Attachment #4

Yampa River Core Trail Bridge Decking and Painting

General Fund
Parks & Recreation

Project Type: Capital Maintenance

SOURCE OF FUNDS Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	49,985	240,000						289,985
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 49,985	$ 240,000	$ -	$ -	$ -	$ -	$ -	$ 289,985

COST BREAKDOWN Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	49,985	240,000						289,985
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ 49,985	$ 240,000	$ -	$ -	$ -	$ -	$ -	$ 289,985

Project Description: Hire a contractor to paint, install new wooden decking/rails, and execute any additional repairs required on old bridges on the Core Trail.
2020 - Soda Creek Bridge
2021 - Snake Island North and South Bridges

Project Need/Benefits: Industry standards recommend replacing all boards at one time rather then 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 savings

Contact:

Craig Robinson, Parks, Open Space and Trails Manager

City of Steamboat Springs

Runway 14/32 Rehabilitation

Airport Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		41,667	288,890					330,557
Grants		308,333	4,500,000					4,808,333
Debt								-
Private								-
Other- FAA Entitlements		150,000	600,000					750,000
TOTAL	$ -	$ 500,000	$ 5,388,890	$ -	$ -	$ -	$ -	$ 5,888,890

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			5,388,890					5,388,890
Design		500,000						500,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 500,000	$ 5,388,890	$ -	$ -	$ -	$ -	$ 5,888,890

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 and adhere to FAA/CDOT grant assurances.

Undesirable consequences if not approved: Runway will deteriorate and will become unsafe for airport operations. Airport will not be in compliance with grant assurances and risk losing FAA/CDOT grant funding. Runway will also require more maintenance at a greater expense if the project is delayed.

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):

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

Contact:

Stacie Fain
Airport Manager

City of Steamboat Springs

Pavement Rehabilitation - Seal Coat & Markings

Airport Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves					16,666			16,666
Grants					16,666			16,666
Debt								-
Private								-
Other - FAA Entitlements					300,000			300,000
TOTAL	$ -	$ -	$ -	$ -	$ 333,332	$ -	$ -	$ 333,332

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction					333,332			333,332
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 333,332	$ -	$ -	$ 333,332

Contact:

Stacie Fain
Airport Manager

Project Description: Pavement Seal Coat and Markings for Runway 14/32.

Project Need/Benefits: Periodic runway maintenance needed to ensure safe airport operations and adhere to FAA/CDOT grant assurances.

Undesirable consequences if not approved: Runway will deteriorate and will become unsafe for airport operations. Airport will not be in compliance with grant assurances and risk losing FAA/CDOT grant funding. Runway will also require more maintenance at a greater expense if the project is delayed.

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

City of Steamboat Springs

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

Ongoing Operating Costs: Ongoing operating costs are included in the annual Airport budget.

Police Vehicle Radio Replacement

General Fund
Police

SOURCE OF FUNDS — **Project Type:** Equipment

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		110,000						110,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ 110,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Design								-
Equipment		110,000						110,000
Land Acquisition								-
TOTAL	$ -	$ 110,000	$ -	$ -	$ -	$ -	$ -	$ 110,000

Contact:

Cory Christensen
Chief of Police

Project Description: Current radios in the police fleet are nearing end of life and need to be replaced. The new radios will be dual band (800 MHz and VHF) which offers interoperability with other agencies in the event of a natural disaster or other major emergency. Request includes installation costs from the vendor. This will provide radios for 14 police vehicles in the fleet.

Project Need/Benefits: Current radios are more than 10 years old and are difficult to maintain. The radios are at end of life for the technology. The new radios for the fleet vehicles will incorporate a dual band system that will have operability with the 800 MHz DTR system as well as the VHF system used when the DTR system is inoperable or when outside agencies have a need to communicate with local law enforcement. Steamboat Springs Fleet manager supports this effort and has recommended this replacement.

Undesirable consequences if not approved: Lack of interoperability in time of emergency. Current radios will no longer work and SSPD units will not be able to communicate by radio with dispatch or other law enforcement resources. This is a mission critical need.

Options/Alternatives Considered:

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

Ongoing Operating Costs: There will be sporadic costs associated with programming and fixing broken radios. This cost is already in the police budget for each year and is not predictable at this time.

Yampa River Restoration

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Revenue	50,000	180,388	50,000	200,000	50,000	200,000		730,388
Grants								-
Debt								-
Private		44,612						44,612
Other (In kind)								-
TOTAL	$ 50,000	$ 225,000	$ 50,000	$ 200,000	$ 50,000	$ 200,000	$ -	$ 775,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		225,000		200,000		200,000		625,000
Design	50,000		50,000		50,000			150,000
Equipment								-
Land Acquisition								-
TOTAL	$ 50,000	$ 225,000	$ 50,000	$ 200,000	$ 50,000	$ 200,000	$ -	$ 775,000

Contact:

Craig Robinson,
Parks Open Space and
Trails Manager

Matt Barnard,
Project Manager

City of Steamboat Springs

Project Description:
2020 - Design Iron horse improvements (50,000).
2021 - Construct Iron horse improvements (200,000), construct river access West Lincoln Park (25,000).
2022 - Fetcher Pond/River Road - Design improvements to address bank erosion, channel shape and aquatic habitat (50,000).
2023 - Fetcher Pond/River Road - Construct planned improvements (200,000).
2024 - City Infiltration Gallery - Design improvements to address bank erosion, channel shape and aquatic habitat (50,000)
2025 - City Infiltration Gallery - Construct planned improvements (200,000)
2026 - Collaborate with partners to identify highest needs for repairs.

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. The Iron Horse project is contractually obligated for completion utilizing funds in escrow.

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.

US40 West TAP Phase II

General Fund
Public Works

Project Type: New Infrastructure

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves	406,063	430,000						836,063
Grants	1,143,600							1,143,600
Debt								-
Private								-
Other								-
TOTAL	$ 1,549,663	$ 430,000	$ -	$ -	$ -	$ -	$ -	$ 1,979,663

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction	838,760	430,000						1,268,760
Design	381,303							381,303
Equipment								-
Land Acquisition	329,600							329,600
TOTAL	$ 1,549,663	$ 430,000	$ -	$ -	$ -	$ -	$ -	$ 1,979,663

Contact:

Ben Beall
City Engineer

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 constitutes 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 this stretch of US40, clear right of way hurdles, and include much of the heavy lifting associated with that future project. This project was originally combined with the Indian Trails/US40 Intersection Improvement project but was decoupled in March of 2019 because of design, budget and schedule incompatibilities.

Project Need: Pedestrian and bicycle demand originating from Downtown, the Core Trail, and 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 accommodations exist 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: Design alternatives will be explored to minimize the amount of temporary and permanent easements required to build the sidewalk links.

Describe Revenue Sources (other than current revenue or reserves): None other known at this time

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.

Costing is based on engineer's estimate in 2019 dollars. A 3% escalation per year is included for years beyond 2019.

Howelsen Ice Arena Locker Room & Rec Program Expansion

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	37,600	1,400,000						1,437,600
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 37,600	$ 1,400,000	$ -	$ -	$ -	$ -	$ -	$ 1,437,600

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		1,400,000						1,400,000
Design	37,600							37,600
Equipment								-
Land Acquisition								-
TOTAL	$ 37,600	$ 1,400,000	$ -	$ -	$ -	$ -	$ -	$ 1,437,600

Contact:

Alexis Wolf,
Recreation Manager

Dmitry Chase,
Ice Arena Supervisor

Matt Barnard,
Project Manager

City of Steamboat Springs

Project Description:
PHASE I (2020): Design for the expansion of the Ice Arena lobby, and the addition of a second level above lobby and lower level addition. This second level is being designed to accommodate youth programming, multi-use space, concessions, and leasable office space.
PHASE II (2021): Expand first floor Ice Arena lobby 1,140 square feet to existing foundation to include additional public restrooms and one full sized locker room with showers and restrooms. Second level arena expansion is adding 2,965 square foot above lobby. The majority of this the second level would be dedicated to youth programming in place of the previously tabled Igloo Building replacement.

Project Need/Benefits: Trending increases in programming and enrollment at the arena have resulted in spatial demands that the arena cannot currently meet. Additionally, these increases in needs are not sustainable in the future without some form of expansion. Besides ice time, the next biggest issue faced at the arena is locker room space. Most programming at the arena is coed. Female participation in all programs, especially at the youth level, has and continues to increase dramatically year to year. With four locker rooms and one small ADA changing room, it is increasingly difficult to meet industry standards and even more challenging to offer changing spaces that are equitable to all genders. Because there remains an approximate 4 to 1 male to female ratio in many cases, female athletes are assigned to the ADA changing room.
Youth Programming enrollment has steadily increased over the last 10 years. The Igloo replacement was approved in 2016 in an effort to mitigate growing demand. This replacement building would have doubled youth programming capacities at that facility. Due to capital cost increases, the project was tabled in 2017. Since 2016, program enrollment has increased by 11%, with greater waitlists each year. Contrarily, the amount of youth programming space has decreased with the removal of the previously existing Igloo and tabled replacement building. The addition of dedicated, permanent, and City owned youth programming space above the rink lobby guarantees an increase in youth program capacity of 50 enrollees. Besides youth programming, the second level addition would include a small concession area overlooking the arena and leasable office space. Youth space would be convertible to an off-ice training center or conference room when not occupied by youth programs.

Undesirable consequences if not approved: Continuing arena capacity challenges. Youth program space is already limited to Soda Creek Elementary and the Howelsen Lodge Fireplace Room. There is no guarantee that either facility will be available to the City long term, and in a situation similar to what occurred in 2020, if the school district closes their facility for any length of time, there is no city owned alternative. A current lack of space combined with potential losses of existing facilities, restricts program growth and increases waitlists. While this space does not fully meet the needs for all youth programs, it is an essential first step toward insuring these programs continue.

Options/Alternatives Considered: Modular locker room- approximate cost without showers or restrooms $175,000-225,000. The current plan calls for some year round dedicated space for youth, with additional dedicated space during the summer. The space could instead be used entirely as dedicated space, or entirely as multi-use. Both of these scenarios have consequences, and a mix of use creates the best options for everyone.
Describe Revenue Sources (other than current revenue or reserves): Program fees from youth programs and rental and concession revenue with additional second story.

Ongoing Operating Costs: Slight increase in building and grounds maintenance.

Replace Roof at 840 Yampa (Public Safety Building)

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		98,000						98,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 98,000	$ -	$ -	$ -	$ -	$ -	$ 98,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		98,000						98,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 98,000	$ -	$ -	$ -	$ -	$ -	$ 98,000

Contact:

Brian Ashley
Facilities Maintenance
Manager

Project Description: Hire a contractor to remove and dispose of the existing roofing material and replace with a new waterproof roof. Budget estimate provided by EMG audit plus 5%.

Project Need/Benefits: The roof has been identified in the EMG building audit as being at the end of it's useful life in 2021. The roof has leaked repeatedly in past winters with adequate repairs being complicated by accumulated snow. The building has been leased to Big Agnes and we are contractually obligated to maintain this building. Replacement costs will continue to increase if project is deferred.

Undesirable consequences if not approved: The roof may leak. Staff time and a contractor will be required to locate and patch leaks, damage to building and contents may occur.

Options/Alternatives Considered: Postpone replacement until future of building is more certain and repair existing roof as needed.

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

Ongoing Operating Costs: This roof has leaked and been repaired in 2020, 2019 and 2017. Staff repaired twice, an outside contractor repaired once for $750 plus staff time. A new, warrantied roof should not need any repair for fifteen years plus.

Transit Bus Refurbishment

General Fund
Public Works

Project Type: Capital Maintenance

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves	70,000		165,730	84,524	172,422	175,874	179,392	847,942
Grants	280,000		662,922	338,097	689,692	703,498	717,568	3,391,777
Debt								-
Private								-
Other								-
TOTAL	$ 350,000	$ -	$ 828,652	$ 422,621	$ 862,114	$ 879,372	$ 896,960	$ 4,239,719

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction								-
Design								-
Equipment	350,000		828,652	422,621	862,114	879,372	896,960	4,239,719
Land Acquisition								-
TOTAL	$ 350,000	$ -	$ 828,652	$ 422,621	$ 862,114	$ 879,372	$ 896,960	$ 4,239,719

Contact:

Jonathan Flint
Transit Manager

Project Description:

2021 - None
2022 - #72, #73
2023 - #1002
2024 - #81, #1003
2025 - #82, #83
2026 - #84, #1004
2027 - #85 $457,449, not included in details above

Project Need/Benefits: Manufacturer's listed life-span for a bus is 12 years. After that, the bus should be replaced. Steamboat Springs Transit has experienced great success with refurbishing buses to get additional life out of the vehicle for significantly less than purchasing a new bus. Refurbishment extends life by 5 years although Steamboat Springs Transit has experienced 7 additional years of service. Buses can be refurbished once.

Undesirable consequences if not approved: Extended use without refurbishment increases cost of refurbishment. Extended use of bus, past useful life, increases probability that major components will fail. Service would be curtailed if not enough buses are available.

City of Steamboat Springs

Options/Alternatives Considered: Bus could be replaced with new bus. Continue to use buses without refurbishment. Reduce service, reducing need.

Describe Revenue Sources (other than current revenue or reserves): Steamboat Springs Transit will actively pursue Federal and State granting opportunities. Steamboat Springs Transit has successfully done similar projects in the past and has proven itself as a capable grantee. Grant funding has been secured for 2020 project.

Ongoing Operating Costs: Operation of these vehicles are part of existing budget. No additional budget required.

Hybrid Bus Battery Replacement

General Fund
Public Works

SOURCE OF FUNDS **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		80,000	42,000	44,000		24,000		190,000
Grants						96,000		96,000
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 80,000	$ 42,000	$ 44,000	$ -	$ 120,000	$ -	$ 286,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Design								-
Equipment		80,000	42,000	44,000	-	120,000	-	286,000
Land Acquisition								-
TOTAL	$ -	$ 80,000	$ 42,000	$ 44,000	$ -	$ 120,000	$ -	$ 286,000

Project Description:
2021 - Batteries for #82 & #83
2022 - Batteries for #84
2023 - Batteries for #85
2024 - None
2025 - Supertub for #86 including batteries

Project Need/Benefits: Batteries are anticipated to last 7 to 8 years. Individual modules can be replaced, but the ideal repair is to replace all modules at the same time. Bus #86 could utilize a Supertub. This will allow for geofencing the operation of the diesel generator. The generator will turn off by GPS when traveling through areas where noise is undesirable.

Undesirable consequences if not approved: Continue to change out single modules as needed.

Options/Alternatives Considered: Battery pack must be functional for the bus to operate. Individual modules can be changed out. When replacing any set of modules, "healthy" modules will be kept to use on other buses. May eliminate the need for some packs.

Describe Revenue Sources (other than current revenue or reserves): General Fund. Steamboat Springs Transit will also pursue Federal and State granting opportunities, especially for the Supertub.

Ongoing Operating Costs: Operation of these vehicles are part of existing budget. No additional budget required.

Contact:

Jonathan Flint
Transit Manager

City of Steamboat Springs

Elevator Upgrade at 840 Yampa (Public Safety)

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Equipment

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves					$120,000			120,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ -	$ 120,000	$ -	$ -	$ 120,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction					$120,000			120,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 120,000	$ -	$ -	$ 120,000

Project Description: Hire a contractor to renovate the existing elevator. Budget number provided by EMG audit plus 10%.

Project Need/Benefits: The elevator is identified in the EMG audit as "being problematic and needing major upgrade" in 2021. It has been repaired once each year in 2020, 2019, 2018, and 2015; primarily for a chronic hydraulic fluid leak with costs being covered by our maintenance plan. This elevator is the only interior route from the second story to the first, there are no stairs. The building has been leased to Big Agnes and we are contractually obliged to maintain this equipment. Replacement costs will continue to increase if project is deferred.

Undesirable consequences if not approved: The elevator may suffer a major malfunction requiring extended unscheduled repair time. Staff time and a contractor will be required to repair.

Options/Alternatives Considered: Postpone rebuild until future of building is more certain and repair elevator as needed.

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

Ongoing Operating Costs: Ongoing maintenance costs would be similar to the existing annual maintenance contract costs of $3,250.08.

Contact:

Brian Ashley
Facilities Maintenance
Manager

City of Steamboat Springs

Central Fire Station

General Fund
Deputy City Manager's Office
Facilities Division

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves	123,925							123,925
Grants	25,000			1,000,000				1,025,000
Debt		3,176,891	1,717,325	7,136,036				12,030,252
Private								-
SSAFPD	33,330	1,566,216	845,847	3,514,765				5,960,158
TOTAL	$ 182,255	$ 4,743,107	$ 2,563,172	$11,650,801	$ -	$ -	$ -	$19,139,335

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			981,925	9,929,352				10,911,277
Design	182,255	956,687	159,448	159,448				1,457,838
Tap & Permit, Insurance, Markup		286,420	286,420	286,420				859,260
Site Preperation			1,135,379					1,135,379
Land Acquisition		3,500,000						3,500,000
Contingency				1,275,581				1,275,581
TOTAL	$ 182,255	$ 4,743,107	$ 2,563,172	$11,650,801	$ -	$ -	$ -	$19,139,335

Contact:

Tom Leeson
Deputy City Manger

Project Description: Design and construction of a Central Fire Station. Estimated space requirements determined a building of approximately 14,500 net square feet, or 17,500 gross square feet. Estimates below have been taken from Adolph and Peterson's breakdown of construction costs. Design costs were estimated at 10% of estimated construction costs and owner contingency was added at 10% of project costs.
See below for breakdown of costs based on years. The below numbers do not include any potential increase in construction costs that may occur over the next few years.
2021: 75% of overall design costs (estimated at 10% of overall construction costs), 1/3 Tap and Permit Fees?
2022: Site Preparation (Includes Site Improvements, Site Utilities), 12.5% design costs, 1/3 Tap and Permit Fees, estimated foundation construction costs.
2023: Remainder of construction costs, 12.5% of design costs, 1/3 Tap and Permit fees, full owner contingency at 10% of construction costs.

Project Need/Benefits: The fire department facilities utilized in the downtown area are old and out dated. These facilities do not provide adequate space for increased staffing that the recently passed Mill Levy may provide as per the Strategic Plan. Additionally, these buildings lack essential space needs required by the fire department which includes: proper PPE storage, exhaust removal, EMS supply and equipment storage, fitness space, office space, living space, etc. The separation of fire apparatus locations results in delayed response to many calls that require the on duty personnel to respond in apparatus other than an ambulance; district structure fire, wildland fire, etc.

Undesirable consequences if not approved: Continued delays in the construction of this facility will continue to increase the costs of a station without a reduction in the staffing and spacial needs of the fire department. The City will continue to provide maintenance and upkeep costs to relatively old buildings.

Options/Alternatives Considered: Remodel options for the existing Public Safety building were considered, and it was determined that most likely the building would need ot be demolished and replaced with a new building. Alternate locations and renovation of other buildings in the Steamboat area were considered as well, however to best meet the service needs of the community the ideal location was determined to be in the downtown area.

Describe Revenue Sources (other than current revenue or reserves): The current and proposed IGA with the SSAFPD provides 33% of the funding for capital expenditures. Projected grant revenues from DOLA would be part of the project. The remainder of the costs would be provided by the City from various sources.

Ongoing Operating Costs: The on-going operational costs are associated with staffing and other costs to operate from the building, under operational projections. these are outlined in the Strategic Plan and associated financial projections.

Mountain Fire Station Rebuild

General Fund
Deputy City Manager's Office
Facilities Division

Project Type: New Buildings

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves								-
Grants								-
Debt					1,151,575	2,313,629	9,934,996	13,400,200
Private								-
SSAFPD					567,194	1,139,549	4,893,357	6,600,100
TOTAL	$ -	$ -	$ -	$ -	$ 1,718,769	$ 3,453,178	$14,828,353	$20,000,300

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction						3,250,050	13,000,200	16,250,250
Design					1,218,769	203,128	203,128	1,625,025
Owner Contingency							1,625,025	1,625,025
Land Acquisition					500,000			500,000
TOTAL	$ -	$ -	$ -	$ -	$ 1,718,769	$ 3,453,178	$14,828,353	$20,000,300

Contact:

Tom Leeson
Deputy City Manager

Project Description: This project is the construction of the Mountain Fire Station. The current building would be removed and a new station built on the location. The end of Pine Grove Road would be included into the parcel for the project. Estimated gross square feet of the building is 21,667 and construction costs are estimated at $750 per square foot which place the overall costs estimate at $16,250,250. Design costs and owner contingency estimated at 10% of project costs.

Project Need/Benefits: The current Mountain Fire Station does not meet the needs of the fire department. Many aspects of the station do not meet current fire station standards and pose potential risks to firefighter health and safety. With the construction of a smaller central fire station, the size needs of the Mountain Fire Station have increased and would require larger Administrative Offices, training headquarters, additional apparatus bays.

Undesirable consequences if not approved: The department currently does not have the apparatus storage needed, or space needed to continue to grow and meet the needs of the community.

Options/Alternatives Considered: Initial plan was to build a station in the downtown area to meet administrative, training, and apparatus needs. Other option would be to construct a West Side Station to help alleviate some of these needs.
The other option is to continue to utilize the station as is. This would continue many issues as the department struggles with space, and personnel needs.

Describe Revenue Sources (other than current revenue or reserves): The Steamboat Springs Area Fire Protection District currently provides 33% to capital projects. Additionally, grant revenue is estimated as additional potential funding.

Ongoing Operating Costs: With any older and aging assets there is an increase in maintenance and repair costs. Additionally, there are costs involved in operating out of a space that does not meet operational needs.

Truck Refurbish

Fire Department

SOURCE OF FUNDS — **Project Type:** Equip

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves								-
Grants								-
Debt					234,500			234,500
Private								-
SSAFPD					115,500			115,500
TOTAL	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ -	$ 350,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Vehicle					350,000			350,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 350,000	$ -	$ -	$ 350,000

Contact:

Chuck Cerasoli
Fire Department

Project Description: This project is the refurbishment of the departments 2002 Aerial Apparatus. The project would involve a complete overhaul of all major components of the truck; aerial, chassis, and water delivery system. The truck is all original and has just over 14,000 miles on it. However due to its age, many components of the vehicle, pump, and aerial system are outdated and require significant maintenance. The overhaul would ensure the apparatus is brought back to date, remains safe, and capable of lasting at least another 10 years.

This truck is an essential part of the fire department fleet in offering the ability to create an elevated, high volume water stream, assist in high angle rescues, create access and egress up to 105', and pump to pre-connected hose lines with large volumes of water. This vehicle allows us to meet NFPA standards and score higher in ISO calculations.

Project Need/Benefits: Recently, numerous areas of concern have arisen due to the age and routine maintenance of the aerial device and chassis. While the department inspects and certifies the vehicle annually, it has been recommended to us by an independent inspection company we should look into refurbishing major components of the truck.

Undesirable consequences if not approved: Safety of department personnel and the community served is top priority for the department. As the vehicle ages these both become more of a concern.

Options/Alternatives Considered: As the vehicle approaches 20 years old, the department considered replacing the vehicle with a new ladder truck at an estimated cost of $1.4-$1.6 million. The second option would be to continue to perform annual maintenance and repair on the apparatus. This would increase the risk to firefighters operating from the aerial device as well as the potential for malfunction and loss of life or property within the community.

Describe Revenue Sources (other than current revenue or reserves): Per the IGA between the Steamboat Springs Area Fire Protection District and the City of Steamboat Springs, SSAFPD contributes 33% of capital projects.

Ongoing Operating Costs: No additional annual operating costs will be incurred due to the project as they are already accounted for currently. A decrease in annual maintenance costs would be anticipated.

Transit Bus Replacement

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Equipment

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves	293,874		146,425	448,061				888,360
Grants	1,088,080		585,700	1,792,243				3,466,023
Debt								-
Private								-
Other								-
TOTAL	$ 1,381,954	$ -	$ 732,125	$ 2,240,304	$ -	$ -	$ -	$ 4,354,383

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Design								-
Equipment	1,381,954		732,125	2,240,304	-	-	-	4,354,383
Land Acquisition								-
TOTAL	$ 1,381,954	$ -	$ 732,125	$ 2,240,304	$ -	$ -	$ -	$ 4,354,383

Project Description:

2020 - Replace bus #61 activity 21885 carried forward to 2020 budget
Replace bus #66 activity 21917 carried forward from 2019 5993 diesel electric replacement
2021 -
2022 - Replace bus #62
2023 - Replace buses #63, #64, and #65

Project Need/Benefits: Bus number 62 was purchased in 2002 and refurbished in 2015. It will end its useful life in 2022 and must be retired. Bus numbers 63, 64, and 65 were purchased in 2002 and refurbished in 2016. They will end their useful lives in 2023 and must be retired or go into a minimal use, reserve fleet.

Undesirable consequences if not approved: Continue to use existing buses as long as possible. Most parts for repair are still available. SST Asset Management plan shows that vehicle repairs significantly exceed vehicle value. Increased down time expected with repairs limiting ability to maintain scheduled service. Catastrophic component failure will result in reduced transit service.

Options/Alternatives Considered: Continue operating existing bus until unable. Purchase less expensive diesel powered bus. Lease a used transit bus at approximately $8,000 per month. Reduce peak service to reduce vehicle demand.

Describe Revenue Sources (other than current revenue or reserves): Steamboat Springs Transit will actively pursue Federal and State granting opportunities. Grant requests for bus replacement are a high priority within CDOT and the FTA. Grants have been secured for 2019 and 2020 requests.

Ongoing Operating Costs: Operation of this vehicle is part of existing budget. No additional budget required.

Contact:

Jonathan Flint
Transit Manager

City of Steamboat Springs

City Parking Lot Pavement Maintenance Program

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	143,799	128,000	82,000	110,000	100,000	65,000	160,000	788,799
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 143,799	$ 128,000	$ 82,000	$ 110,000	$ 100,000	$ 65,000	$ 160,000	$ 788,799

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	143,799	128,000	82,000	110,000	100,000	65,000	160,000	788,799
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ 143,799	$ 128,000	$ 82,000	$ 110,000	$ 100,000	$ 65,000	$ 160,000	$ 788,799

Contact:

David Van Winkle
Streets Superintendent

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.

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

2020: Rodeo Grounds West 2" Mill & Overlay ($55,000 to be included with the new Rodeo Grounds parking lot project) This money to be Encumbered with the fall bid.

2021: Howelsen Hill Big Lot 2" Overlay ($78,465) 10th/Lincoln Lot 2" Mill & Overlay ($28,850) City Hall Lot 2" Mill & Overlay ($20,685)

2022: Transit Center Operations Remove & Replace Concrete ($82,000)

2023: Howelsen Hill Lodge 2" Mill & Overlay ($80,000), Crack Seal ($30,000)

2024: Ice Arena 2" Mill & Overlay ($100,000)

2025: 7th & Yampa 2" Mill & Overlay ($35,000), Tennis Center ($30,000)

2026: Multmodal 2" Mill & Overlay ($160,000)

2027: Community Center 2" Mill & Overlay ($48,500)

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.

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

Pavement Maintenance Program

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	819,545	1,339,090	1,388,263	1,438,911	1,791,078	1,844,810	1,900,155	10,521,852
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 819,545	$ 1,339,090	$ 1,388,263	$ 1,438,911	$ 1,791,078	$ 1,844,810	$ 1,900,155	$10,521,852

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025		TOTAL
Construction	819,545	1,339,090	1,388,263	1,438,911	1,791,078	1,844,810	1,900,155	10,521,852
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ 819,545	$ 1,339,090	$ 1,388,263	$ 1,438,911	$ 1,791,078	$ 1,844,810	$ 1,900,155	$10,521,852

2020 Project Description	
OAK ST. 3RD-12th	$ 254,804
PINE ST. 2ND-3RD	10,974
2ND STREET	68,915
GRAND ST.	43,290
LARIMER ST	40,296
SKI TRAIL LN.	213,998
ASPEN ST. 6TH-7TH	22,502
MT. WERNER CIR. PLUS ROUNDABOUT	92,152
MANHOLES/WATER VALVES	25,000
CONTINGENCY	47,614
TOTAL	$ 819,545

2021 Project Description	
CRITTER CT.	$ 34,511
13TH STREET	368,679
LITHIA SPRINGS	51,955
MANITOU	22,347
MAUNA KEA LN.	18,848
VALLEY VIEW	13,557
DOWNHILL DR.	129,381
FALLING WATER LN.	10,290
MILL RUN CT.	17,395

2021 Project Description (cont'd)	
MEDICINE SPRINGS	$ 64,911
LONGTHONG RD.	38,237
3RD ST. PINE-MAPLE	49,691
9TH OAK- ASPEN	60,837
PINE ST. OAK-8TH	41,058
4TH ST. OAK-MAPLE	58,054
JAMES ST.	18,030
JACOB CIR.	64,906
MAPLE ST. 4TH-PINE	16,811
ACRE LN.	28,998
ANTHONY'S CIR.	55,258
5TH ST. OAK-PINE	32,362
8TH ST. PINE-ASPEN	33,720
HOMESTED CT.	20,454
S. PINEGROVE	118,697
CORNICE RD.	60,462
CORNICE CT.	24,029
HIGHLAND WAY	45,935
MANHOLES/VALVES	50,000
CRACKFILL	70,000
CONTINGENCY	19,677
TOTAL	$ 1,639,090

Project Need/Benefits:

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.

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Contact:

David Van Winkle
Street Superintendent

City of Steamboat Springs

Park Playground Equipment

General Fund
Parks & Recreation

SOURCE OF FUNDS

Project Type: Other capital and new infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	3,739	255,000	125,000	135,000				518,739
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 3,739	$ 255,000	$ 125,000	$ 135,000	$ -	$ -	$ -	$ 518,739

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	3,739	245,000	125,000	135,000				508,739
Design		10,000						10,000
Equipment								-
Land Acquisition								-
TOTAL	$ 3,739	$ 255,000	$ 125,000	$ 135,000	$ -	$ -	$ -	$ 518,739

Project Description: Replace aging playground equipment with new, safe and ADA compliant pieces. Add picnic shelters at parks for public use and reservations.
2021 - Little Toots Park playground (225,000) and sidewalk access improvements (30,000).
2022 - Brooklyn Park playground.
2023 - Emerald Park
Costs derived from playground catalogs, vendors and recently completed projects. Cost includes estimated site prep and surfacing material.

Project Need/Benefits: Old playground equipment may not meet current Consumer Product Safety Standards or Americans with Disabilities Act requirements and/or is old and outdated.

Undesirable consequences if not approved: Removal and reduction in playground amenities may occur over time.

Options/Alternatives Considered: Eliminate playgrounds and re-sod areas where equipment once stood. Continue with existing structures until unsafe and remove.

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.

Contact:

Craig Robinson,
Parks OST Manager

Ernie Jenkins,
Parks Supervisor

Matt Barnard
Project Manager

City of Steamboat Springs

Ball Field Improvements

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	22,567	75,000						97,567
Grants								-
Debt								-
Private	19,285	15,000						34,285
Other								-
TOTAL	$ 41,852	$ 90,000	$ -	$	$ -	$ -	$ -	$ 131,852

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		90,000						90,000
Design	41,852							41,852
Equipment								-
Land Acquisition								-
TOTAL	$ 41,852	$ 90,000	$ -	$ -	$ -	$ -	$ -	$ 131,852

Contact:

Craig Robinson
Parks, OST Manager

Ernie Jenkins
Parks Supervisor

Project Description: The 2004 Howelsen Park Ballfield Master Plan Report identified opportunities to improve all fields used by Triple Crown Sports.
2021 - Laser level infields to improve playability.

The contract with Triple Crown Sports specifies $15,000 (Triple Crown) + $75,000 annually from the City for ballfield improvements. The contract expires in 2020. 2021 and future years are TBD.

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, unreliable equipment and maintain fields as funding allows.

Describe Revenue Sources (other than current revenue or reserves): $15,000 annually from Triple Crown Sports per contract. There is potential for more revenue depending on Emerald Park use.

Ongoing Operating Costs: No change expected to current budget.

Stormwater System Improvements

General Fund

Public Works Department

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	574,132	350,000	350,000	375,000	195,000	325,000	400,000	2,569,132
Grants								-
Debt								-
Private								-
Other				375,000				375,000
TOTAL	$ 574,132	$ 350,000	$ 350,000	$ 750,000	$ 195,000	$ 325,000	$ 400,000	$ 2,944,132

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	477,780	300,000	350,000	750,000		325,000	400,000	2,602,780
Design	96,352	50,000			195,000			341,352
Equipment								-
Land Acquisition								-
TOTAL	$ 574,132	$ 350,000	$ 350,000	$ 750,000	$ 195,000	$ 325,000	$ 400,000	$ 2,944,132

Contact:

Ben Beall
City Engineer

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 Stormwater 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 perform further inspections:

2020: Spruce Street at Butcherknife Creek Culvert Upsizing Finalization-Construction ($8,500); Walton Creek Road Culvert & Burgess Creek Hydrology-Design ($90,000); 12th & Lincoln water quality-Construction ($131,000); Storm sewer extension to serve 10th-11th alley to City Hall-Construction ($110,000); Grit Dump-Construction ($50,000); Butcherknife Floodplain Improvements at 6th & Pine Streets-Design ($30,000);
2021: Walton Creek Road Culvert & Burgess Creek Hydrology-Construction ($300,000); Butcherknife Floodplain Improvements at 6th & Pine Streets-Design ($50,000);
2022: Butcherknife Floodplain Improvements at 6th & Pine Streets-Construction ($250,000); Culvert slip-line program ($100,000)
2023: Mt. Werner Road & US40 Culvert Replacement-Construction ($750,000);
2024: Meadow Lane Culvert-Design ($45,000); Butcherknife Floodplain LOMR Study ($75,000); Walton Creek Road & Burgess Creek Flood Mitigation Phase II-Design ($75,000)
2025: Meadow Lane Culvert-Construction ($225,000); Culvert slip-line program ($100,000)
2026: Walton Creek Road & Burgess Creek Flood Mitigation Phase II-Construction ($400,000)

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): The City could opt to create a user fee but this was not recommended by the stormwater task force group in 2013

Ongoing Operating Costs: Periodic maintenance by Streets Division, no additional maintenance costs expected from current levels.
The estimated costs for design and construction varies for each project and some are based on comparison with similar projects recently completed by the City. The estimated costs for work beyond 2021 includes an inflation factor.

US Highway 40 Medians Improvement Project

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves	30,000	1,500,000						1,530,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 30,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,530,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		1,500,000						1,500,000
Design	30,000							30,000
Equipment								-
Land Acquisition								-
TOTAL	$ 30,000	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,530,000

Contact:

Craig Robinson
Parks, OST Manager

Matt Barnard
Project Manager

Project Description: Refurbish Highway 40 medians from Dr. Rich Weiss Park to Anglers Drive 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 water use, maintenance costs and provide a safer maintenance alternative to what currently exists today. Irrigation system is 20 years old and requires increased maintenance. Safety concerns exist with high speeds on Highway 40 and the high level of maintenance required on medians. The appearance of sod areas continue to decrease aesthetically and will require additional maintenance. Contractors have canceled service contracts based on safety concerns. Improvements align with sustainability goals for water conservation.

Undesirable consequences if not approved: Road sand and scoria levels will continue to increase height of grass eventually needing to be removed and redone. Safety concerns increase as maintenance crews continue to mow grass and make irrigation repairs on a busy median with increasing amounts of Highway traffic. Existing, older Aspen trees are dying due to poor growing conditions. Turf irrigation runoff wastes potable water and sets a bad example for the community.

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 $5000/year vs. $30,000

Type I Engine

General Fund
Fire Department

SOURCE OF FUNDS — **Project Type:** Equipment

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves								-
Grants								-
Debt						301,500		301,500
Private								-
SSAFPD						148,500		148,500
TOTAL	$ -	$ -	$ -	$ -		$ 450,000	$ -	$ 450,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Vehicle						450,000		450,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -		$ 450,000	$ -	$ 450,000

Contact:

Chuck Cerasoli
Fire Department

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 large volume pumping capabilities, carry water, and contain wildland and structural firefighting equipment including ladders.
This CIP item was originally targeted for purchase in 2021.

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.

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. With an increase in the concurrent calls, this becomes more and more of a risk. As the two apparatus continue to age and require more frequent repair and maintenance, the likelihood of both engines being out of service simultaneously increases. This apparatus is more suited for the Wildland Urban Interface and would complement the current fleet by filling a current service gap.

City of Steamboat Springs

Options/Alternatives Considered: Continue to provide Fire and EMS services with two Type I engines. This would require the department to rely more heavily on a delayed mutual aid response when SSFR received multiple calls for service. The department continues to evaluate fleet needs and has considered purchasing a Type III Wildland Urban Interface engine. The engine has a smaller pump and less requirements to carry hose and equipment.

Describe Revenue Sources (other than current revenue or reserves): The Inter Governmental Agreement between the Steamboat Springs Area Fire Protection District and the City of Steamboat Springs requires SSAFPD to contribute 33% of capital expenditures.

Ongoing Operating Costs: This Type I engine will be added to the fleet and therefore would increase costs in Fleet Services. Ongoing maintenance and repair on the pumping system would also increase the Repair and Maintenance line item in Operating Expenses.

Transit Operations Center Roof Replacement

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves					330,000			330,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ -	$ 330,000	$ -	$ -	$ 330,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction					330,000			330,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 330,000	$ -	$ -	$ 330,000

Project Description: Hire a contractor to remove the existing EPDM roof and replace with a similar roofing material. Estimate provided by EMG with 10% added.

Contact:

Brian Ashley
Facilities Maintenance
Manager

Project Need/Benefits: The building audit performed by EMG identified this roof for replacement in 2021. Lifespan estimates for this type of roof vary from 25-50 years, with the glue that holds the seams together being the failure point. This roof is currently 38 years old, was extensively patched in 2016 by High Point Roofing for $6000, and is not currently leaking. Replacement costs will continue to rise if deferred.

Undesirable consequences if not approved: The roof may leak causing property damage to the building and building contents.

Options/Alternatives Considered: Defer replacement and continue to patch as needed.

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

Ongoing Operating Costs: A new, warrantied roof should not leak or require maintenance for 20+ years.

Ambulance Replacement

General Fund
Fire Department

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves	74,248			86,667			93,334	254,249
Grants	98,629			100,000			100,000	298,629
Debt								-
Private								-
Other	37,123			43,333			46,666	127,122
TOTAL	$ 210,000	$ -	$ -	$ 230,000	$ -	$ -	$ 240,000	$ 680,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Vehicle	210,000			230,000			240,000	680,000
Equipment								-
Land Acquisition								-
TOTAL	$ 210,000	$ -	$ -	$ 230,000	$ -	$ -	$ 240,000	$ 680,000

Contact:

Chuck Cerasoli
Fire Department

Project Description: This meets the department replacement plan, ambulances are considered for replacement on a 10 year replacement schedule and then analyzed with some of the criteria below. Recently ambulances have not been meeting the need for replacement within the ten year and therefore are being pushed out beyond that time frame.
2020 - Replace Ambulance 6-4 (2009) (~$210,000)
2023 - Replace Ambulance 6-2 (2011) (~$230,000)
2026 - Replace Ambulance 6-1 (2013) (~$240,000)

Project Need/Benefits: The department considers all aspects of vehicle and fleet replacement when deciding on replacement of vehicles. NFPA standards are always a primary consideration, as well as mileage of vehicle, wear and tear on chassis and patient care compartment, as well as maintenance and repair costs. The idea of the replacement plan is to replace apparatus before they become obsolete, unreliable/un-safe, and/or costly to maintain.

Undesirable consequences if not approved: Obsolete equipment becomes unreliable and expensive to maintain. Continuing to push off vehicle replacement places our community at risk of not receiving proper response or medical care in a timely manner.

City of Steamboat Springs

Options/Alternatives Considered: Prolong the replacement of the vehicle. Replace the patient compartment or "box" of the ambulance and place it on the existing chassis.

Describe Revenue Sources (other than current revenue or reserves): The City of Steamboat Springs has been successful in the past with receiving State EMS grant funds which covers approximately 50% of the project. Additionally, the Steamboat Springs Area Fire Protection District contributes 33% of the remaining amount.

Ongoing Operating Costs: As the ambulances continue to age they cost more money to maintain and repair.

Steamboat Blvd/Mt Werner Intersection

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	129,992	616,400						746,392
Grants								-
Debt								-
Private								-
Other - Developer Contribut	-	58,135						58,135
Other (SSRA Fund)	213,440	3,409,460						3,622,900
TOTAL	$ 343,432	$ 4,083,995	$ -	$ -	$ -	$ -	$ -	$ 4,427,427

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		3,817,000						3,817,000
Design	343,432	146,995						490,427
Equipment								-
Land Acquisition		120,000						120,000
TOTAL	$ 343,432	$ 4,083,995	$ -	$ -	$ -	$ -	$ -	$ 4,427,427

Contact:

Ben Beall
City Engineer

Project Description: To improve the intersection at 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 intersection control based on current traffic volumes. The design phase and a traffic study was completed in 2019-2020 to refine project needs, project scope, and construction 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 the Mt. Werner Circle/Road intersection. The project costs presented herein are for a partial double lane roundabout type intersection improvement and other multi-modal improvements such as sidewalks, bicycle and transit facilities, replacement of an existing culvert that is deteriorated and undersized, and beautification enhancement in adjacent greenspaces. A pedestrian underpass was considered but determined to be cost prohibitive.

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. More recently a traffic study was completed and confirmed that the intersection does not meet the City standards for level of service. As Wildhorse Meadows builds out, this need will become more evident as traffic increases to the intersection. An existing culvert crossing under the intersection is deteriorated and undersized and needs to be replaced.

Undesirable consequences if not approved: Traffic level of service will decrease at the intersection, especially for left turns from Steamboat Boulevard. This will cause 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. The existing culvert under the intersection will continue to degrade.

Options/Alternatives Considered: A signalized, standard intersection design could be analyzed as an alternative design. The existing culvert cannot be rehabilitated in place because it is significantly undersized and needs to be upsized.

Describe Revenue Sources (other than current revenue or reserves): Partnering with the SSRA Fund. Private developer contributions - to date the City has collected $193,510 for intersection improvements.

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.

The estimated costs for design and construction are based on current understanding of project scope and comparison with similar projects. The estimated costs for work beyond 2021 includes an inflation factor.

Dr. Rich Weiss Park Improvements

General Fund
Parks & Recreation

Project Type: Capital Maintenance

SOURCE OF FUNDS Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves			15,000	185,000				200,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ 15,000	$ 185,000	$ -	$ -	$ -	$ 200,000

COST BREAKDOWN Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction				185,000				185,000
Design			15,000					15,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ 15,000	$ 185,000	$ -	$ -	$ -	$ 200,000

Project Description: Replace the old 2 stall rest room at the park. Remove/rebuild old wooden deck 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 restrooms within the parks system. Restroom could be insulated and heated for use 12 months per year instead of 4. The deck will be replaced with a new trex deck and/or terraced landscaping. 2022 - design, 2023 - construction

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 of the building yet space and improvements are limited due to space requirements. Remove the deck when unsafe and revegetate area as necessary.

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

Ongoing Operating Costs: Maintenance costs estimated to increase $15,000/year for maintenance of a 12 month bathroom.

Contact:
Craig Robinson,
Parks OST Manager

Matt Barnard,
Project Manager

City of Steamboat Springs

Tennis Court Resurfacing

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		60,000						60,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		60,000						60,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,
Project Manager

Project Description: Repairs are needed to fill cracks, resurface and restripe outdoor asphalt tennis courts at the Tennis Center (4) and Howelsen Park (2).

Project Need/Benefits: Maintenance is required on asphalt courts periodically to provide safe playable courts. Repairing the cracks that are present trigger the next steps for resurfacing and restriping. There is a cost savings to do all 6 courts at one time.

Undesirable consequences if not approved: The cracks in the asphalt will continue to grow in size and may lead to closure of the courts. The Howelsen courts are in the worst condition. Howelsen courts are the only free courts available and are heavily used throughout the spring, summer and fall.

Options/Alternatives Considered: Wait another year and assess conditions.

Describe Revenue Sources (other than current revenue or reserves): Additional funding may be available from the Tennis Center Maintenance Endowment Fund.

Ongoing Operating Costs: Once work is complete, annual court maintenance is minimal.

Transit Operations Center Solar Array

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Equipment

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves								-
Grants		70,834						70,834
Debt		50,760						50,760
Private								-
Other								-
TOTAL	$ -	$ 121,594	$ -	$ -	$ -	$ -	$ -	$ 121,594

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Design								-
Equipment		121,594						121,594
Land Acquisition								-
TOTAL	$ -	$ 121,594	$ -	$ -	$ -	$ -	$ -	$ 121,594

Project Description: Install a 40 kW solar array on the roof of the new bus storage addition at the Transit Operations Facility using DOLA grants ($70,834) and performance contracting ($50,760) for 100% funding of project.

Project Need/Benefits: This solar array will provide approximately 35% of the electricity used at the Transit Operations Facility. The estimated annual utility savings are $5,537 and the estimated payback for this installation is 10 years with a 30 year expected lifecycle for the equipment resulting in approximately $110,740 in utility savings over the life of the solar array after payback. Installation savings will be maximized by coordinating this project with the WWTP solar array installation.

Undesirable consequences if not approved: An opportunity for grant funding will expire, a "clean energy" opportunity will be missed, and the City will continue buying electricity.

Options/Alternatives Considered: Recommendations and cost estimates are provided by a McKinstry Solar Feasibility Study

Describe Revenue Sources (other than current revenue or reserves): Department of Local Affairs (DOLA) grants and Energy Performance Contracting.

Ongoing Operating Costs: Operations and Maintenance and inverter replacement are included in the cost estimate.

Contact:

Brian Ashley
Facilities Maintenance
Manager

City of Steamboat Springs

Soda Creek Bridge - 11th Street Bridge

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	130,881		85,000					215,881
Grants			340,000					340,000
Debt								-
Private								-
Other								-
TOTAL	$ 130,881	$ -	$ 425,000	$ -	$ -	$ -	$ -	$ 555,881

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			425,000					425,000
Design	98,381							98,381
Equipment								-
Land Acquisition	32,500							32,500
TOTAL	$ 130,881	$ -	$ 425,000	$ -	$ -	$ -	$ -	$ 555,881

Project Description: Complete scour countermeasure and structural rehabilitation work to extend life of existing structures by 10 years or more. Project will be combined with the Oak Street bridge replacement project. Note: The project scope has been reduced as part of the 2021 budget to not include bridge replacement or any streetscape or pedestrian improvements.

Project Need/Benefits: CDOT biannual inspections have identified this bridge as a need for mitigation work due to scour critical designation. A follow up scour specific study was conducted via CDOT by Benesch in 2014 which 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. Staff has confirmed that the scour critical designation and the Benesch recommendation will also qualify the City for a potential grant from CML/CDOTs 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 complete mitigation work at both structures at the same time from a cost efficiency standpoint, to account for the interrelated nature of the bridge hydraulics, and to contain the construction impacts in a single year. Foregoing a full replacement of the structures in lieu of this mitigation approach will not make sidewalk connections possible at the bridge ends without elimination of public parking.

Undesirable consequences if not approved: 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: Six alternatives were studied and consisted of varying levels of structural rehabilitation, maintenance work to restore the creek bottom, full bridge replacement as well as do nothing/continue to monitor. The next CDOT inspection will be conducted in 2020 with findings to be available to the City in 2021.

Describe Revenue Sources (other than current revenue or reserves): CML/CDOT Off-System Bridge grant program and staff is actively exploring other grant source options. The proposed budget assumes the City will cover full costs of engineering and easement acquistion with grant assistance on construction phase.
Ongoing Operating Costs: Unknown at this time
The estimated costs for design and construction are based on data provided from design consultant and comparison with similar projects recently completed by the City. The estimated costs for work beyond 2021 includes inflation.

Contact:

Ben Beall
City Engineer

City of Steamboat Springs

Soda Creek Bridge - Oak Street Bridge

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	130,881		85,000					215,881
Grants			340,000					340,000
Debt								-
Private								-
Other								-
TOTAL	$ 130,881	$ -	$ 425,000	$ -	$ -	$ -	$ -	$ 555,881

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			425,000					425,000
Design	98,381							98,381
Equipment								-
Land Acquisition	32,500							32,500
TOTAL	$ 130,881	$ -	$ 425,000	$ -	$ -	$ -	$ -	$ 555,881

Project Description: Complete scour countermeasure and structural rehabilitation work to extend life of existing structures by 10 years or more. Project will be combined with the 11th Street bridge project. Note: The project scope has been reduced as part of the 2021 budget to not include bridge replacement or any streetscape or pedestrian improvements.

Contact:

Ben Beall
City Engineer

Project Need/Benefits: CDOT biannual inspections have identified this bridge as a need for mitigation work due to scour critical designation. A follow up scour specific study was conducted via CDOT by Benesch in 2014 which recommended monitoring and scheduled replacement of the Oak 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. Staff has confirmed that the scour critical designation and the Benesch recommendation will also qualify the City for a potential grant from CML/CDOTs 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 complete mitigation work at both structures at the same time from a cost efficiency standpoint, to account for the interrelated nature of the bridge hydraulics, and to contain the construction impacts in a single year. Foregoing a full replacement of the structures in lieu of this mitigation approach will not make sidewalk connections possible at the bridge ends without elimination of public parking.

Undesirable consequences if not approved: 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: Six alternatives were studied and consisted of varying levels of structural rehabilitation, maintenance work to restore the creek bottom, full bridge replacement as well as do nothing/continue to monitor. The next CDOT inspection will be conducted in 2020 with findings to be available to the City in 2021.

Describe Revenue Sources (other than current revenue or reserves): CML/CDOT Off-System Bridge grant program and staff is actively exploring other grant source options. The proposed budget assumes the City will cover full costs of engineering and easement acquisition with grant assistance on construction phase.

Ongoing Operating Costs: Unknown at this time
The estimated costs for design and construction are based on data provided from design consultant and comparison with similar projects recently completed by the City. The estimated costs for work beyond 2021 includes inflation.

Airport House Demolition

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves			50,000					50,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Demolition and Disposal			50,000					50,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ 50,000	$ -	$ -	$ -	$ -	$ 50,000

Contact:

Brian Ashley
Facilities Manintenance Manager

Project Description: Demolition and disposal of the vacant City-owned buildings located at 41920 RCR 44 including the farmhouse and 6 sheds. Site cleanup.

Project Need/Benefits: The buildings are derelict and in poor condition. Windows and a skylight have been broken, allowing weather and animals to move in. The farmhouse demolition is complicated by the presence of asbestos in the exterior siding and interior drywall. At least one shed is in danger of colapse

Undesirable consequences if not approved: The buildings are unsecured and easily accessible. Liability exposure to personal injury claims, continued deterioration of the site, and violation of county property management codes. Disposal costs witll continue to increase.

Options/Alternatives Considered: Secure site with a gate at entrance and continue to defer disposal.

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

Ongoing Operating Costs: n/a

Howelsen Skate Park Replacement

General Fund
Parks and Recreation

Project Type: Capital Maintenance

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves			97,000	110,000				207,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ 97,000	$ 110,000	$ -	$ -	$ -	$ 207,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction			97,000	110,000				207,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ 97,000	$ 110,000	$ -	$ -	$ -	$ 207,000

Project Description: Replace aging skate ramps and features that are deteriorating at the Howelsen Skate Park.

Project Need/Benefits: The centrally located park is very popular and is heavily used in non snow months. The existing features were built by volunteers and have outlived their useful lives. Ramp materials are not intended for outdoor recreation and require maintenance and periodic replacement. The park is periodically closed due to safety concerns as maintenance is scheduled and prioritized with other maintenance needs.

Undesirable consequences if not approved: Staff will continue to repair features as funding and time allows. Features may be removed or closed if repairs are not feasible.

Options/Alternatives Considered: Remove skate park and reallocate space for other uses.

Describe Revenue Sources (other than current revenue or reserves): Grants may be possible and will be investigated.

Ongoing Operating Costs: Current maintenance is approximately $1500 per year and would be reduced with new features designed for outdoor use.

Contact:

Craig Robinson
Parks, Open Space and Trails Manager

City of Steamboat Springs

Downhill Drive/US40 Intersection

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves							~~2,700,000~~	2,700,000
Grants								-
Debt								-
Public Agency (CDOT)							~~4,700,000~~	4,700,000
Designated Developer Cont	200,000	300,000	440,000					940,000
TOTAL	$ 200,000	$ 300,000	$ 440,000	$ -	$ -	$ -	~~$ 7,400,000~~	$ 8,340,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction							~~7,400,000~~	7,400,000
Design	200,000	300,000	140,000					640,000
Consultant								-
Land Acquisition			300,000					300,000
TOTAL	$ 200,000	$ 300,000	$ 440,000	$ -	$ -	$ -	~~$ 7,400,000~~	$ 8,340,000

Contact:

Ben Beall
City Engineer

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, and the US40 West Needs Study identified the Downhill Drive/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, concern with poor alignment of Riverside Drive and Downhill Drive, and traffic evaluation has indicated that signal warrants are currently met. This scenario shows CDOT funding in 2026 which is unlikely based on current CDOT funding levels but may present a best-case scenario. Having design and land acquisition in place may encourage CDOT to advance this project with City partner funding.

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

Options/Alternatives Considered:

Describe Revenue Sources (other than current revenue or reserves): Private developer contributions - to date the City has collected $612,645 and an additional $346,585.48 is expected to be collected based on pending development conditions. The goal is to utilize developer contributions for the design and property acquisition phase and future CIP requests will indicate the need for City funds to complete any remaining design and construction phase to complete the project. The developer contribution funds can be put to use to conduct initial design and land acquisition in order to refine cost estimating and present project partners such as CDOT with a shovel-ready project. Additionally, this intersection is included in the costs associated with the "Transportation Firming Fund" as was formerly identified in the West Steamboat Neighborhoods annexation agreement. If the annexation proposal is renewed, the firming fund may back fill up-front city costs as units come on-line in that annexation area. 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.

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

Cost based on 2009 NEPA study cost estimate with indexing to present value per CDOT CCI and 3% inflation for future years

Pedestrian, Bicycle, and Transit Facilities

(formerly Alternate Modes & Safety Enhancements)

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	134,950	330,000	~~335,000~~	~~210,000~~	~~220,000~~	~~430,000~~	~~280,000~~	1,939,950
Grants								-
Debt								-
Private								-
Other								
TOTAL	$ 134,950	$ 330,000	~~$ 335,000~~	~~$ 210,000~~	~~$ 220,000~~	~~$ 430,000~~	~~$ 280,000~~	$ 1,939,950

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	70,254	300,000	~~335,000~~	~~180,000~~	~~200,000~~	~~400,000~~	~~250,000~~	1,735,254
Design	64,696	30,000		~~30,000~~	~~20,000~~	~~30,000~~	~~30,000~~	204,696
Non Capital Construction Main								-
Land Acquisition								-
TOTAL	$ 134,950	$ 330,000	~~$ 335,000~~	~~$ 210,000~~	~~$ 220,000~~	~~$ 430,000~~	~~$ 280,000~~	$ 1,939,950

Project Description: 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.

Contact:

Ben Beall
City Engineer

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, 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. The proposed budget scenario included in this sheet attempts to segment construction into logical segments to complete missing links in keeping with the identified priorities included in the adopted 2016 Sidewalk Master Plan with cost estimates from that same document corrected for inflation. 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 average project design cost of approximately $30,000 will be budgeted for the year prior to the actual construction year.

2020: Pine Grove Road - median and crosswalk improvements ($230,000), Design ($30,000)
2021: Walton Creek Road: US40 to Chinook incl transit stop ($300,000), Design ($30,000)
2022: 6th Street - Old Town Pub ($135,000), Whistler Road - Walton Village Condos ($200,000)
2023: US40 Pines to Walmart/Qdoba East side ($180,000), Design ($30,000)
2024: US40 Ski Haus to Pines ($200,000), Design ($20,000)
2025: 13th Street Gilpin to Evans ($400,000), Design ($30,000)
2026: Skyview ($250,000), Design ($30,000)

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):

Parks Facility Storage Building

General Fund
Parks Department

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		100,000						100,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		100,000						100,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,

Project Description: Building a equipment storage pole building at the Parks & Recreation property.

Project Need/Benefits: Parks currently has a lease agreement with Yampa Valley Electric Association for the use of their covered storage facility directly adjacent to the Parks and Recreation property. YVEA has communicated with Parks staff that this agreement will likely be ending in less than five years, with no firm date established for Parks to vacate the facility. YVEA is currently expanding their substation property where the storage building exists. Parks has a space at the current Parks and Recreation facility to build a steel pole storage building. A steel pole building has a life span of 40-60 years.

Undesirable consequences if not approved: Parks will loose the current YVEA storage facility in the next couple of years and be forced to store seasonal equipment outdoors in the elements or find additional storage space around town. The YVEA storage was an ideal lease option since the facility was directly adjacent to the Parks equipment yard and there were discussions about a possible lease to own.

Options/Alternatives Considered: When the current space is no longer available, staff will return to parking equipment outside in the elements, which is hard on equipment and will require additional maintenance from the mechanic staff. Locate another storage facility in town and work through the logistical issues (mechanics, fuel station) of the equipment being stored offsite.

Describe Revenue Sources (other than current revenue or reserves): The current lease agreement with YVEA costs the City $30,000/year. By building a Parks building on Parks property this would eliminate the need to rent or lease space and the new building would pay for itself in 40 months with the money we won't be paying YVEA to leasing their space. With a 40 year life span the building would cost $2,500 per year and save the City $27,500 per year.

Ongoing Operating Costs: A steel storage building requires little to no maintenance and has a life expectancy of 40-60 years. The only utility associated with the building is electrical for lighting.

Howelsen Hill Tubing

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		440,440						440,440
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 440,440	$ -	$ -	$ -	$ -	$ -	$ 440,440

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		68,000						68,000
Design		12,000						12,000
Equipment		360,440						360,440
Land Acquisition								-
TOTAL	$ -	$ 440,440	$ -	$ -	$ -	$ -	$ -	$ 440,440

Contact:

Brad Setter
Howelsen Ski and Rodeo Manager

Matt Barnard,

Project Description:
Installation of a new lift and associated infrastructure would allow Howelsen Hill staff to start a Winter snow tubing concession. Phase one would utilize Lower Mile Run with the installation of a surface carpet lift in the old terrain park location.

Project Need/Benefits: There is currently an opportunity to have the only snow tubing operation within the City limits of Steamboat Springs. A tubing concesasion would be the first of its kind owned and operated by the City of Steamboat Springs. According to the business plan created a consultant in 2019, we can expect net operating income of $91,595 - $403,069. This operation has the potential to substantially reduce annual operating losses at Howelsen Hill Ski Area.

Undesirable consequences if not approved: The annual operating subsidy for Howelsen Hill Ski Area, currently around $900,000 continues to grow. Continued operating losses contributing to an unsustainable business model to operate Howelsen Hill as a public facility.

Options/Alternatives Considered:
None.

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

Ongoing Operating Costs:
Annual operating expenses are expected to be $208,400.

Refueler Parking Area

Airport Fund
Public Works

Project Type: New Infrastructure

SOURCE OF FUNDS

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		10,000	100,000					110,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 10,000	$ 100,000	$ -	$ -	$ -	$ -	$ 110,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			100,000					100,000
Design		10,000						10,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 10,000	$ 100,000	$ -	$ -	$ -	$ -	$ 110,000

Contact:

Stacie Fain
Airport Manager

Project Description: Move fuel truck parking area more than 50 feet from FBO building. New covered parking pad will be made of concrete and have required secondary containment.

Project Need/Benefits: Project will bring Airport within compliance for fueling operations required by the FAA Airport Compliance Manual - Order 5190.6B as well as stormwater requirements related to secondary containment.

Undesirable consequences if not approved: Airport fueling will not be in compliance with FAA regulations.

Options/Alternatives Considered: Will continue to request grant funding from CDOT, project funds currently not available from CDOT.

Describe Revenue Sources (other than current revenue or reserves): Possible grant funding or State Infrastructure Bank (SIB) loan through CDOT, otherwise Airport or General Fund. The Airport will also look to roll this project into an RFP for hangar development in the Airport parking lot.

Ongoing Operating Costs: New infrastructure will eliminate the need for maintenance and replacement of temporary secondary containment for fuel trucks**.** Replacement costs for temporary containment is $3,000 and estimated to be replaced annually. If not replaced, repairs are $300-$500 annually.

River Road Rock Scaling and Slope Stabilization

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		10,000	100,000					110,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 10,000	$ 100,000	$ -	$ -	$ -	$ -	$ 110,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		10,000	100,000					110,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 10,000	$ 100,000	$ -	$ -	$ -	$ -	$ 110,000

Contact:

Ben Beall
City Engineer

Project Description: Public Works will perform a design build evaluation and conduct potential mitigation efforts to improve safety along River Road where existing slope stability is a concern. The intent of this budget request is for a slope stability contractor to be able to generate a work plan and perform mitigation including 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 lessor 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.

City Hall Renovation

General Fund
Facilities Maintenance

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		200,000	3,300,000					3,500,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 200,000	$ 3,300,000	$ -	$ -	$ -	$ -	$ 3,500,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			3,300,000					3,300,000
Design		200,000						200,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 200,000	$ 3,300,000	$ -	$ -	$ -	$ -	$ 3,500,000

Contact:

Brian Ashley
Facilities Maintenance
Manager

Project Description: Conduct a space needs analysis regarding staff in Centennial and City Hall. Redesign and renovate the existing City Hall to accommodate staffing requirements for the future.

Project Need/Benefits: At the current City Hall, the carpet, the roof, the exterior windows, insulation, and one roof top HVAC unit (RTU) are near beyond their expected useful life and should be replaced soon. Asbestos tile beneath the carpet should be removed and the building is at maximum occupancy. A modern renovation to the existing shell will generate immediate benefits in energy savings, operating and repair costs, healthier indoor atmosphere, and lower employee turnover.

Undesirable consequences if not approved: Eventual failure of carpet, windows, and RTU. Inadequate heating and cooling, particularly on the south side of the building. Increased difficulty in creating office space for increased staffing levels. Poor indoor air quality and declining morale as the facility declines.

Options/Alternatives Considered: Relocate City offices to a new location.

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

Ongoing Operating Costs: Compared to the current facility; reduced energy consumption, reduced repair costs. Ongoing maintenance costs for cleaning will be comparable to current costs.

Mount Werner Road/US40 Roundabout

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	56,000	200,000		1,510,000				1,766,000
Grants								-
Debt								-
Public (CDOT)								-
Other (SSRA Fund)	77,840	80,000		930,000				1,087,840
TOTAL	$ 133,840	$ 280,000	$ -	$2,440,000	$ -	$ -	$ -	$ 2,853,840

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction				2,440,000				2,440,000
Design	133,840	280,000						413,840
Consultant								-
Land Acquisition								-
TOTAL	$ 133,840	$ 280,000	$ -	$2,440,000	$ -	$ -	$ -	$ 2,853,840

Contact:

Ben Beall
City Engineer

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. In conjunction with the roundabout, the project will replace deteriorated and undersized culverts that pass under the US40 overpass and seeks to make beautification enhancements in adjacent greenspaces. Design work began in 2019 with funding provided by the SSRA Fund in the amount of $110,000 and continues in 2020 under joint funding from the SSRA and City CIP funds .

Project Need/Benefits: A traffic study performed as part of the US40 East Access Control Plan indicated 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 operational issues 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. An intersection improvement at this location may also alleviate traffic issues experienced along the Pine Grove Road and Mt. Werner Road corridors and could allow for other improvements to be made to enhance multi-modal facilities such as the addition of bike lanes. The current design is for an oversized single lane roundabout that can be converted into a partial double lane roundabout in the future as traffic volumes grow.

Undesirable Consequences If Not Approved: Increased traffic demands over time will back up onto US 40 at the east bound off ramp creating traffic flow problems on the highway. As a result motorists may elect to shortcut this route and use Pine Grove Road which has become more burdened with traffic.

City of Steamboat Springs

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

Describe Revenue Sources (other than current revenue or reserves): Partnering with the SSRA Fund. As CDOT is responsible for replacing deteriorated culverts within their right of way, staff is actively pursuing a partnership with CDOT to fund the culvert replacement related work. Staff does not believe CDOT will contribute funding for the intersection improvement.

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 $4,500 annual cost.

Spring Creek Trail Improvements

General Fund
Parks and Recreation

Project Type: New Buildings

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves		30,000	60,000					90,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 30,000	$ 60,000	$ -	$ -	$ -	$ -	$ 90,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction			60,000					60,000
Design		30,000						30,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 30,000	$ 60,000	$ -	$ -	$ -	$ -	$ 90,000

Project Description: Staff continues to work with Routt County Road and Bridge and homeowners to improve the Spring Creek Trail adjacent to RCR #34 to provide safe recreational access for pedestrians off of the road. There are three spots where creek work needs to be engineered and permits are needed to work within the floodway to construct a trail. These widened areas will help minimize conflicts on the road allowing for trail construction.

Project Need/Benefits: Trail use continues to increase with recreationalists. Providing a safe alternative to walking on the RCR #34 with a wide trail that people want to use will help reduce conflicts on the road.

Undesirable consequences if not approved: In the three locations where the creek is adjacent to the road and other sections that have not been constructed, pedestrians will continue to share the road with vehicles.

Options/Alternatives Considered: Bridges, realigning the road, or doing nothing have been considered with the proposed option as the preferred option.

Describe Revenue Sources (other than current revenue or reserves): Private funding is possible.

Ongoing Operating Costs: < $1000 annually

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,

City of Steamboat Springs

Concrete Apron Rehab & Asphalt Sealcoat

Airport Fund
Public Works

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves							58,500	58,500
Grants							463,500	463,500
Debt								-
Private								-
Other - FAA Entitlements							270,000	270,000
TOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ 792,000	$ 792,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction							792,000	792,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ 792,000	$ 792,000

Project Description: Concrete apron rehabilitation, asphalt apron surface sealcoat, and apron markings.

Project Need/Benefits: Periodic apron maintenance is needed to ensure safe airport operations and adhere to FAA/CDOT grant assurances.

Undesirable consequences if not approved: Concrete and pavement will deteriorate and will become unsafe for airport operations. Airport will not be in compliance with grant assurances and risk losing FAA/CDOT grant funding. Apron rehabilitation will also require more maintenance at a greater expense if the project is delayed.

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

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

Ongoing Operating Costs: Ongoing operating costs are included in the annual Airport budget.

Contact:

Stacie Fain
Airport Manager

City of Steamboat Springs

City Hall Carpet Removal and Replacement

General Fund
Facilities Maintenance

Project Type: Capital Maintenance

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves					62,700			62,700
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ -	$ 62,700	$ -	$ -	$ 62,700

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction					62,700			62,700
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 62,700	$ -	$ -	$ 62,700

Contact:

Brian Ashley
Facilities Maintenance
Manager

Project Description: A contractor will be hired to remove and replace the carpeting currently installed in City Hall. The carpet is glued to tile containing asbestos and must be removed and disposed of using asbestos protocols. This estimate reflects current carpet replacement estimate plus 10%. ASBESTOS ABATEMENT AND DISPOSAL COSTS ARE NOT INCLUDED. A removal estimate of $101,750 was generated in 2019. This cost estimate will need to be verified before being used for budgetary purposes. Asbestos testing found asbestos in approx. 4600 sq. ft. of flooring whereas the removal estimate was based on the entire building- 8,365 sq. ft. We also have an estimate of $172,000 for modular office space rental, and $137,000 in lost staff time, moving costs, utility hookups, etc. A conservative estimate total is $336,450.

Project Need/Benefits: The carpeting currently in City Hall is beyond it's expected life span. It is separating from the backing and wrinkling in high traffic areas. Seams are fraying and peeling up and the carpet is permanently stained from use.

Undesirable consequences if not approved: The carpeting will continue to deteriorate, creating trip hazards and necessitating patchwork repairs.

Options/Alternatives Considered: New carpet could be glued to the existing carpet. This would roughly double the amount of asbestos contaminated material to be disposed of when that carpet fails.
The carpet could be replaced on a room by room basis but asbestos removal would be very difficult if not impossible to accomplish in an occupied building.

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

Ongoing Operating Costs: Maintenance costs for the new carpet will be $3500 annually for cleaning, the same as the old carpet.

City Hall Roof Replacement

General Fund
Facilities Maintenance

Project Type: Capital Maintenance

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves					123,000			123,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ -	$ 123,000	$ -	$ -	$ 123,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction					123,000			123,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 123,000	$ -	$ -	$ 123,000

Contact:

Brian Ashley
Facilities Maintenance
Manager

Project Description: Remove and replace roofing on City Hall. Cost estimate provided by EMG plus 10%.

Project Need/Benefits: The roof has been identified in the EMG audit as being at the end of it's useful life in 2022. It has not leaked in the past and is not leaking now. Replacement costs will continue to rise if replacement is deferred.

Undesirable consequences if not approved: The roof will eventually fail and begin leaking. Staff time and a contractor will be required to repair. Damage to building and contents may occur.

Options/Alternatives Considered: Postpone replacement and repair existing roof as needed.

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

Ongoing Operating Costs: A new, warrantied roof of this type should not need repairs for fifteen years plus

City of Steamboat Springs

Ski Town Park Irrigation Replacement & Field

General Fund
Parks & Recreation

SOURCE OF FUNDS

Project Type: Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		185,000						185,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 185,000	$ -	$ -	$ -	$ -	$ -	$ 185,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		185,000						185,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 185,000	$ -	$ -	$ -	$ -	$ -	$ 185,000

Project Description: Replace irrigation system, amend soil, regrade and resod 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. Playing surface has become rough and turf quality is difficult to maintain due to high use by many user groups. (Soccer, baseball, softball, lacrosse, rugby, football). Maintaining our parks meets the City's vision.

Undesirable consequences if not approved: Staff will continue to maintain and repair the irrigation system as funding allows. Field quality and play will continue to decline.

Options/Alternatives Considered: 1) Redo fields with artificial turf ($2,000,000). 2) Construct a new sports complex and repurpose fields. 3) Do nothing and continue to react to mainline breaks and provide decreasing level of service.

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

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

Contact:

Craig Robinson,
Parks OST Manager

Ernie Jenkins,
Parks Supervisor

Matt Barnard,

City of Steamboat Springs

Howelsen Tennis/Volleyball Lighting Improvement

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		160,000						160,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 160,000	$ -	$ -	$ -	$ -	$ -	$ 160,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		150,000						150,000
Design		10,000						10,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 160,000	$ -	$ -	$ -	$ -	$ -	$ 160,000

Project Description: Existing lights and service lines are failing due to age. Light levels at the park for leagues and public night use is poor. Volleyball Leagues and use of Howelsen Beach is increasing annually. New energy efficient LED lights and service lines will provide a higher level of service and eliminate costly repairs. Aligns with City sustainability goals for increasing efficiencies.

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 low level of service affecting quality of play.

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: Less maintenance with longer lasting bulbs and lower electric billing estimated at $750/year.

Contact:

Craig Robinson,
Parks OST Manager

Ernie Jenkins,
Parks Supervisor

Matt Barnard,
Project Manager

City of Steamboat Springs

Raw Water Irrigation Systems for Parks

General Fund
Parks & Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		35,000	135,000	35,000	135,000	40,000	140,000	520,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 35,000	$ 135,000	$ 35,000	$ 135,000	$ 40,000	$ 140,000	$ 520,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			135,000		135,000		140,000	410,000
Design		35,000		35,000		40,000		110,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 35,000	$ 135,000	$ 35,000	$ 135,000	$ 40,000	$ 140,000	$ 520,000

Contact:

Craig Robinson,
Parks OST Manager

Ernie Jenkins,
Parks Supervisor

Matt Barnard,
Project Manager

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.
2021 - Little Toots Park and Bud Werner Memorial Library Feasibility Study and Design (raw water pump house and irrigation conversion)
2022 - Little Toots Park and Bud Werner Memorial Library Construction
2023 - Stehley Park Feasibility and Design (raw water pump house and irrigation conversion)
2024 - Stehley Park Construction
2025 - Bear River Park Feasibility and Design (raw water pump house and irrigation conversion)
2026- Bear River Park Construction

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): n/a

Indian Trails/US40 Intersection - Phase I

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves	102,030		1,211,000					1,313,030
Grants			.					-
Debt								-
Private								-
Other - Restricted Dev Contr.								-
TOTAL	$ 102,030	$ -	$ 1,211,000	$ -	$ -	$ -	$ -	$ 1,313,030

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			1,211,000					1,211,000
Design	102,030							102,030
Consultant								-
Land Acquisition								-
TOTAL	$ 102,030	$ -	$ 1,211,000	$ -	$ -	$ -	$ -	$ 1,313,030

Contact:

Ben Beall
City Engineer

Project Description: To signalize the Indian Trails/US40 intersection by relocating the existing signals at the current Community Center/Stockbridge access, construct a new access point into the Stockbridge Transit Center parking area, and install acceleration and deceleration lanes. This project was originally combined with the US40 West TAP Phase II project but was decoupled in March of 2019 during our FIR meeting with CDOT because of design, budget and schedule incompatibilities. As left turning movements are the most critical element, the Phase I project proposes to install only signals in 2022 with Phase II access connections and auxiliary lane construction to be placed in Parked Projects for now. It is unlikely that CDOT will allow signals to exist simultaneously at both the Stockbridge and Indian Trails intersections. Completion of design in 2020 for Phase I and 2021 for Phase II will allow for these options to be further considered to refine future CIP budget discussions.

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 ongoing 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 contributed some monies to perform design work associated with this project. The project also includes site work construction to connect the Stockbridge parking lot to the new signalized intersection location.

Undesirable Consequences If Not Approved: Level of service for left turns onto US40 from Indian Trails will deteriorate. Traffic accidents may also increase as motorists take greater risks to perform turning movements at the intersection.

Options/Alternatives Considered: This project could be combined with the Indian Trails/US40 Phase II project.

Describe Revenue Sources (other than current revenue or reserves): Private developer contributions - to date the City has collected $131,559 for intersection improvements including the relocation of traffic signals from the Stockbridge/US40 intersection to the Indian Trails/US40 intersection

Ongoing Operating Costs: The signal operations will be bourne by the state as the signals will be owned and maintained by CDOT upon project close out.

Costing is based on an engineer's estimate in 2019 dollars. A 3% escalation per year is included for years beyond 2019.

Howelsen Hill Landslide Stabilization

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves	501,785	300,000						801,785
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ 501,785	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 801,785

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction	501,785	300,000						801,785
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ 501,785	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 801,785

Project Description: Utilize design recommendations from Yeh and Associates report (forthcoming) to stabilize the Eastside Ski Run/ seasonal drainage hillside and the 3rd Exit Area.

Project Need/Benefits: The hillside off of the Eastside Ski Trail is collapsing and threatening to block the seasonal drainage next to the slope. The power lines previously located in that area were relocated due to the serious nature of the instability. Stabilizing Eastside will reduce the risk of a mudflow engulfing the stables, chair base, Alpine slide, and filling up culverts at the base of the hill.

Undesirable consequences if not approved: Greater future costs from remediating landslide damage to culverts, roadways, and buildings at the chair base area.

Options/Alternatives Considered: Close affected areas, allow nature to run its course.

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

Ongoing Operating Costs: Negligible ongoing costs within lifespan of repair if repaired successfully.

Contact:

Brad Setter,
Howelsen Ski and Rodeo Complex Manager

Robbie Shine,
Howelsen Ski and Rodeo Supervisor

Matt Barnard,
Project Manager

City of Steamboat Springs

Howelsen Lodge Renovation

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		75,000	1,575,000	2,000,000				3,650,000
Grants								-
Debt								-
Private			100,000	100,000				200,000
Other								-
TOTAL	$ -	$ 75,000	$ 1,675,000	$ 2,100,000	$ -	$ -	$ -	$ 3,850,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			1,600,000	2,100,000				3,700,000
Design		75,000	75,000					150,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 75,000	$ 1,675,000	$ 2,100,000	$ -	$ -	$ -	$ 3,850,000

Contact:

Brad Setter,
Howelsen Ski and Rodeo Manager

Robbie Shine,
Howelsen Ski and Rodeo Supervisor

Matt Barnard,

Project Description: Remodel of Howelsen Hill Lodge. Phase 1 for 2021 would include hiring a consultant/ design firm to design a fully renovated lodge with a commercial kitchen/ restaurant upstairs in the current space of SSWSC administration offices. Included in the remodel would likely be a large, wrap around deck for viewing of on-snow events and outdoor seating. Improvements/ enlargement of the patio on the backside of the building would be included. The concession stand would be remodeled and streamlined primarily as a ticket counter. The Fireplace Room, Olympian Hall, and all restrooms would also be upgraded/ remodeled. SSWSC administration offices would be moved into new construction on a second and third floor of the DeHaven Strength Training Center.

Project Need/Benefits: Removing SSWSC administration offices from the Lodge would allow the City to expand it's footprint and offerings at the facility. A commercial kitchen/ restaurant would allow the City to pursue a concessionaire agreement to improve food and beverage at the facility and be able to offer a full bar. The deck would be a premier viewing area for races, events, and free concerts. A year round or summer and winter seasonal restaurant would add vitality to the base area.

Undesirable consequences if not approved: Continuing deterioration of a worn out historic building. A continuing inability to add offerings at the facility due to lack of space. The concession stand is too small to make substantial improvements and there is little space to expand. Reduced crowding and better flow of customers at the ticket window.
Options/Alternatives Considered: Continue annual maintenance of building and status quo.

Describe Revenue Sources (other than current revenue or reserves): Annual contribution from SSWSC of $100,000 for five years.

Ongoing Operating Costs: After buildout of SSWSC offices in their own building maintenance costs can be borne by SSWSC. Our maintenance costs on the area that is currently occupied as office space will go toward a revenue generating enterprise. The restaurant maintenance costs may be greater

Howelsen Hill Magic Carpet

General Fund
Parks & Recreation

Project Type: Capital Maintenance

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Current Revenues/Reserves							140,000	140,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -		$ -	$ -	$ -	$ -	$ 140,000	$ 140,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction							120,000	120,000
Design							20,000	20,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ -	$ -	$ 140,000	$ 140,000

Project Description: Replace Current beginner Magic Carpet at HH with new one.

Project Need/Benefits: Beginner Magic Carpet will be reaching the end of it's usable life span by 2026.

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 $7,500/year

Contact:

Brad Setter,
Howelsen Ski and Rodeo
Complex Manager

Robbie Shine,
Howelsen Ski and Rodeo
Supervisor

Matt Barnard,
Project Manager

City of Steamboat Springs

Bear River Park

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves			100,000	1,220,000	1,225,000	1,300,000		3,845,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ 100,000	$ 1,220,000	$ 1,225,000	$ 1,300,000	$ -	$ 3,845,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction				1,220,000	1,225,000	1,300,000		3,745,000
Design			100,000					100,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ -	$ 100,000	$ 1,220,000	$ 1,225,000	$ 1,300,000	$ -	$ 3,845,000

Project Description: Complete the approved master plan for full build out of Bear River Park. Design and build with a project manager.

Project Need/Benefits: The Park has been master planned several times yet only a bike park, skate park and non potable rest room exist on site. Requests continue for a trailer accessible river access, shelters, green space, dog park and other park improvements on the west side of town. Currently the sites appearance is bleak with chain link fencing and no water service, trees or shade for the limited uses on site.

Undesirable consequences if not approved: Staff will continue to manage the area as is. No new uses should be approved on site unless approved through a master planning process and properly planned.

Options/Alternatives Considered: Phase construction. Do nothing and continue to manage as is.

Describe Revenue Sources (other than current revenue or reserves): Great Outdoors Colorado or river related grants may be possible.

Ongoing Operating Costs: Approximately $25000/year at full build out.

Contact:

Craig Robinson,
Parks Open Space and
Trails Manager

Matt Barnard,

City of Steamboat Springs

Iron Springs Drainage Repairs

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** Capital Maintenance

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		15,000	35,000					50,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 15,000	$ 35,000	$ -	$ -	$ -	$ -	$ 50,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction			35,000					35,000
Design		15,000						15,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 15,000	$ 35,000	$ -	$ -	$ -	$ -	$ 50,000

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,

Project Description: Design and repairs are needed at Iron Springs Park for a new drainage system to capture springs water that has inundated the park. Springs activity increased in the park in recent years creating unsafe ice conditions in the winter and unusable areas in the park in the summer months. The old drainage system that ties into the neighboring property continues to create maintenance challenges.

Project Need/Benefits: An engineer will need to assess existing conditions and recommend improvements to capture spring water in the park. Portions of the park are inundated with water and unusable in summer months. Ice dams spill onto walkways, the parking lot and the adjacent property making unsafe conditions. A new drainage plan will capture the springs water and transport it off site.

Undesirable consequences if not approved: Conditions will continue to deteriorate. Staff will continue to maintain the failing drainage system and remove ice dams as possible.

Options/Alternatives Considered: Do not improve the park drainage and manage challenges as they arise.

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

Ongoing Operating Costs: Staff time annually to maintain this area is ~$1000 and will decrease with new drainage plan.

West Lincoln Park Shelters

General Fund
Parks & Recreation

SOURCE OF FUNDS

Project Type: Other capital and new infrastructure

Revenue Sources	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Current Revenues/Reserves		150,000						150,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 150,000	$ -		$ -	$ -	$ -	$ 150,000

COST BREAKDOWN

Cost Description	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction		145,000						145,000
Design		5,000						5,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000

Project Description: Add picnic shelters at West Lincoln Parks for public use and reservations.
2021 - West Lincoln Park shelter (150,000).

Costs derived from playground catalogs, vendors and recently completed projects. Cost includes estimated site prep and surfacing material.

Project Need/Benefits: Shelter proposed based on public meetings and City Council direction.

Undesirable consequences if not approved: Not having a shelter will limit shade and function of the park.

Options/Alternatives Considered: Continue with no picnic shelter or shade structure in park.

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

Ongoing Operating Costs: Annual inspections, maintenance and repair estimated at $100.

Contact:

Craig Robinson,
Parks OST Manager

Ernie Jenkins,
Parks Supervisor

Matt Barnard
Project Manager

City of Steamboat Springs

Spring Creek Parking Improvements

General Fund
Parks and Recreation

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Current Revenues/Reserves		80,000						80,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ 80,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		72,000						72,000
Design		8,000						8,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 80,000	$ -	$ -	$ -	$ -	$ -	$ 80,000

Project Description: Parking improvements are needed for function and safety at Amethyst and Routt County Road #34 and the Spring Creek Trailhead. Widening of the roadway is proposed to allow cars to park off of the travel way and allow vehicles and non motorized use to pass through safely.

Project Need/Benefits: Currently, trail users park on the side of a narrow road that was not designed to function in this capacity. Narrow access, steep banks, exposed culverts and poor functionality greet you at one of Steamboats highest use trails and natural areas. Widening this small parking area will improve safety and function. Use continues to grow annually at this popular recreation area.

Undesirable consequences if not approved: Conditions will continue to deteriorate and the same challenges for use and safety will exist.

Options/Alternatives Considered: Do not allow parking on site at this location.

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

Ongoing Operating Costs: Estimated at <$500 annually.

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,
Project Manager

City of Steamboat Springs

Howelsen Ice Arena Snow Melt System

General Fund
Parks Department

SOURCE OF FUNDS — **Project Type:** New Buildings

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves		225,000						225,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ 225,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction		215,000						215,000
Design		10,000						10,000
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ 225,000

Contact:

Alexis Wolf,
Recreation Manager

Dmitry Chase,
Ice Arena Supervisor

Matt Barnard,
Parks Project Manager

Project Description: Heated sidewalk for two public entrances at the Howelsen Ice Arena.

Project Need/Benefits: The public entrances at the Howelsen Ice Arena are required to be kept clear of ice and snow without the use of chemical deicers and/or sand/scoria. Both chemical deicers and granular treatments find their way onto the sheet of ice in the arena and degrade the ice quality. With the facility use starting by 6:00am each day and ending around midnight, manual snow removal requires significant time spent by staff prior to opening and throughout the day. With the limited staffing that the rink currently has, there is often ice and snow buildup that occurs that is a significant safety hazard, and becomes much more difficult to remove over time. The heated sidewalk would save staff resources which are better utilized inside the building with arena users. This hands free approach would improve the safety and keep the public egress and ingress, and ADA pedestrian ramps clear and safe during hours of operation.

Undesirable consequences if not approved: Staff continues to spend hours outside of the facility maintaining sidewalks rather than inside the facility administering services, and the entryway will have portions of time when the sidewalk is less safe, opening up liability for the City.

Options/Alternatives Considered: Manual snow removal is really the only viable alternative when chemical and granular products cannot be used. Hiring additional seasonal staff for snow removal or contracting the service to an outside vendor.

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

Ongoing Operating Costs: Fuel costs to operate the hydronic heating system are approximately $50,000/year.

Howelsen Ice Outdoor Seasonal Ice Sheet

General Fund
Howelsen Ice Arena

Project Type: New Buildings

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	2022	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves		1,250,000						1,250,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ 1,250,000	$ -	$ -	$ -	$ -	$ -	$ 1,250,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction		1,250,000						1,250,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 1,250,000	$ -	$ -	$ -	$ -	$ -	$ 1,250,000

Project Description: Install and operate a portable/seasonal rink system and skating oval to be operational Mid-November through Mid-March. This project has been unanimously endorsed by the Rodeo Board and is supported by the Steamboat Springs Winter Sports Club.

Project Need/Benefits: The goal is to establishing a secondary ice venue for use during the winter season, in an effort to provide more quality public ice time and community benefit, create more user group equity amongst skating user groups, increase usage and awareness of Howelsen park and it's amenities, and to draw and expose users to the park and surrounding downtown areas and businesses.
Offering regularly scheduled premium public hours (3:30PM-10:30PM on weekdays and 11:00AM-10:30PM on weekends) for the following:

- -Public Stick & Puck/Drop-in Hockey
- -Public Skate
- -Public Freestyle Figure Skating
- -Adult League Hockey Games
- -Stadium Series High School and Wrangler games
- -Steamboat Springs Youth Hockey Association and High School JV Practices
- -Special Events
- -Tournament Expansion

Other potential uses may include future speed skating program, intro to skating and hockey programming, bumper cars, special events, curling. Transfer of existing booked ice from HIC to the second venue also enables other users to acquire more equitable ice time at HIC.

Undesirable consequences if not approved: Ice time is in high demand at the current facility which operates at capacity during winter months. This results in almost complete privatization of what is considered a "public arena". Consequently, public access is extremely limited and user groups are not able to secure additional and much needed programming ice. Hours of operation have been stretched to unreasonable times in the morning and evening in an effort to meet demands but the ever increasing volume and pressure is unsustainable long term without expansion.

Options/Alternatives Considered: Previously approved and now tabled multi use arena (CSYSA) $4-5m
Describe Revenue Sources (other than current revenue or reserves): NONE CURRENTLY
Ongoing Operating Costs: Projected to operate at 80-100% cost recovery with annual operation expenses of approximately $150,000

Contact:

Brad setter,
Howelsen Ski & Rodeo Manager

Dmitry Chase,
Howelsen Ice Arena Supervisor

Matt Barnard,
Project Manager

City of Steamboat Springs

Rollingstone/Pine Grove Intersection Improvements

General Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves				200,000	150,000	1,500,000		1,850,000
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ 200,000	$ 150,000	$ 1,500,000	$ -	$ 1,850,000

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction						1,500,000		1,500,000
Design				200,000				200,000
Equipment								-
Land Acquisition					150,000			150,000
TOTAL	$ -	$ -	$ -	$ 200,000	$ 150,000	$ 1,500,000	$ -	$ 1,850,000

Contact:

Ben Beall
City Engineer

Project Description: This project would involve design and construction of a roundabout at the intersection of Pine Grove Road and Rollingstone Drive. This would involve easement or right of way acquisition and pedestrian improvements adjacent to the roundabout**.**

Project Need/Benefits: A recent traffic study conducted as a result of a development application revealed that there are level of service deficiencies for the southbound approach at the intersection of Rollingstone Drive and Pine Grove Road, especially for left turning movements. While the left turning movement is currently adequately served, traffic growth may result in traffic queuing that exceeds a serviceable level. Additionally, a roundabout at the intersection would allow left turn restrictions via the construction of medians at the Safeway/Pine Grove Center accesses to be implemented and provide an effective turn around location for those motorists still desiring to travel in their preferred direction.

Undesirable consequences if not approved: Rollingstone Drive left turns will continue to be difficult, this may result in long traffic delays or more frequent accident occurrence.

Options/Alternatives Considered: Traffic Demand Management techniques can be implemented in the surrounding system to perhaps alleviate or deter motorists from the use of Rollingstone Drive as an alternative route that may be causing higher traffic volumes at the intersection than may be expected in other traffic arrangements. Staff will explore these options and further evaluate the need for this project as part of the 2019-2020 Multimodal Transportation Master Plan effort.

City of Steamboat Springs

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

Ongoing Operating Costs: Roundabouts are more difficult to plow than traditional intersections. Additionally, roundabouts usually include some level of landscaping in center medians and islands that would be maintained by city crews. These costs are offset by eliminating long term maintenance costs associated with signalization and the more frequent replacement needs of electronic systems such as traffic signals. Annual increase in city maintenance cost ($6,000 est)

Cost based on comparable project costs for similar projects, estimate to be updated during future design efforts

Self-Serve Fuel Station

Airport Fund
Public Works

SOURCE OF FUNDS — **Project Type:** New Infrastructure

Revenue Sources	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Revenues/Reserves					181,352			181,352
Grants								-
Debt								-
Private								-
Other								-
TOTAL	$ -	$ -	$ -	$ -	$ 181,352	$ -	$ -	$ 181,352

COST BREAKDOWN

Cost Description	2020 Projected	2021	2022	2023	2024	2025	2026	TOTAL
Construction								-
Design								-
Equipment					181,352			181,352
Land Acquisition								-
TOTAL	$ -	$ -	$ -	$ -	$ 181,352	$ -	$ -	$ 181,352

Contact:

Stacie Fain
Airport Manager

Project Description: Installation of a self-serve fuel station for 100LL and Jet-A fuel, beginning with 100LL service.

Project Need/Benefits: This project will increase revenue for the airport by increasing fuel sales and will decrease the need for pilots to rely on FBO personnel to provide fueling services. Currently fueling of aircraft can only occur when personnel are on site (7am-5pm). The self-serve fuel station will allow fueling to occur outside of FBO hours.

Undesirable consequences if not approved: There will be unrealized FBO revenue and continued reliance on FBO personnel to provide all fueling of aircraft.

Options/Alternatives Considered: Do not install a self-serve fuel station at the airport and continue to provide fueling only by FBO personnel with fuel trucks.

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

Ongoing Operating Costs: General maintenance of the fuel station will be required, estimated at $2,000 annually. Operating costs estimated at $1,500 annually.

Open Space Acquisition

General Fund
Parks & Recreation

Project Type: Land Purchase

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves			1,236,000		762,200	1,009,400		3,007,600
Grants			1,133,000		988,800	1,359,600		3,481,400
Debt								-
Private								-
Other								-
TOTAL	$ -		$ 2,369,000		$ 1,751,000	$ 2,369,000	$ -	$ 6,489,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction								-
Design								-
Equipment								-
Land Acquisition			2,369,000		1,751,000	2,369,000		6,489,000
TOTAL	$ -	$ -	$ 2,369,000	$ -	$ 1,751,000	$ 2,369,000	$ -	$ 6,489,000

Contact:
Craig Robinson
Parks, OST Manager

Project Description: Purchase lands that have conservation values that have been identified to be of importance by the citizens of Steamboat Springs (i.e. river corridors, floodplains, tributaries, ridgelines, wildlife habitat/corridors, agricultural, recreation, etc.).
Properties include:
1) Koftinow
2) Dougherty
3) Orton

Project Need/Benefits: The 2015/17 community surveys and the 2018 Parks and Recreation survey noted protection of open space as being important to the community. Certain properties have conservation values that are important to protect for today and future generations. The 2018 Yampa River Health Assessment and Streamflow Management Plan recommended acquiring high priority parcels for open space due to location in floodplain or high value riparian habitat to protect the health of the Yampa River and to minimize flood risk.

City of Steamboat Springs

Undesirable consequences if not approved: If not purchased and/or protected from development, the opportunity to preserve those conservation values that are valued by the community may be lost.

Options/Alternatives Considered: Do not purchase the lands. Partner with others to protect critical lands.

Describe Revenue Sources (other than current revenue or reserves): There may be grants and/or conservation easement opportunities to assist with acquisitions.

Ongoing Operating Costs: A general range for open space maintenance is $50 - 500/acre/year depending on the condition and uses proposed on the parcel.

Rita Valentine Park Dog Park

General Fund
Parks and Recreation

Project Type: New Buildings

SOURCE OF FUNDS **Revenue Sources**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Revenues/Reserves		150,000						150,000
Grants		350,000						350,000
Debt								-
Private		250,000						250,000
Other		20,000						20,000
TOTAL	$ -	$ 770,000	$ -	$ -	$ -	$ -	$ -	$ 770,000

COST BREAKDOWN **Cost Description**	**2020 Projected**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**TOTAL**
Construction		770,000						770,000
Design								-
Equipment								-
Land Acquisition								-
TOTAL	$ -	$ 770,000	$ -	$ -	$ -	$ -	$ -	$ 770,000

Contact:

Craig Robinson,
Parks Open Space and Trails Manager

Matt Barnard,

Project Description: Resolution #2019-34 adopted a construction and maintenance agreement with Steamboat Digs Dogs for a dog park. Project. Full cost of construction is $295,796 for dog park improvements and $400,665 for parking lot improvements. An additional 10% has been added for project management.

Project Need/Benefits: Parks and Recreation Commission recommended City Council fund and develop a fenced dog park before adding any more off leash recreation areas in Steamboat. City Council agreed and directed staff to develop a construction and maintenance agreement. The dog park will provide a large area for dog owners to recreate with their dogs in a safe fenced environment.

Undesirable consequences if not approved: Dog owners will continue to use RVP as an approved off leash area and user conflicts may exist with wildlife and other recreationalists. Other approved off leash areas may be used by people who don't follow the voice and sight control requirement.

Options/Alternatives Considered: Complete project in one phase. Consider a smaller fenced in park with less amenities. Do not construct a new dog park and parking area.

Describe Revenue Sources (other than current revenue or reserves): $10,000 from City Municipal Surcharge Ordinance, Steamboat Digs Dogs Endowments, private donations and grants (GOCO, etc.).

Ongoing Operating Costs: City cost of approximately $26,000 annually at full build out