**$ 3,435,339**	**$ 2,185,398**	**$ 7,737,271**	-	**$ 46,771,800**

2013-2022 General Fund
Agencies Capital Program
By Year

	2013 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	2,710,644	3,885,570	-	2,217,270	1,873,703	3,469,326	1,361,542	923,159	8,248,575	1,863,653	4,291,239	253,400	2,315,711	3,435,339	2,185,398	7,737,271	-	46,771,800
	Current Year	500,000	1,639,178	1,074,760	-	808,180	968,780	485,740	239,080	151,390	177,860	147,820	100,760	196,510	158,370	500,000	52,600	1,485,690	4,257,280	12,943,998
	Interest on Beginning Balance	-	-	-	-	42,130	35,600	65,920	25,870	17,540	156,720	35,410	81,530	4,810	44,000	65,270	41,520	147,010		763,330
	HUTF Revenue Allocated to Street Maintenance	1,501,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,501,700
	Intraa-Fund Loan Early											1,000,000								1,000,000
	Transportation Fee	-	-	-	2,252,550	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,252,550
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(189,160)	-	(345,610)	-	(534,770)
	Internal Loan Repayment	-	-	(957,150)	-	-	-	382,860	-	-	-	574,290	-	-	-	-	-	-	-	-
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(222,850)	-	(222,850)
	Total Resources	**$ 2,001,700**	**$ 4,349,822**	**$ 4,003,180**	**$ 2,252,550**	**$ 3,067,580**	**$ 2,878,083**	**$ 4,403,846**	**$1,626,492**	**$1,092,089**	**$ 8,583,155**	**$ 3,621,173**	**$4,473,529**	**$ 454,720**	**$2,518,081**	**$ 3,811,449**	**$ 2,279,518**	**$ 8,801,511**	**$ 4,257,280**	**$ 64,475,758**
	Project Requests 2013																			
1	Downtown Infrastructure	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
2	Recreation Trail	-	-	-	-	-	-	-	-	600,000	-	-	-	-	-	283,770	-	-	-	883,770
3	Open Lands Acquisition	-	-	-	-	-	-	-	1,290,000	-	-	-	-	-	-	-	-	1,975,000	-	3,265,000
4	Park Restroom Renovations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	305,000	-	-	305,000
5	Construct New Fire Station 2 to Expand NW Service And Add New Engine	-	-	-	-	-	-	-	-	-	-	3,534,500	-	-	-	-	-	-	-	3,534,500
6	Expansion To House Solid Waste, Streets, and Stormwater - Construction (Year 2 of 2 Year Project)	-	-	-	-	-	-	-	-	-	2,217,540	-	-	-	-	-	-	-	3,400,000	5,617,540
7	Fairgrounds Park Field Lighting	-	-	-	-	-	450,000	-	-	-	-	-	-	-	-	-	-	-	-	450,000
8	NL Tennis Counrts	-	-	-	-	-	350,000	-	-	-	-	-	-	-	-	-	-	-	-	350,000
9	VM Car Wash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	600,000	600,000
10	Facility Maintenance Capital (Building Maintenance Projects)	380,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	380,000
11	Facility Maintenance Capital (Roof Replacement Program)	120,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120,000
12	Transportation Program		430,360	-	-	902,360	-	-	-	-	-	-	-	-	-	-	-	-	257,280	1,590,000
13	Street Maintenance	1,501,700	-	-	2,252,550	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,754,250
	Total 2013 Project Costs	**$ 2,001,700**	**$ 430,360**	**$ 1,000,000**	**2,252,550**	**$ 902,360**	**$ 800,000**	-	**$1,290,000**	**$ 600,000**	**$ 2,217,540**	**$ 3,534,500**	-	-	**$ -**	**$ 283,770**	305,000	**$ 1,975,000**	**$ 4,257,280**	**$ 21,850,060**
	2013 Ending Balance	-	**$ 3,919,462**	**$ 3,003,180**	-	**$ 2,165,220**	**$ 2,078,083**	**$ 4,403,846**	**$ 336,492**	**$ 492,089**	**$ 6,365,615**	**$ 86,673**	**$4,473,529**	**$ 454,720**	**2,518,081**	**$ 3,527,679**	**$ 1,974,518**	**$ 6,826,511**	-	**$ 42,625,698**

2013-2022 General Fund
Agencies Capital Program
By Year

	2014 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	3,919,462	3,003,180	-	2,165,220	2,078,083	4,403,846	336,492	492,089	6,365,615	86,673	4,473,529	454,720	2,518,081	3,527,679	1,974,518	6,826,511	-	42,625,698
	Current Year	1,717,500	2,443,864	1,106,840	-	820,300	987,190	494,970	243,620	154,270	180,530	150,040	102,270	200,240	161,380	500,000	52,650	1,515,400	80,000	10,911,064
	Interest on Beginning Balance	-	-	-	-	56,300	54,030	114,500	8,750	12,790	165,510	2,250	116,310	11,820	65,470	91,720	51,340	177,490		928,280
	HUTF Revenue Allocated to Street Maintenance	1,546,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,546,750
	Transportation Fee	-	-	-	2,320,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,320,130
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(195,780)	-	(357,710)	-	(553,490)
	Internal Loan Repayment	-	-	(1,025,610)	-	-	-	410,240	-	-	-	615,370	-	-	-	-	-	-	-	-
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(227,310)	-	(227,310)
	Total Resources	**$ 3,264,250**	**$ 6,363,326**	**$ 3,084,410**	**$ 2,320,130**	**$ 3,041,820**	**$ 3,119,303**	**$ 5,423,556**	**$ 588,862**	**$ 659,149**	**$ 6,711,655**	**$ 854,333**	**$4,692,109**	**$ 666,780**	**$2,744,931**	**$ 3,923,619**	**$ 2,078,508**	**$ 7,934,381**	**$ 80,000**	**$ 57,551,122**
	Project Requests 2014																			
1	Downtown Infrastructure	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
2	Replace Smeal Ladder Truck	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200,000
3	Museum Expansion Design (Year 1 of 2 Year Project)	-	-	-	-	-	-	-	-	-	-	-	-	-	2,328,140	-	-	-	-	2,328,140
4	Loveland Sports Park - Phase II Development On East Side - Planning - Year 1 of 2 Year	-	-	-	-	-	550,000	-	-	-	-	-	-	-	-	-	-	-	-	550,000
5	New Recreation Center Feasability Study	-	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	50,000
6	Recreation Trail	-	-	-	-	-	-	-	-	200,000	-	-	-	-	-	366,330	-	-	-	566,330
7	Open Lands Acquisition	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	949,050		949,050
4	Park Restroom Renovations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	205,000	-	-	205,000
9	Facility Maintenance Capital (Building Maintenance Projects)	517,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	517,500
10	Transportation Program	-	394,100	-	-	893,900	-	-	-	-	-	-	-	-	-	-	-	-	80,000	1,368,000
11	Street Maintenance	1,546,750	-	-	2,320,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,866,880
	Total 2014 Project Costs	**$ 3,264,250**	**$ 394,100**	**$ 1,000,000**	**$ 2,320,130**	**$ 893,900**	**$ 550,000**	**$ 50,000**	**$ -**	**$ 200,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$2,328,140**	**$ 366,330**	**$ 205,000**	**$ 949,050**	**$ 80,000**	**$ 12,600,900**
	2014 Ending Balance	**$ -**	**$ 5,969,226**	**$ 2,084,410**	-	**$ 2,147,920**	**$ 2,569,303**	**$ 5,373,556**	**$ 588,862**	**$ 459,149**	**$ 6,711,655**	**$ 854,333**	**$4,692,109**	**$ 666,780**	416,791	**$ 3,557,289**	**$ 1,873,508**	**$ 6,985,331**	-	**$ 44,950,222**

2013-2022 General Fund
Agencies Capital Program
By Year

2015 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
Fund Balance	-	5,969,226	2,084,410		2,147,920	2,569,303	5,373,556	588,862	459,149	6,711,655	854,333	4,692,109	666,780	416,791	3,557,289	1,873,508	6,985,331	-	44,950,222
Current Year	1,520,610	-	1,225,480	-	844,910	1,006,930	504,870	248,490	157,360	185,950	154,540	105,340	204,240	164,610	500,000	52,700	1,545,710	10,200,000	18,621,740
Interest on Beginning Balance	-	-	-	-	66,590	79,650	166,580	18,250	14,230	208,060	26,480	145,460	20,670	12,920	110,280	58,080	216,550	-	1,143,800
HUTF Revenue Allocated To Street Maintenance	1,593,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,593,160
Transportation Fee	-	-	-	2,389,730	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,389,730
Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(202,630)	-	(370,230)	-	(572,860)
Internal Loan Repayment	-	-	(1,064,950)	-	-	-	425,980	-	-	-	638,970	-	-	-	-	-	-	-	-
Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(231,860)	-	(231,860)
Total Resources	**$ 3,113,770**	**$ 5,969,226**	**$ 2,244,940**	**2,389,730**	**$ 3,059,420**	**$ 3,655,883**	**$ 6,470,986**	**$ 855,602**	**$ 630,739**	**$ 7,105,665**	**$ 1,674,323**	**$4,942,909**	**$ 891,690**	**$ 594,321**	**$ 3,964,939**	**$ 1,984,288**	**$ 8,145,501**	**$ 10,200,000**	**$ 67,893,932**
Project Requests 2015																			
1 Downtown Infrastructure	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
2 Replace 1995 General Telesquirt	475,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	475,000
3 Museum Expansion Construction (Year 2 of 2 Year Project)	-	-	-	-	-	-	-	-	-	2,692,820				500,000	-	-	-	10,000,000	13,192,820
4 Loveland Sports Park - Phase II Development On East Side - Construction - Year 2 of 2 Year Project	-	-	-	-	-	2,733,760	-	-	-	-	-	-	-	-	-	-	-	-	2,733,760
5 Barnes Park Field Lighting	510,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	510,000
6 Recreation Trail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331,730	-	-	-	331,730
7 Open Lands Acquisition	-	-	-	-	-	-	-	831,250	-	-	-	-	-	-	-	-	4,390,200	-	5,221,450
8 Facility Maintenance Capital (Building Maintenance Projects)	535,610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	535,610
9 Recreation Center Land							500,000												500,000
10 Parks Improvement Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11 Transportation Program	-	359,000	-	-	899,000	-	-	-	-	-	-	-	-	-	-	-	-	200,000	1,458,000
12 Street Maintenance	1,593,160			2,389,730															3,982,890
Total 2015 Project Costs	**$ 3,113,770**	**$ 359,000**	**$ 1,000,000**	**$ 2,389,730**	**$ 899,000**	**$ 2,733,760**	**$ 500,000**	**831,250**	**$ -**	**2,692,820.00**	**-**	**-**	**-**	**500,000.00**	**$ 331,730**	**$ -**	**$ 4,390,200**	**$ 10,200,000**	**$ 29,941,260**
2015 Ending Balance	**-**	**$ 5,610,226**	**$ 1,244,940**	**-**	**$ 2,160,420**	**$ 922,123**	**$ 5,970,986**	**$ 24,352**	**$ 630,739**	**$ 4,412,845**	**$ 1,674,323**	**$4,942,909**	**$ 891,690**	**$ 94,321**	**$ 3,633,209**	**$ 1,984,288**	**$ 3,755,301**	**-**	**$ 37,952,672**

2016 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
Fund Balance	-	5,610,226	1,244,940		2,160,420	922,123	5,970,986	24,352	630,739	4,412,845	1,674,323	4,942,909	891,690	94,321	3,633,209	1,984,288	3,755,301	-	37,952,672
Current Year	1,720,090	-	1,286,020	-	870,260	1,028,080	515,470	253,710	160,660	191,530	159,180	108,500	208,530	168,070	500,000	52,760	1,576,630	-	8,799,490
Interest on Beginning Balance	-	-	-	-	71,290	30,430	197,040	800	20,810	145,620	55,250	163,120	29,430	3,110	119,900	65,480	123,920	-	1,026,200
HUTF Revenue Allocated to Street Maintenance	1,640,950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,640,950
Transportation Fee	-	-	-	2,461,430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,461,430
Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(209,720)	-	(383,190)	-	(592,910)
Internal Loan Repayment	-	-	(1,085,070)	-	-	-	434,030	-	-	-	651,040	-	-	-	-	-	-	-	-
Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(236,490)	-	(236,490)
Total Resources	**$ 3,361,040**	**$ 5,610,226**	**$ 1,445,890**	**$ 2,461,430**	**$ 3,101,970**	**$ 1,980,633**	**$ 7,117,526**	**$ 278,862**	**$ 812,209**	**$ 4,749,995**	**$ 2,539,793**	**$5,214,529**	**$ 1,129,650**	**$ 265,501**	**$ 4,043,389**	**$ 2,102,528**	**$ 4,836,171**	**-**	**$ 51,051,342**
Project Requests 2016																			
1 Downtown Infrastructure	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
2 Replace Smeal Engine	530,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	530,000
3 Neighborhood Parks - Expansion and Renovation	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	-	250,000
4 Spray Park	-	-	-	-	-	-	1,900,000	-	-	-	-	-	-	-	-	-	-	-	1,900,000
5 Recreation Trail	-	-	-	-	-	-	-	-	475,230	-	-	-	-	-	616,910	-	-	-	1,092,140
6 Open Lands Acquisition	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,450,000	-	4,450,000
7 Maintenance Operations Center Remodel	635,730	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	635,730
8 Facility Maintenance Capital (Building Maintenance Projects)	469,360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469,360
9 Facility Maintenance Capital (Roof Replacement Program)	85,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85,000
10 Transportation Program	-	389,000	-	-	901,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,290,000
11 Street Maintenance	1,640,950			2,461,430															4,102,380
Total 2016 Project Costs	**$ 3,361,040**	**$ 389,000**	**$ 1,000,000**	**$ 2,461,430**	**$ 901,000**	**$ 250,000**	**$ 1,900,000**	**$ -**	**$ 475,230**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 616,910**	**$ -**	**$ 4,450,000**	**$ -**	**$ 15,804,610**
2016 Ending Balance	**-**	**$ 5,221,226**	**$ 445,890**	**-**	**$ 2,200,970**	**$ 1,730,633**	**$ 5,217,526**	**$ 278,862**	**$ 336,979**	**$ 4,749,995**	**$ 2,539,793**	**$5,214,529**	**$ 1,129,650**	**$ 265,501**	**$ 3,426,479**	**$ 2,102,528**	**$ 386,171**	**-**	**$ 35,246,732**

2013-2022 General Fund
Agencies Capital Program
By Year

	2017 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	5,221,226	445,890	-	2,200,970	1,730,633	5,217,526	278,862	336,979	4,749,995	2,539,793	5,214,529	1,129,650	265,501	3,426,479	2,102,528	386,171	-	35,246,732
	Current Year	573,760	-	1,349,710	-	896,370	1,049,670	526,290	259,040	164,030	197,280	163,960	111,760	212,910	171,600	500,000	52,810	1,608,160	-	7,837,350
	Interest on Beginning Balance	-	-	-	-	81,440	64,030	193,050	10,320	12,470	175,750	93,970	192,940	41,800	9,820	126,780	77,790	14,290		1,094,450
	HUTF Revenue Allocated to Street Maintenance	1,690,180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,690,180
	Transportation Fee	-	-	-	2,535,270	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,535,270
	Internal Loan Repayment	-	-	(1,116,850)	-	-	-	446,740	-	-	-	670,110	-	-	-	-	-	-	-	-
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(217,060)	-	(367,400)	-	(584,460)
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(241,220)	-	(241,220)
	Total Resources	**$ 2,263,940**	**$ 5,221,226**	**$ 678,750**	**$ 2,535,270**	**$ 3,178,780**	**$ 2,844,333**	**$ 6,383,606**	**$ 548,222**	**$ 513,479**	**$ 5,123,025**	**$ 3,467,833**	**$5,519,229**	**$ 1,384,360**	**$ 446,921**	**$ 3,836,199**	**$ 2,233,128**	**$ 1,400,001**	**-**	**$ 47,578,302**
	Project Requests 2017																			
1	Downtown Infrastructure	-	-	600,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	600,000
2	Open Lands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400,000	-	1,400,000
3	Neighborhood Parks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235,000	-	-	235,000
4	Facility Maintenance Capital (Building Maintenance Projects)	503,760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503,760
5	Facility Maintenance Capital (Roof Replacement Program)	70,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70,000
6	Transportation Program	-	363,000	-	-	899,400	-	-	-	-	-	-	-	-	-	-	-	-	-	1,262,400
7	Street Maintenance	1,690,180			2,535,270	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,225,450
	Total 2017 Project Costs	**$ 2,263,940**	**$ 363,000**	**$ 600,000**	**$ 2,535,270**	**$ 899,400**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 235,000**	**$ 1,400,000**	**$ -**	**$ 8,296,610**
	2017 Ending Balance	**$ -**	**$ 4,858,226**	**$ 78,750**	**-**	**$ 2,279,380**	**$ 2,844,333**	**$ 6,383,606**	**$ 548,222**	**$ 513,479**	**$ 5,123,025**	**$ 3,467,833**	**$5,519,229**	**$ 1,384,360**	**$ 446,921**	**$ 3,836,199**	**$ 1,998,128**	**$ 1**	**-**	**$ 39,281,692**

	2018 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library CEF	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	4,858,226	78,750	-	2,279,380	2,844,333	6,383,606	548,222	513,479	5,123,025	3,467,833	5,519,229	1,384,360	446,921	3,836,199	1,998,128	1	-	39,281,692
	Current Year	968,840	-	1,416,640	-	923,260	1,070,660	536,820	264,220	167,310	203,200	168,880	115,110	217,170	175,030	500,000	52,870	1,640,320	-	8,420,330
	Interest on Beginning Balance	-	-	-	-	98,010	122,310	274,500	23,570	22,080	220,290	149,120	237,330	59,530	19,220	164,960	73,930	-	-	1,464,850
	HUTF Revenue Allocated to Street Maintenance	1,740,880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,740,880
	Transportation Fee	-	-	-	2,611,330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,611,330
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(224,660)	-	(380,260)	-	(604,920)
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(246,050)	-	(246,050)
	Total Resources	**$ 2,709,720**	**$ 4,858,226**	**$ 1,495,390**	**$ 2,611,330**	**$ 3,300,650**	**$ 4,037,303**	**$ 7,194,926**	**$ 836,012**	**$ 702,869**	**$ 5,546,515**	**$ 3,785,833**	**$5,871,669**	**$ 1,661,060**	**$ 641,171**	**$ 4,276,499**	**$ 2,124,928**	**$ 1,014,011**	**-**	**$ 52,668,112**
	Project Requests 2018																			
1	North Lake Park	375,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	375,000
2	Osborn Park	-	-	-	-	-	460,000	-	-	-	-	-	-	-	-	-	-	-	-	460,000
3	Neighborhood Parks	-	-	-	-	-	1,865,000	-	-	-	-	-	-	-	-	-	-	-	-	1,865,000
4	Facility Maintenance Capital (Building Maintenance Projects)	513,840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	513,840
5	Construct New Fire Station 10 to Improve W Side Service	-	-	-	-	-	-	-	-	-	-	2,299,000	-	-	-	-	-	-	-	2,299,000
6	Facility Maintenance Capital (Roof Replacement Program)	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80,000
7	Transportation Program	-	351,000	-	-	949,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,300,000
8	Street Maintenance	1,740,880			2,611,330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,352,210
	Total 2018 Project Costs	**$ 2,709,720**	**$ 351,000**	**$ -**	**$ 2,611,330**	**$ 949,000**	**$ 2,325,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,299,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 11,245,050**
	2018 Ending Balance	**$ -**	**$ 4,507,226**	**$ 1,495,390**	**-**	**$ 2,351,650**	**$ 1,712,303**	**$ 7,194,926**	**$ 836,012**	**$ 702,869**	**$ 5,546,515**	**$ 1,486,833**	**$5,871,669**	**$ 1,661,060**	**$ 641,171**	**$ 4,276,499**	**$ 2,124,928**	**$ 1,014,011**	**-**	**$ 41,423,062**

2013-2022 General Fund
Agencies Capital Program
By Year

	2019 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	4,507,226	1,495,390	-	2,351,650	1,712,303	7,194,926	836,012	702,869	5,546,515	1,486,833	5,871,669	1,661,060	641,171	4,276,499	2,124,928	1,014,011	-	41,423,062
	Current Year	614,620	-	1,486,880	-	950,960	1,092,070	547,560	269,500	170,660	209,300	173,950	118,560	221,510	178,530	500,000	52,930	-	-	6,587,030
	Interest on Beginning Balance	-	-	-	-	108,180	78,770	330,970	38,460	32,330	255,140	68,390	270,100	76,410	29,490	196,720	97,750	46,640	-	1,629,350
	HUTF Revenue Allocated to Street Maintenance	1,793,110										-	-	-	-	-	-	-	-	1,793,110
	Transportation Fee	-	-	-	2,689,670	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,689,670
	Other Revenue less Operating Expense											-	-	-	-	(228,960)	-	(380,260)	-	(609,220)
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Resources	**$ 2,407,730**	**$ 4,507,226**	**$ 2,982,270**	**$ 2,689,670**	**$ 3,410,790**	**$ 2,883,143**	**$ 8,073,456**	**$1,143,972**	**$ 905,859**	**$ 6,010,955**	**$ 1,729,173**	**$6,260,329**	**$ 1,958,980**	**$ 849,191**	**$ 4,744,259**	**$ 2,275,608**	**$ 680,391**	**-**	**$ 53,513,002**
	Project Requests 2019																			
1	Facility Maintenance Capital (Building Maintenance Projects)	534,620	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	534,620
2	Facility Maintenance Capital (Roof Replacement Program)	80,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80,000
5	Open Lands	-	-	-	-	-	-	-	1,000,000	-	-	-	-	-	-	-	-	-	-	1,000,000
6	Transportation Program	-	389,000	-	-	1,001,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,390,000
7	Street Maintenance	1,793,110			2,689,670	-	-	-	-	-	-	-	-	-	-	-	-	-		4,482,780
	Total 2019 Project Costs	**$ 2,407,730**	**$ 389,000**	**-**	**$ 2,689,670**	**$ 1,001,000**	**$ -**	**-**	**$1,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$ 7,487,400**
	2019 Ending Balance	**$ -**	**$ 4,118,226**	**$ 2,982,270**	**$ -**	**$ 2,409,790**	**$ 2,883,143**	**$ 8,073,456**	**$ 143,972**	**$ 905,859**	**$ 6,010,955**	**$ 1,729,173**	**$6,260,329**	**$ 1,958,980**	**$ 849,191**	**$ 4,744,259**	**$ 2,275,608**	**$ 680,391**	**-**	**$ 46,025,602**

	2020 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
	Fund Balance	-	4,118,226	2,982,270	-	2,409,790	2,883,143	8,073,456	143,972	905,859	6,010,955	1,729,173	6,260,329	1,958,980	849,191	4,744,259	2,275,608	680,391	-	46,025,602
	Current Year	1,191,110	-	1,560,730	-	979,490	1,113,910	558,510	274,890	174,070	215,580	179,170	122,120	225,940	182,100	500,000	52,930	-	-	7,330,550
	Interest on Beginning Balance	-	-	-	-	113,260	135,510	379,450	6,770	42,580	282,510	81,270	294,240	92,070	39,910	222,980	106,950	31,980	-	1,829,480
	HUTF Revenue Allocated to Street Maintenance	1,846,900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,846,900
	Transportation Fee	-	-	-	2,770,360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,770,360
	Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(236,970)	-	(347,491)	-	(584,461)
	Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total Resources	**$ 3,038,010**	**$ 4,118,226**	**$ 4,543,000**	**$ 2,770,360**	**$ 3,502,540**	**$ 4,132,563**	**$ 9,011,416**	**$ 425,632**	**$1,122,509**	**$ 6,509,045**	**$ 1,989,613**	**$6,676,689**	**$ 2,276,990**	**$1,071,201**	**$ 5,230,269**	**$ 2,435,488**	**$ 364,880**	**-**	**$ 59,218,431**
	Project Requests 2020																			
1	Facility Maintenance Capital (Building Maintenance Projects)	411,130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	411,130
2	Facility Maintenance Capital (Roof Replacement Program)	225,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225,000
3	Transportation Program	-	373,000	-	-	1,101,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,474,000
4	Fairgrounds Park Phase II	554,980	-	-	-	-	347,520	-	-	-	-	-	-	-	-	-	-	-	-	902,500
5	Neighborhood Parks	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	-	250,000
6	Kroh Park	-	-	-	-	-	470,000	-	-	-	-	-	-	-	-	-	-	-	-	470,000
7	Street Maintenance	1,846,900	-	-	2,770,360	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,617,260
	Total 2020 Project Costs	**$ 3,038,010**	**$ 373,000**	**-**	**$ -**	**$ 1,101,000**	**$ 1,067,520**	**$ -**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$ 8,349,890**
	2020 Ending Balance	**$ -**	**$ 3,745,226**	**$ 4,543,000**	**-**	**$ 2,401,540**	**$ 3,065,043**	**$ 9,011,416**	**$ 425,632**	**$1,122,509**	**$ 6,509,045**	**$ 1,989,613**	**$6,676,689**	**$ 2,276,990**	**$1,071,201**	**$ 5,230,269**	**$ 2,435,488**	**$ 364,880**	**-**	**$ 50,868,541**

2013-2022 General Fund
Agencies Capital Program
By Year

2021 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
Fund Balance	-	3,745,226	4,543,000	-	2,401,540	3,065,043	9,011,416	425,632	1,122,509	6,509,045	1,989,613	6,676,689	2,276,990	1,071,201	5,230,269	2,435,488	364,880	-	50,868,541
Current Year	1,333,390	-	1,638,310	-	1,008,870	1,136,190	569,680	280,390	177,550	222,050	184,550	125,780	230,460	185,740	500,000	52,930	-	-	7,645,890
Interest on Beginning Balance	-	-	-	-	115,270	147,120	432,550	20,430	53,880	312,430	95,500	320,480	109,300	51,420	251,050	116,900	17,510	-	2,043,840
HUTF Revenue Allocated to Street Maintenance	1,902,310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,902,310
Transportation Fee	-	-	-	2,853,470	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,853,470
Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(245,260)	-	(382,390)	-	(627,650)
Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Resources	**$ 3,235,700**	**$ 3,745,226**	**$ 6,181,310**	**$ 2,853,470**	**$ 3,525,680**	**$ 4,348,353**	**$10,013,646**	**$ 726,452**	**$1,353,939**	**$ 7,043,525**	**$ 2,269,663**	**$7,122,949**	**$ 2,616,750**	**$1,308,361**	**$ 5,736,059**	**$ 2,605,318**	**$ -**	**-**	**$ 64,686,401**
Project Requests 2021																			
1 Rec Trail Underpass/Crossing	-	-	-	-	-	-	-	-	1,100,000	-	-	-	-	-	-	-	-	-	1,100,000
2 Neighborhood Parks	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	-	-	-	-	250,000
3 Kroh Park- Phase II	-	-	-	-	-	1,730,000	-	-	-	-	-	-	-	-	-	-	-	-	1,730,000
4 Facility Maintenance Capital (Building Maintenance Projects)	658,390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	658,390
5 Transportation Program	-	412,800	-	-	1,246,200	-	-	-	-	-	-	-	-	-	-	-	-	-	1,659,000
6 New Street Sweeper	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7 Cold Planer Replacement	675,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	675,000
8 Street Maintenance	1,902,310			2,853,470	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,755,780
Total 2021 Project Costs	**$ 3,235,700**	**$ 412,800**	**$ -**	**$ 2,853,470**	**$ 1,246,200**	**$ 1,980,000**	**$ -**	**$ -**	**$1,100,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 10,828,170**
2021 Ending Balance	**$ -**	**3,332,426**	**$ 6,181,310**	**-**	**$ 2,279,480**	**$ 2,368,353**	**$10,013,646**	**$ 726,452**	**$ 253,939**	**$ 7,043,525**	**$ 2,269,663**	**$7,122,949**	**$ 2,616,750**	**$1,308,361**	**$ 5,736,059**	**$ 2,605,318**	**$ -**	**-**	**$ 53,858,231**

2022 Revenue Sources	General Fund	GF Tabor	GF Council Reserve	Capital Projects	Street CEF	Park CEF	Recreation CEF	Open Space CEF	Trail CEF	Gen. Govt. CEF	Fire CEF	Police CEF	Library	CS CEF	Conservation Trust Fund	Park Improvement	Open Lands Tax	Outside Revenue	Total
Fund Balance	-	3,332,426	6,181,310	-	2,279,480	2,368,353	10,013,646	726,452	253,939	7,043,525	2,269,663	7,122,949	2,616,750	1,308,361	5,736,059	2,605,318	-	-	53,858,231
Current Year	681,430	-	1,719,850	-	1,039,140	1,158,910	581,070	286,000	181,100	228,710	190,090	129,550	235,070	189,450	500,000	52,930	-	-	7,173,300
Interest on Beginning Balance	-	-	-	-	109,420	113,680	480,660	34,870	12,190	338,090	108,940	341,900	125,600	62,800	275,330	125,060	-	-	2,128,540
HUTF Revenue Allocated to Street Maintenance	1,959,380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,959,380
Transportation Fee	-	-	-	2,939,070	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,939,070
Other Revenue less Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Funding for Operating and Maintenance Reserve Annual Contribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Resources	**$ 2,640,810**	**$ 3,332,426**	**$ 7,901,160**	**$ 2,939,070**	**$ 3,428,040**	**$ 3,640,943**	**$11,075,376**	**$1,047,322**	**$ 447,229**	**$ 7,610,325**	**$ 2,568,693**	**$7,594,399**	**$ 2,977,420**	**$1,560,611**	**$ 6,511,389**	**$ 2,783,308**	**$ -**	**-**	**$ 68,058,521**
Project Requests 2022																			
1 Neighborhood Parks	-	-	-	-	-	1,900,000	-	-	-	-	-	-	-	-	-	-	-	-	1,900,000
2 Open Lands	-	-	-	-	-	-	-	800,000	-	-	-	-	-	-	-	-	-	-	800,000
3 Facility Maintenance Capital (Building Maintenance Projects)	681,430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	681,430
4 Transportation Program		475,500	-	-	1,041,500	-	-	-	-	-	-	-	-	-	-	-	-	-	1,517,000
5 Street Maintenance	1,959,380			2,939,070	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,898,450
Total 2022 Project Costs	**$ 2,640,810**	**$ 475,500**	**$ -**	**$ 2,939,070**	**$ 1,041,500**	**$ 1,900,000**	**$ -**	**$ 800,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 9,796,880**
2022 Ending Balance	**$ -**	**2,856,926**	**$ 7,901,160**	**-**	**$ 2,386,540**	**$ 1,740,943**	**$11,075,376**	**$ 247,322**	**$ 447,229**	**$ 7,610,325**	**$ 2,568,693**	**$7,594,399**	**$ 2,977,420**	**$1,560,611**	**$ 6,511,389**	**$ 2,783,308**	**$ -**	**-**	**$ 58,261,641**
Total All Years Project Costs	**$ 28,036,670**	**$ 3,936,760**	**$ 4,600,000**	**$ 25,823,010**	**$ 9,834,360**	**$11,606,280**	**$ 2,450,000**	**$3,921,250**	**$2,375,230**	**$ 4,910,360**	**$ 5,833,500**	**$ -**	**$ -**	**$2,828,140**	**$ 1,598,740**	**$ 745,000**	**$ 13,164,250**	**$ 14,537,280**	**$136,200,830**

Museum Expansion

****

Department:
Cultural Services / Public Works

Division:
Museum

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2014- 2015

****

Total Project Cost: $15,520,960

About the Project

In May 2007, the Home State Bank property was purchased as a site for future expansion of the Loveland Museum/Gallery. The building is currently being used to address pressing space needs for: youth and adults classes; storage of approximately 10,000 historic objects; and a Fire Exhibit. However, a development proposal for the site may require a relocation, currently proposed to the south of the existing Museum.

Museum and Facilities staff have completed an assessment of exhibit, programming, and collection storage needs. A draft space allocation plan has been completed. While much planning and public input still remain, suggestions have been received from citizens and some other City departments, such as Police and Fire. Strong interest has also been expressed in a children's "museum" component.

At a study session in December, 2011, direction was received from City Council to proceed with selection of an architect to develop conceptual plans and to hire a Development Administrator to begin a capital campaign.

The expansion project will approximately double the size of the Museum. Figures below assume:

- 10% for design/architecture/ engineering
- 65% for construction
- 7% for furniture/fixtures/equipment
- 5% for permits/fees
- 13% for contingency

Funding Sources

Revenue	Gen. Gov. CEF	Cult. Svc. CEF	Outside Revenue	Total
2014	$0	$2,328,140	$0	$2,328,140
2015	$2,692,820	$500,000	$10,000,000	$13,192,820
Total	**$2,692,820**	**$2,828,140**	**$10,000,000**	**$15,520,960**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2014	$2,328,140	$0	$2,328,140
2015	$0	$13,192,820	$13,192,820
Total	**$2,328,140**	**$13,192,820**	**$15,520,960**

Estimated Initial Operations Impact

	Personnel	Supplies	Purchased Services	Facilities Management	Total	FTE
2016	$351,000	$50,000	$30,000	$131,000	$562,000	6.35
Total	**$351,000**	**$50,000**	**$30,000**	**$131,000**	**$562,000**	**6.35**

Fire Apparatus Replacement

****

Department:
Fire & Rescue

Division:
Suppression

Project Manager:
Greg Ward

Phone Number:
970-962-2497

Email:
wardg@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2014 – 2016

****

Total Project Cost: $2,205,000

About the Project

Replacement of existing fire apparatus.

The replacements are as follows:
2014 – Smeal Ladder Truck – Truck 6
2015 – Refurbish the 2000 Smeal Ladder Truck for reserve status
2016 – Smeal Engine

Funding Sources

Revenue	General Fund	Total
2014	$1,200,000	**$1,200,000**
2015	$475,000	**$475,000**
2016	$530,000	**$530,000**
Total	**$2,205,000**	**$2,205,000**

Project Cost Estimates By Year

Elements	Planning	Capital	Total
2014	$0	$1,200,000	**$1,200,000**
2015	$0	$475,000	**$475,000**
2016	$0	$530,000	**$530,000**
Total	**$0**	**$2,205,000**	**$2,205,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2017*					
Total					

* Operations costs would be absorbed and are not considered to be substantially more than the equipment that is being replaced.

Construction of a New Fire Station 2 and Apparatus For North West Coverage

****

Department:
Fire & Rescue

Division:
Suppression

Project Manager:
Ned Sparks

Phone Number:
970.962.2488

Email:
sparkn@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2014

****

Total Project Cost: $3,534,500

About the Project

In 2014, the Department is looking at a new station in the northwest part of the city. The placement of the station using the current station location program places a majority of the station's service area covering open space or mutual/auto aid districts. The option best serving the community would be to move Station 2 from Taft Avenue to Wilson Avenue and 29th Street and place a second heavy rescue truck company in Station 2 to increase the coverage to meet a growing service need. The station is expected to be 11,885 sq ft @ $191/sq ft for $2,270,000. The general conditions costs are expected to be $230,000 and the site costs are expected to be $400,000, resulting in a total construction cost of $2,900,000. This second heavy rescue truck company would also be able to cover Stations 3 and 5 when openings in the system occur. The revised estimate for the heavy rescue truck and the related service equipment is $634,500. Total costs include personnel and equipment – six new firefighters, three leuitenants and three engineers, $694,389, and the heavy rescue vehicle maintenance and amortization costs of $45,000.

Funding Sources

Revenue	Fire CEF	General Fund	Total
2014	$3,454,800	$79,700	**$3,534,500**
Total	**$3,454,800**	**$79,700**	**$3,534,500**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2014	$0	$3,534,500	$3,534,500
Total	**$0**	**$3,534,500**	**$3,534,500**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2015	$667,780	$26,609	$45,000	$739,389	6
Total	**$667,780**	**$26,609**	**$45,000**	**$739,389**	**6**

Construction of a New Fire Station 10 and Apparatus For West Coverage

****

Department:
Fire & Rescue

Division:
Suppression

Project Manager:
Ned Sparks

Phone Number:
970.962.2488

Email:
sparkn@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2018

****

Total Project Cost: $2,299,000

About the Project

There is need for a station on west side of the service area to improve response times to meet the five minute standard. It is anticipated that this station would be as far west as Glade Road. The calls dispatched would lessen the impact on Station 3 and Station 2 allowing them to be more responsive to the urban response area.

It is anticipated to be a 9,000 square foot station for west coverage @ $191/sq ft in construction costs or $1,719,000, $230,000 for general conditions and $350,000 for site costs. Existing apparatus in the system would be reassigned this new station.

Funding Sources

Revenue	Fire CEF	Total
2018	$2,299,000	**$2,299,000**
Total	**$2,299,000**	**$2,299,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2018	$0	$2,299,000	**$2,299,000**
Total	**$0**	**$2,299,000**	**$2,299,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2019	$937,675	$42,759	$0	**$980,434**	9
Total	**$937,675**	**$42,759**	**$0**	**$980,434**	**9**

Open Land Acquisition & Restoration

****

Department:
Parks & Recreation

Division:
Open Lands

Project Manager:
Brian Hayes

Phone Number:
970.962.2726

Email:
hayesb@ci.loveland.co.us

Project Category:
Land

Project Number:
Annual Program

Duration:
2013-2022

****

Total Project Cost: $17,085,500

About the Project

Acquisition of properties to conserve natural sites, wildlife habitat and open land in and around Loveland, funded with a Larimer County Open Space Tax that ends in 2018. Priorities are indicated in the Open Lands Master Plan. The number one priority for acquisition is properties along the Big Thompson River. Restoration and development priorities are for public access and habitat improvement.

Big Thompson River

Funding Sources

Revenue	Open Space CEF	Open Space Sales Tax	Total
2013	$1,290,000	$1,975,000	**$3,265,000**
2014	$0	$949,050	**$949,050**
2015	$831,250	$4,390,200	**$5,221,450**
2016	$0	$4,450,000	**$4,450,000**
2017	$0	$1,400,000	**$1,400,000**
2018	$0	$0	**$0**
2019	$1,000,000	$0	**$1,000,000**
2020	$0	$0	**$0**
2021	$0	$0	**$0**
2022	$800,000	$0	**$800,000**
Total	**$3,921,250**	**$13,164,250**	**$17,085,500**

Project Cost Estimates By Year

Elements	Land	Planning	Construction	Total
2013	$3,115,000	$0	$150,000	**$3,265,000**
2014	$949,050	$0	$0	**$949,050**
2015	$4,321,450	$0	$900,000	**$5,221,450**
2016	$4,450,000	$0	$0	**$4,450,000**
2017	$900,000	$0	$500,000	**$1,400,000**
2018	$0	$0	$0	**$0**
2019	$1,000,000	$0	$0	**$1,000,000**
2020	$0	$0	$0	**$0**
2021	$0	$0	$0	**$0**
2022	$800,000	$0	$0	**$800,000**
Total	**$15,535,500**	**$0**	**$1,550,000**	**$17,085,500**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	Total	FTEs
2023*						
Total						

*Dependent upon site development

Recreation Trail

****

Department:
Parks & Recreation

Division:
Trails

Project Manager:
Janet Meisel-Burns

Phone Number:
970.962.2451

Email:
meisej@ci.loveland.co.us

Project Category:
Construction

Project Number:
Annual Program

Duration:
2013-2021

****

Total Project Cost: $3,973,970

About the Project

Complete the remaining 4 miles of the City's recreation trail loop and start spur trails. Trail connections are underway in the northern part of town with critical links remaining in the west and southwest parts of town.

Funding Sources

Revenue	Conservation Trust	Trail CEF	Total
2013	$283,770	$600,000	**$883,770**
2014	$200,000	$366,330	**$566,330**
2015	$331,730	$0	**$331,730**
2016	$616,910	$475,230	**$1,092,140**
2021	$0	$1,100,000	**$1,100,000**
Total	**$1,432,410**	**$2,541,560**	**$3,973,970**

Project Cost Estimates By Year

Elements	Planning	Construction	Equipment	Total
2013	$0	$883,770	$0	**$883,770**
2014	$0	$566,330	$0	**$566,330**
2015	$0	$331,730	$0	**$331,730**
2016	$0	$1,092,140	$0	**$1,092,140**
2021	$0	$1,100,000	$0	**$1,100,000**
Total	**$0**	**$3,973,970**	**$0**	**$3,973,970**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	Total	FTEs
2022*						
Total						

*No additional operating funding requested at this time.

Fairgrounds Park Expansion

****

Department:
Parks & Recreation

Division:
Park

Project Manager:
Gary Havener

Phone Number:
970.962.2456

Email:
haveng@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2019-2020

****

Total Project Cost: $1,862,500

About the Project

Development of areas at Fairgrounds Park that were not completed with initial park construction in 2008. Scope of work to include ballfield lighting, site amenities and infrastructure. Development of arena area and realignment of fields to connect the river corridor with downtown.

Ballfield at Fairgrounds Park

Funding Sources

Revenue	General Fund	Park CEF	Total
2013	$0	$450,000	**$450,000**
2015	$510,000	$0	**$510,000**
2020	$554,980	$347,520	**$902,500**
Total	**$1,064,980**	**$797,520**	**$1,862,500**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$450,000	**$450,000**
2015	$0	$510,000	**$510,000**
2020	$0	$902,500	**$902,500**
Total	**$0**	**$1,862,500**	**$1,862,500**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2014	$0	$0	$5,550	$5,550	
2021	$21,000	$3,600	$5,400	$30,000	0.38
Total	**$21,000**	**$3,600**	**$10,950**	**$35,550**	**0.38**

An additional $12,000 in new revenues is anticipated from site reservations and additional tournaments and league play. $5000 in revenues is anticipated from arena event revenue.

Loveland Sports Park

****

Department:
Parks & Recreation

Division:
Park

Project Manager:
Gary Havener

Phone Number:
970.962.2456

Email:
haveng@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2014 - 2015

****

Total Project Cost: $3,283,760

About the Project

Phase II development of the east side (21 acres) of the Loveland Sports Park to include additional skate park features & lighting, additional multi-purpose sports fields, a restroom, shelters(2) building, parking areas, and site amenities.

An additional $21,000 in new revenues is anticipated from site reservations and additional tournaments and league play.

Funding Sources

Revenue	Parks CEF	Total
2014	$550,000	**$550,000**
2015	$2,733,760	**$2,733,760**
Total	**$3,283,760**	**$3,283,760**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2014	$150,000	$400,000	**$550,000**
2015	$275,000	$2,458,760	**$2,733,760**
Total	**$425,000**	**$2,858,760**	**$3,283,760**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2016	$92,850	$13,860	$20,790	$127,500	1.61
Total	**$92,850**	**$13,860**	**$20,790**	**$127,500**	

An additional $21,000 in new revenue is anticipated from field rentals and special events.

Neighborhood Park Renovations Projects

****

Department:
Parks & Recreation

Division:
Park

Project Manager:
Gary Havener

Phone Number:
970.962.2456

Email:
haveng@ci.loveland.co.us

Project Category:
Construction

Project Number:
Annual Program

Duration:
2014

****

Total Project Cost: $510,000

About the Project

Renovation of neighborhood parks to improve safety and address use issues. Projects include shelters and restroom renovations.

Funding Sources

Revenue	Park Improvement Fund	Total
2013	$305,000	**$305,000**
2014	$205,000	**$205,000**
Total	**$510,000**	**$510,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$305,000	**$305,000**
2014	$0	$205,000	**$205,000**
Total	**$0**	**$510,000**	**$510,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	Total	FTEs
2015*						
Total						

*Operations Impact Negligible- Any additional cost to be absorbed into existing operational budget

New Neighborhood Parks

****

Department:
Parks & Recreation

Division:
Park

Project Manager:
Larry Callihan

Phone Number:
970.962.2547

Email:
callil@ci.loveland.co.us

Project Category:
Construction

Project Number:
TBD

Duration:
2016-2022

****

Total Project Cost: $4,750,000

About the Project

Minor expansion of and renovation to existing 1.76 acre neighborhood park. Scope of renovation may include expansion of park site, including irrigation system renovation and replacement of existing hard court surface and playground.

Funding Sources

Revenue	Parks CEF	Total
2016	$250,000	**$250,000**
2017	$235,000	**$235,000**
2018	$1,865,000	**$1,865,000**
2020	$250,000	**$250,000**
2021	$250,000	**$250,000**
2022	$1,900,000	**$1,900,000**
Total	**$4,750,000**	**$4,750,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2016	$250,000	$0	**$250,000**
2017	$235,000	$0	**$235,000**
2018	$0	$1,865,000	**$1,865,000**
2020	$250,000	$0	**$250,000**
2021	$250,000	$0	**$250,000**
2022	$0	$1,900,000	**$1,900,000**
Total	**$985,000**	**$3,765,000**	**$4,750,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2019	$30,000	$10,000	$10,000	$50,000	.25
Total	**$30,000**	**$10,000**	**$10,000**	**$50,000**	**.25**

North Lake Park Tennis Courts

****

Department:
Parks & Recreation

Division:
Recreation

Project Manager:
Keven Aggers

Phone Number:
970.962.2449

Email:
aggerk@ci.loveland.co.us

Project Category:
Construction

Project Number:
TBD

Duration:
2013

****

Total Project Cost: $350,000

About the Project

The addition of 3 tennis courts at North Lake Park to accommodate increasing demand for tennis facilities. Thompson School District R2-J will provide half of the capital funding for this project.

Funding Sources

Revenue	Park CEF	Outside Revenue	Total
2013	$175,000	$175,000	**$350,000**
Total	**$175,000**	**$175,000**	**$350,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$50,000	$300,000	**$350,000**
Total	**$50,000**	**$300,000**	**$350,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	Total	FTEs
2014	$1,500	$1,500	$0	$0	$3,000	
Total	**$1,500**	**$1,500**	**$0**	**$0**	**$3,000**	

Annual maintenance cost of $1,000 @ 3 courts= $3,000. Every 5 years, resurfacing costs of $5,000.

Osborn Park

****

Department:
Parks & Recreation

Division:
Parks

Project Manager:

Phone Number:

Email:

Project Category:
Construction

Project Number:
TBD

Duration:
2018

****

Total Project Cost: $460,000

About the Project

This project includes the addition of two tennis and/or pickleball courts adjacent to the existing tennis courts and an ADA accessible public park restroom.

Funding Sources

Revenue	Parks CEF	Total
2018	$460,000	**$460,000**
Total	**$460,000**	**$460,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2018	$20,000	$440,000	**$460,000**
Total	**$20,000**	**$440,000**	**$460,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2019	$1,000	$2,000	$2,750	$5,750	
Total	**$1,000**	**$2,000**	**$2,750**	**$5,750**	

North Lake Park

****

Department:
Parks & Recreation

Division:
Parks

Project Manager:

Phone Number:

Email:

Project Category:
Construction

Project Number:
TBD

Duration:
2018

****

Total Project Cost: $375,000

About the Project

Improvements to maintenance facility at North Lake Park, additional picnic shelter, road improvements, 60 car parking spaces, and landscaping improvements.

Funding Sources

Revenue	General Fund	Total
2018	$375,000	**$375,000**
Total	**$375,000**	**$375,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2018	$50,000	$325,000	**$375,000**
Total	**$50,000**	**$325,000**	**$375,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2019	$1,000	$2,000	$2,750	$5,750	
Total	**$1,000**	**$2,000**	**$2,750**	**$5,750**	

An additional $3,000 in new revenue is anticipated from fees.

New Recreation Center

****

Department:
Parks & Recreation

Division:
Recreation

Project Manager:

Phone Number:

Email:

Project Category:
Construction

Project Number:
TBD

Duration:
2014-2022

****

Total Project Cost: $550,000

About the Project

Perform a feasibility study and acquire land for a recreation center in the northwest section of the City.

Funding Sources

Revenue	Recreation CEF	Total
2014	$50,000	**$50,000**
2015	$500,000	**$500,000**
Total	**$550,000**	**$550,000**

Project Cost Estimates By Year

Elements	Planning	Land	Total
2014	$50,000	$0	**$50,000**
2015	$0	$500,000	**$500,000**
Total	**$50,000**	**$500,000**	**$550,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2022*					
Total					

*No operations Impact results from the study and land acquisition. Operating impacts are expected to result from construction of a recreation center in the future.

Spray Park

****

Department:
Parks & Recreation

Division:
Recreation

Project Manager:

Phone Number:

Email:

Project Category:
Construction

Project Number:
TBD

Duration:
2016

****

Total Project Cost: $1,900,000

About the Project

Creation of a spray park at a location to be determined.

Funding Sources

Revenue	Recreation CEF	Total
2016	$1,900,000	**$1,900,000**
Total	**$1,900,000**	**$1,900,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2016	$0	$1,900,000	**$1,900,000**
Total	**$0**	**$1,900,000**	**$1,900,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2023	$14,000	$1,500	$700	$16,200	
Total	**$14,000**	**$1,500**	**$700**	**$16,200**	

Revenue of $28,200 is expected per year.

Kroh Park

****

Department:
Parks & Recreation

Division:
Parks

Project Manager:

Phone Number:

Email:

Project Category:
Construction

Project Number:
TBD

Duration:
2020-2021

****

Total Project Cost: $2,200,000

About the Project

This project is a two phase expansion of Kroh Park.

Funding Sources

Revenue	Parks CEF	Total
2020	$470,000	**$470,000**
2021	$1,730,000	**$1,730,000**
Total	**$2,200,000**	**$2,200,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2020	$0	**$470,000**	**$470,000**
2021	$0	**$1,730,000**	**$1,730,000**
Total	**$0**	**$2,200,000**	**$2,200,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Total	FTEs
2022*					
Total					

*Operations impact unknown at this time.

Street Rehabilitation

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave DeBaere

Phone Number:
970.962.2510

Email:
debaed@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
ENSR09

Duration:
2013-2022

****

Total Project Cost: $43,038,330

About the Project

The City budgets for annual street maintenance costs. Projects consist of treatment overlays, major reconstruction, and concrete repairs. Funding for the Program is from the Transportation Fee charged to residential and commercial buildings and General Fund resources. This Program significantly extends the life of City streets; improving the ride-ability and reducing the reconstruction costs of existing streets.

Funding Sources

Revenue	General Fund	Transportation Fee	Total
2013	$1,501,700	$2,252,550	**$3,754,250**
2014	$1,546,750	$2,320,130	**$3,866,880**
2015	$1,593,160	$2,389,730	**$3,982,890**
2016	$1,640,950	$2,461,430	**$4,102,380**
2017	$1,690,180	$2,535,270	**$4,225,450**
2018	$1,740,880	$2,611,330	**$4,352,210**
2019	$1,793,110	$2,689,670	**$4,482,780**
2020	$1,846,900	$2,770,360	**$4,617,260**
2021	$1,902,310	$2,853,470	**$4,755,780**
2022	$1,959,380	$2,939,070	**$4,898,450**
Total	**$17,215,320**	**$25,823,010**	**$43,038,330**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$3,754,250	**$3,754,250**
2014	$0	$3,866,880	**$3,866,880**
2015	$0	$3,982,890	**$3,982,890**
2016	$0	$4,102,380	**$4,102,380**
2017	$0	$4,225,450	**$4,225,450**
2018	$0	$4,352,210	**$4,352,210**
2019	$0	$4,482,780	**$4,482,780**
2020	$0	$4,617,260	**$4,617,260**
2021	$0	$4,755,780	**$4,755,780**
2022	$0	$4,898,450	**$4,898,450**
Total	**$0**	**$43,038,330**	**$43,038,330**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2023*					
Total					

*Information not available.

Downtown Infrastructure

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
TBD

Duration:
2013- 2017

****

Total Project Cost: $4,600,000

About the Project

This is a placeholder implementation of elements within an approved Downtown Master Plan. The numbers shown and the timing shown are subject to change as City Council completes their deliberation.

Funding Sources

Revenue	General Fund Council Reserves	Total
2013	$1,000,000	**$1,000,000**
2014	$1,000,000	**$1,000,000**
2015	$1,000,000	**$1,000,000**
2016	$1,000,000	**$1,000,000**
2017	$600,000	**$600,000**
Total	**$4,600,000**	**$4,600,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$1,000,000	**$1,000,000**
2014	$0	$1,000,000	**$1,000,000**
2015	$0	$1,000,000	**$1,000,000**
2016	$0	$1,000,000	**$1,000,000**
2017	$0	$600,000	**$600,000**
Total	**$0**	**$4,600,000**	**$4,600,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2018*					
Total					

*Information not available.

Facilities Management Capital Projects

****

Department:
Public Works

Division:
Facilities Management

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
TBD

Duration:
2013- 2022

****

Total Project Cost: $5,865,640

About the Project

An annual program to address major building maintenance needs. The Program includes replacement of major building systems, roof replacement and carpet replacement. The annual funding begins at $500,000 in 2013 and grows with anticipated inflation. Projects are prioritized to remain within the allocation.

This program includes the Police & Courts Building beginning in 2015, for which shared operations and maintenance is provided through an Intergovernmental Agreement with Larimer County.

Funding Sources

Revenue	General Fund	Total
2013	$500,000	**$500,000**
2014	$517,500	**$517,500**
2015	$535,610	**$535,610**
2016	$554,360	**$554,360**
2017	$573,760	**$573,760**
2018	$593,840	**$593,840**
2019	$614,620	**$614,620**
2020	$636,130	**$636,130**
2021	$658,390	**$658,390**
2022	$681,430	**$681,430**
Total	**$5,865,640**	**$5,865,640**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$500,000	**$500,000**
2014	$0	$517,500	**$517,500**
2015	$0	$535,610	**$535,610**
2016	$0	$554,360	**$554,360**
2017	$0	$573,760	**$573,760**
2018	$0	$593,840	**$593,840**
2019	$0	$614,620	**$614,620**
2020	$0	$636,130	**$636,130**
2021	$0	$658,390	**$658,390**
2022	$0	$681,430	**$681,430**
Total	**$0**	**$5,865,640**	**$5,865,640**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2023*					
Total					

*No operations impact is expected as a result of this project.

Heavy Equipment Replacement

****

Department:
Public Works

Division:
Street Maintenance

Project Manager:
Mick Mercer

Phone Number:
970.962.2530

Email:
mercem@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2021

****

Total Project Cost: $675,000

About the Project

Replacement of a cold planer milling machine used by the Street Maintenance Division for repairing streets. The funding source is General Fund revenues.

Funding Sources

Revenue	General Fund	Total
2021	$675,000	**$675,000**
Total	**$675,000**	**$675,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2021	$0	$675,000	**$675,000**
Total	**$0**	**$675,000**	**$675,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2022*					
Total					

*Information not available.

Maintenance Operations Center Remodel

****

Department:
Public Works

Division:
Facilities Management

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2016

****

Total Project Cost: $635,730

About the Project

When the Streets, Solid Waste, and Stormwater divisions move from the Maintenance Operations Center (MOC) to the completed Service Center Phase 3, it will allow significant changes to the MOC to better service the Traffic and Facilites Management (FM) divisions. Traffic will generally occupy the western half of the building, while FM willuse the eastern half. FM expects to program and design the space internally, so there will be limited design/architecture/engineering costs. One major change to the building that these project costs do not include is the creation of a full-scale Traffic Operations Center. Traffic worked with FM in 2011 on this project and the costs to create this TOC were kept separate from the specific remodel costs needed and shown below.

The figures below assume…

- 5% for design/architecture/engineering
- 65% for construction
- 7% for furniture/fixtures/equipment
- 5% for permits/fees
- 13% for contingency

Funding Sources

Revenue	General Fund	Total
2016	$635,730	**$635,730**
Total	**$635,730**	**$635,730**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2016	$28,300	$607,430	**$635,730**
Total	**$28,300**	**$607,430**	**$635,730**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2017*					
Total					

*Information not available.

Vehicle Maintenance Fuel Tank Replacement

****

Department:
Public Works

Division:
Facilities Management

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2013

****

Total Project Cost: $375,000

About the Project

The fuel tanks at the Service Center are approaching the end of their 30 year lifespan and will require replacement to ensure safe and secure continued operations.

Funding Sources

Revenue	Fleet Replacement Fund	Total
2013	$375,000	**$375,000**
Total	**$375,000**	**$375,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$375,000	**$375,000**
Total	**$0**	**$375,000**	**$375,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2014*					
Total					

*No additional operations expenses are anticipated to result from this project.

Vehicle Maintenance Vehicle Wash Replacement

****

Department:
Public Works

Division:
Facilities Management

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2014

****

Total Project Cost: $400,000

About the Project

The vehicle wash facility is aging. It is beginning to show structural deterioration and a longer wash lane is needed for many of the vehicles currently in use.

Funding Sources

Revenue	Fleet Replacement Fund	Total
2014	$400,000	**$400,000**
Total	**$400,000**	**$400,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2014	$0	$400,000	**$400,000**
Total	**$0**	**$400,000**	**$400,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	Fixed Costs	FTEs
2015*					
Total					

* No additional operations expenses are anticipated to result from this project.

Service Center Phase III Expansion

****

Department:
Public Works

Division:
Facilities Management

Project Manager:
Ken Cooper

Phone Number:
970.962.2635

Email:
coopek@ci.loveland.co.us

Project Category:
TBD

Project Number:
TBD

Duration:
2012-2013

****

Total Project Cost: $6,000,000

About the Project

Since the Service Center construction was undertaken in the 1980s, plans included repairing the campus to support Public Works operations currently located at the MOC. This recent "Phase 3" plan is limited in scope and maximizes the old School District building located south of Vehicle Maintenance.

Funding Sources

Revenue	General Government CEF	Outside Revenue	Total
Prior Year	$382,460	$0	**$382,460**
2013	$2,617,540	$3,000,000	**$5,617,540**
Total	**$3,000,000**	**$3,000,000**	**$6,000,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
Prior Year	$382,460	$0	**$382,460**
2013	$0	$5,617,540	**$5,617,540**
Total	**$382,460**	**$5,617,540**	**$6,000,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	FTEs
2014	$0	$0	$231,150	
Total	**$0**	**$0**	**$231,150**	

2013- 2022 Transportation Program

The City of Loveland 2030 Transportation Plan (2030 Plan), adopted by City Council in April 2007, describes that "a well-balanced, well-maintained transportation system is critical for sustaining Loveland's high quality of life". The purpose of the 2030 Plan is to "provide a thorough yet easily understandable document that guides transportation decision making toward a future desirable to the community of Loveland". The 2030 Plan looks at all modes of transportation – bike, pedestrian, transit and vehicular – and includes recommendations, policies and strategies related to that purpose.

The funding for the projects included in the City of Loveland 2030 Transportation Plan (2030 Plan) comes from five (5) primary sources:

1. Capital Expansion Fees for Streets (Street CEF's): The portion of the additional street infrastructure that can be attributed to growth within Loveland (new trips that have origins or destinations or both within Loveland).
2. Collector Street Equivalents: Development is required to fund up to the cost for a collector street equivalent for the portion of streets within and adjacent to their property.
3. Other: Primarily Federal and State Grants administered through the North Front Range MPO.
4. Centerra Metro District Funds: As part of the MFA, a portion of the street infrastructure included in the 2030 Plan will be constructed by the Centerra Metro Districts.
5. General Fund: The General Fund pays for portions of projects that will accommodate existing traffic, collector street equivalents for properties adjacent to City owned properties, and traffic that passes through Loveland (referred to as E to E or External to External Traffic). Basically, the General Fund covers costs that cannot be attributed to growth within Loveland (CEF's), the collector street equivalent, or funding from others, including Centerra.

Each project included in the 2030 Plan is evaluated to determine the appropriate proportion from each of the above funding sources. In order for a project to move forward (a project is defined as overall or a specific phase), each funding source has to be whole.

Project prioritization is based on the criteria included in the 2030 Plan. The basis for the prioritization is an objective analysis of seven categories, weighted for importance. Those categories are: System Continuity / Congestion Mitigation; Safety Enhancements; Multi-Modal Enhancement; Implement-ability (ability to construct); Environmental Impact; Cost/Benefit; and Regional Significance (does it help regionally). The prioritization is centered on current needs and is looked at bi-annually.

In some cases, portions of a large project have a higher prioritization rating than other portions or the overall project. Our experience has been that Project Phasing is the key to addressing this issue. In the past, larger portions of projects were completed at one time by both the City and Developers. The current Transportation CIP includes a revised approach of addressing projects in smaller, "bite-size" pieces. Historically, this approach has not been a requirement of Development Projects, resulting in large projects being constructed that do not rate highly when compared to other projects. The result has been the build-up of significant reimbursement obligations. Consideration should be given to providing this information during the development process in order to steer phasing. (As an example, the intersection improvements at the intersection of Fairgrounds (Centerra Parkway) with Crossroads were more important than additional widening of Crossroads between there and I-25, such as the double left turn lanes onto Clydesdale Parkway. The Clydesdale Parkway intersection overall improvements were necessary to off-set the project 1,500 peak hour trips estimated for the site.)

The City of Loveland's Transportation Capital Program (TCP) is the programming of projects in order to implement the 2030 Plan. The development of the TCP includes consideration of three primary areas of projects:

1. Projects designed and constructed by the City.
2. Projects designed and constructed by Developers that are eligible for full or partial reimbursement as they were included in the 2030 Plan and necessary to meet the traffic needs of the specific development.

3. Planning projects for the future as well as opportunities to secure right-of-way or roadway corridors that avoid creating situations where properties have to be demolished for planned improvements, such as the Taft Avenue Project. (For example: Transportation Plan Updates; planning for future roadway corridors, including right-of-way acquisitions (Boyd Lake Extension from 5th Street to SH 60); Cascade Avenue from 22nd Street to 35th Street, etc.)

Within the primary areas for projects are specific subareas or project groupings that are included in the overall TCP, and evaluated each year as part of the update of the 10 year TCP. These include:

1. Annual On-Going Projects: These projects include additional bike lane signing and striping, additional sidewalks and pedestrian facilities, unanticipated right-of-way opportunities (not associated with a project currently programmed), Traffic Signal System Interconnects, Upgrades to the City's Traffic Signal Control System, Transportation Plan Updates, School Zone Flasher additions, and Miscellaneous Bridge Repairs (as identified in the 2030 Plan).
2. Development Reimbursement Projects: Reimbursement to developers of their eligible costs for construction on certain projects (e.g. oversizing agreements).
3. Capital Projects with anticipated funding of less than $500,000 per each over the next 10 years.
4. Individual Projects with funding over $500,000 each over the next 10 years.
5. Capital Reserves: The Funding from specific sources that is either held in to cover an unanticipated shortfall in revenue (Street CEF's) or Funding that has been designated from a specific source but is not able to be utilized, as there is inadequate funding from other areas to keep the proportionate shares (General Fund).

Another part of the 2030 Plan and the City's overall transportation efforts is related to maintenance – taking care of the existing infrastructure investment. From an infrastructure perspective, protecting the existing investment is a very high priority, even higher than building additional infrastructure. As reported to City Council in 2008, the long-term funding needs for this program have identified a gap in the City's ability to keep up with the existing needs, even without adding anything new.

In the end, it is our opinion that it is more important to address maintenance than congestion but to not ignore the latter. It is anticipated that congestion levels will continue to grow as traffic growth outpaces revenue, but that specific congestion points (i.e. intersections) will be addressed with individual development projects. Until funding levels increase, specifically in the Street CEF area, this pattern will continue. As a result, we will see an increase in the amount of reimbursements owed developers until building permits, specifically commercial and office, increase. This is similar to the cycles we have seen in the past. However, focusing on phasing should help keep this from spiraling out of control, but only to a certain extent as developers' proposals significantly influence the true dynamic of this item.

Transportation Program

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

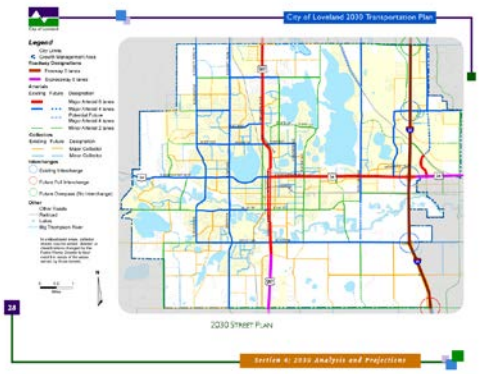
Duration:
2013 - 2022

****

Total Project Cost: $14,308,400

About the Project

Annual On-Going Projects - $6,295,000
Reimbursement Projects - $2,988,400
Miscellaneous Projects - $860,000
Taft Avenue Phase II - $1,235,000
Boise Ave. (Mt. Columbia to 37th) - $1,970,000
Madison Ave. (Silverleaf to 29th) - $960,000



Funding Sources

Revenue	General Fund	Street CEF	Other	Total
2013	$430,360	$902,360	$257,280	**$1,590,000**
2014	$394,100	$893,900	$80,000	**$1,368,000**
2015	$359,000	$899,000	$200,000	**$1,458,000**
2016	$389,000	$901,000	$0	**$1,290,000**
2017	$363,000	$899,400	$0	**$1,262,400**
2018	$351,000	$949,000	$0	**$1,300,000**
2019	$389,000	$1,001,000	$0	**$1,390,000**
2020	$373,000	$1,101,000	$0	**$1,474,000**
2021	$412,800	$1,246,200	$0	**$1,659,000**
2022	$475,500	$1,041,500	$0	**$1,517,000**
Total	**$3,936,760**	**$9,834,360**	**$537,280**	**$14,308,400**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$243,000	$1,347,000	**$1,590,000**
2014	$297,000	$1,071,000	**$1,368,000**
2015	$395,000	$1,063,000	**$1,458,000**
2016	$135,000	$1,155,000	**$1,290,000**
2017	$70,000	$1,192,400	**$1,262,400**
2018	$135,000	$1,165,000	**$1,300,000**
2019	$215,000	$1,175,000	**$1,390,000**
2020	$255,000	$1,219,000	**$1,474,000**
2021	$355,000	$1,304,000	**$1,659,000**
2022	$135,000	$1,382,000	**$1,517,000**
Total	**$2,235,000**	**$12,073,400**	**$14,308,400**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	FTEs
2023*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.

Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program:

Annual On-Going Projects

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2013 - 2022

****

Total Project Cost: $6,295,000

About the Project

2013 - 2022 Annual Projects

Bike Route Signing and Striping - $215,000
Bike Lane/Sidewalk Construction - $550,000
Misc. Right-of-Way Acquisition - $950,000
Small Capital Projects - $1,000,000
Miscellaneous Repairs - $2,050,000
Transportation Master Plan Update - $50,000
Loveland ITS Upgrade (Traffic) - $500,000
Signal System Interconnect (Traffic) - $600,000
School Flasher Units (Traffic) - $200,000
Miscellaneous Bridge Repairs - $180,000

Funding Sources

Revenue	GF/TABOR	Street CEF	Total
2013	$297,000	$433,000	**$730,000**
2014	$261,000	$339,000	**$600,000**
2015	$261,000	$339,000	**$600,000**
2016	$261,000	$339,000	**$600,000**
2017	$261,000	$339,000	**$600,000**
2018	$261,000	$339,000	**$600,000**
2019	$261,000	$339,000	**$600,000**
2020	$261,000	$339,000	**$600,000**
2021	$261,000	$339,000	**$600,000**
2022	$368,500	$396,500	**$765,000**
Total	**$2,753,500**	**$3,541,500**	**$6,295,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$91,000	$639,000	**$730,000**
2014	$55,000	$545,000	**$600,000**
2015	$55,000	$545,000	**$600,000**
2016	$55,000	$545,000	**$600,000**
2017	$55,000	$545,000	**$600,000**
2018	$55,000	$545,000	**$600,000**
2019	$55,000	$545,000	**$600,000**
2020	$55,000	$545,000	**$600,000**
2021	$55,000	$545,000	**$600,000**
2022	$135,000	$630,000	**$765,000**
Total	**$666,000**	**$5,629,000**	**$6,295,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	FTEs
2023*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.
Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program: Reimburse Projects Constructed by Development included in 2030 Transportation Plan

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2013 - 2022

****

Total Project Cost: $2,988,400

About the Project

2012 - 2021 Reimbursement Project List

N Taft Ave. *(43rd to 57th St).* - $114,400
SH 402 *(US 287 to St. Louis)*-$250,000
Fairgrounds Ave *(Crossroads to 71st)* - $145,000
43rd St. *(Wilson to Cascade)* - $400,000
Crossroads Blvd. *(I-25 toCenterra Pky.)* - $538,000
US 34/Sculptor Intersection - $550,000
Sculptor Drive *(US 34 to Mtn. Lion)* - $200,000
US 34/Mtn. Lion Intersection – $118,000
Taft/14th Street SW Intersection - $359,000
US 34/Mtn. View Intersection - $314,000

Funding Sources

Revenue	GF/TABOR	Street CEF	Total
2013	$20,000	$80,000	**$100,000**
2014	$61,600	$296,400	**$358,000**
2015	$30,000	$288,000	**$318,000**
2016	$30,000	$170,000	**$200,000**
2017	$27,600	$260,400	**$288,000**
2018	$10,000	$290,000	**$300,000**
2019	$36,000	$294,000	**$330,000**
2020	$26,000	$418,000	**$444,000**
2021	$29,800	$419,200	**$449,000**
2022	$10,000	$191,400	**$201,400**
Total	**$281,000**	**$2,707,400**	**$2,988,400**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$100,000	**$100,000**
2014	$0	$358,000	**$358,000**
2015	$0	$318,000	**$318,000**
2016	$0	$200,000	**$200,000**
2017	$0	$288,000	**$288,000**
2018	$0	$300,000	**$300,000**
2019	$0	$330,000	**$330,000**
2020	$0	$444,000	**$444,000**
2021	$0	$449,000	**$449,000**
2022	$0	$201,400	**$201,400**
Total	**$0**	**$2,988,400**	**$2,988,400**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	FTEs
2023*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.
Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program:

Individual Capital Projects Under 500,000

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2013 - 2015

****

Total Project Cost: $860,000

About the Project

2013 - 2022 Individual Projects Under $500,000

Garfield Ave. (1st St. to Railroad) – $230,000
Boyd Lake Ave. at GLIC Bridge - $350,000
Madison Ave. at GLIC Bridge - $280,000

Funding Sources

Revenue	GF/TABOR	Street CEF	Other	Total
2013	$41,200	$101,200	$257,600	**$400,000**
2014	$31,500	$98,500	$80,000	**$210,000**
2015	$10,000	$40,000	$200,000	**$250,000**
Total	**$82,700**	**$239,700**	**$537,600**	**$860,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$80,000	$320,000	**$400,000**
2014	$42,000	$168,000	**$210,000**
2015	$50,000	$200,000	**$250,000**
Total	**$172,000**	**$688,000**	**$860,000**

Estimated Initial Operations Impact

Expenditures	Personnel	Supplies	Purchased Services	FTEs
2016*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.

Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program:

Taft Avenue Phase 2 – Gard Place to Westshore Drive

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2013 - 2018

****

Total Project Cost: $1,235,000

About the Project

The overall Phase II improvements will consist of widening Taft Avenue to include left and right turn lanes as needed, bicycle lanes, curbs, gutters, medians and sidewalks. The bridge at the Big Barnes Ditch will also be widened. The Taft Avenue / Eisenhower Boulevard intersection will be reconstructed with concrete pavement to decrease maintenance costs. A new traffic signal at the Taft/Eisenhower intersection will be constructed with the project. Additionally, storm sewer improvements will be made along the project limits. Through 2022, the right-of-way acquisition will be completed and portions of the project constructed, including the bridge at the Big Barnes Ditch and removal of existing houses. The remainder of the project will be constructed in additional phases as funding becomes available.

Funding Sources

Revenue	GF/TABOR	Street CEF	Total
2013	$72,000	$288,000	**$360,000**
2016	$80,000	$320,000	**$400,000**
2017	$15,000	$60,000	**$75,000**
2018	$80,000	$320,000	**$400,000**
Total	**$247,000**	**$988,000**	**$1,235,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2013	$0	$360,000	**$360,000**
2016	$0	$400,000	**$400,000**
2017	$0	$75,000	**$75,000**
2018	$0	$400,000	**$400,000**
Total	**$0**	**$1,235,000**	**$1,235,000**

Estimated Initial Operations Impact

Expenditures	Personal Services	Supplies	Purchased Services	FTEs
2019*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.

Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program:

Boise Avenue – Mt. Columbia to 37th Street

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2014 - 2022

****

Total Project Cost: $1,970,000

About the Project

The Boise Avenue – Mt. Columbia to 37th Street project includes the extension of Boise Avenue north from Mt. Columbia to connect to LCR 11C in the SE corner of Horsehoe Lake, including the construction of a roundabout at the Boise Avenue / 37th Street Intersection. The initial work includes completion the design and construction of portions of the roadway improvements. The remainder of the project will be constructed in additional phases as funding becomes available.

Funding Sources

Revenue	GF/TABOR	Street CEF	Total
2014	$40,000	$160,000	**$200,000**
2015	$58,000	$232,000	**$290,000**
2016	$18,000	$72,000	**$90,000**
2017	$60,000	$240,000	**$300,000**
2019	$60,000	$240,000	**$300,000**
2020	$46,000	$184,000	**$230,000**
2021	$62,000	$248,000	**$310,000**
2022	$50,000	$200,000	**$250,000**
Total	**$394,000**	**$1,576,000**	**$1,970,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2014	$200,000	$0	**$200,000**
2015	$290,000	$0	**$290,000**
2016	$0	$90,000	**$90,000**
2017	$0	$300,000	**$300,000**
2019	$0	$300,000	**$300,000**
2020	$0	$230,000	**$230,000**
2021	$0	$310,000	**$310,000**
2022	$0	$250,000	**$250,000**
Total	**$490,000**	**$1,480,000**	**$1,970,000**

Estimated Initial Operations Impact

Expenditures	Personal Services	Supplies	Purchased Services	FTEs
2023*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.

Note: All construction costs shown are engineering estimates until projects are bid.

Transportation Program:

Madison Avenue Improvements- Silver Leaf to 29th Street

****

Department:
Public Works

Division:
Project Engineering

Project Manager:
Dave Klockeman

Phone Number:
970.962.2514

Email:
klockd@ci.loveland.co.us

Project Category:
Annual Program

Project Number:
NA

Duration:
2019 - 2022

****

Total Project Cost: $960,000

About the Project

The Madison Avenue Improvements Project includes the widening of Madison Avenue from Silver Leaf to 29th and improvements to the Madison Avenue / 29th Street Intersection. The phases of the project are design, right-of-way acquisition and construction. This route is a major feed from northwest Loveland to US 34, east to I-25 and other locations. The initial phase will be the completion of the design. The second phase will be ROW acquisition. Upon completion of the ROW acquisition, the project will be constructed in phases as funding becomes available.

Funding Sources

Revenue	GF/TABOR	Street CEF	Total
2019	$32,000	$128,000	**$160,000**
2020	$40,000	$160,000	**$200,000**
2021	$60,000	$240,000	**$300,000**
2022	$60,000	$240,000	**$300,000**
Total	**$192,000**	**$768,000**	**$960,000**

Project Cost Estimates By Year

Elements	Planning	Construction	Total
2019	$160,000	$0	**$160,000**
2020	$200,000	$0	**$200,000**
2021	$300,000	$0	**$300,000**
2022	$0	$300,000	**$300,000**
Total	**$660,000**	**$300,000**	**$960,000**

Estimated Initial Operations Impact

Expenditures	Personal Services	Supplies	Purchased Services	FTEs
2023*				
Total				

*Operations Impact Negligible.

Note: Detailed Project Program information available through Public Works Department Project Engineering Division.

Note: All construction costs shown are engineering estimates until projects are bid.