

**CAPITAL IMPROVEMENT PROJECTS
CAPITAL PROJECTS FUND**

FISCAL YEAR 2012/2013 PROJECTS UNDER CONSTRUCTION

On-Going Pavement Management Program: In 2009/2010 the city completed the initial 3-year plan to upgrade the condition of city streets. The initial costs were funded with general obligation bond proceeds. Annual allocations to maintain streets at this higher level began in 2010. This ongoing program is being funded from the 20% allocation of the local option sales tax dedicated by voter referendum for the pavement management program. These funds will be used for curb and gutter replacement, full depth patching, joint sealing, and street resurfacing.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Local Option Sales Tax Funds	\$	260,000

Future Impact on Operating Budget: This project will maintain streets at a higher level to avoid future costs.

Railroad Crossing Improvements: This project will fund the local share of the cost to upgrade railroad crossings in the City. The City is responsible for 20% of the cost of the upgrades, with the State share at 60%, and the railroad's share 20%. The City's share of the costs is being funded from the 20% allocation of local option sales tax dedicated for the pavement management program. The crossings being upgraded in 2012/2013 include 59th Avenue, Nebraska, Dewey, Oregon, and Musser. The 2012/2013 funding amount also includes installation of ADA panels at various crossings throughout the city.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Local Option Sales Tax Funds	\$	68,000

Future Impact on Operating Budget: This project reduces annual maintenance costs. Specific cost savings cannot be determined.

Cedar Street Improvement Project – Parham to Houser: This project originally involved the resurfacing of this portion of Cedar Street with 80% of project costs funded through the federal STP grant program in the amount of \$551,772. The City is now planning an expanded project for this heavily used street. This includes widening the street to three lanes including turning lanes and constructing a trail on one side of the street for pedestrian use. The total cost of the expanded project is estimated at over \$4 million. The original STP grant funding of \$551,772 was increased to \$1,758,271 for the expanded project. The City was awarded an additional \$138,000 in grant funds to install a traffic signal at the high school. This project is being completed in phases which began in 2011 and will continue through 2014. Culvert work was completed in 2011 and utility relocation, clearing, and drainage work was done in 2012. Easements for the project are being obtained in 2012 and 2013. The paving portion of the project is planned to begin in the fall of 2013 and continue in 2014.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Prior Year Bond Proceeds	\$ 505,200	
Muscatine Power & Water Reimbursement	94,800	
	<u>\$ 600,000</u>	

Future Impact on Operating Budget: This will reduce annual maintenance costs. The amount cannot be determined.

Colorado Street Resurfacing Project: The Colorado Street Resurfacing project was originally estimated at a total cost of \$1.5 million. This project will receive \$1.2 million (80% of the original cost estimate) in funding through the federal STP grant program. The project scope has been expanded to include more extensive improvements to this street which is estimated to increase the total project cost to \$2.85 million (excluding the Pierce property acquisition discussed below), with the local share increasing to \$1.65 million. Engineering design services began in 2010/2011 and will be completed in 2012/2013. Bids for the project are scheduled to be received in August, 2013, with construction to begin late in 2013 and continue in 2014.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Prior Year Bond Proceeds	\$ 90,000	

Future Impact on Operating Budget: This will reduce annual maintenance costs. The amount cannot be determined.

Pierce Furniture Property Acquisition (for Colorado Street Project): During the design of the Colorado Street Improvement project, options for reducing the curve in the current street were considered which required the acquisition of property. In November 2012 the City purchased a portion of the Pierce Furniture property at a cost of approximately \$427,000. In June of 2012 the City sold the former National Guard Armory facility for approximately \$350,000. The Armory had been acquired in a property exchange for the new Joint Armed Services facility located on a portion of the Airport property. The proceeds from the Armory sale (net of related legal and other expenses) were used to fund a portion of the Pierce property acquisition costs with the balance of the cost of approximately \$83,000 to be funded from future TIF funds.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Proceeds from Armory Sale	\$ 344,000	
Future Tax Increment Funds	83,000	
	<u>\$ 427,000</u>	

Future Impact on Operating Budget: None

Harrison Street Extension Project: This project, extending Harrison Street to Bandag Drive, was completed in the fall of 2012. This street extension improved access for student pickup and drop off at Colorado School and also opened an area for commercial infill. This street will also provide a detour route while the Colorado Street reconstruction work is done in 2013 and 2014. This project was funded from Road Use Tax funds with a portion of the project cost reimbursed by the Muscatine Community School District.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
Road Use Tax Funds	\$ 457,400
School District Reimbursement	<u>78,100</u>
	<u><u>\$ 535,500</u></u>

Future Impact on Operating Budget: This project is expected to have a minimal impact on future budgets during winter months for snow removal. The amount is estimated at less than \$2,000 annually.

Hershey Avenue Resurfacing Project: This resurfacing project was completed in conjunction with the Hershey Avenue Sewer Project. The City received \$381,400 through the federal STP grant program for this project with the balance of project costs funded from bond proceeds. Construction began in 2010/2011 and the project was substantially completed by the end of calendar year 2011. The remaining contract work and project closeout is expected to be completed by the end of the 2012/2013 fiscal year.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
Federal STP Funds (Balance of Grant)	\$ 19,500
Prior Year Bond Proceeds	<u>10,500</u>
	<u><u>\$ 30,000</u></u>

Future Impact on Operating Budget: This will reduce annual street maintenance costs. The amount cannot be determined.

Highway 38 and 61 Connector Study: Consideration is being given to constructing a connector street between these two major highways that intersect in the northeast section of the city. Benefits would include relieving some of the congestion at the current intersection as well as opening areas for development in that section of the city. This study is underway and will provide a preliminary cost estimate as well as evaluate routes for the connector street.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
Local Options Sales Tax Funds	\$ 39,000

Future Impact on Operating Budget: This study will have no impact on future operating budgets.

Mississippi Bridge Lighting Repair Project: The original bridge lighting project involved the installation of decorative LED lighting on the bridge over the Mississippi River. This lighting system can be programmed into a multitude of colors and patterns including those for holidays or other celebrations. Assistance in completing this project was provided by Musco Sports Lighting Inc., Stanley Consultants, Muscatine Power & Water, the Muscatine Chamber of Commerce and Industry and City staff. All direct

costs of the original project were funded from a federal grant and a contribution from Musco Sports Lighting, Inc. These lights have failed in the past year and it was determined that \$60,000 in material costs would be needed to replace the malfunctioning lights. Muscatine Power & Water agreed to pay \$20,000 of this cost and the City will fund the remaining \$40,000 from Southend Tax Increment funds. Musco Sports Lighting contributed the design work and will install the new lights.

<u>Funding Source</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Muscatine Power & Water Contribution	\$ 20,000
Southend Tax Increment Funds	<u>40,000</u>
	<u><u>\$ 60,000</u></u>

Future Impact on Operating Budget: As Muscatine Power & Water will provide the power and ongoing maintenance costs for these lights, there should be no future impact on the City's operating budget.

Mississippi Drive Corridor Project – Environmental Study and Preliminary Design: In 2007 the City in conjunction with the Iowa Department of Transportation (IDOT) completed a study on the section of U.S. Highway 61 Business Route from the Mississippi River Bridge to Grandview Avenue. IDOT provided funding for 80% of the cost of this study. Since that time the City has been seeking funding to proceed with improvements on this corridor. Two funding sources were found that allowed this project to move forward to the next step. They included \$444,600 through the Transportation and Community System Preservation Fund (TCSP) and \$600,000 from the Statewide Transportation Improvement Program (STIP) administered through the Bi-State Regional Commission's current Transportation Improvement Plan (TIP). Both of these funding sources require a 20% local match that was funded from the 2012 bond issue. Following a consultant selection process outlined by the Iowa Department of Transportation (IDOT), the city selected Stanley Consultants to provide the environmental study and preliminary design services. This work began in 2009/2010, continued in 2010/2011 and 2011/2012, and is expected to be completed in 2012/2013. This work is needed before the City can pursue funding for the construction of improvements to this corridor.

<u>Source</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Federal TCSP and STIP Grants	\$ 254,900
Prior Year Bond Proceeds	<u>63,700</u>
	<u><u>\$ 318,600</u></u>

Future Impact on Operating Budget: There is no impact from the environmental study and preliminary design services.

Downtown TIF Area Improvements: TIF bonds issued in 2010 funded alley resurfacing, street resurfacing, and several parking lot improvement projects in the downtown area. A portion of the remaining bond proceeds will be used to fund the purchase of tree grates to be placed in the cutout areas of the downtown sidewalks. Sidewalk repairs will also be made in several locations and a \$4,000 contribution from Alliant Energy will fund replacement of trees and landscaping in the downtown area.

<u>Source</u>	<u>FY 2012/2013</u>
Prior Year TIF Bond Proceeds	\$ 20,000
Contribution	4,000
Prior Year Sidewalk Project Funds	<u>1,500</u>
	<u>\$ 25,500</u>

Future Impact on Operating Budget: None

Park Maintenance Building: Replacement of the maintenance facility at Weed Park has been included in the City's Five Year Capital Improvements Plan. The new facility will include modern locker rooms and restrooms as well as increased space for equipment maintenance and storage. The 2012/2013 funding amount reflects facility design costs with construction scheduled for 2013/2014. The project is budgeted to be funded from the 2014 bond issue with the debt service on this portion of the issue to be funded from future tax increment funds.

<u>Source</u>	<u>FY 2012/2013</u>
Bond Proceeds funded from Future TIF Funds	\$ 25,000

Future Impact on Operating Budget: No increased operating costs are expected with the new facility.

Mad Creek Levee Improvement Project: In 2008 the Corps of Engineers notified the City that this levee improvement project was approved for federal funding. Funding was awarded on a 65% federal and 35% local share basis. The City has been setting aside proceeds of the Levee tax levy in anticipation of this project. Those funds plus \$2 million in proceeds from the 2010 bond issue and an additional \$74,000 from the 2012 bond issue funded most of the local share of the overall project costs. It is estimated that approximately four years of future year levee tax levy funds will be needed to fully fund the remaining local share of project costs. Construction on the final phase of this project is substantially complete with the final work to be done by the end of 2012/2013.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
Levee Tax Levy – Current Year	\$ 52,747
Future Levee Taxes	<u>31,253</u>
	<u>\$ 84,000</u>

Future Impact on Operating Budget: There will be reduced costs during flood events as a result of this project. The amount of savings cannot be determined.

Emergency Siren Activation Upgrade: This project upgraded the activation method for the City's siren system from a system using telephone lines to a radio controlled system. The total cost of the upgrade was \$59,600 and a portion of this cost was incurred in the 2011/2012 fiscal year. The City was awarded a grant from the Iowa Homeland Security and Emergency Management division which funded 85% of the cost of this project (\$50,600). The local share of the cost was \$9,000 which was funded from the General Fund in 2011/2012. This project was completed in July 2012.

<u>Source</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Federal Grant	\$ 24,300

Future Impact on Operating Budget: This project resulted in a decrease of \$12,000 annually in telephone line charges that were needed for the previous system.

Southend Fire Station Project: The previous Fire Station #2 on Oregon Street was no longer physically adequate to house the City's fire trucks and ambulance vehicles. In 2009 the City was awarded a \$200,000 grant under the State of Iowa's Rebuild Iowa Infrastructure program. These funds were used to evaluate the previous southend fire station (Station #2) location as well as evaluate other sites for a new facility. The remaining funds were used to design and begin construction of a new station. In 2010 the City was awarded an \$850,250 State IJOBS II grant toward construction costs of this new facility. The local share of the project cost was \$440,000 and this amount was funded from the June 2012 bond issue. This project is substantially complete and is being used by the Fire department. Several contract issues remain before the contract can be closed out.

<u>Funding Source</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Prior Year Bond Proceeds	\$ 104,000

Future Impact on Operating Budget: This project has no impact on future operating budgets as fire station staffing remained the same. While the new station is larger than the previous station, increased utility costs are not expected due to more efficient heating and cooling systems in the new facility.

Police Radio System: The City's previous communications system for the police department was an 800 MHz radio system that was installed in 1996. The system was used by both the police and fire departments until 2009. The fire department submitted a grant application and was awarded a federal grant for a VHF radio system in order to increase interoperability with other county fire agencies. The police department found that a VHF system would have other features which would benefit that department including economical expandability and interoperability with the fire department and County Sheriff's department. Communication with the Muscatine School District would also be enhanced. Funding for the radio system was included in the 2010 bond issue. There were several performance issues with the new system which are expected to be resolved before the end of 2012/2013.

<u>Funding Source</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Prior Year Bond Proceeds	\$ 107,600

Future Impact on Operating Budget: Individual and replacement radios under the new system will cost \$980 compared to \$2,500 for the previous radios.

Police Firing Range Project: In recent years the police firing range was affected by several floods limiting its use for police department weapons training. The City received an insurance reimbursement in the amount of \$15,600 for damages from the most recent flood event in 2011. A decision was made to relocate the range to higher ground on the same property. This insurance reimbursement, a funding transfer from the Insurance Trust, and funds from the Police department budget funded the \$41,600 total project cost. A portion of these costs were incurred in the 2011/2012 fiscal year with the remaining costs in 2012/2013 which closed out this project.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Transfer from Insurance Trust	\$	16,100

Future Impact on Operating Budget: There will be no increase in operating costs from relocating this facility; only savings is cleanup and repair costs from frequent flooding.

City Hall and Museum Boiler Replacements: The original 2011/2012 budget included funds to replace the aging boiler in City Hall with funding of \$70,100 from the portion of the 2010 bond issue that will be repaid with Downtown Tax Increment funds. After the 2011/2012 budget was adopted the City made application for Energy Efficiency Conservation Block Grant funds for grants to assist in the cost of replacing both the City Hall and Museum boilers. The City was awarded \$21,500 of funding for the City Hall boiler and \$16,886 for the Museum boiler. Bids received for both the City Hall and Museum boilers exceeded the engineer's estimate which brought the total cost for both projects to approximately \$212,000. Future year TIF funds will be used to fund the project costs in excess of the grant funds and 2010 bond proceeds.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Energy Efficiency Block Grant Funds	\$	38,400
Future TIF Funds		103,000
	<u>\$</u>	<u>141,400</u>

Future Impact on Operating Budget: The City Hall boiler replacement will reduce maintenance and utility costs by an estimated \$5,000 annually. The Museum boiler replacement will reduce annual maintenance and utility costs by an estimated \$2,000.

Financial Software System Replacement: The City's current financial software runs on an IBM AS/400 computer and is used for all financial operations including general ledger, payroll, accounts payable, accounts receivable, and purchasing. The 2012/2013 budget included funds to replace and enhance this system with a new software system. Enhancements specifically targeted for the new system included making financial information more accessible to departments for budget monitoring purposes, electronic processing and distribution of purchase orders, electronic input and approval of employee work and leave hours by departments, and various other process enhancements. A staff committee researched several systems and recommended Springbrook Software for the new system. City Council approved the agreement with Springbrook in December 2012 and the software conversion is scheduled to begin in the summer of 2013 and be fully completed in the spring of 2014. The total cost of purchasing and implementing the new software is \$160,000. This includes the software, hardware, and on-site training for the new system. A portion of the cost is reflected in 2012/2013 with the balance in 2013/2014.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
General Fund Transfer	\$	160,000

Future Impact on Operating Budget: Annual software costs for the new system are approximately \$800 higher per year than those for the current system. The new system, however, includes several applications not included in the current system.

Storm and Sanitary Sewer Improvements: In 2007 the City signed a Consent Order with the Environmental Protection Agency (E.P.A.) which requires the City to complete specific major sewer separation projects by 2024. The E.P.A. recently approved the City's request to extend the deadline in the Consent Order to 2028. In 2008 voters approved extending the local option sales tax for a 10-year period beginning July 1, 2009 with 80% of these funds allocated for sewer improvements including the projects mandated by the Consent Order. Construction on the second and final phase of the Hershey Avenue sewer improvement project was completed in 2011/2012. This was a major project mandated by the Consent Order. The remaining project in the Consent Order is the separation of the combined sewers in the West Hill area. Many of the City's sewer improvement projects have been funded through the one (1) percent local option tax and others have been funded through sewer fees allocated to the Sewer Extension and Improvement Reserve in the Collection and Drainage Fund. The following projects are in various stages of design and/or construction in 2012/2013.

Slough/Sunset Park Lift Station Project – These lift stations were impacted by the Hershey Avenue Sewer Separation projects described above. An engineering study was completed which evaluated options for improvements to or possible replacement of the lift stations. The engineering design for this project was completed in 2011/2012. Project construction is currently underway and is scheduled to be completed in 2012/2013. Project costs will be funded from the Water Pollution Control Plant Reserve.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Water Pollution Control Plant Reserve	\$	279,000

West Hill Sewer – The City has an agreement with an engineering firm for conceptual and final design services for this major sewer separation project. This project is required to be completed by 2028 under the City's Consent Order with the Environmental Protection Agency. This project will be constructed in multiple phases over the next fifteen years and the total cost for all of the phases is projected to reach or exceed \$50 million. Construction on Phase 1 of the project began in the summer of 2012 and is scheduled for completion in the fall of 2013. The bid for Phase 2 of the project was awarded in February, 2013 and construction on Phase 2 will begin in the summer of 2013.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Local Option Sales Tax Funds	\$	2,950,000

Future Impact on Operating Budget: These projects will reduce maintenance costs to the storm and sanitary sewer system. Specific cost savings cannot be determined.

Mad Creek Sewer Extension Project (Voluntary Annexation): This project will extend sanitary sewer services from the existing Mad Creek Sewer at Park Avenue West to the Ripley's Mobile Home Court. This project is being done in conjunction with the annexation of approximately 1,200 acres including the mobile home court, and will open this area for development. This project also addresses the failing sewer lagoon system at the mobile home court. Project funding will be partially from the owner of the mobile home court with the remaining costs funded from the Sewer Extension and Improvement Reserve. Construction on this project is expected to be completed by the end of the 2012/2013 fiscal year.

Funding Source	FY 2012/2013
	Funding Amount
Contribution – Mobile Home Court Owner	\$ 407,500
Sewer Extension and Improvement Reserve	<u>797,500</u>
	<u><u>\$ 1,205,000</u></u>

Future Impact on Operating Budget: Sewer revenues will increase as this property is developed. The first customer connected to this system will be the existing mobile home park. The estimated annual sewer revenue from the mobile home court is \$80,000.

Water Pollution Control Plant Comprehensive Facilities Improvement Project: As a result of the Water Pollution Control Plant study in 2006, the City contracted for a comprehensive plant improvement project estimated at \$18.5 million. Construction began in 2008/2009 and the project was substantially completed by the end of 2011. Several items in the contract, however, are still under review with the project engineer and contractor and need to be resolved before the contract can be closed out. A State Revolving Fund loan financed \$16.5 million of project costs with the remaining costs funded from the Water Pollution Control Plant Reserve.

Funding Source	FY 2012/2013
	Funding Amount
State Revolving Fund Loan (Balance)	\$ 5,000
Engineer Reimbursement	184,800
Prior Year Plant Renovation Project Balance	62,700
Water Pollution Control Plant Reserve	<u>91,500</u>
	<u><u>\$ 344,000</u></u>

Future Impact on Operating Budget: Reduced operating and maintenance costs were realized with the new plant components. This project allowed for the discontinuation of 24/7 staffing at the plant which resulted in the elimination of one plant operator position at an annual savings of \$66,500.

Water Pollution Control Plant (WPCP) Maintenance/Storage Building: The original 2011/2012 budget included funding for a new building for storage of vehicles and biosolids equipment and also to provide space to perform routine maintenance and repairs. The City acquired the former National Guard Armory facility in a property exchange, however, and this facility included a suitable building which could be moved to the Water Pollution Control Plant property. The total cost of relocating and placing the building on a new foundation was \$153,300. Of this cost, \$111,600 was incurred in 2011/2012 with the balance in 2012/2013. This project has been completed. Funding for the project is from the Water Pollution Control Plant Reserve.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Water Pollution Control Plant Reserve	\$	41,700

Future Impact on Operating Budget: An estimated \$2,000 annually for utilities and insurance premiums.

Water Pollution Control Lab Expansion Project: This project involves expanding the lab area of the plant as well as replacement of the existing lab countertops and fume hoods. Engineering design for this project continues in 2012/2013 with construction scheduled for 2013/2014.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Water Pollution Control Plant Reserve	\$	14,500

Future Impact on Operating Budget: None

Southend Force Main Air Release Valve Project: This project involves removal of the old valves on this force main and installation of new valves with improved design. This will be an annual project completed over the next three years.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Sewer Extension and Improvement Reserve	\$	100,000

Future Impact on Operating Budget: There will be a reduction in maintenance costs with the new valves. The amount cannot be determined.

Golf Course Fairway Irrigation System Renovation: This project involves replacement of the current hydraulic irrigation system at the municipal golf course with an electric irrigation system. The design work for this project was done in 2011/2012 and the project construction began in the fall of 2012 and is scheduled for completion in the spring of 2013. This project will be financed with an internal loan from other City funds. This loan will be repaid with golf course revenues over the next four to five years. These types of loans have been used in the past for other major projects at the golf course.

<u>Funding Source</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Golf Course Fund (Project Down Payment)	\$	60,000
Internal Loan		282,800
	<u>\$</u>	<u>342,800</u>

Future Impact on Operating Budget: There will be an estimated \$2,000 in annual savings in maintenance costs with the new irrigation system.

Airport Runway Lighting Improvements: Animals caused damage to the lighting system along the runways and parallel and connecting taxiways at the airport. This project upgraded the system from a Medium Intensity Runway Light (MIRL) system to a High Intensity Runway Light (HIRL) system with wiring buried in conduit rather than the existing direct bury wiring. The FAA is providing 95% of the funding for this project with a 5% local match required. The local match was included in the City's June 2012 bond issue. Engineering for this project began in 2010/2011 and construction was substantially completed in 2011/2012. Only the seeding work in the contract remains to be done and this work is scheduled to be completed in the spring of 2013.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Federal Aviation Administration (FAA) Grant	\$ 4,700
Prior Year Bond Proceeds	<u>300</u>
	<u><u>\$ 5,000</u></u>

Future Impact on Operating Budget: There will be savings in repair costs by preventing further damage to the lighting conduit by animals. The amount cannot be determined.

Airport Hangar Access Security and T-Hangar Drainage Improvements: The city was awarded funding from the State to improve drainage in the area of the T-Hangars during excessive rain events and to install fencing and a security camera to improve hangar access security. The grant provides for 85% State funding and a 15% local match. Engineering work for this project began in 2011/2012 and is continuing in 2012/2013. While designing this project it was determined that the amount included in the original grant would not be sufficient to complete the drainage improvements portion of this project. The City will be submitting an application for additional State funding to complete this project. The 2012/2013 funding amount reflects engineering design work and the security camera portion of this project. The local share of the original project cost was included in the June 2012 bond issue.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
State Grant	\$ 21,300
Prior Year Bond Proceeds	<u>8,900</u>
	<u><u>\$ 30,200</u></u>

Future Impact on Operating Budget: There will be a small increase estimated at \$300 annually for the security camera.

Airport Airfield Maintenance: This project involved crack sealing and other maintenance work on pavement surfaces throughout the airport grounds. The Federal Aviation Administration (FAA) funded 90% of project costs. Engineering work for this project began in 2011/2012 and the project was constructed in 2012/2013. The local share of the project cost was included in the June 2012 bond issue.

<u>Funding Sources</u>	<u>FY 2012/2013</u>
	<u>Funding Amount</u>
Federal Aviation Administration (FAA) Grant	\$ 62,800
Prior Year Bond Proceeds	<u>7,700</u>
	<u><u>\$ 70,500</u></u>

Future Impact on Operating Budget: This project will reduce annual pavement maintenance costs. The amount, however, cannot be determined.

Airport Obstruction Removal: Vegetation and other potential obstructions have created safety and security issues at the airport. This project involves surveying the airport to identify these problem areas and removing them. The Federal Aviation Administration (FAA) is funding 90% of project costs. The engineering work on this project began in 2011/2012 and the contract work is currently in progress and is scheduled to be completed by the end of 2012/2013. The local share of the project cost was included in the June 2012 bond issue.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
Federal Aviation Administration (FAA) Grant	\$ 47,800	
Prior Year Bond Proceeds	<u>5,400</u>	
		<u>\$ 53,200</u>

Future Impact on Operating Budget: This project will reduce annual maintenance costs. The amount, however, cannot be determined.

Airport Zoning Ordinance Update: A State grant will provide 100% funding for the update of the Airport Zoning Ordinance. This update is expected to be completed in 2012/2013.

<u>Funding Sources</u>	<u>FY 2012/2013</u>	<u>Funding Amount</u>
State Grant	\$ 25,000	

Future Impact on Operating Budget: None