

AGENDA ITEM #2.

CITY COUNCIL COMMUNICATION FORM

FROM: Kim Weber, Finance Director
THROUGH: Gary Suiter, City Manager
DATE: September 12, 2017
ITEM: 2018 Capital Improvement Plan.

DIRECTION
 INFORMATION ONLY
 ORDINANCE
 MOTION
 RESOLUTION

I. REQUEST/ISSUE & BACKGROUND INFORMATION:

According to the City of Steamboat Springs Charter, the City Manager shall prepare a long-range capital program and submit it to Council two weeks prior to the submission of the budget. Attached is the 6-year Capital Improvement Plan (CIP) along with detailed sheets for projects that are proposed in the next 6 years.

Timeline for CIP Items:

- May 5, 2017 – CIP budget documentation sent to departments.
- June 15, 2017 – CIP requests due to Finance.
- June 27, 2017 – 2017 CIP scorecard presented to City Council.
- July 27, 2017 – Management Team discussed and ranked CIP projects.
- August 10, 2017 – Management Team discussed and ranked CIP projects.
- August-September – Finance department compiled information and projected 6-year CIP based on ranking.
- September 12, 2017 – Preliminary 2018 CIP presentation to City Council
 - Staff is presenting City Council with a realistic 6-year CIP with the accompanying Parked Projects.
 - This includes project detail on the projects that are scheduled for the

next 6 years.

- October 3, 2017 – 2018 Budget Meeting (all-day)
 - 6-Year CIP with Parked Projects list will be included with any changes directed by Council during the September 12, 2017 meeting.
- November/December – 2 Readings of Ordinance approving the 2018 Budget
- December/January – Budget book printed with approved 6-Year CIP and Parked Projects List

Capital Projects Fund Revenue:

Projected revenue was evaluated and budgeted by the Finance Department. The current assumption is a 2% annual increase in building use tax and excise tax over the projected 2017 revenue for 2018 and 2019, but then no increase for the remaining 4 years. This leaves room for adjustment if the revenues do not increase on an annual basis. A 1% annual increase in Franchise Fees and a stable amount for the Conservation Trust Fund was projected for the next six years. Grants are budgeted with the applicable department director in conjunction with the Intergovernmental Services Department based on likeliness of receiving a grant. If the grant isn't received the project is not done until it is reevaluated through the process. This 6-year CIP assumes a \$4M transfer, of the total \$5M available, from unassigned General Fund balance in 2018 and continues an annual transfer from the General Fund of about \$1.2M (5% of annual sales tax budget).

Scoring Matrix:

Scoring these capital project requests isn't an exact science. There are a lot of discussions that occur during this process and City Council requested additional information regarding these discussions when the 6-year CIP is presented. Here is a brief synopsis of how each category is evaluated:

1. Satisfaction of legal/contractual obligations.
 - For the most part this is either a yes (5) or no (0) ranking. However, there are times when there is somewhat of a legal or contractual risk of not doing the project, but not high enough to be a 5. For example, Police Technology Replacement is ranked at a 3. We are legally responsible to provide the service and communication, but it doesn't have to be in this exact manner.
2. Health and safety.
 - We asked ourselves "is the health and safety of the community and/or staff at risk if this is not completed?"
3. Fiscal Efficiency:
 - This category title was previously "return on investment." Internally we struggled with the ranking of this and changed it to fiscal efficiency. We asked ourselves "will this cost more in the long run if this project is not completed?" If the answer was yes, we rated this

- category higher.
4. Aligns with Council goals and policies.
 - We ranked this category based on the current City Council goals or specific policies that are in place. In previous years we included adopted plans, however we took those out of the ranking because of the concern that Council has previously had about adopting plan, but not adopting the funding.
 5. Private funding.
 - 80%-100% = 5
 - 60%-79% = 4
 - 40%-59% = 3
 - 20%-39% = 2
 - 1%-19% = 1
 - 0% = 0
 6. Community Benefit.
 - The discussions around this category focused on the community survey results and the portion of the community that benefits from the proposed capital project.

Management Team recognizes that many of these scores can be subjective and we have worked hard to provide our best professional opinion on each project.

Projects scored, but not funded:

Management Team ranked all projects that were requested in the next 6 year timeframe. Seventeen of the total 52 projects were removed from the 6-year plan and not funded based strictly on ranking and available funding. These projects are listed at the bottom of page 2 on Attachment 1. These projects will move to the parked projects list prior to publishing the budget book. The projects that are proposed to be removed from the 6-year CIP and added to the parked project list are:

1. Pedestrian, Bicycle, & Transit Facilities
2. Fire Ambulance Patient Stretchers
3. Soda Creek Bridge – 11th Street Bridge
4. Soda Creed Bridge – Oak Street Bridge
5. Central Fire Station
6. Elk River Road/Downhill Drive Intersection
7. US 40 Medians
8. Mount Werner Road/US 40 Roundabout
9. Dr. Rich Weiss Park Improvements
10. Park Playground Equipment & Park Shelters
11. Downhill Drive/Elk River Complete Streets
12. Multi-Use Facility

13. Rodeo Ground Infrastructure – Parking Improvements
14. Blackmere Trailhead Improvement
15. Howelsen Court Lights
16. Ski Town Park Irrigation
17. Airport Self-Serve Fuel Station

Fund Balance:

The goal is to keep at least \$800,000 to \$1,000,000 of reserves in the Capital Projects Fund on an annual basis. With this proposal, in 2021 the unrestricted reserves dip to about \$600,000, however the bulk of the City's reserves for unforeseen items are in the General Fund under the Fiscal Policy Reserves which at the end of 2016 were approximately \$7.2M. Therefore, for this projection I am comfortable with the plan as presented.

Parked Projects:

Parked Projects are projects that have been identified as a future need for the City of Steamboat Springs. In most cases the cost estimates are just that, estimates. They are not prioritized within each level. As Council's priorities change, new projects arise, or unforeseen events happen, the 6-year CIP along with the Parked Projects will be adjusted on an annual basis.

Parks & Community Services Projects:

The Parks & Community Services Department has requested a full time Parks, Open Space, and Trails Project Supervisor in both the 2017 and 2018 budget process. During the budget balancing for 2017, this position was not funded and based on the 2018 preliminary budget, it will again not be funded. As part of these discussions, we have proposed that several of the projects that would have been handled by this position be postponed to 2019. This does not affect any of the projects that are in the 2017 budget however impacts the following projects in 2018:

1. Rodeo Ground Parking Lot – postpone to 2019
2. Raw Water Irrigation System for Parks – push all projects out one year
3. Playground Equipment and Park Shelters - push all out one year
4. Howelsen Stables Redevelopment - postpone to 2019
5. Yampa River Core Trail Bridge Decking/Painting – push all out one year
6. Yampa River Restoration - push all out one year

Again, this doesn't change the 2017 budgeted projects, but it eliminates 2018 budget requests for these 6 projects. Some of these projects fell to the "unfunded" projects based on ranking, but we wanted City Council to be aware of these discussions.

2018 Capital Projects Fund Budget:

This is a presentation of the 6-year Capital Improvement Plan. It is a plan for staff to follow as we move forward. The 2018 budgeted expense will be reviewed and approved by Ordinance in October and November.

II. ALTERNATIVES:

The ranking is a guideline for Council to prioritize projects with a rational scoring mechanism, however it is at City Council’s discretion to add, delete, or reprioritize projects as seen fit, as long as funding is available.

City Council can direct staff to maintain the 6-year CIP as presented or provide recommended changes to bring back in a revised plan on October 3, 2017 at the budget meeting.

III. STAFF RECOMMENDATION:

Provide majority direction for any changes while maintaining the fund balance above \$600k and recognizing the staff resources needs to accomplish the projects in each year.

IV. FISCAL IMPACTS:

Capital costs in 2018 by type:

Type	City Cost	Outside Revenue	Total Cost
Capital Maintenance	\$3,285,000	\$115,000	\$3,400,000
Capital Equipment	886,664	513,336	1,400,000
New Building	1,000,000	10,000	1,010,000
New Infrastructure	1,510,100	1,746,250	3,256,350
Technology	395,000	400,000	795,000
Other	16,666	316,666	333,332
2018 Grand Total	\$7,093,430	\$3,101,252	\$10,194,682

Capital Costs in 2018 by department:

Department	City Cost	Outside Revenue	Total Cost
Public Works	\$4,826,766	\$2,642,916	\$7,469,682
Fire	886,664	443,336	1,330,000
Police	180,000	-	180,000
Parks & Community Services	1,085,000	15,000	1,100,000
General Services	115,000	-	115,000
2018 Grand Total	\$7,093,430	\$3,101,252	\$10,194,682

V. LEGAL ISSUES:

According to the City of Steamboat Springs Charter, the City Manager shall prepare a long-range capital program and submit it to Council two weeks prior to the submission of the budget.

VI. CONFLICTS OR ENVIRONMENTAL ISSUES:

None noted.

VII. CONSISTENCY WITH COUNCIL GOALS AND POLICIES

City Council Goals –

- Continue to develop plans and funding for a new law enforcement facility
- Implement the Downtown Improvement Plan
- Develop a long-term fiscal sustainability plan for the City
- Improve community trust

ATTACHMENTS:

Attachment 1: 6 Year Capital Improvement Plan.

Attachment 2: Project detail.

Attachment 3: 6-Year CIP Prioritization and scoring matrix.
Attachment 4: Parked Projects List.

Downtown Improvement Plan

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	4,046,782	482,000						4,528,782	
Grants	21,000	700,000						721,000	
Debt		143,250						143,250	
Private								-	
Other	79,000	603,000						682,000	
TOTAL	\$ 4,146,782	\$ 1,928,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,075,032	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	3,481,325	1,928,250						5,409,575	
Design	522,383							522,383	
Consultant	115,808							115,808	
Testing and Other Svcs	12,266							12,266	
Non-Capital Construction Main	15,000							15,000	
Land Acquisition								-	
TOTAL	\$ 4,146,782	\$ 1,928,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,075,032	

Project Description: This presents the financed option of the Downtown Investment program with the following execution plan:

2017: Yampa Street Phase II, Oak Street(3rd-10th), Sidestreet sidewalks, Design: Butcherknife Creek Floodplain Improvements and Eagle Scout Park Restroom, 13th Street sidewalk

2018: 13th Street Sidewalk, Sidestreet sidewalks; Design: Butcherknife Creek Floodplain Improvements and Eagle Scout Park Restroom, West Lincoln Restroom and Park Improvements, West Lincoln Park River Amphitheatre

2019: Butcherknife Creek Floodplain Improvements and Eagle Scout Park Restroom, Oak Street Sidewalk (6th-7th), West Lincoln Restroom and Park Improvements, West Lincoln Park River Amphitheatre

Project Need/Benefits: City Council has discussed this project at length and has indicated this project is a priority and has directed staff to execute the Downtown Improvements Plan.

Undesirable Consequences If Not Approved:

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): Certificates of participation, Sidewalk assessments, grants (DOLA)

Ongoing Operating Costs: Projected new annual maintenance with proposed improvements: Trees (\$10,000), Pedestrian Lights (\$55,000,- \$63,000), Trash/Recycling (\$10,000), Park Maintenance (\$6,000), Restroom Maintenance (\$15,000), Snow Removal (\$25,000 - \$ 35,000), Overhead festival pole and fixture upkeep (\$5,000), Festival light usage and upkeep contract (\$15,000)

Contact:

Ben Beall
City Engineer



Yampa River Core Trail Bridge Decking and Painting

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves	199,804		75,000	60,000	150,000			484,804
Grants								-
Debt								-
Private								-
Other								-
TOTAL	\$ 199,804	\$ -	\$ 75,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 484,804
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction	199,804		75,000	60,000	150,000			484,804
Design								-
Equipment								-
Land Acquisition								-
TOTAL	\$ 199,804	\$ -	\$ 75,000	\$ 60,000	\$ 150,000	\$ -	\$ -	\$ 484,804

Project Description: Replace bridge decking and paint the 9th Street Bridge on the Core Trail.

2017 - Stone Lane Bridge

2019 - Fish Creek Bridge

2020 - Soda Creek Bridge

2021 - Snake Island North and South Bridges

Project Need/Benefits: Industry standards recommend replacing all boards at one time rather than replace boards as needed. Boards are rough, splitting and in need of repair. This is the time to paint the bridge as well since all the steel will be exposed

Undesirable consequences if not approved: Staff will continue to replace boards if funding is allocated. Bridges may need to be closed over time if deemed unsafe. Paint will continue to deteriorate.

Options/Alternatives Considered: Budget for replacement of boards and replace and paint as time allows.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: New bridges require less maintenance - estimated at \$500/year

Contact:

John Overstreet
Director of
Parks & Community
Services



Emerald Park Access

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	2,334,352	600,000						2,934,352	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 2,334,352	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,934,352	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	2,249,160	600,000						2,849,160	
Design	85,192							85,192	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 2,334,352	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,934,352	

Project Description: Relocate the access to Pamela Lane and Emerald park to include additional highway side parking.

Project Need/Benefits: A Public Utility Commission ruling has been ordered requiring that the City and Union Pacific complete certain requirements associated with construction and modification to two railroad crossings associated with access to the Emerald Park complex and the Pamela Lane neighborhood. A contractor for Phase I work has been identified and will move forward in the fall of 2017. Based on requirements associated with modification of the crossing to a Quiet Zone compliant design and based on the issued CDOT access permit, additional improvements are necessary to complete the project from that included in the original scope of work. Phase 2 is scheduled for spring 2018.

Undesirable consequences if not approved: Continued safety issue with pedestrians trespassing at uncontrolled crossing location, unnecessary cut through traffic on the residential street that has no sidewalks, non-compliance with State order.

Options/Alternatives Considered: A number of alternate alignment configurations were considered and the proposed CIP includes the preferred realignment option. The option to reduce park use was considered but is not feasible as the park is a developed resource and should be utilized.

Ongoing Operating Costs: Snow removal operations for new roadways (\$9,000), additional landscaping maintenance within the parking lot (\$5,000). The sidewalk along the new Ski Town Way that parallels the railroad tracks is intended to be a summer only sidewalk and will not be plowed during winter months.

Outside Funding Sources: None, explored CDOT railroad safety monies but determined that we are likely not eligible.

Contact:

Ben Beall
City Engineer



Fish Creek Trail Underpass

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	83,858	156,000						239,858	
Grants	253,233	250,000						503,233	
Debt								-	
Private								-	
Other (*2A Trails)		50,000						50,000	
TOTAL	\$ 337,091	\$ 456,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 793,091	

COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	239,039	336,000						575,039	
Design	98,052	50,000						148,052	
Equipment								-	
Land Acquisition		70,000						70,000	
TOTAL	\$ 337,091	\$ 456,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 793,091	

Project Description: Design and Construction of underpass crossing below US40 in the southernmost box culvert of Fish Creek which will connect Safeway/Sundance Plaza to Walgreens. A design services IGA has been executed with CDOT and a design engineer has been selected and has already began design and easement acquisition. CDOT has indicated that easement acquisition would be complicated if Federal funds are used for any exchange. A budget of \$70,000 for 2018 is requested for easement acquisition needs to avoid Federal funding requirements. A certified appraiser and easement negotiator has been retained to perform these functions in compliance with provisions of the Uniform Act.

Project Need: The trail connections from the Core Trail at the confluence of the Yampa River and the Base Area is slowly coming together. US40 presents a major hurdle, and CDOT has made grant funds available. The hope is that this will also reduce pedestrian use of the busy Pine Grove/US40 intersection, which has had one pedestrian death in recent years.

Undesirable consequences if not approved: Loss of leveraged dollars for improvements if match is not met. Part of Walgreen's sidewalk connection improvements are contingent on construction of this trail segment.

Options/Alternatives Considered: There are no feasible alternative sidewalk alignments that would provide a separated grade pedestrian crossing of US40.

* This grant amount is not expected to be sufficient to cover total costs of project; Other grant opportunities may be available such as State Trails or GOCO funds. Design and property acquisition expected in 2016-2018 with construction anticipated for late 2018.

Describe Revenue Sources (other than current revenue or reserves): Staff intends to apply for additional grant revenue via State Trails and/or GOCO funding

Ongoing Operating Costs: \$1,000 annually for trail underpass lighting metered power, and a to be determined potential responsibility for City Parks to perform the following tasks unless adjacent private property owners shoulder the effort: Snow removal, minor sidewalk repairs, trail signage and striping maintenance.

Contact:

Ben Beall
City Engineer



Spring Creek Dam Restoration

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	31,818	225,000						256,818	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 31,818	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,818	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		225,000						225,000	
Design	31,818							31,818	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 31,818	\$ 225,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,818	

Project Description: The Upper Spring Creek Pond dam has aged and safety concerns have been identified by the Colorado State Dam Safety Inspector. A plan to address the concerns has been requested.
2017 - Engineer/design non jurisdictional spillway for Upper Spring Creek Pond.
2018 - Construct non jurisdictional spillway for Upper dam and restore creek.

Project Need/Benefits: Due to safety concerns identified at upper Spring Creek pond, the state engineer has requested the City take action to address concerns.

Undesirable consequences if not approved: If funding is not approved the state may deem the dam structure unsafe and require the city to breach/drain the pond due to safety concerns. If no pond is available, the City will lose the water rights.

Options/Alternatives Considered: Do Nothing - If the pond is deemed unsafe by the State and the City is required breach the pond, the area would likely be closed to public access due to safety concerns and other environmental issues may evolve.
Repair Upper Dam - repair the existing dam to address States concerns is estimated to cost approximately the same as constructing a new dam (\$810,000 est.). Breach Upper Dam and Rebuild Lower Spring Creek Dam for full water right - rebuild lower dam to hold full water right and breach upper dam, restoring creek (\$1,150,000 est.).

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Inspections and vegetation maintenance estimated at \$750/year.

Contact:

John Overstreet
Director of
Parks & Community
Services



US40 West Pedestrian Connection - TAP Grant Phase II

General Fund
Public Works Department

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		272,100		22,400				294,500	
Grants				917,400				917,400	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 272,100	\$ -	\$ 939,800	\$ -	\$ -	\$ -	\$ 1,211,900	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction				939,800				939,800	
Design		122,100						122,100	
Equipment								-	
Land Acquisition		150,000						150,000	
TOTAL	\$ -	\$ 272,100	\$ -	\$ 939,800	\$ -	\$ -	\$ -	\$ 1,211,900	

Project Description: The City was approved for a CDOT Transportation Alternatives Program (TAP) grant in February 2017 for design and construction of sidewalk along US40 to complete a number of the missing pedestrian links between West Lincoln Park and the US40/Elk River Road Intersection. This project would constitute an extensive effort to design, perform property acquisition, and construct sidewalk in locations along US40 in keeping with the US40 NEPA study documents. The proposed sidewalk would frame the planned four-lane highway section for the stretch of US40, clear right of way hurdles, and include much of the heavy lifting associated with that future project.

Project Need: Pedestrian and bicycle demand originating from Downtown, the Core Trail, Community Center, to the burgeoning commercial properties along this corridor to the Elk River Road intersection is leading to increasing conflicts occurring along US40. Inadequate accommodation exists for pedestrians and bicycles along this stretch. Based on the Sidewalk Master Plan update, these sidewalk links are some of the highest priority sidewalks not currently programmed for installation.

Undesirable consequences if not approved: Loss of leveraged grant dollars to create a needed multi-modal connection along a busy portion of US40

Options/Alternatives Considered: There is no feasible alternative

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: The ongoing snow removal along these stretches will fall to private property owner responsibility, a number of transit stops will be improved along the reach which annual snow removal and shelter maintenance costs roughly \$3,500 each.

Contact:

Jon Snyder
Director of Public Works



Transit Maintenance Equipment

General Fund
Public Works Department

SOURCE OF FUNDS		Project Type: Equipment							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	24,000	20,000						44,000	
Grants	96,000	80,000						176,000	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 120,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design								-	
Equipment	120,000	100,000						220,000	
Land Acquisition								-	
TOTAL	\$ 120,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000	

Project Description: Overhead spanning crane (2017), individual wheel lift, hoist system (2018).

Project Need: The wheel lifts (6) will enable SST to pick up vehicles to a full working height without the need of a hoist. The hoists in SST's shop is a two axle lift and SST has 3 axle vehicles. Mechanics have to chain up the third axle to prevent damage when lifted. The wheel lifts can be used in conjunction with the hoist. The wheel lifts are portable enabling other departments to use them and also to allow SST to take them to Craig if needed rather than pay for a tow.

Undesirable consequences if not approved: Without wheel lifts, the mechanics will continue to chain up third axles. This does present a safety concern, if the chain breaks. Repairs at remote locations may not be possible resulting in the towing of vehicles. As the Regional fleet ages, the chance of breakdown increases.

Options/Alternatives Considered: Portable bottle jacks and mechanic rollers are currently in use when all three axles need to be lifted. The addition of a 3rd tower in the hoist system would be costly and would not allow for the portability desired.

Describe Revenue Sources (other than current revenue or reserves): Grant will be requested with a 20% local match

Ongoing Operating Costs: No change in operational costs

Contact:

Jon Snyder
Director of Public Works



Howelsen Hill Snowmaking and Summer Jumps

General Fund
Parks and Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		760,000						760,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		700,000						700,000	
Design		60,000						60,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	

Project Description: Replace 2003 installed snowmaking mainline that is deteriorated from pump house through jump flats.

Project Need/Benefits: Pipe is corroded due to minerals/metals that are present in soils and water. Staff is replacing pipe in pieces annually due to leaks. Repairs are time consuming, have increased costs and affect use of summer jumps and snowmaking.

Undesirable consequences if not approved: Staff will continue to have emergency repairs affecting budget and established project lists. If a major leak develops during snowmaking season, it may prohibit snowmaking activities affecting daily use and scheduled events. Summer leaks will not allow for summer jumping. Eventually, no snowmaking may occur due to severity of leaks.

Options/Alternatives Considered: Do nothing - leaks will continue to develop and staff will repair when feasible until operation is cost prohibitive.

Describe Revenue Sources (other than current revenue or reserves): Possible partner - SSWSC

Ongoing Operating Costs: Once installed, there should be little maintenance for 30 plus years to this section of mainline pipe.

Contact:

Craig Robinson
POST Manager



PW Shop Sweeper/Vac Truck Wash Out Containment (GRIT DUMP)

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Buildings							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	80,000	980,000						1,060,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 80,000	\$ 980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		980,000						980,000	
Design	80,000							80,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 80,000	\$ 980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,060,000	

Project Description: The project includes design and construction of a stormwater waste facility that filters, dries, and disposes of the material that is cleaned out of the stormsewer system (inlets, manholes, etc.) and sweeper trucks. The resultant liquid waste is discharged to the sanitary sewer while the soils are segregated for removal and disposal at a permitted landfill facility. The project will also provide a facility for washing sweeper trucks and heavy equipment. The building would have to be approved through the planning department.

Project Need/Benefits: Liquid stormsewer maintenance and sweeper truck washwater are currently discharged to a ditch behind the PW Shop where it is conveyed to the Yampa River. Liquid stormsewer wastes contain pollutants, such as sediment, nutrients, oils, litter, metals, salts and other contaminants that can impair water quality and injure aquatic life.

Undesirable Consequences If Not Approved: Discharging stormsewer wastes and washwater to State Waters is a violation of the Federal Clean Water Act, State MS4 and other water quality permits, and City codes (Illicit Discharge Ordinance). Violation of these regulations can result in fines, stop work orders, enforcement orders, denial of grant funds, legal fees, civil or criminal penalties, contamination of the Yampa River, and/or injury to aquatic life.

Options/Alternatives Considered: Baseline engineering conducted an evaluation of multiple alternatives including retrofit of existing buildings and temporary solutions. Those alternatives ranged in cost from \$450,000 to \$700,000. None of the alternatives were deemed to meet the needs of the City's current operations. Staff finds the alternatives to be unsuitable, the alternative facilities would quickly be outgrown, and future costs would actually outweigh the cost of the proposed preferred alternative

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: \$5,000 - \$8,000 per year. The City may permit private entities that conduct stormsewer maintenance and sweeping operations to utilize the "Grit Dump" for a fee; this may be a way to generate some revenues and does provide an alternative to potential illegal dumping that may be occurring elsewhere.

Contact:

Ben Beall
City Engineer



Enterprise Solution Software

General Fund
Finance Department

SOURCE OF FUNDS		Project Type: Technology							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			2,000,000					2,000,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Hardware/Software Svcs			1,300,000					1,300,000	
Consulting/Implementation			700,000					700,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	

Project Description: This project would be a full RFP process to find an inclusive software solution for many of our business functions. This project would potentially include the following functions: payroll, A/P, A/R, grant management, financial reporting, sales tax, liquor license, court payments, cash receipting, human resources, parks and recreation, airport, utility billing, and potentially more if available. Many ERP software solutions include a public facing solution that could integrate into, or replace OpenGov as well. The goal is to decrease the number of individual software programs, create efficiencies for all departments, and increase internal controls. This could also decrease on-going costs if we can reduce the number of credit card processing companies and combine software annual support agreements.

Project Need/Benefits: We are currently using multiple software solutions within Finance and other departments. We have over 15 locations within the City that collect checks, credit cards, and cash using multiple software applications. This creates inefficiencies in processes as well as lack of controls that could potentially be solved with a single software solution. Secondly, over the past 18 months we have experienced a significant slow-down in our software system. This has created longer processing times, longer reporting times, and created errors that previously were not an issue. Although I.T. has been able to improve some of these issues, there is still concern that the problems will recur and we need to start planning for future replacement of the software.

Undesirable consequences if not approved: If not approved we will continue with our current software and experience inefficiencies in processing time as well as continue to have potential internal control weaknesses because of the use of multiple software solutions. The largest issue is that we are creating work arounds because our current software is designed for smaller municipalities which creates opportunities for internal control deficiencies.

Options/Alternatives Considered: Continue with our current software and integrate multiple software solutions together as much as possible.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Annual maintenance costs for the software will be between \$60k - \$75k.

Contact:

Kim Weber
Director of Financial
Services



Howelsen Hill Magic Carpet

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			95,000					95,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction			85,000					85,000	
Design			10,000					10,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ -	\$ -	\$ 95,000	

Project Description: Replace old beginner magic carpet at HH with new one.

Project Need/Benefits: Old carpet requires more maintenance and parts replacement as it continues to age.

Undesirable consequences if not approved: Continue to maintain as budget allows and possibly remove when not cost effective to maintain.

Options/Alternatives Considered: Remove lift and do not replace

Describe Revenue Sources (other than current revenue or reserves): Possible partnerships with SSWSC

Ongoing Operating Costs: Staff time to maintain and operate during ski season estimated at \$6,500/year

Contact:

John Overstreet
Director of
Parks & Community
Services



Yampa River Restoration

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Revenues	330,074	-	115,000	135,000	107,000	60,000	145,000	892,074	
Grants								-	
Debt								-	
Private								-	
Other (In kind)								-	
TOTAL	\$ 330,074	\$ -	\$ 115,000	\$ 135,000	\$ 107,000	\$ 60,000	\$ 145,000	\$ 892,074	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	228,074		90,000	100,000	100,000	35,000	120,000	673,074	
Design	102,000		25,000	35,000	7,000	25,000	25,000	219,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 330,074	\$ -	\$ 115,000	\$ 135,000	\$ 107,000	\$ 60,000	\$ 145,000	\$ 892,074	

Project Description:

2017 - Stockbridge - Design and construct riverbank and access improvements with fencing. Replacement of fence along Yampa Street restricting access to river to newly constructed access points. Design Depot Hole rebuild/improvements.
 2019 - Depot Kayak Hole - construct river channel realignment above structure to reach optimal performance and rebuild failing wing walls to RICD structure. Additional bank revegetation and stabilization is necessary (90,000). Iron horse Design - design improvements to open space and stabilize river banks (25,000).
 2020 - Construct Iron horse improvements (100,000). Design Emerald/Botanic/Model T improvements (35,000).
 2021 - Construct Emerald/Botanic Park/Model T improvements to address bank erosion, wide channel, aquatic habitat and Model T whitewater feature (100,000). Design Shield Drive River Access - to address bank erosion and safety concerns (7,000)
 2022 - Construct Shield Drive improvements (35,000). Fetcher Pond/River Road - Design improvements to address bank erosion, channel shape and aquatic habitat (25,000).
 2023 - Fetcher Pond/River Road - Construct planned improvements (120,000). City Infiltration Gallery - Design improvements to address bank erosion, channel shape and aquatic habitat (25,000)
 2024 - Construct City Infiltration Gallery improvements (85,000).
 2024 forward - collaborate with partners to identify highest needs for repair

Project Need/Benefits: The adopted 2008 Yampa River Structures Master Plan identified improvements for bank stabilization, river access, aquatic habitat and recreational opportunities on city owned stretches of river. These sites have been prioritized due to the poor conditions.

Undesirable consequences if not approved: Degradation of these city assets will continue.

Options/Alternatives Considered: Continue to apply for funding opportunities.

Describe Revenue Sources (other than current revenue or reserves): possible granting opportunities

Ongoing Operating Costs: Maintain vegetation and monitor improvements estimated at \$750/year.

Contact:

John Overstreet
Director of
Parks & Community Services



River Road Rock Scaling and Slope Stabilization

General Fund
Public Works Department

SOURCE OF FUNDS		Project Type: Capital Maintenance						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves						85,000		85,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ -	\$ 85,000
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction						85,000		85,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000	\$ -	\$ 85,000

Project Description: Public Works will have a design build evaluation and conduct potential mitigation efforts to improve safety along River Road where existing slope stability is a concern. A slope stability expert will be able to generate a work plan to include mitigation recommendations and provide a cost estimate. Recommended work may consist of targeted boulder removal or rock scaling to decrease probability of release from the slope onto the roadway below. Other potential stabilization methods could include soil nailing or boulder slope tie-backs.

Project Need: In the spring of 2011 and to a lesser extent in 2016, the hillside including a number of boulders fell onto the roadway. The slope above River Road exhibits a general instability based on a mix of large, loose boulders and fine sandy soils. A project to stabilize or regrade the entire slope is infeasible and extremely expensive, however periodic and targeted rock scaling and mitigation techniques may reduce the general risk associated with potential rock fall onto the roadway below.

Undesirable consequences if not approved: Risk of rock fall would remain unaddressed and unmitigated.

Options/Alternatives Considered: Staff will continue to search for potential grant funding sources for mitigation of hazards, Regrading of the entire slope could cost millions of dollars, Placement of warning signage on either end of the area of concern has been implemented to warn passing motorists of the risk associated with the stretch of roadway, Consideration could be given to closing River Road during spring months when soils are saturated and slopes are most instable.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: No impact to existing, mitigation will hopefully reduce unplanned maintenance cost needs.

Contact:

Chuck Anderson
Director of Public Works



Police Technology Replacement

General Fund
Police Department

SOURCE OF FUNDS		Project Type: Technology							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		180,000						180,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design								-	
Equipment		180,000						180,000	
Land Acquisition								-	
TOTAL	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	

Project Description: The Police Department went to mobile technology in early 2012. This included Mobile Data Computers (MDC) for each officer. The MDC is used to receive calls for service from dispatch, check the Records Management system and complete police reports. Each officer is issued an MDC assigned to that person. Each police vehicle is equipped with a docking station that provides power and connectivity for the MDC. The initial computers are nearing their end of life, are obsolete and in need of replacement. Panasonic will no longer offer service for the current computers after 2018. Replacement is also necessary for the docking stations in each vehicle. Finally, funding will be necessary to cover the cost of removal of old docking stations and installation of new docking stations.

Project Need/Benefits: The project covers a much needed replacement of the MDCs used by the police officers in the performance of their duties. This will also update the technology in the vehicles at the docking stations.

Undesirable consequences if not approved: The current technology is obsolete. Consequences for not approving are that the technology require increased maintenance and/or fail altogether. This will remove a vital toll for the officers as they perform their public safety mission. Panasonic will no longer support the current MDCs after 2018.

Options/Alternatives Considered: None

Describe Revenue Sources (other than current revenue or reserves): There is a possibility for some level of grant funding. However, the necessary grant is currently scheduled for the upcoming police station building. Panasonic has indicated that they can assist in the grant requests.

Ongoing Operating Costs: Costs for continued maintenance for the technology. The docking stations as well as all of the computers require a monthly cellular plan for operation.

Contact:

Cory Christensen
Police Chief



Public Safety Records Management System Hardware Upgrade

General Fund
General Services

SOURCE OF FUNDS		Project Type: Technology							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		65,000						65,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design								-	
Equipment		65,000						65,000	
Land Acquisition								-	
TOTAL	\$ -	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000	

Project Description: Replace essential hardware for Combined Law Enforcement Records Management Systems (Spillman) due to hardware reaching End of Life / End of Support status. This work is done in collaboration with Routt County IS Department, and both agencies are splitting the costs. This expenditure is for the City's portion of the system.

Project Need/Benefits: Spillman RMS is an essential tool of the City PD. Ensuring that it is running on up to date hardware and storage ensures that the PD has the tools it needs to provide service to the community.

Undesirable consequences if not approved: Upon server hardware failure, law enforcement officers would resort to radio only communication for the duration required to source hardware and support outside of manufacturer support and maintenance. As Spillman is the primary RMS, PD would also lose access to significant records.

Options/Alternatives Considered: Run on supported hardware and storage.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: The ongoing operating costs of this project are already accounted for and built into the internal operating budget of the City's IT Department. No additional costs are anticipated due to refresh.

Contact:

Vince O'Connor
Information Systems
Manager



Downhill Drive/US40 Intersection

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	62,514		200,000	250,000	1,615,148			2,127,662	
Grants								-	
Debt								-	
Private					4,000,000			4,000,000	
Other								-	
TOTAL	\$ 62,514	\$ -	\$ 200,000	\$ 250,000	\$ 5,615,148	\$ -	\$ -	\$ 6,127,662	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction					5,615,148			5,615,148	
Design	62,514		200,000	250,000				512,514	
Consultant								-	
Land Acquisition								-	
TOTAL	\$ 62,514	\$ -	\$ 200,000	\$ 250,000	\$ 5,615,148	\$ -	\$ -	\$ 6,127,662	

Project Description: Realign and reconstruct the Downhill Drive/US40 intersection, install traffic signals, and connect sidewalk along Downhill Drive to the north.

Project Need/Benefits: The US40 NEPA Study, the US40 West Access Control Plan, the US40 West Needs Study identified the Indian Trails/US40 intersection for signalization improvements. This intersection is a top 3 priority for improvement as identified in CDOT's 2011 Region 3 Intersection Prioritization Study. There is continued concern relating to the lack of pedestrian crossing accommodation and concern with the poor alignment of Riverside Drive and Downhill Drive. As part of the Steamboat 700 Annexation process, 77% of the construction costs associated with US40 was the responsibility of the private developer for this stretch of highway upon delivery of 250 density units to market. The funding above shows contribution to that level for construction of the intersection. The Overlook Subdivision is also identified as a major contributor to the intersection construction per past planning approvals.

Undesirable Consequences If Not Approved: Continued intersection operational issues and safety concerns.

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): CDOT or FHWA may be potential funding partners for this construction especially if a large or majority portion of the funding can be identified locally. CDOT has been a major proponent of public private partnerships in recent years.

Ongoing Operating Costs: CDOT would maintain the signals so there would be no additional cost to the City under current maintenance structures.

Contact:

Ben Beall
City Engineer



Runway14/32 Rehabilitation

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	-	-			25,000	327,776		352,776	
Grants					475,000	4,450,000		4,925,000	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 4,777,776	\$ -	\$ 5,277,776	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction						4,777,776		4,777,776	
Design					500,000			500,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 4,777,776	\$ -	\$ 5,277,776	

Project Description: Rehabilitation of runway 14/32

2021: Runway 14/32 rehabilitation design

2022: Runway 14/32 rehabilitation construction

Project Need/Benefits: Periodic runway maintenance needed to ensure safe airport operations.

Undesirable consequences if not approved: Runway will deteriorate and will become unsafe for airport operations.

Options/Alternatives Considered: There are no other options or alternatives. Runways must be rehabilitated on a periodic basis.

Describe Revenue Sources (other than current revenue or reserves): General Fund

Ongoing Operating Costs: Runway will continue to be plowed and maintained. Cost is included in the Airport Operating budget.

Contact:

Stacie Fain
Airport Manager



Raw Water Irrigation Systems for Parks

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		-	35,000	135,000	35,000	135,000	40,000	380,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 35,000	\$ 135,000	\$ 35,000	\$ 135,000	\$ 40,000	\$ 380,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		-		135,000		135,000		270,000	
Design			35,000		35,000		40,000	110,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 35,000	\$ 135,000	\$ 35,000	\$ 135,000	\$ 40,000	\$ 380,000	

Project Description: Utilizing raw water conversion feasibility studies, continue to implement raw water irrigation systems for City parks. Prioritize projects based upon the value of the water right (pre-1922, volume, type of use etc.). The risk of abandonment, (due to lack of use), and the cost/feasibility of developing the water right to irrigate city parks.

2019 - Little Toots Park and Bud Werner Memorial Library Feasibility Study and Design (raw water pump house and irrigation conversion)

2020 - Little Toots Park and Bud Werner Memorial Library Construction

2021 - Stehley Park Feasibility and Design (raw water pump house and irrigation conversion)

2022 - Stehley Park Construction

2023 - Bear River Park Feasibility and Design (raw water pump house and irrigation conversion)

Project Need/Benefits: Mitigate the risk of Colorado Compact Call, drought, river administration or trans mountain diversion to the city's water rights portfolio and municipal supplies. Make beneficial use of water rights so they are not abandoned by the State Engineer. Reduce turf maintenance costs (water bills for treated water) and provide a more sustainable method of irrigation. Implements the City's Community Water Conservation Plan and helps to reduce water consumption by 15% by the year 2035.

Undesirable consequences if not approved: Abandonment of water rights that are immune to a Colorado Compact Call and/or valuable to the city for future consumptive and/or non-consumptive needs. Continued pressure on existing treated supplies triggering need for costly water treatment plant expansion and/or construction. Prolonged implementation of Water Conservation Plan and the city's goal to reduce water consumption by 15% by 2035. Continued expense of using treated water.

Outside Funding Sources: possible grant funding

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: Increase in maintenance costs with additional work required to maintain systems estimated at \$750/year



Contact:

John Overstreet
Director of
Parks & Community
Services

Lincoln Ave. Adaptive Signal Control Technology

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Technology							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		100,000						100,000	
Grants		363,000						363,000	
Debt								-	
Private		37,000						37,000	
Other								-	
TOTAL	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	

COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		475,000						475,000	
Design		25,000						25,000	
Consultant								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	

Project Description: As traffic volumes increase through town, Staff and CDOT have been collaborating on potential solutions to improve the Lincoln Avenue signal timing progression that was completed in 2010 following the installation of the 11th St signal. CDOT has a new program initiative called Road X that funds technology that can improve the efficiency of existing congested areas. This project would involve installation of "smart" signal hardware and software technology that continually adjusts to changing conditions along a corridor and attempts to synchronize signals based on real time traffic flows. CDOT anticipates that this project will be able to encompass all of the signals along US40 within the City limits that can be linked via line of sight or via the in-place fiber optic conduit (Walton Creek Road to 13th St)

Project Need/Benefits: Adaptive signal control technologies are best suited for arterials that experience highly variable or unpredictable traffic for which multiple signal timing solutions are necessary during a typical time-of-day period. Many studies have shown that adaptive signal control improves average performance metrics (travel time, control delay, emissions, and fuel consumption) by 10 percent. In Steamboat we have instances of multiple peak hours at an intersection (i.e. 3rd St Intersection) or where seasonal variation is significant (i.e. summer vs winter pedestrian variation). Installation of this technology would eliminate the need for future signal timing studies

Undesirable Consequences If Not Approved: CDOT has committed to fund approximately 73% of the project cost. This partnership would be lost without partnership from the City. Lincoln Avenue signal timing would remain as is with the emerging issues related to current signal progression. Conventional signal systems use pre-programmed, daily signal timing schedules that do not monitor system performance, nor can they adjust automatically to accommodate traffic patterns that are different from the peak periods during which they were designed to operate. The current signal timing on Lincoln runs from 7am-7pm weekdays and 12pm-7pm on weekends with a switch from EB priority in the AM to WB priority in the PM.

Options/Alternatives Considered: The existing signals can be studied and retimed at an estimated cost of \$100,000. This would need to be performed on a semi-frequent basis as traffic volumes and travel patterns change over time.

Describe Revenue Sources (other than current revenue or reserves): Riverview \$37,000.

Ongoing Operating Costs: \$0; CDOT operates and maintains the US40 traffic signal

Contact:

Ben Beall
City Engineer



Airport Master Plan

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Other							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	-	16,666						16,666	
Grants		316,666						316,666	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 333,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 333,332	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design		333,332						333,332	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 333,332	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 333,332	

Project Description: Airport Master Plan including Airport Geographical Information System

Project Need/Benefits: The Federal Aviation Administration requires master plans to be updated every ten years. The last master plan was updated in 2008.

Undesirable consequences if not approved: The airport will not be in FAA compliance and therefore will not be eligible for FAA or CDOT funding.

Options/Alternatives Considered: There are no other options if the City wishes to remain eligible for FAA or CDOT funding.

Describe Revenue Sources (other than current revenue or reserves): General Fund

Ongoing Operating Costs: N/A

Contact:

Stacie Fain
Airport Manager



Ice Arena Skid Replacement

General Fund
General Services / Parks
and Community Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			178,504					178,504	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 178,504	\$ -	\$ -	\$ -	\$ -	\$ 178,504	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction			5,000					5,000	
Design								-	
Equipment			173,504					173,504	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 178,504	\$ -	\$ -	\$ -	\$ -	\$ 178,504	

Project Description: The current ice arena skid is 20 years old and has a life expectancy of 20 to 25 years. Extensive testing will be performed in 2018 to evaluate the current skid and determine when this replacement will actually have to take place. This request functions as a placeholder should test results determine replacement is necessary in the near term future. A replacement quote from the original installer was received on June 7th, 2017 and is attached to this CIP request.

Project Need/Benefits: Ensure continued operations with minimal 2-3 week shut down during planned maintenance period in May of 2019.

Undesirable consequences if not approved: Unexpected shutdown, length of shutdown depends on type of system or part failure.

Options/Alternatives Considered: No.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: N/A

Contact:

Kyrill Kretzschmar
Recreation & Enterprise
Services Manager

Steve Hoots
Facilities Manager



City Parking Lot Pavement Maintenance Program

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	217,736	75,000	100,000	75,000	100,000	75,000		642,736	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 217,736	\$ 75,000	\$ 100,000	\$ 75,000	\$ 100,000	\$ 75,000	\$ -	\$ 642,736	

COST BREAKDOWN		Project Type: Capital Maintenance							
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	217,736	75,000	100,000	75,000	100,000	75,000		642,736	
Design								-	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 217,736	\$ 75,000	\$ 100,000	\$ 75,000	\$ 100,000	\$ 75,000	\$ -	\$ 642,736	

Project Description: Repair and maintain the 47 City-owned parking lots. Some projects may consist of patching, new asphalt or concrete; some projects will have a larger scope of work, due to size or nature of the required improvements, and will require increased funding to complete. Preventative maintenance such as crack sealing is included at an additional \$25,000 every other year.

Project Need/Benefits: Three years into this program the City is already seeing significant benefits from proactively managing our parking lot infrastructure. To provide maintenance and improvements to City infrastructure to ensure prolonged lifecycles and acceptable levels of service.

Undesirable consequences if not approved: Some parking lots already have begun to deteriorate to the point they are not safe, are in poor operating condition, or have not maximized their use. If ignored, future costs could be significant compared to an ongoing preventative program.

Options/Alternatives Considered: Parking Lot Improvement projects can be submitted on an annual basis for consideration in the budgeting process, however, this will cause for uncertainties for funding with each project, which may affect project delivery timing and impacts to meeting construction deadlines.

Attachments: List of City Owned Parking Lots; Top City Parking Lots In Need of Repair and/or Improvements.

Planned projects: 2017: 9th/Yampa, 8th/Oak; 2018: Emerald Park lot, 2019: City Hall and 10th St lot

Very Poor Condition: 9th & Yampa St. (Ambulance Barn) - \$60,000; City Hall - \$75,000-100,000; Emerald Park - \$125,000 (this after the repaving that was done last year); Rodeo Grounds (West) - \$125,000-\$150,000; Ski Time Sq. parking areas along road - \$25,000

Fair to Poor Condition: Police Station (upper) - \$125,000; 7th & Yampa St. - \$75,000-\$100,000; Animal Shelter - \$30,000; 10th & Lincoln (next to City Hall) – TBD; Public Works Shop - \$200,000; Parks & Rec Building (front and portions of back) - \$200,000

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: no additional costs from efforts already performed

9th & Yampa St. (Ambulance Barn) - \$60,000
City Hall - \$75,000 - \$100,000
Emerald Park - \$125,000

(this after the repaving that was done this year)
Rodeo Grounds (West) - \$125,000 - \$150,000
Ski Time Sq. parking areas along road - \$25,000

Fair to Poor Condition:

Police Station (upper) - \$125,000
7th & Yampa St. - \$75,000 - \$100,000
Animal Shelter - \$30,000
10th & Lincoln (next to City Hall) – TBD
Public Works Shop - \$200,000
Parks & Rec Building (front and portions of back) - \$200,000

Contact:

Ben Beall
City Engineer



Pavement Maintenance Program

Public Works Department
General Fund

SOURCE OF FUNDS	Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves	1,500,000	1,545,000	1,591,350	1,639,090	1,688,263	1,738,911	1,791,078	11,493,692
Grants								-
Debt								-
Private								-
Other								-
TOTAL	\$ 1,500,000	\$ 1,545,000	\$ 1,591,350	\$ 1,639,090	\$ 1,688,263	\$ 1,738,911	\$ 1,791,078	\$ 11,493,692
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction	1,500,000	1,545,000	1,591,350	1,639,090	1,688,263	1,738,911	1,791,078	11,493,692
Design								-
Equipment								-
Land Acquisition								-
TOTAL	\$ 1,500,000	\$ 1,545,000	\$ 1,591,350	\$ 1,639,090	\$ 1,688,263	\$ 1,738,911	\$ 1,791,078	\$ 11,493,692
2017 Project Description:		2018 Project Description:			Project Need/Benefits:			
AIRPORT RD.	\$ 7,227	BLUE SPRUCE CT.		\$ 22,800	Estimated lifecycle of Streets and Alleys Residential—15-20 years Collectors—10-12 years Undesirable consequences if not approved: Roads will deteriorate quicker, causing more potholes and making repairs more expensive. Instead of rehabilitating roads we may have to reconstruct them.			
ROUTT ST.	\$ 62,616	CONCORDIA LN.		\$ 11,200				
GILPIN ST.	\$ 10,558	CRITTER CT.		\$ 46,450				
MANITOU AVE.	\$ 57,579	DOUGLAS ST.		\$ 29,850				
PITKIN ST.	\$ 10,558	FALLING WATER		\$ 15,650				
SARATOGA	\$ 42,363	MAUNA KEA LN.		\$ 24,750				
ASPEN (7TH-9TH)	\$ 32,281	OLD FISH CREEK FALLS RD.		\$ 40,650				
VALVERDANT CIR.	\$ 63,590	PAMALA LN.		\$ 44,550				
VALVERDANT CT.	\$ 12,020	TRAFALGAR DR.		\$ 36,750				
WILLOW CT.	\$ 30,065	BLUE BELL CT		\$ 16,050				
LOCUST CT.	\$ 18,400	CONESTOGA CIR		\$ 46,500				
LUPINE DR.	\$ 34,505	MCKINLEY ST		\$ 14,750				
BLACKBERRY LN.	\$ 35,602	SPRING CREEK CIR		\$ 10,375				
KELHI CT.	\$ 19,138	STEAMBOAT BLVD		\$ 252,500				
HIGHLAND CIR.	\$ 50,832	N. STEAMBOAT BLVD		\$ 32,425				
ANGLERS DR.	\$ 21,116	ELK RIVER RD		\$ 400,000				
WALTON CREEK RD.	\$ 168,210	RIVERSIDE		\$ 220,550				
APRES SKI WAY	\$ 122,524	MILL RUN		\$ 22,675				
SPAR, PEARL & AGATE	\$ 46,779	MEADOW BROOK CIR		\$ 128,950				
BROAD ST.	\$ 24,255	SUB-TOTAL		\$ 1,417,425				
DEERFOOT AVE.	\$ 31,920	MANHOLES/WATERVALVES		\$ 82,575				
SPRING CREEK CIR.	\$ 9,975	CONTINGENCY		45000				
MCKINLEY ST.	\$ 9,975	TOTAL		\$ 1,545,000				
APPLE DR.	\$ 25,620							
CHERRY DR.	\$ 66,150							
STEAMBOAT BLVD.	\$ 98,490							
BEAR DR.	\$ 189,000							
SUB-TOTAL	\$ 1,301,348							
CHIP AND SEAL	\$ 70,000							
MANHOLES/WATERVALVES	\$ 128,652							
CONTINGENCY								
TOTAL	\$ 1,500,000							

Contact:
David Van Winkle
Street Superintendent



Indian Trails/US40 Intersection

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves							233,500	233,500	
Grants								-	
Debt								-	
Private						200,000	793,100	993,100	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,026,600	\$ 1,226,600	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction							1,026,600	1,026,600	
Design						200,000		200,000	
Consultant								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 1,026,600	\$ 1,226,600	

Project Description: To signalize the Indian Trails/US40 intersection by relocating the existing signals to the current access at the Community Center, construct an access point into the Stock Bridge Transit Center parking area, and install acceleration and deceleration lanes.

Project Need/Benefits: The US40 NEPA Study and the US40 West Access Control Plan identified the Indian Trails/US40 intersection for signalization improvements to serve not only the Stockbridge Transit Center but also the left-turns coming from the Indian Trails subdivisions. With the potential construction of the 100 lot Sunlight Subdivision, the need for relocation of the signals will be more pronounced. As part of the Sunlight Subdivision development process, the developer is to bring the Indian Trails roadway to standard and contribute half the cost for relocation of the existing signals and a deceleration lane on US40 at the Indian Trails roadway. The exact contribution amounts from the Sunlight Subdivision private developer is not entirely determined until they complete the design requirements associated with the development approval. As part of the Steamboat 700 Annexation, 77% of the construction costs associated with US40 was the responsibility of the private developer for this stretch of highway upon delivery of 500 density units to market. The funding above shows contribution to that level for construction of the intersection.

Undesirable Consequences If Not Approved: Level of service for left turns onto US40 from Indian Trails will deteriorate.

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): Private developer contribution

Ongoing Operating Costs: Additional power and maintenance costs associated with operation of a new intersection signal - \$4,000 annually

Contact:

Ben Beall
City Engineer



Howelsen Hill Chair Lift Improvement

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves			3,780,000					3,780,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	\$ -	\$ -	\$ 3,780,000	\$ -	\$ -	\$ -	\$ -	\$ 3,780,000
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction			3,500,000					3,500,000
Design			280,000					280,000
Equipment								-
Land Acquisition								-
TOTAL	\$ -	\$ -	\$ 3,780,000	\$ -	\$ -	\$ -	\$ -	\$ 3,780,000

Project Description: Drive systems on the Poma and Chair lift are in need of replacement and upgrades for continued use based on today's operations. Bull wheel bearings at tops of each lift need to be replaced. Electric surge protection needs to be installed on the Poma.
2018 - \$280,000 Engineering/Design for Chairlift Replacement
2019 - Replace Chairlift, Remove old lift

Project Need/Benefits: Poma improvements require replacement of top terminal resulting in 15-20 years additional lift life. Existing electrical control parts are obsolete on chairlift. If drive system fails, lift may be down for extended to indefinite periods of time. Chair lift has issues with hill stability and obsolete parts. Replacement of lift is required for normal operations.

Undesirable consequences if not approved: If not approved, drive system failures would likely mean that the Chair will not run, if it can be repaired. This period of time could be indefinite due to the age of equipment and lack of available parts to replace the current system. This would impact current contracts with SSWSC for events.

Options/Alternatives Considered: Options include: 1) do not replace the chairlift, remove existing chairlift (\$200,000), 2) Replace bottom lift terminal and drive system only (\$900,000), 3) Replace existing chairlift with a modified used lift, remove old chairlift (\$2,500,000), 4) Realign lift base, move and rebuild ballfield, add: parking, looped access road, sidewalks and additional building space (\$3,000,000-\$15,000,000)

Describe Revenue Sources (other than current revenue or reserves): Possible partner funding

Ongoing Operating Costs: Depending on vision for operations, costs should not change considerably unless use increases.

Contact:

John Overstreet
Director of Parks &
Community Services



Fire Department Apparatus - Ambulance

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: Equipment							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves				70,000				70,000	
Grants				105,000				105,000	
Trade-in								-	
Debt								-	
Private								-	
SSAFPD				35,000				35,000	
TOTAL	\$ -	\$ -	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Vehicles				210,000				210,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000	

Project Description: This meets the department replacement schedule, generally ambulances are on a 10 year replacement schedule and fire trucks are on a 15 year replacement schedule

Project Need/Benefits: Replaces apparatus before they become obsolete, unreliable and/or un-safe

Undesirable consequences if not approved: Obsolete equipment becomes unreliable and expensive to maintain

Options/Alternatives Considered: None, crucial to providing service.

2020 - Replace Ambulance 6-2 (2009) (~\$210,000)

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs:

Contact:

Mel Stewart
Fire Chief



Storm Water System Improvements

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves	428,888	380,000	240,000	370,000	340,000	330,000	150,000	2,238,888
Grants		100,000		170,000				270,000
Debt								-
Private								-
Other								-
TOTAL	\$ 428,888	\$ 480,000	\$ 240,000	\$ 540,000	\$ 340,000	\$ 330,000	\$ 150,000	\$ 2,508,888

COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction	399,463	385,000	220,000	480,000	310,000	300,000	120,000	2,214,463
Design	29,425	95,000	20,000	60,000	30,000	30,000	30,000	294,425
Equipment								-
Land Acquisition								-
TOTAL	\$ 428,888	\$ 480,000	\$ 240,000	\$ 540,000	\$ 340,000	\$ 330,000	\$ 150,000	\$ 2,508,888

Project Description: The program includes improvements to the City's storm sewer and drainage infrastructure to prevent road and bridge failures, flood damage, and water quality impacts.

Project Need: Public Works completed a Citywide Storm water Master Plan in April 2013 and a Task Force of residents developed a number of recommendations for future improvements. There is an ongoing need to maintain and replace storm sewer assets throughout the City, protect infrastructure and the public against flooding, and insure acceptable water quality standards are met. Based upon the planning documents, field inspections, and flooding concerns, a prioritization for replacement has been created with immediate needs identified. The following are currently identified priorities, which will be refined as storm water crews come online and perform further inspections:

2017: 9th Street Stormwater Treatment Device Install (\$85,000)(Includes \$65,000 CDOT funding); 10th Street Stormwater Treatment Design & Construction (\$32,000); 11th Street Stormwater Treatment Design & Construction (\$32,000); 6th Street Stormwater Treatment Design & Construction (\$85,000)(Includes \$68,000 CDPHE funding)

2018: Village Drive at Burgess Cr Crossing Construction (\$265,000); Spruce Street Culvert Construction (\$150,000)(carry over from 2017 due to delayed watermain install; Walton Cr Rd Culvert Design (\$25,000); Burgess Cr Hydrology Study (\$30,000); Culvert Slip-Line Program (\$160,000),

2019: Walton Cr Rd Culvert Construction (\$240,000);

2020: Mt. Werner Dr. & Steamboat Blvd. Intersection Culvert Replace Design (\$30,000); US40/Soda Creek Stormwater Treatment Design (\$10,000), Mt Werner Drive culvert (crossing under US40 Overpass) (\$340,000)(Includes CDOT Partnership of \$170,000); Culvert slip-line program (\$160,000),

2021: Mt Werner Dr. & Steamboat Blvd Intersection Culvert Replace Construction (\$240,000); Meadow Lane Culvert Design (\$20,000); US40/Soda Creek Stormwater Treatment Construction - potential grant (\$80,000),

2022: Village Dr Culvert at Medicine Springs Design (\$20,000); Culvert Slip-Line Project (\$160,000); Meadow Lane Culvert Construction (\$150,000);

2023: Village Dr Culvert at Medicine Springs Construction (\$150,000)

Undesirable consequences if not approved: Without programmed life cycle replacement of culverts and maintenance of storm water conveyance system much greater costs will be faced in the event of failure.

Options/Alternatives Considered: none

Describe Revenue Sources (other than current revenue or reserves): Potential CDOT Partnership for US 40 Mt Werner Rd Culvert replacement; Future grant from CDPHE for 12th Street stormwater treatment

Contact:

Ben Beall
City Engineer



Transit Coach Replacement

General Fund
Public Works Department

SOURCE OF FUNDS		Project Type: Other						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves	154,694			269,000	269,000	560,000	269,000	1,521,694
Grants	492,000			1,120,000	1,120,000	2,240,000	1,120,000	6,092,000
Debt								-
Private								-
Other - Gain/(Loss) Sale of Assets				11,000	11,000	22,000	11,000	55,000
TOTAL	\$ 646,694	\$ -	\$ -	\$ 1,400,000	\$ 1,400,000	\$ 2,822,000	\$ 1,400,000	\$ 7,668,694
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction								-
Design								-
Equipment								-
Vehicles	646,694			1,400,000	1,400,000	2,822,000	1,400,000	7,668,694
Land Acquisition								-
TOTAL	\$ 646,694	\$ -	\$ -	\$ 1,400,000	\$ 1,400,000	\$ 2,822,000	\$ 1,400,000	\$ 7,668,694

Project Description:

2020 - 2 new buses (replacement) (Transit units disposed #66, #71*)

2021 - 2 new buses (replacement) (Transit units disposed #61, #62)

2022 - 4 new buses (replacement) (Transit units disposed #63, #65, #72*, #73*)

2023 - 2 new buses (replacement) (Transit units disposed #64, #1002*)

2024 - 2 new buses (replacement) (Transit units disposed #81*, #1003*)

* Buses 71-73, 81, 1002-1003 are candidates for being refurbished. This would add 7 additional years of service.

Project Need: Utilize a smaller, route specific vehicle on the Yellow Line. Hybrid fleet replacement begins in 2020. 15-16 buses/van are scheduled to be replaced between 2021-2026.

Undesirable consequences if not approved: Continue to use 29' Hybrid bus on the Yellow Line.

Options/Alternatives Considered: Continue operating existing 29' Hybrid bus. Lease a van at approximately \$4,200 per month. Subcontract Yellow Line to private or non-profit contractor.

Describe Revenue Sources (other than current revenue or reserves): Grant will be requested with 20% local match.

Ongoing Operating Costs: No change in operational costs.

Contact:

Jon Snyder
Director of Public Works



Fire Department Training Site

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: New Buildings							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	144,050	20,000						164,050	
Grants	261,000							261,000	
Trade-in								-	
Debt								-	
Private								-	
SSAFPD	70,950	10,000						80,950	
TOTAL	\$ 476,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	186,000	30,000						216,000	
Vehicles								-	
Equipment	290,000							290,000	
Land Acquisition								-	
TOTAL	\$ 476,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 506,000	

Project Description: Excavation and development of land to become the site for Fire Department Training Center. Work to include excavation of site, landscaping, pavement, and proper drainage and water retention. Size of site to be approximately 150' X 300' with a single entry access point. Purchase of Mobile Training Structure for temporary training facility to be used by SSFR. Structure will include many different training props and a Class A burn room. NOTE: \$30,000 added to 2018 to complete wet land mitigation and vegetation screening for the site. Also, note that site is moved to the land adjacent to the Art Depot, which will be developed in conjunction with Public Works to create additional parking in the downtown area.

Project Need/Benefits: The fire department is in desperate need of a training facility. Currently there is no place to train or work on firefighting and rescue skills including; engine operations, drills, vehicle extrication, confined space rescue, etc. SSFR will apply for a FireACT grant to purchase the Mobile Training Structure as a temporary fire training facility. FireACT grant will cover 90% of the cost of the Mobile Structure. This mobile structure will provide SSFR a temporary training structure until we can build a permanent fire training tower at this location.

Undesirable consequences if not approved: If not approved the fire department will remain without the ability to train and drill our crews to become efficient in firefighting and rescue skills.

Options/Alternatives Considered: The City has no other property in a desirable location for a Fire Training site that will allow crews to remain in service to respond to emergencies while training. We have currently utilize the burn building in Hayden however this results in overtime costs and fees as the crews must train off duty and travel with apparatus to Hayden. plus on-duty crews can not use this facility.

Describe Revenue Sources (other than current revenue or reserves): There are no other revenue sources for the excavation and site work.

Ongoing Operating Costs: This project will require snowplowing from public works, and occasional maintenance

Contact:

Mel Stewart
Fire Chief



Howelsen Stables Redevelopment

General Fund
General Services and
Parks and Community

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			150,000					150,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction			140,000					140,000	
Design			10,000					10,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	

Project Description: Remove the equestrian stables office building and replace it with a new tuff shed to serve as the office and a new tuff shed for City ski area storage. The other stables building would remain. The tack shack would be refurbished and moved to improve summer trails access.

Project Need/Benefits: The old building has a foundation wall that is crumbling and the structure has outlived its useful life. These improvements will provide a more efficient layout and a more professional appearance to visitors and locals using the area.

Undesirable consequences if not approved: Maintenance will occur to the buildings as funding is available. Snow loads may negatively impact the structure.

Options/Alternatives Considered: 1) Do nothing. 2) Remove structures and equestrian facility completely. 3) Rebuild new multiuse facility to house additional various uses.

Describe Revenue Sources (other than current revenue or reserves): Possible investment from equestrian operation.

Ongoing Operating Costs: Maintenance costs estimated at \$750/year

Contact:

Craig Robinson, POST
Manager
Steve Hoots, Facilities
Manager



Fire Department Apparatus - Truck

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: Equipment							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		866,664						866,664	
Grants								-	
Trade-in								-	
Debt								-	
Private								-	
SSAFPD		433,336						433,336	
TOTAL	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Vehicles		1,300,000						1,300,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	

2018 - New Truck to replace 1984 Sutphen 75' Ladder truck, to be located in Central Station

Project Description: This CIP summary is for the purchase of a new Aerial Truck in 2018. The ladder truck would be capable of reaching 105' in length and pump a minimum 1250GPM of water. This apparatus will have storage capacity for hoses, extrication equipment, 5-6 personnel, and other firefighting equipment as needed. The ladder truck would be able to navigate tight streets with sharp bends as in the downtown area. The truck would be equipped with a rescue basket.

Project Need/Benefits: This truck would replace the 1984 Sutphen currently housed at the Central Station. Fire apparatus are typically considered to have reached their lifespan within 10-15 years of service. The current ladder truck has had numerous mechanical issues in last ten years and does not meet current NFPA 1901 standards in many safety areas. The apparatus has an "open" cab where personnel ride outside near exhaust responding to calls for service.

Undesirable consequences if not approved: Inability to provide efficient service to community during structure fire and rescue events. Technology and improvement in fire apparatus and particularly aerial apparatus has improved over last 30 years. Continuing to operate equipment that is 30 years old does not provide firefighters the reliability and rescue capabilities that a newer apparatus allows.

Options/Alternatives Considered: None, crucial to providing service.

Describe Revenue Sources (other than current revenue or reserves): None. Attempts to apply for grant money to replace the apparatus have been unsuccessful.

Ongoing Operating Costs:

Contact:

Mel Stewart
Fire Chief



Fire Department Apparatus - Engine

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: Equipment							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves				300,000				300,000	
Grants				200,000				200,000	
Trade-in								-	
Debt								-	
Private								-	
SSAFPD				150,000				150,000	
TOTAL	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Vehicles				650,000				650,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000	

2020 - New Urban Interface Engine addition to Fleet with new Central Station.

Project Description: This CIP summary is for the purchase of a new Type I Fire Engine that will be equipped and built for the Wildland/Urban Interface in addition to structural firefighting. The engine would have pumping capabilities, carry water and firefighting equipment including ladders.

Project Need/Benefits: An increase in wildland fire activity within the urban interface increases the need for a wildland focused pumper. In 2014 SSFR traded in two outdated and poorly designed Type I Fire Engines for one all wheel drive pumper decreasing the number of total pumping apparatus. The purchase of this engine will return SSFR to three pumpers and would allow us to provide fire services more efficiently.

Undesirable consequences if not approved: SSFR would remain at two Type I Fire Engines. If one engine is Out Of Service, training, or needs repair, SSFR only has one Fire Engine to respond to calls.

Options/Alternatives Considered: None, purchase would allow SSFR to continue providing efficient and adequate service.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs:

Contact:

Mel Stewart
Fire Chief



Steamboat Blvd/Mt Werner Intersection

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves					811,542			811,542	
Grants								-	
Debt								-	
Private				79,000	80,000			159,000	
Other (Mountain URA)				79,000	811,542			890,542	
TOTAL	\$ -	\$ -	\$ -	\$ 158,000	\$ 1,703,084	\$ -	\$ -	\$ 1,861,084	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction					1,703,084			1,703,084	
Design				158,000				158,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ 158,000	\$ 1,703,084	\$ -	\$ -	\$ 1,861,084	

Project Description: To improve intersection at the Steamboat Boulevard and Mt Werner Road, which is currently exhibiting substandard level of service for some movements and has shown to meet some warrants for traffic signalization based on current traffic volumes. This study will refine project needs, project scope, and cost estimate information. In addition the Mountain URA's Arrival Experience study suggested this intersection to become a roundabout design to lessen the approach grade concern and facilitate better mobility between this intersection and future intersection improvements at the Mt. Werner Cr./Mr. Werner Rd. intersection (also slated to become roundabout).

Project Need: This project was originally identified in the late-1990s as development growth increased at the base area. The City has been collecting developer fees for the incremental traffic impacts associated with each development approval that contributes traffic to this intersection since 1999. In March 2014, staff commissioned a traffic count and signal warrant analysis for the intersection and identified that a number of warrants for signal installation are already met. As Wildhorse Meadows builds out, this need will become more evident as traffic increases to the intersection.

Undesirable consequences if not approved: Traffic level of service will decrease at the intersection, especially for left turns from Steamboat Boulevard. This will divert motorists to seek other routes of travel to other intersections such as Pine Grove/Mt Werner or Pine Grove/Central Park which will further deteriorate those intersections' level of service. Traffic accidents may also increase as motorists take greater risks to perform turning movements at the intersection.

Options/Alternatives Considered: A signalized, standard intersection design could be analyzed as an alternative design.

*Future costs based on current cost estimate (2017) with 3% annual inflation

Describe Revenue Sources (other than current revenue or reserves): Potential partnering with the Mountain Urban Renewal Authority

Ongoing Operating Costs: Depending on proposed improvements, operating costs can vary significantly (for example, roundabout construction does not have ongoing electrical power or signal maintenance). These costs will be further refined upon further project scoping and refinement.

Contact:

Ben Beall
City Engineer



US40 Sidewalk at Old Fish Creek Falls Rd

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		200,000						200,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		200,000						200,000	
Design								-	
Consultant								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	

Project Description: This would replace a delipated section of current asphalt sidewalk along US40 between Hilltop and Old Fish Creek Falls Road. Contrary to code requirements that define that adjacent private properties owners shall maintain sidewalk frontages, the City has historically plowed this stretch of sidewalk. Staff believes that improving the sidewalk to current standards prior to enforcing the private obligation to maintain the sidewalk is a prudent course of action

Project Need/Benefits: This would improve a deteriorated and highly used section of sidewalk where alternative sidewalks along US40 do not exist and allow the City to turn maintenance responsibility over to the adjacent property owners in a good state.

Undesirable Consequences If Not Approved:

Options/Alternatives Considered: Send a notice to the adjacent property owner that they are required to reconstruct

Describe Revenue Sources (other than current revenue or reserves): None.

Ongoing Operating Costs: The City currently spends approximately \$10,000 per year removing snow along the frontage from Pine Grove Road to Old Fish Creek Falls road. This project would help facilitate the transistion away from the City performing this annual effort.

Contact:

Ben Beall
City Engineer



Ball Field Improvements

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	183,158	75,000	75,000	75,000				408,158	
Grants								-	
Debt								-	
Private	15,000	15,000	15,000	15,000				60,000	
Other								-	
TOTAL	\$ 198,158	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ 468,158	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	188,487	85,000	85,000	85,000				443,487	
Design	9,671	5,000	5,000	5,000				24,671	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 198,158	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ 468,158	

Project Description: 2004 Howelsen Park Ballfield Master Plan Report identified opportunities to improve all fields used by Triple Crown Sports.

2017 - Install new mainline from pump house to Klumker and Vanatta Fields. Connect Klumker irrigation to non-potable river water.

2018 - Renovate Klumker Field. Re-grade, fix drainage problems install new irrigation system.

2019 - Install new Batting Cage by Adams Field.

2020 - Install new irrigation on Vanatta Field.

The contract with Triple Crown Sports specifies \$15,000 (Triple Crown) + \$75,000 annually from the City for ballfield improvements.

Project Need/Benefits: Contract extension with Triple Crown Sports states funding to be used for field improvements and field development for Triple Crown sports. Identified improvements require updates and/or improvements for safe quality play.

Undesirable consequences if not approved: Potential lost revenue from cancelling and postponing games from field closures if conditions continue to deteriorate. Contractual requirements for field improvements.

Options/Alternatives Considered: Continue repairing old equipment.

Describe Revenue Sources (other than current revenue or reserves): \$15,000 annually from Triple Crown Sports per contract

Ongoing Operating Costs: No change expected to current budget

Contact:

John Overstreet
Director of Parks &
Community Services



Not funded

Pedestrian, Bicycle, and Transit Facilities

(formerly Alternate Modes & Safety Enhancements)

General Fund
Public Works Department

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	138,411	195,000	150,000	190,000	290,000	20,000	150,000	1,133,411	
Grants	96,000							96,000	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ 234,411	\$ 195,000	\$ 150,000	\$ 190,000	\$ 290,000	\$ 20,000	\$ 150,000	\$ 1,229,411	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	183,217	175,000	130,000	170,000	290,000		130,000	1,078,217	
Design	51,194	20,000	20,000	20,000		20,000	20,000	151,194	
Non Capital Construction Main								-	
Land Acquisition								-	
TOTAL	\$ 234,411	\$ 195,000	\$ 150,000	\$ 190,000	\$ 290,000	\$ 20,000	\$ 150,000	\$ 1,229,411	

Project Description: Some residents, especially those with lower incomes, are reliant on a multi-modal system that allows pedestrians to access transit stop locations. A comprehensive sidewalk, bike, and transit network serves to reduce traffic demand, can improve worker productivity, and can serve to foster a healthy community. This CIP funding mechanism addresses a constrained implementation of the Sidewalk Master Plan and seeks to improve transit stop locations throughout the City. This project includes installation of sidewalks, bike lanes, and improvements to transit stops.

Project Need: The Sidewalk Master Plan Update identifies missing links in sidewalks. Staff has collected data related to each transit stop in town in order to prioritize and identify improvements in a targeted manner to increase transit ridership and user safety and experience. The projects identified below are those that are located in high traffic areas, attempt to address safety concerns worthy of attention, have been frequently requested by the public, are in largely built out areas unlikely to be constructed by development or redevelopment, and do not have other potential funding mechanisms to facilitate construction. Based on project cost estimates and assuming a constrained budget of \$150,000 per year, there is a project funding gap. This funding gap is identified in the "other" revenue source line item. Potential funding sources may be private contributions, assessments, or another source that staff would need to evaluate in lead up to project execution.

Design Need: Design for each year will be done the previous year in order to more accurately determine the budget needs for the following year. Therefore an estimated 10% project design cost will be budgeted for the year prior to the actual construction year.

2017: Design for 2018 segments(\$51,194). Grant received for a Federal Transit Administration grant to perform improvements at Chinook Lane – transit stop pad/shelter/sidewalk (\$135,000 w/ \$96,000 Match). Remaining funds to be used for outstanding engineering projects.

2018: Walton Creek Road: Aspen Leaf Way to Chinook south side (\$80,000), US40: Anglers to Walgreens(\$95,000)

2019: Walton Creek Road: US40 to Aspen Leaf Way (\$100,000), Eagleridge Drive; Walton to existing sidewalk on both sides (\$30,000),

2020: US40 Ski Haus to Walmart/Qdoba East side (\$190,000)

2021: Pine Grove Road; US 40 to Central Park Drive south side (\$330,000) - will require combining 2021 and 2022 dollars via carry over or advancing funds

2022: No build year due to 2021 projected expense

2023: Walton Creek Road; South side Village Drive west to transit stop (\$150,000)

Undesirable consequences if not approved: As more people walk and bike in the roads where there are missing links there is increased risk of safety issues.

Options/Alternatives Considered: Where roads have lower volumes and lower speeds or alternate trails are available it may be feasible to delay sidewalk installation. However, there are many missing link areas in town where traffic volumes and speeds are higher and a sidewalk is a necessary alternative.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs for 2017 projects: Snow Removal along sidewalk fronting private property is the responsibility of the adjacent parcel owner per City code, Snow removal and maintenance of Transit shelter and pad: \$3,500 annually

Contact:

Jon Snyder
Director of Public Works



Ambulance Patient Stretchers

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: Equipment							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		60,030						60,030	
Grants		90,000						90,000	
Debt								-	
Private								-	
Other		29,970						29,970	
TOTAL	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design								-	
Equipment		180,000						180,000	
Land Acquisition								-	
TOTAL	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000	

Project Description: Replacement of the current four (4) ambulance cots

Project Need/Benefits: The current cots were purchased in 2010 and have outlived their life expectancy. Additionally, the manufacturer will not longer service or repair the cots after 2019. The new cots will be an up-grade with new technology that reduces the amount of lifting required , thus helping protect employees from lifting related injuries

Undesirable consequences if not approved: Continued use of cots that will be difficult to repair when needed and potential for failures in emergency situations

Options/Alternatives Considered: none

Describe Revenue Sources (other than current revenue or reserves): A State EMS Grant will be applied for in February 2018, which, if successful, will supply 50% of the funding for this project (if the grant application is un-successful, the project will be postponed and the grant will be applied for the next year). Also, 1/3 of the funding is supplied by the Steamboat Springs Area Fire Protection District

Ongoing Operating Costs: Operational costs are expected to be low due to the new technology and design

Contact:

Mel Stewart
Fire Chief



Soda Creek Bridge - 11th Street Bridge

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		100,000			195,000			295,000	
Grants					775,000			775,000	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 100,000	\$ -	\$ -	\$ 970,000	\$ -	\$ -	\$ 1,070,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction					970,000			970,000	
Design		100,000						100,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 100,000	\$ -	\$ -	\$ 970,000	\$ -	\$ -	\$ 1,070,000	

Project Description: Replace existing bridges with new bridges and pedestrian connections.

Project Need/Benefits: CDOT biannual inspections have identified this bridge as a need for scheduled replacement due to scour critical designation. A follow up scour specific study conducted via CDOT by Benesch in 2014 recommended monitoring and scheduled replacement of the 11th St Bridge. The bridge has been identified as scour critical due to the shallow bridge foundation. The sufficiency rating of the bridge is above 60 (scale 0-100). A sufficiency rating of below 50 qualifies for CDOT Off-system bridge grants. However, staff believe that the scour critical designation and the Benesch recommendation may also qualify the City for a potential grant from CDOT's Off-System Bridge grant program. Completing design prior to bridge grant application may result in being more competitive in the grant process. As the 11th and Oak Street bridges are within a few hundred feet of each other, this presents a logical nexus to design both bridges at the same time from a cost efficiency standpoint and to account for the interrelated nature of the bridge hydraulics. The new bridges would be designed to convey the 100yr flood (floodplain currently overflows 11th St. and US40 at this location).

Undesirable consequences if not approved: Delayed replacement cost, potential liability of having a functionally obsolete bridge in City bridge inventory. This bridge is especially vulnerable to failure during high water events due to its existing shallow foundation that could be undermined.

Options/Alternatives Considered: Maintenance work to restore the creek bottom, cover the exposed foundation footings with rip rap, and repair to the concrete was performed by City Staff in 2013 to improve score, delay replacement and reduce potential for minor flooding events to negatively impact the bridge, CDOT scheduled inspections will be conducted again in 2016 with findings to be available to City in 2017.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs:

Contact:

Ben Beall
City Engineer



Soda Creek Bridge - Oak Street Bridge

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		100,000	184,000					284,000	
Grants			736,000					736,000	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 100,000	\$ 920,000	\$ -	\$ -	\$ -	\$ -	\$ 1,020,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction			920,000					920,000	
Design		100,000						100,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 100,000	\$ 920,000	\$ -	\$ -	\$ -	\$ -	\$ 1,020,000	

Project Description: Replace existing bridges with new bridges and pedestrian connections.

Project Need/Benefits: CDOT biannual inspections have identified this bridge as a need for replacement due to scour critical designation. A follow up scour specific study conducted via CDOT by Benesch in 2014 recommended replacement of the Oak Street Bridge. The bridge has been identified as scour critical due to the shallow bridge foundation. The sufficiency rating of the bridge is above 60 (scale 0-100). A sufficiency rating of below 50 qualifies for CDOT Off-system bridge grants. However, staff believe that the scour critical designation and the Benesch recommendation may also qualify the City for a potential grant from CDOT's Off-System Bridge grant program. Completing design prior to bridge grant application may result in being more competitive in the grant process. As the Oak and 11th Street bridges are within a few hundred feet of each other, this presents a logical nexus to design both bridges at the same time from a cost efficiency standpoint and to account for the interrelated nature of the bridge hydraulics. The new bridges would be designed to convey the 100yr flood (floodplain currently overflows 11th St. and US40 at this location).

Undesirable consequences if not approved: Delayed replacement cost, potential liability of having a functionally obsolete bridge in City bridge inventory. This bridge is especially vulnerable to failure during high water events due to its existing shallow foundation that could be undermined.

Options/Alternatives Considered: Maintenance work to restore the creek bottom, cover the exposed foundation footings with rip rap, and repair to the concrete was performed by City Staff in 2013 to improve score, delay replacement and reduce potential for minor flooding events to negatively impact the bridge, CDOT scheduled inspections will be conducted again in 2016 with findings to be available to City in 2017.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs:

Contact:

Ben Beall
City Engineer



Fire Station

General Fund
Fire Department

SOURCE OF FUNDS		Project Type: New Buildings							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			810,000	4,900,245				5,710,245	
Grants								-	
Trade-in								-	
Debt								-	
Private								-	
SSAFPD				2,449,755				2,449,755	
TOTAL	\$ -	\$ -	\$ 810,000	\$ 7,350,000	\$ -	\$ -	\$ -	\$ 8,160,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction				7,350,000				7,350,000	
Design			810,000					810,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 810,000	\$ 7,350,000	\$ -	\$ -	\$ -	\$ 8,160,000	

Project Description: Design and construction of a Central Fire Station. Estimates of space requirements determined a building of approximately 13500sqft. at \$400/sqft. Design cost estimated at 15%, permits and fees of \$100,000. Technology features at 15%, Site preparation of \$500,000 and a 10% contingency.

Project Need/Benefits: This station would be an active, updated and modern station replacing both the fire station and EMS barn on Yampa Street.

Undesirable consequences if not approved: There would continue to be increased need for fire response in the downtown area without the ability to house more staff with equipment in the downtown area. Additionally, first response to all fires would continue to come from the Mountain Fire Station.

Contact:

Mel Stewart
Fire Chief

2019-Design and plans for new Central Fire Station

2020-Build new station

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs:



Elk River Road/Downhill Drive Intersection

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves					150,000	1,299,000		1,449,000	
Grants								-	
Debt								-	
Private					62,000	559,000		621,000	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 212,000	\$ 1,858,000	\$ -	\$ 2,070,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction						1,708,000		1,708,000	
Design					212,000			212,000	
Consultant								-	
Land Acquisition						150,000		150,000	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 212,000	\$ 1,858,000	\$ -	\$ 2,070,000	

Project Description: This project would widen Elk River Road at the intersection of Downhill Drive to create shoulders along Elk River Road and Downhill Drive, an acceleration lane off of Downhill Drive onto Elk River Road, and a left turn lane from Elk River Road onto Downhill Drive to accommodate build out of the West Steamboat area and the resulting traffic volume increases with development. The required improvements are those identified during the Steamboat 700 proposal review and the cost breakdowns are based on the agreed to contributions included in that document.

Project Need/Benefits: As traffic volumes increase along Elk River Road and Downhill Drive, conflicts between vehicles traveling NB on Elk River Road and those stopped within the single through-lane will increase. Additionally, vehicles making a right turn from Downhill onto Elk River Road will find it increasingly difficult to merge into traffic. As level of service drops, motorists may take additional risks that may result in traffic accidents. Adding shoulders and turn lanes will decrease the potential and severity of conflict points

Undesirable Consequences if Not Approved: Level of service for motorists will decrease and traffic accidents may become more pronounced as growth occurs to the north of Steamboat in the County and as the existing City limits fill in and/or expand

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): None.

Ongoing Operating Costs: Marginal increase in snow removal and long term roadway maintenance costs

Contact:

Ben Beall
City Engineer



Highway 40 Medians

General Fund
Parks and Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves						50,000	1,450,000	1,500,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 1,450,000	\$ 1,500,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction							1,450,000	1,450,000	
Design						50,000		50,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 1,450,000	\$ 1,500,000	

Project Description: Refurbish Highway 40 medians from Rich Weiss Park to Anglers to eliminate sod and reconstruct medians similar to new medians with raised planter beds for trees and shrubs only.

Project Need/Benefits: New beds will reduce maintenance costs and provide a safer maintenance alternative to what currently exists today.

Undesirable consequences if not approved: Sod levels will continue to increase in height eventually needing to be scrapped down and redone. Maintenance crews will continue to mow grass on a busy median with increasing amounts of Highway traffic. With more trees to maintain, they will continue to suffer from poor growing conditions in the median and getting hit by traffic and need to be replaced.

Options/Alternatives Considered: Do nothing and continue to maintain as funding allows.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Maintenance of irrigation, mulch and trees would be less, estimated at \$5,000/year vs. \$30,000

Contact:

Craig Robinson
POST Manager



Mount Werner Road/US40 Roundabout

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			75,000	836,625				911,625	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 75,000	\$ 836,625	\$ -	\$ -	\$ -	\$ 911,625	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction				836,625				836,625	
Design			75,000					75,000	
Consultant								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 75,000	\$ 836,625	\$ -	\$ -	\$ -	\$ 911,625	

Project Description: Construct a roundabout at the intersection of the US40 East Bound Off Ramp and Mount Werner Road to replace the all-way stop that was installed in 2015.

Project Need/Benefits: A traffic study performed as part of the US40 East Access Control Plan indicate that a roundabout at this location will improve traffic circulation due to the high number of left hand turns that currently move through the intersection. The all-way stop improved the level of service and reduced overall delay time experienced at the intersection. During the 2015 Holiday season, traffic queues were noted from the intersection almost to the Central Park Drive/Mt Werner Road intersection. It is expected that as traffic demand increases over time, a different intersection configuration will be needed to address needs at the intersection. A roundabout efficiently accommodates the traffic patterns experienced at this location and should be compared to the existing all way stop control using data collected during a time of peak demand.

Undesirable Consequences If Not Approved: Increased traffic demands over time will back up onto US 40 at the EB off ramp creating traffic flow problems on the main line.

Options/Alternatives Considered: An all way stop has already been installed to address the issue. Signalized intersection could be another alternative however long term maintenance costs for signal upkeep and replacement would be greater, left turning volumes indicate that a roundabout is the superior intersection configuration.

Describe Revenue Sources (other than current revenue or reserves):

Ongoing Operating Costs: Comparable to current costs to maintain existing intersection (CDOT maintains the on and off-ramps while the City maintains Mt Werner Road) - both entities would remove snow from their respective areas. Landscaping improvements in the roundabout would result in roughly an additional \$4500 annual cost.

Contact:

Ben Beall
City Engineer



Dr. Rich Weiss Park Improvements

General Fund
Parks and Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves			10,000	165,000				175,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ 10,000	\$ 165,000	\$ -	\$ -	\$ -	\$ 175,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction				165,000				165,000	
Design			10,000					10,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ 10,000	\$ 165,000	\$ -	\$ -	\$ -	\$ 175,000	

Project Description: Replace the old deteriorated rest room at the park. Remove/rebuild old wooden deck with and replace.

Project Need/Benefits: Rich Weiss Park is one of Steamboats oldest and most popular river parks. Heavy use during summer months sees people using some of the oldest out of date restrooms within the parks system. Restroom could be insulated and designed for year around use. The deck will be replaced with a new trex deck. 2019 - design, 2020 - construct

Undesirable consequences if not approved: Staff will continue to maintain the restrooms as funding is available. The public will continue to use the restrooms as is. The deck will be repaired as funding is available.

Options/Alternatives Considered: Remodeling yet space and improvements are limited due to space requirements. Replace the deck with a new structure.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Maintenance costs estimated at \$2,000/year

Contact:

Craig Robinson
POST Manager



Park Playground Equipment and Park Shelters

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Other capital and new infrastructure						
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Current Revenues/Reserves	190,000		118,000	96,000	99,000			503,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	\$ 190,000	\$ -	\$ 118,000	\$ 96,000	\$ 99,000	\$ -	\$ -	\$ 503,000
COST BREAKDOWN								
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL
Construction	190,000		118,000	96,000	99,000			503,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	\$ 190,000	\$ -	\$ 118,000	\$ 96,000	\$ 99,000	\$ -	\$ -	\$ 503,000

Project Description: Replace aging playground equipment with new, safe and ADA compliant pieces. Add picnic shelters at parks for public use and reservations.

2017 - Howelsen Beach Picnic Shelter (\$40,000), West Lincoln Park playground (remove unsafe/deteriorating Steamboat) (100,000) and add Picnic Shelter (50,000)

2019 - Little Toots Park playground (93,000) and sidewalk access improvements (25,000)

2020 - Brooklyn Park playground.

2021 - Emerald Park

Costs derived from Made in the Schade Playgrounds; Denver, CO. Representative for BigToys, Burke and Cr8 Play. Cost includes estimated site prep and fall material.

Contact:

John Overstreet
Director of
Parks & Community
Services



Project Need/Benefits: Old equipment that does not meet current Consumer Product Safety Standards or Americans with Disabilities Act requirements. We have requests for shelters at public parks for daily use and reservations.

Undesirable consequences if not approved: Removal and reduction in playground amenities may occur over time. Park users will not have shelters to use.

Options/Alternatives Considered: Eliminate playgrounds and re-sod areas where equipment once stood. Continue with existing structures until too unsafe and remove. Do not provide shelters for the public at public parks.

Describe Revenue Sources (other than current revenue or reserves): GOCO grants may be available.

Ongoing Operating Costs: Annual inspections, maintenance and repair estimated at \$750.

Downhill Drive/Elk River Complete Streets

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves					119,462	1,075,158		1,194,620	
Grants								-	
Debt								-	
Private					51,198	460,782		511,980	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 170,660	\$ 1,535,940	\$ -	\$ 1,706,600	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction						1,285,940		1,285,940	
Design					170,660			170,660	
Consultant								-	
Land Acquisition						250,000		250,000	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ 170,660	\$ 1,535,940	\$ -	\$ 1,706,600	

Project Description: Project would included widening of Elk River Road from US40 to Downhill Drive and widening of Downhill Drive from US40 to Gossard Parkway to include shouldering, sidewalk, and drainage infrastructure. The new roadway cross sections will be constructed to current City Street Standards based on the use that it will see with build out of the West Steamboat area. There are numerous challenges related to substandard right of way width and utility relocations that will be necessary as part of the project.

Project Need/Benefits: Elk River Road and Downhill Drive were designed and built prior to annexation of the area into the City. The roadway templates in that area were built to County standards and do not include adequate right of way width, shoulders, or sidewalks for an urban use. Pedestrian and bicycle accommodation is lacking along these corridors and as traffic volumes increase these conflicts will become more pronounced.

Undesirable Consequences If Not Approved: Reduced level of service for vehicles, bicycles, and pedestrians

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): None.

Ongoing Operating Costs: Marginal increase in snow removal and long term roadway maintenance costs; adjacent property owners would maintain sidewalks per current code requirements

Contact:

Ben Beall
City Engineer



Multi Use Facility

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		2,150,000						2,150,000	
Grants								-	
Debt								-	
Private		2,150,000						2,150,000	
Other								-	
TOTAL	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		4,300,000						4,300,000	
Design								-	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 4,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,300,000	

Project Description: Enhance existing ice arena and add an NHL-size second sheet of ice parallel to existing sheet. Development would include partially enclosed side walls, refrigerated floor, enclosed locker rooms, additional lobby space, and additional public restrooms. Estimated capital costs contributed by Mountain Architecture.

Project Need/Benefits:

Need: during the winter months - additional ice time for youth hockey, adult hockey, public skate, special events, full scale destination hockey tournaments, hockey camps, figure skating, broomball, curling, and general public during spring, summer, and fall - covered training facility for boxed lacrosse, soccer, baseball, hockey camps (for non ice training), hockey training camps (non ice training, special events, covered on demand training facility, parties, fundraisers

Benefits: additional prime time ice for all on ice user groups, additional non prime time ice for all ice user groups, covered training facility for youth lacrosse, youth baseball, youth soccer, training camps, fundraisers

Options/Alternatives Considered: Delay adding second sheet of ice. May miss the opportunity for private donor dollars if delayed.

Describe Revenue Sources (other than current revenue or reserves): Possible grants; other private donations.

Ongoing Operating Costs: Year 1: Revenue \$204K \$ Labor \$67K, Expenses \$95K including maintenance; full 10 year Free Cash Flow analysis was completed in 2015 and presented to the Parks and Rec commission in October 2015

Contact:
Kyrill Kretzschmar

Recreation and Enterprise
Manager



Rodeo Grounds Infrastructure - Howelsen Parking Improvements

General Fund
General Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	8,143		440,000					448,143	
Grants	25,000		360,000					385,000	
Debt								-	
Private	50,999							50,999	
Other								-	
TOTAL	\$ 84,142	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 884,142	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction	24,142		800,000					824,142	
Design	60,000							60,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ 84,142	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 884,142	

Project Description: Very preliminary costs based on conceptual design.

2017 - Begin design for grading and drainage improvements, tying the ice arena parking lots with the rodeo grounds and surrounding area parking lots and improve rodeo public and contestant entrance; conduct traffic study

2019 - Construct improvements

Project Need/Benefits: Improve and expand parking at the ice arena/rodeo grounds to accommodate the facilities' programming and to provide additional public parking for the downtown area.

Options/Alternatives Considered: None.

Describe Revenue Sources (other than current revenue or reserves): \$25,000 DOLA technical assistance grant for design and \$360,000 CMAQ grant for the portion of paving the rodeo grounds.

Ongoing Operating Costs: \$12,000 annually for striping, sweeping and snow removal

Contact:

Steve Hoots
Facilities Manager

Craig Robinson
Parks, Open Space &
Trails Manager



Blackmere Trailhead Improvement

General Fund
Parks and Community
Services

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves							100,000	100,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction								-	
Design							100,000	100,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	

Project Description: 2023 - Design a new parking lot and restroom at the trailhead at Blackmere Trail to access trails on Emerald Mountain.

Project Need/Benefits: Currently, parking is allowed on the side of the steep and curvy road. Illegal parking occurs, blocking access for emergency vehicles. A portolet is in place during summer months yet heavy trail use occurs year around.

Undesirable consequences if not approved: The existing conditions will continue and may get worse as use increases.

Options/Alternatives Considered: 1) Do nothing, 2) Limit access and enforce illegal parking

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Plans not known - estimates at \$10,000 - \$15,000.

Contact:

Craig Robinson
POST Manager



Howelsen Tennis/Volleyball Lighting Improvement

General Fund
Parks & Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves		143,000						143,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ 143,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction		133,000						133,000	
Design		10,000						10,000	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ 143,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143,000	

Project Description: Existing lights and service lines are failing due to age. New energy efficient LED lights and service lines will provide a higher level of service and eliminate costly repairs.

Project Need/Benefits: New energy efficient lights will reduce energy and maintenance costs by 50-70% and virtually eliminate offsite spill light and glare.

Undesirable consequences if not approved: Costly repairs will likely continue and light levels will remain at the current standard.

Options/Alternatives Considered: Remove lights and eliminate night use by the public and league play.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Same level of maintenance and lower electric billing estimated at \$750/year.

Contact:

John Overstreet
Director of
Parks & Community
Services



Ski Town Park Irrigation

General Fund
Parks and Community
Services

SOURCE OF FUNDS		Project Type: Capital Maintenance							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves						150,000		150,000	
Grants								-	
Debt								-	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction						150,000		150,000	
Design								-	
Equipment								-	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	

Project Description: Replace irrigation system in Ski Town Park.

Project Need/Benefits: The system was installed in 1992 and maintenance costs continue to increase as the system ages. A new system will be more efficient, provide better coverage and reduce maintenance.

Undesirable consequences if not approved: Staff will continue to maintain and repair the system as funding allows.

Options/Alternatives Considered: 1) Redo fields with artificial turf (\$2,000,000). 2) Construct a new sports complex and repurpose fields.

Describe Revenue Sources (other than current revenue or reserves): N/A

Ongoing Operating Costs: Maintenance estimated at \$3,500 year.

Contact:

Craig Robinson
POST Manager



Self-Serve Fuel Station

Public Works Department
General Fund

SOURCE OF FUNDS		Project Type: New Infrastructure							
Revenue Sources	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Current Revenues/Reserves	-							-	
Grants						388,800		388,800	
Debt						43,200	110,000	153,200	
Private								-	
Other								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,000	\$ 110,000	\$ 542,000	
COST BREAKDOWN									
Cost Description	2017 Projected	2018	2019	2020	2021	2022	2023	TOTAL	
Construction						432,000		432,000	
Design								-	
Equipment							110,000	110,000	
Land Acquisition								-	
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,000	\$ 110,000	\$ 542,000	

Project Description: Installation of a self-serve fuel station including apron improvements

Project Need/Benefits: This project will increase revenue for the airport and will decrease the need to rely on airport FBO personnel to provide fueling services.

Undesirable consequences if not approved: There will be unrealized revenue for airport and continued reliance on FBO personnel to provide fueling services.

Options/Alternatives Considered: Do not install a self-serve fuel station at the airport and continue to use fuel trucks instead.

Describe Revenue Sources (other than current revenue or reserves): General Fund

Ongoing Operating Costs: General maintenance of fuel station will be required, estimated at \$2000 annually. Operating costs estimated \$1500 annually.

Contact:

Stacie Fain
Airport Manager



Attachment #3

CITY OF STEAMBOAT SPRINGS
2018 BUDGET

	Rank 1-5						Total Score
	Multiplier						
	7	7	5	3	3	1	
Satisfaction of legal/contractual obligations	Health and safety	Fiscal Efficiency (Cost more or less in the long run)	Aligns with Council goals and policies	Private Funding	Community Benefit		
6-Year CIP Projects							
Downtown Improvement Plan	5	5	5	5	2	5	121
Yampa River Core Trail Bridge Decking & Painting	5	5	4	3	0	4	103
Emerald Park Access	5	5	3	4	0	5	102
Fish Creek Trail Underpass	5	5	3	3	0	5	99
Spring Creek Dam Restoration	5	5	3	3	0	3	97
US40 West Pedestrian Connection-TAP Grant Phase	4	5	4	3	0	5	97
Howelsen Hill Snowmaking-Summer Jumps	5	3	5	4	0	3	96
Transit Maintenance Equipment	5	5	3	3	0	2	96
PW Shop Sweeper/Vac Truck Wash Out Containment	5	4	3	4	0	5	95
Enterprise Software	5	2	5	4	0	5	91
Howelsen Hill Magic Carpet	5	3	3	5	0	3	89
Yampa River Restoration	5	3	3	3	0	4	84
Police Technology Replacement	3	4	4	3	0	4	82
River Road Rock Scaling & Slope Stabilization	3	5	4	1	0	3	82
Public Safety Records Management System Hardware	5	3	3	2	0	4	81
Downhill Drive/US 40 Intersection	0	5	4	4	3	5	81
Airport Runway 14/32 Rehabilitation	4	4	3	2	0	2	79
Raw Water Irrigation System for Parks	5	0	5	5	0	3	78
Lincoln Ave. Adaptive Signal Control Technology	1	5	3	4	1	5	77
Airport Master Plan	4	3	5	0	0	2	76
Ice Arena Skid Replacement	3	2	5	3	0	4	73
City Parking Lot Pavement Maintenance Program	0	4	5	5	0	4	72
Pavement Maintenance Program	0	4	5	5	0	4	72
Indian Trails/US 40 Intersection	0	4	3	3	4	3	67
Howelsen Hill Lift Improvements	0	5	3	4	0	3	65
Ambulance	0	4	4	2	2	4	64
Storm Water System Improvements	0	4	4	4	0	4	64
Transit Coach Replacement	0	4	4	4	0	4	64
Fire Department Training Site	0	4	3	3	2	4	62
Howelsen Stables Redevelopment	0	5	3	3	0	2	61
Fire Department Aerial Ladder Truck	0	4	3	2	2	5	60
Fire Department Engine	0	4	3	2	2	5	60
Steamboat Blvd/Mt Werner Intersection	0	4	2	3	3	4	60
US40 Sidewalk at Old Fish Creek Falls Road	0	5	2	3	0	5	59
Ball Field Improvements	5	1	2	0	1	3	58
Ambulance Patient Stretchers	0	4	3	1	2	4	56

CITY OF STEAMBOAT SPRINGS
2018 BUDGET

	Rank 1-5						Total Score
	Multiplier						
	7	7	5	3	3	1	
	Satisfaction of legal/contractual obligations	Health and safety	Fiscal Efficiency (Cost more or less in the long run)	Aligns with Council goals and policies	Private Funding	Community Benefit	
6-Year CIP Projects							
Pedestrian, Bicycle, & Transit Facilities	0	4	3	3	0	4	56
Soda Creek Bridge - 11th Street Bridge	0	4	3	3	0	3	55
Soda Creek Bridge - Oak Street Bridge	0	4	3	3	0	3	55
Fire Station	0	4	2	2	2	4	54
Elk River Road/Downhill Drive Intersection	0	4	2	2	2	3	53
Highway 40 Medians	0	4	3	2	0	1	50
Mount Werner Road/US40 Roundabout	0	4	2	2	0	5	49
Dr. Rich Weiss Park Improvements	0	5	0	3	0	4	48
Park Playground Equipment & Park Shelters	1	3	3	0	0	4	47
Downhill Drive/Elk River Complete Streets	0	3	2	1	3	2	45
Multi-Use Facility	0	2	3	0	3	5	43
Rodeo Infrastructure	0	3	1	4	0	4	42
Blackmere Trailhead Improvement	0	3	2	0	0	4	35
Howelsen Tennis/Volleyball Lighting Improvements	0	2	3	0	0	3	32
Ski Town Park Irrigation	0	0	2	2	0	4	20
Airport Self-Serve Fuel Station	0	0	2	1	0	2	15

Preliminarily unfunded projects

Attachment #4

CITY OF STEAMBOAT SPRINGS 2018 BUDGET

Category	Parked Projects	Estimated Cost
Cap Maint	James Brown Bridge painting	\$ 116,700
Cap Maint	Community House at Little Toots Park Renovation	200,000
Cap Maint	Howelsen Hill Jump Rehomologation-Engineering	150,000
Cap Maint	Lithia Springs Restoration	260,000
Cap Maint	Renovate 45 and 75 plastic jump outruns (year 2027)	200,000
		<u>926,700</u>
Equipment	Airport Equipment Additions - Tractor and Runway Sweeper Tractor for Field Mowing	97,850
Equipment	Snow Cat for RSA Winter Maintenance (Airport)	283,250
		<u>381,100</u>
Land Purch	Surface parking area acquisition and public spaces	3,090,000
		<u>3,090,000</u>
New Bldg	Parking Garage	5,000,000
New Bldg	Rodeo Grounds per the Master Plan	4,400,000
New Bldg	Spring Creek Restroom	80,000
New Bldg	River Creek Restroom	150,000
New Bldg	10th Inning Restrooms/Concessions	500,000
New Bldg	Dr. Rich Weiss Park Restroom	175,000
New Bldg	Field House / Recreation & Teen Center (includes land costs)	25,753,000
New Bldg	Sports field complex (includes land costs and improvement costs)	14,000,000
New Bldg	City Hall remodel/expansion	3,000,000
New Bldg	Ten Thousand Square Foot Gang Hangar	824,000
New Bldg	Ten Thousand Square Foot Maintenance Building	400,000
		<u>54,282,000</u>
New Infra	Elk River Road Complete Streets Improvements	1,308,100
New Infra	Fish Creek Falls/Amethyst Intersection left turn lane	212,180
New Infra	Burgess Creek Road shouldering and bike lanes	1,060,900
New Infra	US40/13th Street Intersection	3,331,226
New Infra	Public Works Shop Lean-To Install and Security Enhancements	236,900
New Infra	Stone Lane Extension and Bridge	4,223,000
New Infra	13th Street Triangle parking lot	504,700
New Infra	Yampa River Core Trail Extensions-S. Legacy	4,400,000
New Infra	Emerald Parking Lot expansion	392,000
New Infra	West US40 Widening and NEPA Compliance - detail of segments below	37,525,000
	Shield Drive - 3,000,000	
	Elk River Road - 6,225,000	
	Curve Court - 1,800,000	
	Loggers Lane - 3,500,000	
	Conestoga Circle - 5,100,000	
	Indian Trails - 6,000,000	
	Dream Island - 8,000,000	
	12th/13th Street - 3,900,000	
		<u>53,194,006</u>
Other	Old Town Snow Storage Easement Purchase Program	206,000
Other	Strategic Roadway Network Property Purchase Program	3,182,700
Other	Parallel Taxiway	10,588,120
		<u>13,976,820</u>
	Grand Total	\$ 125,850,626