# Office of Mayor Miro Weinberger

## MEMORANDUM

**To:** City Council
**From:** Mayor Miro Weinberger
**Date:** April 10, 2015
**Re:** Preliminary 10-Year Capital Plan Overview

---

Since my State of the City address in 2014, one of the Administration's major focus areas has been the creation of a comprehensive 10-Year Capital Plan. This plan is intended to enhance the City's ability to maintain and invest in its public infrastructure – a core responsibility of local government that has an enormous impact on the quality of life and economic development in our City. The plan will bring greater rigor to our decision-making regarding our physical assets, allowing us to: identify areas of under-investment; prioritize and co-ordinate across different types of assets to improve the quality and cost-efficiency of our infrastructure investments; and manage the cumulative cost of our infrastructure so that its impact on taxpayers is predictable and stable.

This has been a major effort involving considerable engagement from almost every department and the commissioning of numerous independent assessments of different elements of our public infrastructure. I appreciate the leadership of CAO Bob Rusten and Capital Projects Manager Martha Keenan on this effort, and excited that we have now reached the stage where we can begin discussing the challenges and solutions ahead with the City Council and City Commissions.

**The City Faces an Immediate and Long-Term Public Infrastructure Funding Challenge**
As the attached documents make clear, our work to this point has identified an immediate FY16 challenge that will require our focus over the next two and a half months as we complete the budget. Our current projections also show an approximately $60 million funding shortfall over the next decade simply to maintain our existing infrastructure, and an even larger funding gap if we choose to pursue enhancements.

It is important to understand that while these challenges are substantial, the City has a number of different options available to address them. Together, we must look for efficiencies, consider reducing some infrastructure commitments, and explore for new strategies for funding investments. It is my expectation that we will pursue many different solutions and substantially reduce the projected funding shortfall before the possibility of any new municipal bonding is considered. Given the undue pressures property taxpayers have experienced in recent years, my goal is to meet our responsibilities as good stewards of the public's assets while minimizing property tax increases.

I look forward to reviewing the assumptions behind our revenue and expenses projections and exploring different solutions with the City Council and City Commissions in the months ahead. If we succeed at this collaboration the people of Burlington will enjoy steady improvement to our roads,

sidewalks, and public parks, and buildings over the next decade and future generations will continue to enjoy the outstanding public infrastructure we are so fortunate to have inherited from our predecessors.

Thank you.

City of Burlington
Vermont

# OFFICE OF THE CLERK/TREASURER

**City of Burlington**
**City Hall, Room 20, 149 Church Street, Burlington, VT 05401**

**Voice (802) 865-7000**
**Fax (802) 865-7014**
**TTY (802) 865-7142**

To: City Council & Miro Weinberger, Mayor

From: Bob Rusten, Chief Administrative Officer

Re: Submission of 10-year Capital Plan - Starting in FY 16

Date: April 10, 2015

Please find attached to this memo adraft document entitled "City of Burlington 10 Year Capital Plan".

This document is the result of approximately one year's work of a team of City staff and ia capital planning tool for City-owned capital assets; buildings, infrastructure and vehicles.

- This tool is the first version of what will be aliving document to be updated each year.
- To utilize this document the Board of Finance, City Council and all jurisdictional Commissions should be involved in determining what projects should go forward, when, and how to pay for these.
- Many of these investments are necessary and arecost-efficient to move forwardnow to prevent having to pay even larger amounts as building and infrastructure deteriorateVehicles have stayed in service past their prime tradein value and resulted in maintenance costs that exceed the value of the vehicle.
- The City has made past efforts to address its capital needs, such as an increase of one million dollars in the annual General Fund borrowing for capital needs
- The lack of a long-term plan, updated each year, with limited preventativemaintenance resources, has resulted in a significant backlog of essential capital asset reinvestment.
- I want to acknowledge that thedraft "City of Burlington 10 Year Capital Plan" tool is due to the work of numerous staff, in particular the management leadership teams ofhe Department of Public Works and of Parks and Recreation along with the Mayor and his office. Martha Keenan, Capital Improvement Program Manager, had the lead role in facilitating all the different City staff and outside contractors, to put this document together. We owe a debt of gratitude to the many people involved who created this very important initial planning tool and process so we can proactively and responsibly address the capital asset needs of the City of Burlington.

**Focus of Capital Plan:**

- While significant effort was spent to identify the capital asset needs of all City departments, a higher degree of effort went into General Fund areas.
- The next year will require continued refinement and updating of this tool.
- The School District has expressed some interest in collaborating with the City on capital planning over the next year

**A Need Identified:**

- To pay for the reinvestment in enhancement to and expansion of our capital assets.
- To simply maintain the assets the City currently owns, we estimate needing to invest approximately $211M over the next 10 years
- We estimate the existing revenue streamsfor capital investments over the next 10 years to be ~$150 million, including the current yearly bonding for $2M Thus, under our current assumptions, we are preliminarily projecting an additional need of approximately $60 million over the next ten years. Over the months ahead, we anticipate working with City Council Committees

and City Commissions to confirm the assumptions underlying these expens and revenue assumptions.

**Critical Questions to be Reviewed:**

- All parties are encouraged to analyze ways to creatively respond to the needs and to do so by thinking long-term.
- Would it make sense to refurbish or build a new building to consolidate City departments?
- Can different City departments coordinate and consolidate our building needs?
- Can a centralized fleet maintenance system reduce the current or future number of City-owned vehicles by having a better vehicle-sharing system?
- Can we avoid the past practice of borrowing money for limited life vehicles, and of yearly bond payment for vehicles no longer in service?
- Can capital growth and the expenditures associated be proven to be long-term revenue generators and therefore an investment in the City's long-term financial health and therefore justify the cost?
- Does creating and funding reserve accounts to build up money to pay cash for assets, rather than borrowing, make financial sense?
- Can large tax hikes be avoided by shifting projects from one year to another so as to level out the funding need year to year?
- Can we divest from any underutilized and expensive facilities?

These and other questions should be the basis of the review on this capital planning tool. What should not be a question is whether the City needs to address its long-term capital needs in a comprehensive way and then plan and act on these needs.

**I would call your attention to a few items:**

- In FY 15 we hired EMG to conduct an assessment of all City-owned buildings. All of the critical life-safety issues as identified by EMG were addressed in this FY.
- For Fiscal Years 16 and 17 we believe our primary responsibility is to address building and infrastructure needs both EMG and the Administration believe hinders functionality.
- FY 17 & FY 18 addresses our built-up vehicle needs. This allows time to assess ways to cost-effectively address our vehicle needs.
- The Plan proposes to continue the enhanced FY15 funding for sidewalk reinvestment into FY16 and then sharply increasing funding in FY 17 to attain a level of funding that can sustainably maintain our street, sidewalk and curb infrastructure.
- In the Parks section, starting in FY 16 with even heavier emphasis continuing in FY 17 and beyond, we address the bike path rehabilitation needs.
- Beyond making Memorial Auditorium usable for its current limited functions, significant refurbishing and retrofitting is likely needed to increase the Auditorium functionality. In FY 17, in the Expansion section of the tool we show the anticipated costs needed for major renovation. This conceptual projection is included for discussion purposes. The City is not pursuing such a renovation at this time.
- In the "New Operational Expense" section we have added necessary costs required if a decision is made to move ahead with all of the projects in FY 16 and beyond. Modification to projects and/or their time line could impact the need for these operational expenses.

**To best use this Tool:**

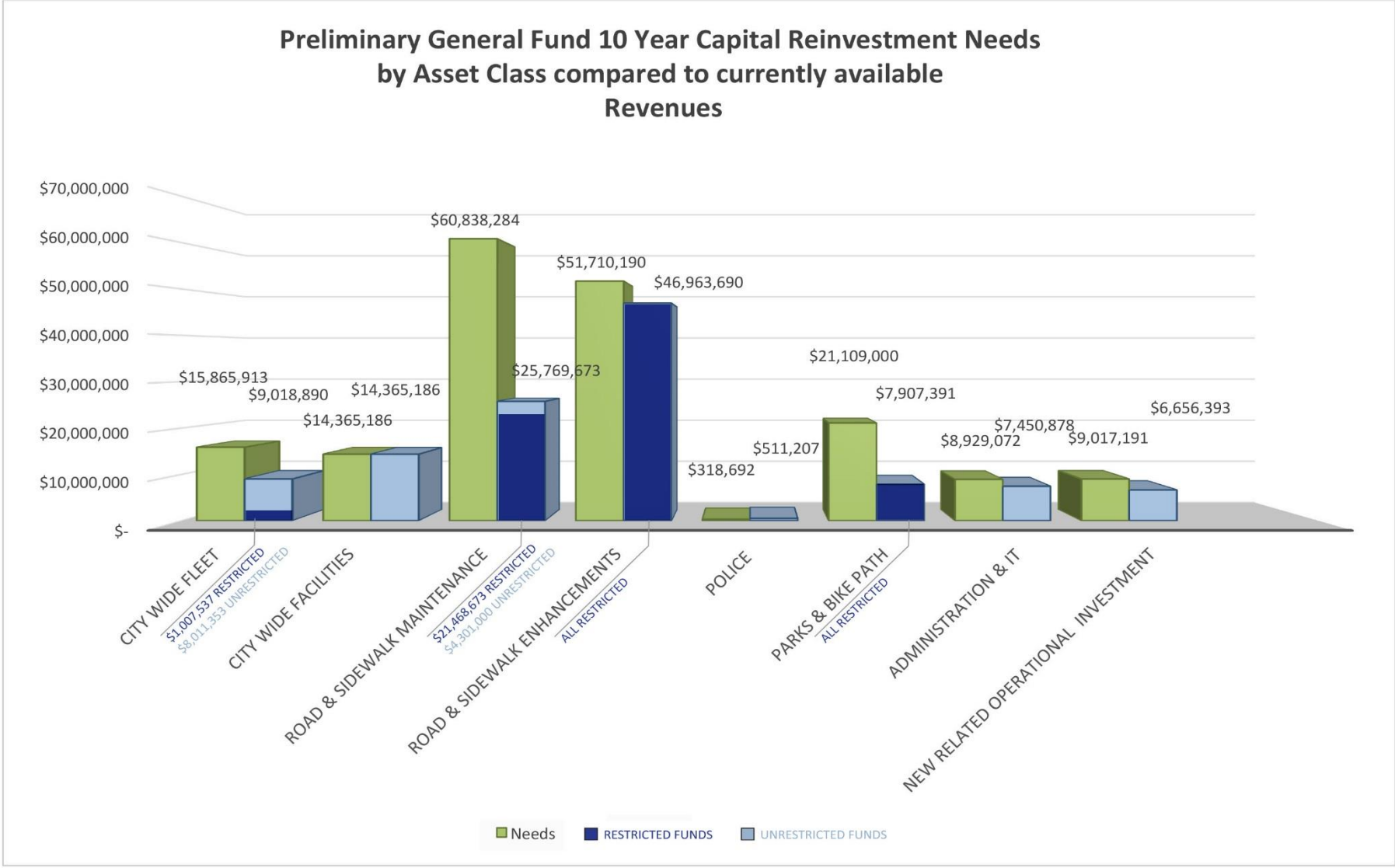
- Implement discussions as to what projects should be moved forward, in what time frame, and at what cost. Included are non-City revenues to help pay for projects if we have actual commitments.
- Be fiscally prudent by preliminarily approving future work on large capital assets conditional on getting commitments of non-City revenues, and to define that amount and commitment time frame
- Initiate discussions for the purpose of long-term planning.

**Next Steps**:

- After an overview of the plan at the April 13, 2015 City Council work session, the 10-year Capital Plan be referred to the Board of Finance for a more thorough review.
- A collaborative process initiated between the Administration, the Board of Finance, and the City Council Committees and City Commissions of jurisdiction focused on the Administration's submission of, and the City Council approval of a feasible FY 16 capital budget
- With the FY 16 budget completed, discussions and decisions with the BoF and jurisdictional Committees and Commissions relating to FY 17 and beyond will enable planning out the steps, including budgetary, to implement the approved projects

**In summary**:

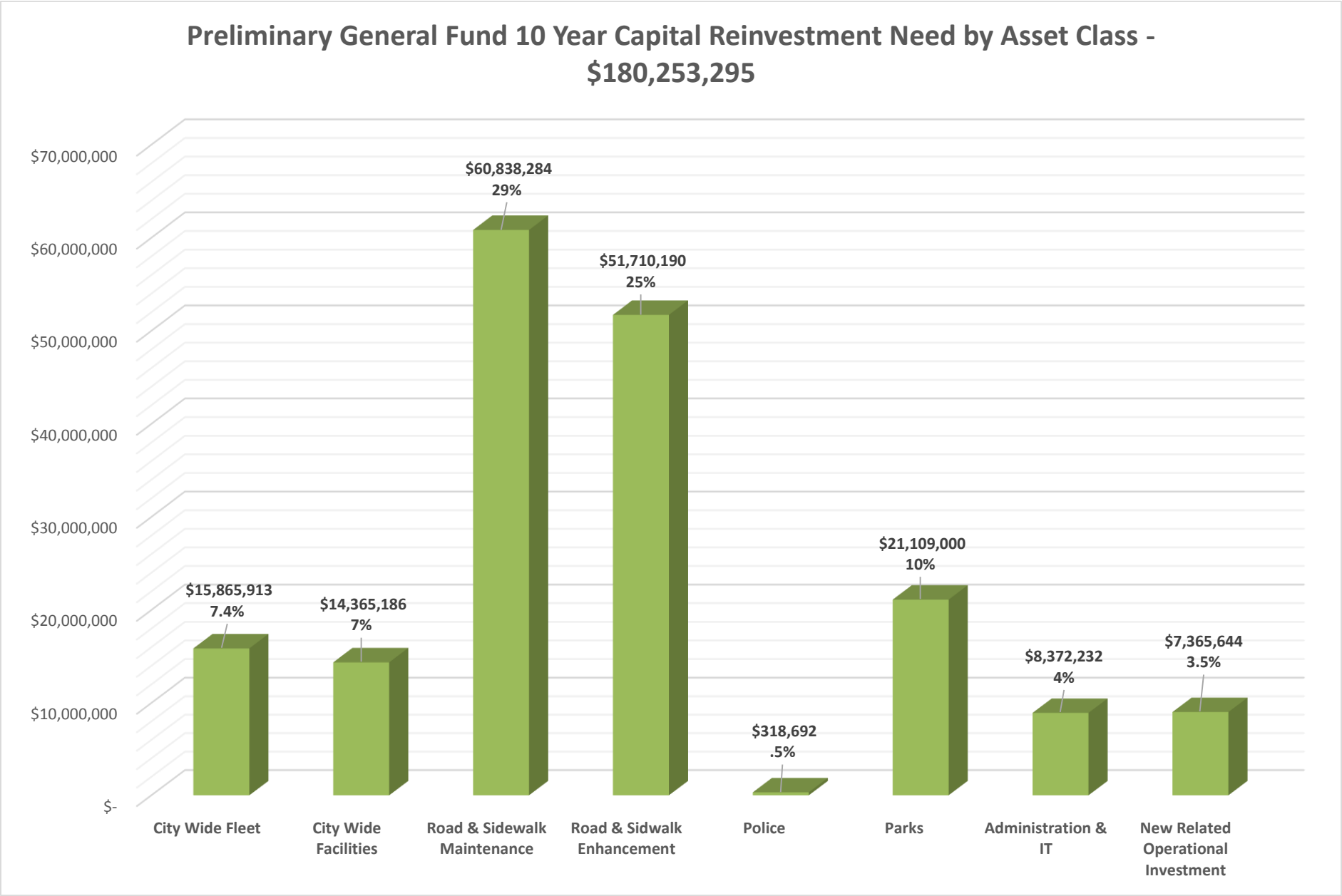
- The City does not have a long-range, sustainable capital plan
- Our current projections indicate that existing funding will only cover approximately 2/3rds of the cost of just maintaining what we currently own, leaving a projected ~$60,000,000 shortfall over the next ten years under our preliminary assumptions
- The chronic underfunding has many impacts, including:
    - equipment prone to failure sometimes before its expected lifespan
    - more expensive repairs
    - significant resources spent reacting to problems
- To be able to sustainably maintain our assets, we must pursue some mix of the following options:
    - Reduce our assets
    - Secure additional capital funding
    - Develop more efficient systems to maintain our asets
    - Add additional assets only once we have a capital funding plan in place
- Possible solutions to funding the capital shortfall
    - Aggressively pursue energy efficiency projects and other cost saving measures and reinvest savings in capital assets
    - Add to budget line items in operating budgets
    - Consider alternative capital financing sources other than property taxes
    - Finance long-term capital investments in part with additional revenue anticipated when the Waterfront TIF expires in 2024
    - Short-term and long-term potential borrowing
    - Create one fleet department– improving efficiencies and requiring less overall vehicles
    - Leddy Park Renovation/expansion– add a Parks facility at Leddy allowing some streets vehicles to be based in north end of City saving time and travel on vehicles, moving Parks folks to Leddy and making more space available at 645 Pine Street



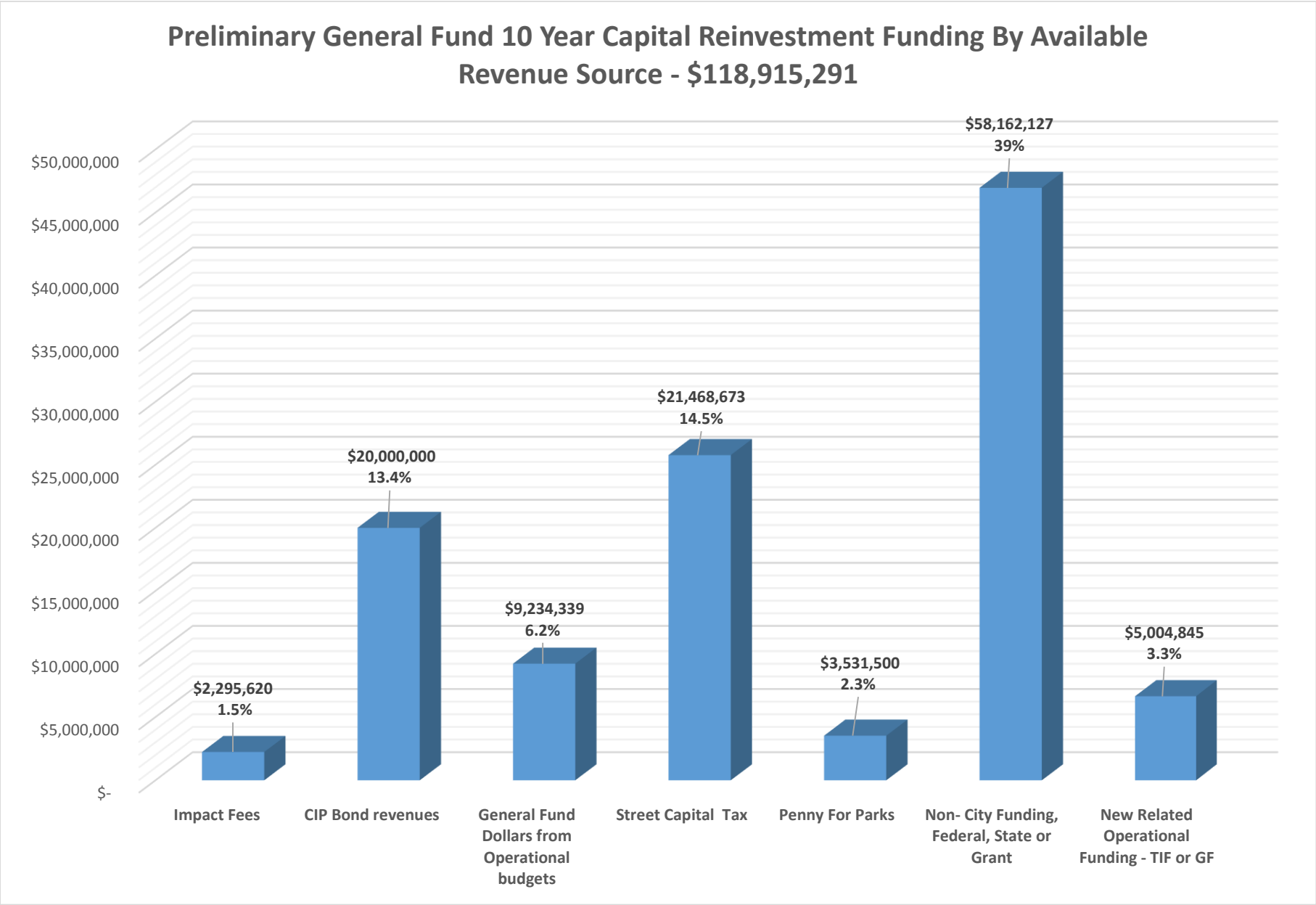

- Does not include Expansion Needs (see separate chart)
- Some revenues restricted to Asset Class



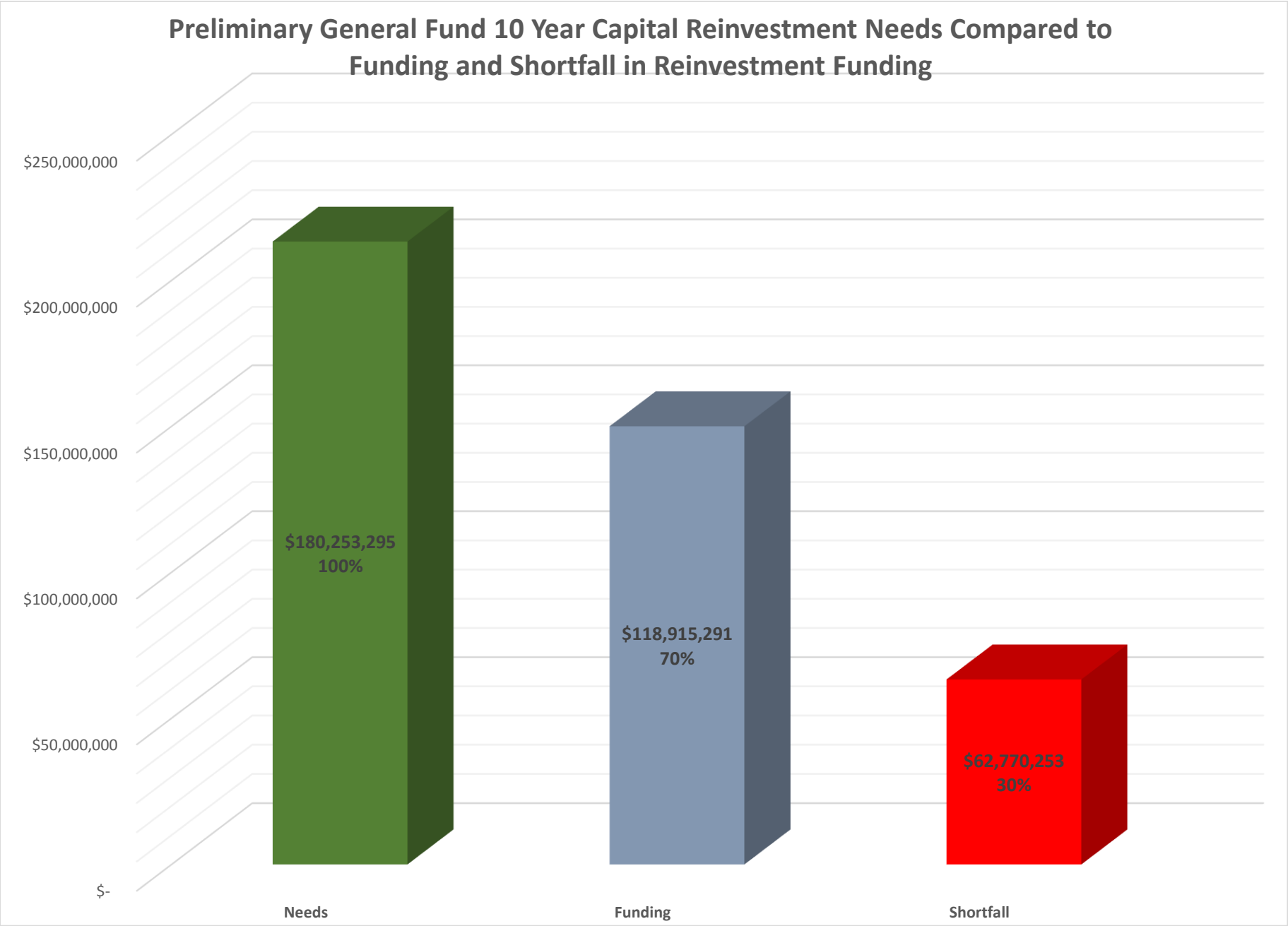
4/8/2015

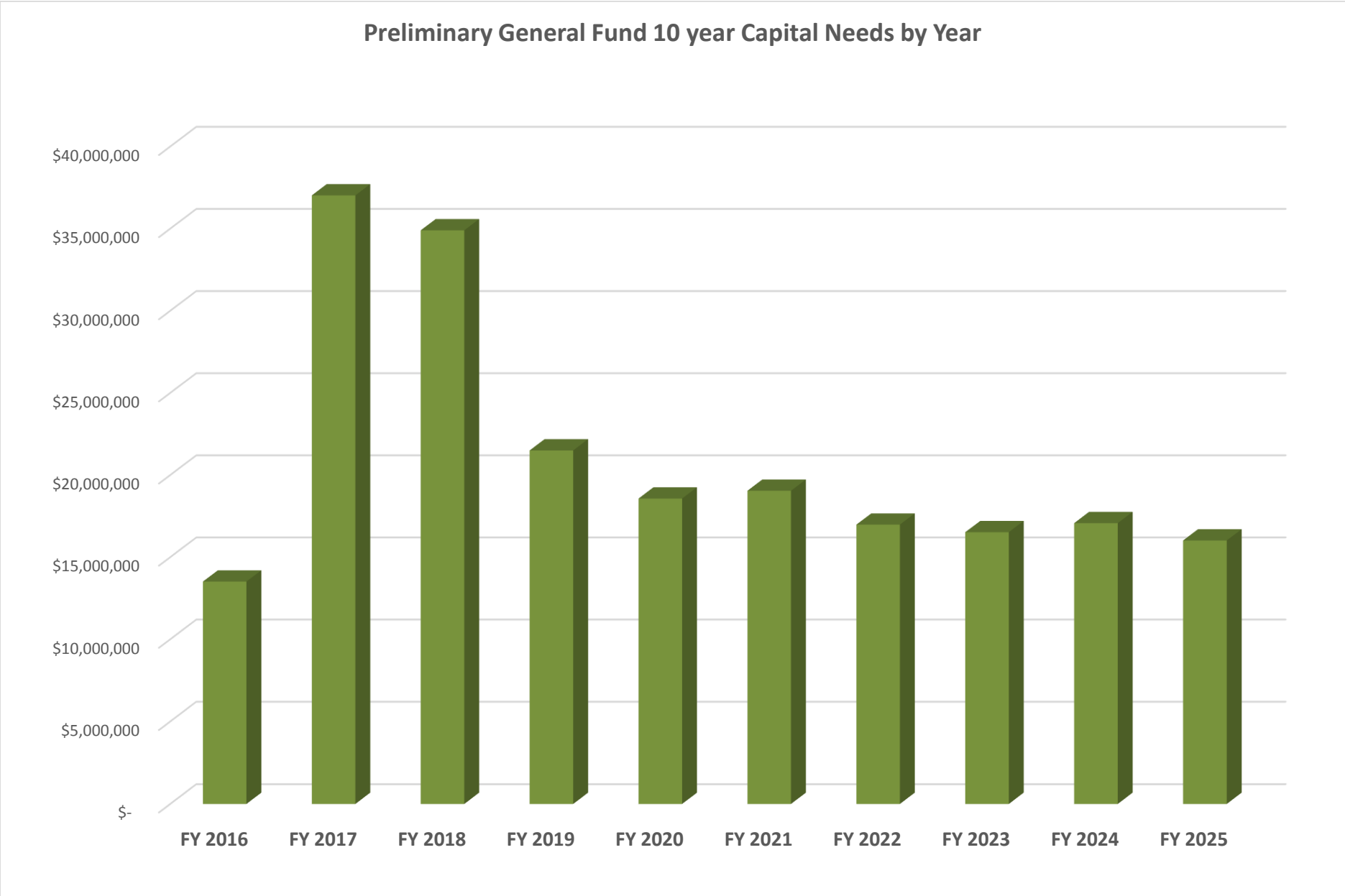



- Debt Service Expenses not included in this chart - $30,882,967

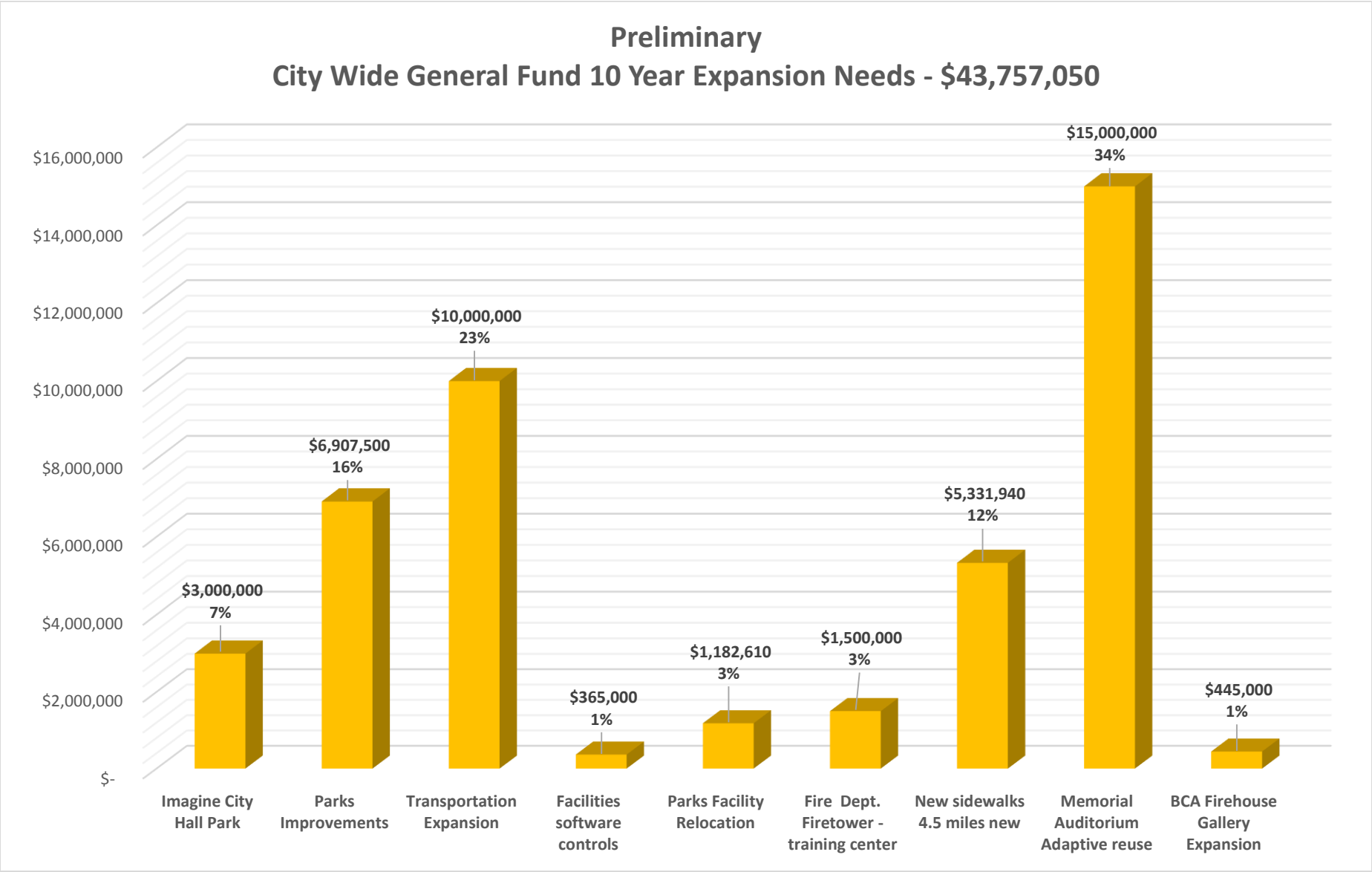



- Property tax revenue to cover debt service not included

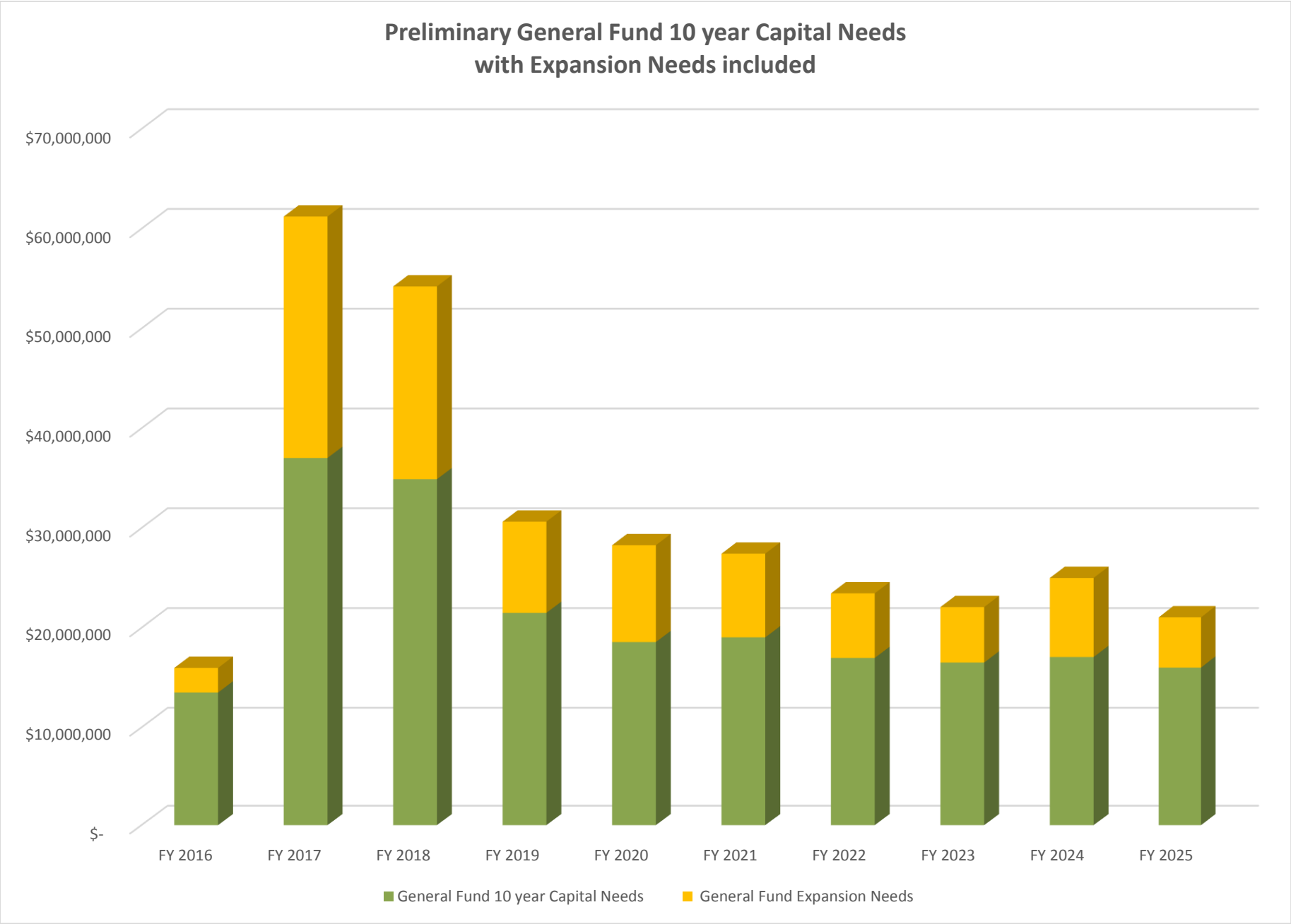

Preliminary General Fund 10 Year Capital Reinvestment Needs Compared to Funding and Shortfall in Reinvestment Funding
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$-
$180,253,295
100%
$118,915,291
70%
$62,770,253
30%
Needs
Funding
Shortfall

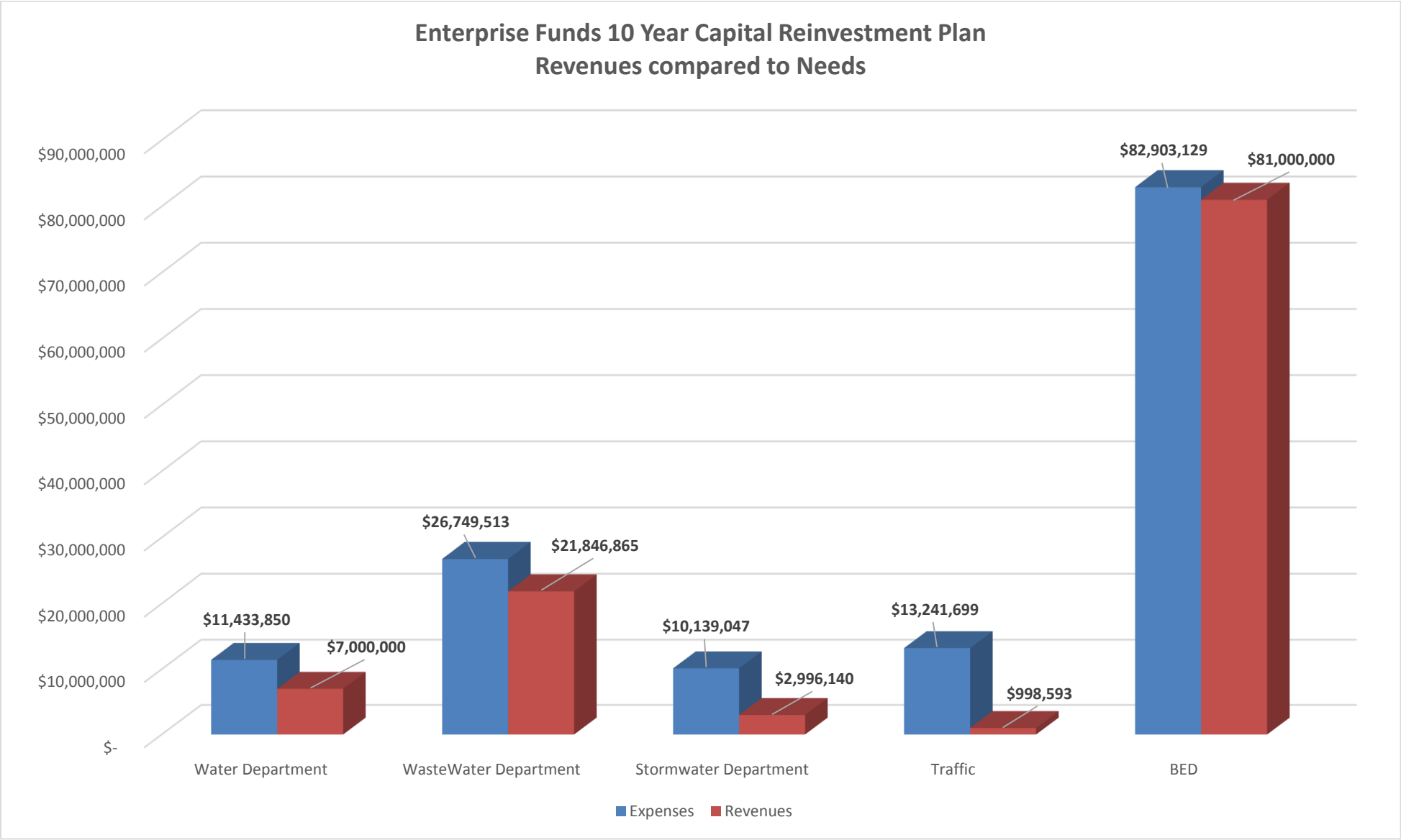



- FY16, FY17 & FY18 are catch-up years for previously deferred capital work

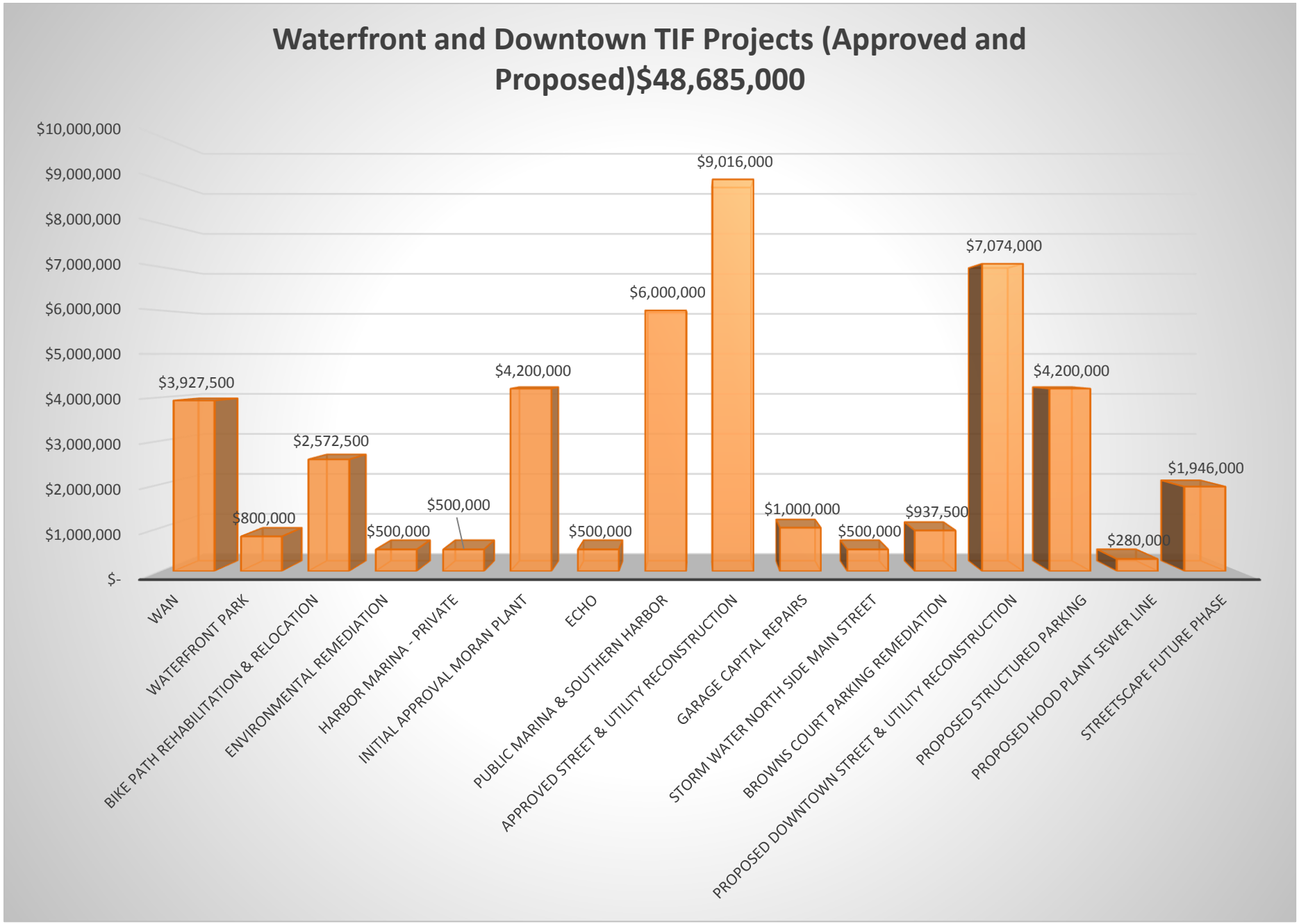



- These are initial proposed capital expansion projects, it is not meant to be exhaustive
- Procurement of outside funding to move forward projects yet to be determined


Preliminary General Fund 10 year Capital Needs
with Expansion Needs included
$70,000,000
$60,000,000
$50,000,000
$40,000,000
$30,000,000
$20,000,000
$10,000,000
$-
FY 2016
FY 2017
FY 2018
FY 2019
FY 2020
FY 2021
FY 2022
FY 2023
FY 2024
FY 2025
General Fund 10 year Capital Needs
General Fund Expansion Needs




- Enterprise Capital Plans are initial figures and require additional work
- Traffic does not include new revenues


Waterfront and Downtown TIF Projects (Approved and Proposed)$48,685,000
$10,000,000
$9,000,000
$8,000,000
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$-
$3,927,500
$800,000
$2,572,500
$500,000
$500,000
$4,200,000
$500,000
$6,000,000
$9,016,000
$1,000,000
$500,000
$937,500
$7,074,000
$4,200,000
$280,000
$1,946,000
WAN
WATERFRONT PARK
BIKE PATH REHABILITATION & RELOCATION
ENVIRONMENTAL REMEDIATION
HARBOR MARINA - PRIVATE
INITIAL APPROVAL MORAN PLANT
ECHO
PUBLIC MARINA & SOUTHERN HARBOR
APPROVED STREET & UTILITY RECONSTRUCTION
GARAGE CAPITAL REPAIRS
STORM WATER NORTH SIDE MAIN STREET
BROWNS COURT PARKING REMEDIATION
PROPOSED DOWNTOWN STREET & UTILITY RECONSTRUCTION
PROPOSED STRUCTURED PARKING
PROPOSED HOOD PLANT SEWER LINE
STREETSCAPE FUTURE PHASE

# City of Burlington 10 Year Capital Plan (Fiscal Year 2016 - 2025)
## General Fund Capital Plan by Asset Class

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | **GO BOND OBLIGATION** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 5 | ***Expenditures*** | GO Bond Obligations Debt Service | | $ 2,875,894 | $ 2,953,617 | $ 2,982,948 | $ 3,037,153 | $ 3,045,114 | $ 2,664,689 | $ 2,665,650 | $ 2,635,467 | $ 2,639,595 | $ 2,635,938 | $ 2,735,070 | $ 27,995,240 |
| 6 | | GO Bond Debt Service Public Works | | $ 277,123 | $ 278,534 | $ 275,235 | $ 275,330 | $ 278,582 | $ 276,835 | $ 278,210 | $ - | $ - | $ - | $ - | $ 1,662,727 |
| 7 | | GO Bond New Debt Service ($2M) | | $ - | $ - | $ - | $ - | $ 175,000 | $ 175,000 | $ 175,000 | $ 175,000 | $ 175,000 | $ 175,000 | $ 175,000 | $ 1,225,000 |
| 8 | | **Total Debt Service Expense** | | **$ 3,153,018** | **$ 3,232,151** | **$ 3,258,183** | **$ 3,312,483** | **$ 3,498,696** | **$ 3,116,525** | **$ 3,118,860** | **$ 2,810,467** | **$ 2,814,595** | **$ 2,810,938** | **$ 2,910,070** | **$ 30,882,967** |
| 9 | ***Revenue*** | GO Bond Revenue for New Debt | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10 | | DPW Central Facility 7200_115 | | $ (277,123) | $ (277,123) | $ (277,123) | $ (277,123) | $ (277,123) | $ (277,123) | $ (277,123) | $ - | $ - | $ - | $ - | $ (1,662,738) |
| 11 | | Property Tax Debt Service 4000_220 | | $ (2,876,000) | $ (2,953,617) | $ (2,982,948) | $ (3,037,153) | $ (3,221,000) | $ (2,876,000) | $ (2,876,000) | $ (2,876,000) | $ (2,876,000) | $ (2,876,000) | $ (2,876,000) | $ (29,450,718) |
| 12 | | CIP Bond | | $ (3,727,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (2,000,000) | $ (20,000,000) |
| 13 | | **Total Debt Service Revenues** | | **$ (6,880,123)** | **$ (5,230,740)** | **$ (5,260,071)** | **$ (5,314,276)** | **$ (5,498,123)** | **$ (5,153,123)** | **$ (5,153,123)** | **$ (4,876,000)** | **$ (4,876,000)** | **$ (4,876,000)** | **$ (4,876,000)** | **$ (51,113,456)** |
| 14 | **Net Debt Service Obligation** | | | **$ (3,727,105)** | **$ (1,998,589)** | **$ (2,001,888)** | **$ (2,001,793)** | **$ (1,999,427)** | **$ (2,036,598)** | **$ (2,034,263)** | **$ (2,065,533)** | **$ (2,061,405)** | **$ (2,065,062)** | **$ (1,965,930)** | **$ (20,230,489)** |
| 15 | | | | | | | | | | | | | | | |
| 16 | **CITYWIDE FLEET REINVESTMENT** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 17 | ***Expenditures*** | Equipment Maintenance Vehicle | | $ 11,138 | $ 11,138 | $ 11,138 | $ 11,138 | $ 11,138 | $ - | $ 31,270 | $ - | $ - | $ - | $ 65,000 | $ 140,822 |
| 18 | | Recycling Vehicles | | $ - | $ - | $ 242,000 | $ - | $ 260,000 | $ - | $ 260,000 | $ - | $ 260,000 | $ - | $ - | $ 1,022,000 |
| 19 | | Recycling lease Payments | | $ 96,147 | $ 96,147 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 96,147 |
| 20 | | To reserves Recycling for truck purchase | | $ 47,500 | $ 95,000 | $ - | $ 147,500 | $ - | $ 147,500 | $ - | $ 147,500 | $ - | $ 147,500 | $ - | $ 685,000 |
| 21 | | Right of Way Streets Vehicles leases FY15 | | $ 37,750 | $ 37,750 | $ 37,750 | $ 37,750 | $ 37,750 | $ - | $ - | $ - | $ - | $ - | $ - | $ 151,000 |
| 22 | | Streets Equipment | | $ - | $ 565,000 | $ 580,000 | $ 545,000 | $ 617,300 | $ 685,000 | $ 545,000 | $ 464,000 | $ 370,000 | $ 357,200 | $ 627,000 | $ 5,355,500 |
| 23 | | Streets Equipment lease revenue purchase | | $ - | $ (565,000) | $ (580,000) | $ (545,000) | $ (617,300) | $ (685,000) | $ (545,000) | $ (464,000) | $ (370,000) | $ (357,200) | $ (627,000) | $ (5,355,500) |
| 24 | | Streets Equipment lease for purchases | | $ - | $ 120,000 | $ 241,800 | $ 356,250 | $ 485,883 | $ 629,733 | $ 624,183 | $ 612,003 | $ 574,518 | $ 521,415 | $ 510,657 | $ 4,676,442 |
| 25 | | Right of Way Streets Leases | | $ 64,569 | $ 59,855 | $ 60,977 | $ 62,136 | $ 63,333 | $ - | $ - | $ - | $ - | $ - | $ - | $ 246,301 |
| 26 | | Right of Way Interest on Leases | | $ 1,900 | $ 6,615 | $ 5,492 | $ 4,333 | $ 3,136 | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,577 |
| 27 | | Fire Additional Lease (in 7200 ) | | $ - | $ 21,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 21,000 |
| 28 | | Fire Chase Lease | | $ 18,906 | $ 18,906 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 18,906 |
| 29 | | Fire UTV | | $ 8,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 30 | | Fire Ambulance FY15 - 16 | | $ 17,800 | $ 160,200 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 160,200 |
| 31 | | Fire Vehicles | | $ - | $ - | $ 1,355,000 | $ 1,458,000 | $ 630,000 | $ 275,000 | $ 210,000 | $ - | $ 640,000 | $ 25,000 | $ - | $ 4,593,000 |
| 32 | | Library Van | | $ - | $ - | $ 20,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 20,000 |
| 33 | | Police Vehicles | | $ 129,231 | $ 160,000 | $ 225,000 | $ 349,000 | $ 315,000 | $ 255,000 | $ 207,000 | $ 225,000 | $ 274,000 | $ 315,000 | $ 255,000 | $ 2,580,000 |
| 34 | | Police DEA leases | | $ 10,125 | $ 21,603 | $ 24,300 | $ 24,300 | $ 24,300 | $ 24,300 | $ - | $ - | $ - | $ - | $ - | $ 118,803 |
| 35 | | Police Leases | | $ 48,884 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 36 | | Police 2009 Lease Purchase | | $ 3,098 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 37 | | Police 2010 lease | | $ 22,928 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 38 | | Police Chase 2011 Lease | | $ 46,213 | $ 46,213 | $ 23,106 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 69,319 |
| 39 | | Police Additional Fleet Expansion | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 40 | | Parks Fleet | | $ 490,500 | $ 150,500 | $ 248,261 | $ 140,098 | $ 134,849 | $ 51,000 | $ 125,969 | $ 11,000 | $ 49,000 | $ 26,451 | $ 452,218 | $ 1,389,346 |
| 41 | | Parks fleet lease revenue | | $ - | $ (150,500) | $ (248,261) | $ (140,098) | $ (134,849) | $ (51,000) | $ (125,969) | $ (11,000) | $ (49,000) | $ (26,451) | $ (452,218) | $ (1,389,346) |
| 42 | | New Parks leases | | $ 52,000 | $ 83,605 | $ 135,740 | $ 165,160 | $ 193,479 | $ 152,189 | $ 147,037 | $ 97,212 | $ 78,082 | $ 55,318 | $ 139,574 | $ 1,247,396 |
| 43 | | Parks Leases - Master in C/T office | | $ 61,083 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 44 | | Additional Fleet Expansion | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 45 | | To Reserve | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 46 | | **Total Fleet Replacement Cost** | | **$ 1,167,772** | **$ 938,031** | **$ 2,382,304** | **$ 2,615,568** | **$ 2,024,019** | **$ 1,483,722** | **$ 1,479,490** | **$ 1,081,715** | **$ 1,826,600** | **$ 1,064,234** | **$ 970,231** | **$ 15,865,913** |
| 47 | ***Revenue*** | Police Impact Fees ($49,058/year) | | $ (15,125) | $ (89,023) | $ - | $ - | $ (147,174) | $ - | $ - | $ (147,174) | $ - | $ - | $ (147,174) | $ (530,545) |
| 48 | | Police Revenue from GL | | $ (245,000) | $ (138,793) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (200,000) | $ (1,938,793) |
| 49 | | Airport Reimbursement Police | | $ - | $ - | $ (6,000) | $ - | $ - | $ (6,000) | $ (6,000) | $ (6,000) | $ (6,000) | $ (6,000) | $ (6,000) | $ (42,000) |
| 50 | | Fire Dept New Lease GL | | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (21,000) | $ (210,000) |
| 51 | | Fire Dept GL | | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (18,906) | $ (189,060) |
| 52 | | Fire Dept. Impact Fees ($39,599/year) | | $ (25,800) | $ (160,200) | $ - | $ - | $ (158,396) | $ - | $ - | $ - | $ (158,396) | $ - | $ - | $ (476,992) |
| 53 | | Parks GL | | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (110,000) | $ (1,100,000) |
| 54 | | Parks Green belt fund | | $ (165,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 55 | | Parks GL from Rec | | $ (8,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 56 | | Zamboni trade-in | | $ - | $ - | $ (30,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (30,000) |
| 57 | | Parks fleet revenue | | $ (166,441) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 58 | | DPW GL | | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (245,000) | $ (2,450,000) |
| 59 | | Recycling GL lease $147,500/year | | $ (147,500) | $ (147,500) | $ (242,500) | $ (147,500) | $ (295,000) | $ (147,500) | $ (295,000) | $ (147,500) | $ (147,500) | $ (147,500) | $ (147,500) | $ (1,865,000) |
| 60 | | Police Trade-in | | $ - | $ - | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (13,500) | $ (121,500) |
| 61 | | Trade-in Fire engines | | $ - | $ - | $ (65,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (65,000) |
| 62 | | From Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 63 | | **Total Revenues** | | **$ (1,167,772)** | **$ (930,422)** | **$ (951,906)** | **$ (755,906)** | **$ (1,208,976)** | **$ (761,906)** | **$ (909,406)** | **$ (909,080)** | **$ (920,302)** | **$ (761,906)** | **$ (909,080)** | **$ (9,018,890)** |
| 64 | **Fleet Reinvestment Total Deficit (Surplus)** | | | **$ (0)** | **$ 7,609** | **$ 1,430,398** | **$ 1,859,662** | **$ 815,043** | **$ 721,816** | **$ 570,084** | **$ 172,635** | **$ 906,298** | **$ 302,328** | **$ 61,151** | **$ 6,847,023** |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | | | | | | | | | | | | | | | |
| 66 | **CITY WIDE FACLITIES** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 67 | ***Expenditures*** | FFL | | $ 175,000 | $ 231,778 | $ 88,519 | $ 121,089 | $ 301,676 | $ 108,016 | $ 1,337 | $ 1,565 | $ 334,748 | $ 137,558 | $ 50,582 | $ 1,376,868 |
| 68 | | City Hall Repairs | | $ - | $ 177,711 | $ 260,931 | $ 90,476 | $ 2,038 | $ 85,110 | $ 6,018 | $ 205,225 | $ 49,870 | $ 305,157 | $ 99,020 | $ 1,281,556 |
| 69 | | Miller Center | | $ - | $ 8,899 | $ 11,190 | $ 15,570 | $ 41,673 | $ - | $ 1,476 | $ - | $ 26,095 | $ 249,896 | $ 27,411 | $ 382,210 |
| 70 | | Leddy Arena | | $ 126,000 | $ 389,954 | $ 1,234,439 | $ 121,413 | $ 99,345 | $ 18,029 | $ 184,685 | $ 50,279 | $ - | $ 322,212 | $ 197,605 | $ 2,617,961 |
| 71 | | North Beach | | $ - | $ 144,271 | $ 18,781 | $ 225,276 | $ 170,941 | $ - | $ 874 | $ 21,600 | $ 16,724 | $ 418,988 | $ 984 | $ 1,018,439 |
| 72 | | Oakledge | | $ - | $ 71,865 | $ 45,020 | $ - | $ 13,682 | $ 1,061 | $ 2,697 | $ 52,191 | $ - | $ 1,194 | $ 1,871 | $ 189,581 |
| 73 | | Boathouse | | $ 20,000 | $ 42,205 | $ 858,273 | $ - | $ 12,639 | $ 11,129 | $ 36,989 | $ - | $ 12,336 | $ 12,330 | $ 656 | $ 986,557 |
| 74 | | Lake View Cemetery Building | | $ - | $ 68,513 | $ 186,690 | $ 24,057 | $ 53,205 | $ 1,143 | $ 23,714 | $ 2,987 | $ 3,082 | $ 1,287 | $ 15,286 | $ 379,964 |
| 75 | | Miscellaneous Parks Buildings | | $ - | $ 115,751 | $ 146,443 | $ 158,598 | $ 156,144 | $ 6,274 | $ 63,183 | $ 19,486 | $ 72,335 | $ 62,238 | $ 27,174 | $ 827,626 |
| 76 | | Police Department | | $ - | $ 181,604 | $ 105,995 | $ 3,124 | $ 84,567 | $ 6,817 | $ 144,480 | $ - | $ 3,622 | $ 188,684 | $ 69,884 | $ 788,777 |
| 77 | | Fire Station #1 | | $ - | $ 2,438 | $ 3,085 | $ - | $ 25,295 | $ 8,667 | $ 15,687 | $ - | $ 28,803 | $ 21,097 | $ 2,049 | $ 107,121 |
| 78 | | Fire Station #2 | | $ - | $ 6,594 | $ - | $ 410 | $ 103,647 | $ 15,256 | $ 9,851 | $ 10,752 | $ 9,005 | $ 59,968 | $ - | $ 215,483 |
| 79 | | Fire Station #3 | | $ - | $ 14,444 | $ - | $ - | $ 7,328 | $ - | $ - | $ - | $ 9,790 | $ 112,911 | $ 139,765 | $ 284,238 |
| 80 | | Fire Station #4 | | $ - | $ 6,045 | $ 24,917 | $ 1,568 | $ 15,064 | $ 521 | $ 17,020 | $ 17,081 | $ 1,817 | $ 18,234 | $ 6,541 | $ 108,808 |
| 81 | | Fire Station #5 | | $ - | $ 24,425 | $ 24,597 | $ 1,661 | $ 27,782 | $ 521 | $ 21,689 | $ 19,584 | $ 1,926 | $ 27,400 | $ 6,135 | $ 155,720 |
| 82 | | 645 Pine Street | | $ 35,000 | $ 124,220 | $ 90,702 | $ 1,393 | $ 62,477 | $ 177,602 | $ 83,315 | $ 1,568 | $ 1,615 | $ 90,239 | $ 142,137 | $ 775,268 |
| 83 | | Firehouse Gallery | | $ - | $ 177,711 | $ 40,388 | $ 186,545 | $ 4,107 | $ - | $ 31,320 | $ - | $ 17,269 | $ 17,614 | $ 19,465 | $ 494,419 |
| 84 | | Memorial | | $ - | $ 259,097 | $ 2,000,000 | $ - | $ - | $ 6,723 | $ - | $ 12,577 | $ 5,573 | $ 14,353 | $ 76,267 | $ 2,374,590 |
| 85 | | **Total Expenditure** | | **$ 356,000** | **$ 2,047,525** | **$ 5,139,970** | **$ 951,180** | **$ 1,181,610** | **$ 446,869** | **$ 644,335** | **$ 414,895** | **$ 594,610** | **$ 2,061,360** | **$ 882,832** | **$ 14,365,186** |
| 86 | ***Revenue*** | Interest Perpetual Care Fund Lake View Cemetery | | $ - | $ (100,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (100,000) |
| 87 | | Utility savings from EE projects | 5% increase/yr | $ (10,000) | $ (50,000) | $ (75,000) | $ (78,750) | $ (82,688) | $ (86,822) | $ (91,163) | $ (95,721) | $ (100,507) | $ (105,533) | $ (110,809) | $ (876,992) |
| 88 | | **Total Revenues** | | **$ (10,000)** | **$ (150,000)** | **$ (75,000)** | **$ (78,750)** | **$ (82,688)** | **$ (86,822)** | **$ (91,163)** | **$ (95,721)** | **$ (100,507)** | **$ (105,533)** | **$ (110,809)** | **$ (976,992)** |
| 89 | **City Wide Facilities Total Deficit (Surplus)** | | | **$ 346,000** | **$ 1,897,525** | **$ 5,064,970** | **$ 872,430** | **$ 1,098,923** | **$ 360,047** | **$ 553,172** | **$ 319,174** | **$ 494,103** | **$ 1,955,827** | **$ 772,023** | **$ 13,388,194** |
| 90 | | | | | | | | | | | | | | | |
| 91 | **RD & SIDEWALK REINVESTMENT** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 92 | ***Expenditures*** | Street Reinvestment | | $ 2,329,703 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 1,544,101 | $ 15,441,010 |
| 93 | | Sidewalk Reinvestment | | $ - | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 687,702 | $ 6,877,020 |
| 94 | | Bridge Repair (Queen City Bridge) | | $ - | $ 80,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 80,000 |
| 95 | | Cliff Street Repair Unfunded Portion - | | $ 193,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 96 | | Flynn Avenue Unfunded Portion | | $ - | $ 77,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 77,000 |
| 97 | | Additional Sidewalk Needs 3% esc. | includes onroad | $ - | $ 225,000 | $ 637,300 | $ 637,300 | $ 637,300 | $ 656,419 | $ 676,112 | $ 696,395 | $ 717,287 | $ 738,805 | $ 760,970 | $ 6,382,887 |
| 98 | | Additional Streets 3% escalator | bike facilities | $ - | $ 250,000 | $ 1,006,960 | $ 1,006,960 | $ 1,006,960 | $ 1,037,169 | $ 1,068,284 | $ 1,100,332 | $ 1,133,342 | $ 1,167,343 | $ 1,202,363 | $ 9,979,713 |
| 99 | | Curbs | | $ - | $ 200,000 | $ 1,510,312 | $ 1,510,312 | $ 1,510,312 | $ 1,555,621 | $ 1,602,290 | $ 1,650,359 | $ 1,699,869 | $ 1,750,866 | $ 1,803,392 | $ 14,793,333 |
| 100 | | Preventive Maint. Streets | | $ - | $ - | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 1,800,000 |
| 101 | | Guardrails | | $ - | $ - | $ 650,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 650,000 |
| 102 | | Park Road Paving | | $ - | $ 240,265 | $ 375,000 | $ 617,056 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,232,321 |
| 103 | | Bridge Replacement | Queen City Bridge | $ - | $ - | $ - | $ 1,875,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,875,000 |
| 104 | | Bridge Repairs | | $ - | $ - | $ - | 0 | $ - | $ - | $ 175,000 | $ 1,475,000 | $ - | $ - | $ - | $ 1,650,000 |
| 105 | | **Total Expenditures** | | **$ 2,522,703** | **$ 3,304,068** | **$ 6,611,375** | **$ 8,078,431** | **$ 5,586,375** | **$ 5,681,012** | **$ 5,953,488** | **$ 7,353,889** | **$ 5,982,302** | **$ 6,088,817** | **$ 6,198,527** | **$ 60,838,284** |
| 106 | ***Revenue*** | Fees & Permits | | $ (3,000) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (100) | $ (1,000) |
| 107 | | Vtrans Bridge replacement dollars | 80% of QC bridge | $ - | $ - | $ - | $ (1,500,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (1,500,000) |
| 108 | | Excavation Fees | | $ (295,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (280,000) | $ (2,800,000) |
| 109 | | Dedicated Tax 1% | | $ (2,031,703) | $ (2,052,020) | $ (2,072,541) | $ (2,093,266) | $ (2,114,199) | $ (2,135,341) | $ (2,156,694) | $ (2,178,261) | $ (2,200,044) | $ (2,222,044) | $ (2,244,264) | $ (21,468,673) |
| 110 | | **Total Revenues** | | **$ (2,329,703)** | **$ (2,332,120)** | **$ (2,352,641)** | **$ (3,873,366)** | **$ (2,394,299)** | **$ (2,415,441)** | **$ (2,436,794)** | **$ (2,458,361)** | **$ (2,480,144)** | **$ (2,502,144)** | **$ (2,524,364)** | **$ (25,769,673)** |
| 111 | **Rd & Sidewalk Reinvestment Total Deficit (Surplus)** | | | **$ 193,000** | **$ 971,948** | **$ 4,258,734** | **$ 4,205,065** | **$ 3,192,076** | **$ 3,265,572** | **$ 3,516,694** | **$ 4,895,528** | **$ 3,502,158** | **$ 3,586,673** | **$ 3,674,162** | **$ 35,068,610** |
| 112 | | | | | | | | | | | | | | | |
| 113 | **ROAD & SIDEWALK ENHANCEMENTS** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 114 | ***Expenditures*** | Champlain Parkway Budget | $20K match | $ - | $ 962,000 | $ 15,000,000 | $ 15,000,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 30,962,000 |
| 115 | | Manhattan Drive Slope Failure Budget | $170K match | $ 875,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 116 | | Bike/Ped Scoping | | $ - | $ 60,250 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 60,250 |
| 117 | | Wayfinding | | $ - | $ 55,440 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 55,440 |
| 118 | | Lakeside/Pine signal | | $ 208,763 | $ 48,154 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 48,154 |
| 119 | | Transportation Projects | | $ - | $ - | $ - | $ - | $ 2,947,500 | $ 2,947,500 | $ 2,947,500 | $ 2,947,500 | $ 2,947,500 | $ 2,947,500 | $ 2,947,500 | $ 20,632,500 |
| 120 | | **Total Expenditures** | | **$ 1,083,763** | **$ 1,125,844** | **$ 15,000,000** | **$ 15,000,000** | **$ 2,947,500** | **$ 2,947,500** | **$ 2,947,500** | **$ 2,947,500** | **$ 2,947,500** | **$ 2,947,500** | **$ 2,947,500** | **$ 51,758,344** |
| 121 | ***Revenue*** | Federal or State Funding Projects | est. 80% | **$ -** | **$ -** | **$ -** | **$ -** | $ (2,358,000) | $ (2,358,000) | $ (2,358,000) | $ (2,358,000) | $ (2,358,000) | $ (2,358,000) | $ (2,358,000) | $ (16,506,000) |
| 122 | | Manhattan Drive Slope Failure Funded Portion | | $ (705,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 123 | | Wayfinding Match from Traffic | | $ - | $ (55,440) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (55,440) |
| 124 | | Champlain Parkway Funded Portion | | $ - | $ (942,000) | $ (14,700,000) | $ (14,700,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (30,342,000) |
| 125 | | Bike/Ped Grant | | $ - | $ (60,250) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (60,250) |
| 126 | | **Total Revenues** | | **$ (705,000)** | **$ (1,057,690)** | **$ (14,700,000)** | **$ (14,700,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (2,358,000)** | **$ (46,963,690)** |
| 127 | **Road & Sidewalk Enhancements Total Deficit (Surplus)** | | | **$ 378,763** | **$ 68,154** | **$ 300,000** | **$ 300,000** | **$ 589,500** | **$ 589,500** | **$ 589,500** | **$ 589,500** | **$ 589,500** | **$ 589,500** | **$ 589,500** | **$ 4,794,654** |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 | | | | | | | | | | | | | | | |
| 129 | **FLETCHER FREE LIBARARY** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 130 | ***Expenditures*** | Impact Fee Improvements | | $ 60,000 | $ - | $ - | $ - | $ 130,000 | $ - | $ - | $ - | $ 130,000 | $ - | $ - | $ 260,000 |
| 131 | | **Total Expenditures** | | **$ 60,000** | **$ -** | **$ -** | **$ -** | **$ 130,000** | **$ -** | **$ -** | **$ -** | **$ 130,000** | **$ -** | **$ -** | **$ 260,000** |
| 132 | ***Revenue*** | Impact Fees ($32,599/year) | FY14 carry forwar | $ (60,000) | $ - | $ - | $ - | $ (130,396) | $ - | $ - | $ - | $ (130,396) | $ - | $ - | $ (260,792) |
| 133 | | **Total Revenues** | | **$ (60,000)** | **$ -** | **$ -** | **$ -** | **$ (130,396)** | **$ -** | **$ -** | **$ -** | **$ (130,396)** | **$ -** | **$ -** | **$ (260,792)** |
| 134 | **Fletcher Free Library Total Deficit (Surplus)** | | | **$ -** | **$ -** | **$ -** | **$ -** | **$ (396)** | **$ -** | **$ -** | **$ -** | **$ (396)** | **$ -** | **$ -** | **$ (792)** |
| 135 | | | | | | | | | | | | | | | |
| 136 | **FIRE DEPARTMENT** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 137 | ***Expenditures*** | Specialized equipment - air packs | | $ 312,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 138 | | To Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 139 | | **Total Expenditures** | | **$ 312,000** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| 140 | ***Revenue*** | From Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 141 | | Match for air packs from City Contingency | | $ (31,200) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 142 | | Grant | | $ (280,800) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 143 | | **Total Revenues** | | **$ (312,000)** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| 144 | **Fire Department Total Deficit (Surplus)** | | | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| 145 | | | | | | | | | | | | | | | |
| 146 | **POLICE DEPARTMENT** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 147 | ***Expenditures*** | To Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 148 | | Tasers | | $ - | $ 85,000 | $ 14,923 | $ 14,923 | $ 14,923 | $ 14,923 | $ - | $ - | $ - | $ - | $ - | $ 144,692 |
| 149 | | Phone upgrade | | $ - | $ 20,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 20,000 |
| 150 | | Security upgrade | | $ - | $ 10,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,000 |
| 151 | | Copiers, radios, electronics | | $ - | $ 11,000 | $ 11,000 | $ 11,000 | $ 11,000 | $ - | $ 50,000 | $ 50,000 | $ - | $ - | $ - | $ 144,000 |
| 152 | | **Total Expenditures** | | **$ -** | **$ 126,000** | **$ 25,923** | **$ 25,923** | **$ 25,923** | **$ 14,923** | **$ 50,000** | **$ 50,000** | **$ -** | **$ -** | **$ -** | **$ 318,692** |
| 153 | ***Revenue*** | From Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 154 | | Police Capital Outlay GL | | $ - | $ (106,207) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (45,000) | $ (511,207) |
| 155 | | **Total Revenues** | | **$ -** | **$ (106,207)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (511,207)** |
| 156 | **Police Department Total Deficit (Surplus)** | | | **$ -** | **$ 19,793** | **$ (19,077)** | **$ (19,077)** | **$ (19,077)** | **$ (30,077)** | **$ 5,000** | **$ 5,000** | **$ (45,000)** | **$ (45,000)** | **$ (45,000)** | **$ (192,515)** |
| 157 | | | | | | | | | | | | | | | |
| 158 | **PARKS, RECREATION & W'FRONT** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 159 | ***Expenditures*** | Parks Capital Projects | | $ 308,000 | $ 493,000 | $ 586,000 | $ 725,000 | $ 1,099,000 | $ 657,000 | $ 667,000 | $ 469,000 | $ 352,000 | $ 207,000 | $ 194,000 | $ 5,449,000 |
| 160 | | Penny for Parks Project Coordination | | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 500,000 |
| 161 | | Perkins Sea Wall & North Beach Overpass | | $ 175,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 162 | | Bike Path Rehabilitation (Non-TIF) | | $ - | $ 1,000,000 | $ 2,500,000 | $ 2,350,000 | $ 2,350,000 | $ 2,350,000 | $ 2,350,000 | $ - | $ - | $ - | $ - | $ 12,900,000 |
| 163 | | Bike Path Maintenance | | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 176,000 | $ 1,760,000 |
| 164 | | Trees & Equipment | | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 500,000 |
| 165 | | To next FY | | $ 71,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 166 | | **Total Expenditures** | | **$ 830,000** | **$ 1,769,000** | **$ 3,362,000** | **$ 3,351,000** | **$ 3,725,000** | **$ 3,283,000** | **$ 3,293,000** | **$ 745,000** | **$ 628,000** | **$ 483,000** | **$ 470,000** | **$ 21,109,000** |
| 167 | ***Revenue*** | Greenbelt Capital | | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (50,000) | $ (500,000) |
| 168 | | Economic Development Funding | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 169 | | Parks Foundation (Bike Path Rehabilitation) | | $ - | $ (250,000) | $ (750,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (1,000,000) |
| 170 | | From Previous FY | | $ - | $ (71,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (71,000) |
| 171 | | Bike Path Maintenance and Improvement | 1% escalator | $ (176,000) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (177,760) | $ (1,777,600) |
| 172 | | Impact Fees | | $ (247,000) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (102,729) | $ (1,027,291) |
| 173 | | Penny for Parks | 1% escalator | $ (357,000) | $ (350,000) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (353,500) | $ (3,531,500) |
| 174 | | **Total Revenues** | | **$ (830,000)** | **$ (1,001,489)** | **$ (1,433,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (683,989)** | **$ (7,907,391)** |
| 175 | **Parks, Recreation & W'front Total Deficit (Surplus)** | | | **$ -** | **$ 767,511** | **$ 1,928,011** | **$ 2,667,011** | **$ 3,041,011** | **$ 2,599,011** | **$ 2,609,011** | **$ 61,011** | **$ (55,989)** | **$ (200,989)** | **$ (213,989)** | **$ 13,201,609** |
| 176 | | | | | | | | | | | | | | | |
| 177 | **ADMINISTRATION** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 178 | ***Expenditures*** | Master leases | | $ 36,330 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 179 | | CIP Budget Not in Facilities | already spent FY15 | $ 1,556,343 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 180 | | IT Earmarks | | $ 400,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 250,000 | $ 2,500,000 |
| 181 | | New Projects | | $ 464,000 | $ - | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 1,350,000 |
| 182 | | Contingency Fund | | $ 300,000 | $ - | $ - | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 2,400,000 |
| 183 | | Project Management CIP | w/3% escalator | $ 89,000 | $ 89,000 | $ 89,000 | $ 91,670 | $ 94,420 | $ 97,253 | $ 100,170 | $ 103,175 | $ 106,271 | $ 109,459 | $ 112,743 | $ 993,160 |
| 184 | | Copier lease expense | | $ - | $ 58,000 | $ 58,000 | $ 58,000 | $ 58,000 | $ 58,000 | $ - | $ - | $ - | $ - | $ - | $ 290,000 |
| 185 | | Growth Capital Expenses | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 186 | | CEDO GO debt service | | $ 35,960 | $ 29,622 | $ 4,200 | $ 4,200 | $ 801,050 | $ - | $ - | $ - | $ - | $ - | $ - | $ 839,072 |
| 187 | | **Total Expenditures** | | **$ 2,881,633** | **$ 426,622** | **$ 551,200** | **$ 853,870** | **$ 1,653,470** | **$ 855,253** | **$ 800,170** | **$ 803,175** | **$ 806,271** | **$ 809,459** | **$ 812,743** | **$ 8,372,232** |
| 188 | ***Revenue*** | GF Revenues for Leases | | $ (72,290) | $ (29,622) | $ (4,200) | $ (4,200) | $ (801,050) | $ - | $ - | $ - | $ - | $ - | $ - | $ (839,072) |
| 189 | | **Total Revenues** | | **$ (72,290)** | **$ (29,622)** | **$ (4,200)** | **$ (4,200)** | **$ (801,050)** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ (839,072)** |
| 190 | **Administration Total Deficit (Surplus)** | | | **$ 2,809,343** | **$ 397,000** | **$ 547,000** | **$ 849,670** | **$ 852,420** | **$ 855,253** | **$ 800,170** | **$ 803,175** | **$ 806,271** | **$ 809,459** | **$ 812,743** | **$ 7,533,160** |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 | | | | | | | | | | | | | | | |
| 192 | **NEW OPERATIONAL EXPENSES** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 193 | ***Expenditures*** | Additional Parks Labor 3% esc. | 1 Project Mgr FY17 | $ - | $ - | $ 75,000 | $ 77,250 | $ 79,568 | $ 81,955 | $ 84,413 | $ 86,946 | $ 89,554 | $ 92,241 | $ 95,008 | $ 761,933 |
| 194 | | Additional DPW 1 Eng, 1 Planner 3% esc | 2 employees | $ - | $ 190,000 | $ 190,000 | $ 195,700 | $ 201,571 | $ 207,618 | $ 213,847 | $ 220,262 | $ 226,870 | $ 233,676 | $ 240,686 | $ 2,120,230 |
| 195 | | Add Eng Tech - Streets & Sidewalks | 1 employee | $ - | $ 73,000 | $ 73,000 | $ 75,190 | $ 77,446 | $ 79,769 | $ 82,162 | $ 84,627 | $ 87,166 | $ 89,781 | $ 92,474 | $ 814,615 |
| 196 | | Additional Maintenance Labor (HVAC) | 1 FY16, 2 FY17 | $ - | $ 75,000 | $ 150,000 | $ 154,500 | $ 159,135 | $ 163,909 | $ 168,826 | $ 173,891 | $ 179,108 | $ 184,481 | $ 190,016 | $ 1,598,866 |
| 197 | | Citywide phone system | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 198 | | City wide security systems | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 199 | | Preventive Maintenance Facilities | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 200 | | Memorial Operating Loss | | $ - | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 207,000 | $ 2,070,000 |
| 201 | | **Total New Operational Expenditures** | | **$ -** | **$ 545,000** | **$ 695,000** | **$ 709,640** | **$ 724,719** | **$ 740,251** | **$ 756,248** | **$ 772,726** | **$ 789,698** | **$ 807,178** | **$ 825,184** | **$ 7,365,644** |
| 202 | ***Revenue*** | Downtown TIF | covers 2 employee | $ - | $ (190,000) | $ (190,000) | $ (195,700) | $ (201,571) | $ (207,618) | $ (213,847) | $ (220,262) | $ (226,870) | $ (233,676) | $ (240,686) | $ (2,120,230) |
| 203 | | Parks Operating GL for Memorial | covers Memorial l | $ - | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (207,000) | $ (2,070,000) |
| 204 | | Street & Sidewalk Projects | covers 1 new emp | $ - | $ (73,000) | $ (73,000) | $ (75,190) | $ (77,446) | $ (79,769) | $ (82,162) | $ (84,627) | $ (87,166) | $ (89,781) | $ (92,474) | $ (814,615) |
| 205 | | **Total Revenues** | | **$ -** | **$ (470,000)** | **$ (470,000)** | **$ (477,890)** | **$ (486,017)** | **$ (494,387)** | **$ (503,009)** | **$ (511,889)** | **$ (521,036)** | **$ (530,457)** | **$ (540,161)** | **$ (5,004,845)** |
| 206 | **New Operational Expenses Total Expenditures** | | | **$ -** | **$ 75,000** | **$ 225,000** | **$ 231,750** | **$ 238,703** | **$ 245,864** | **$ 253,239** | **$ 260,837** | **$ 268,662** | **$ 276,722** | **$ 285,023** | **$ 2,360,799** |
| 207 | | | | | | | | | | | | | | | |
| 208 | **GF GRAND TOTALS (w/o Expansion Needs)** | | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 209 | **Total General Fund Capital Expenditures** | | | **$ 12,366,888** | **$ 13,514,241** | **$ 37,025,955** | **$ 34,898,095** | **$ 21,497,312** | **$ 18,569,054** | **$ 19,043,093** | **$ 16,979,367** | **$ 16,519,574** | **$ 17,072,485** | **$ 16,017,086** | **$ 211,136,262** |
| 210 | **Total General Fund Revenues** | | | **$ (12,366,888)** | **$ (11,308,290)** | **$ (25,292,807)** | **$ (25,933,377)** | **$ (13,688,537)** | **$ (11,998,668)** | **$ (12,180,484)** | **$ (11,938,040)** | **$ (12,115,374)** | **$ (11,863,029)** | **$ (12,047,403)** | **$ (148,366,009)** |
| 211 | **Total Capital Reinvestment Deficit (Surplus) - General Fund** | | | **$ (0)** | **$ 2,205,950** | **$ 11,733,148** | **$ 8,964,718** | **$ 7,808,775** | **$ 6,570,386** | **$ 6,862,609** | **$ 5,041,327** | **$ 4,404,201** | **$ 5,209,456** | **$ 3,969,683** | **$ 62,770,253** |
| 212 | | | | | | | | | | | | | | | |
| 213 | **GF EXPANSION (City Wide Growth)** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 214 | ***Expenditures*** | Imagine City Hall Park | | $ - | $ - | $ 1,500,000 | $ 1,500,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,000,000 |
| 215 | | Parks Improvements | | $ - | $ 125,000 | $ 1,720,000 | $ 477,500 | $ 687,000 | $ 1,075,000 | $ 549,000 | $ 437,000 | $ 142,000 | $ 1,685,000 | $ 10,000 | $ 6,907,500 |
| 216 | | Fire Dept growth | flycar for Paramed | $ - | $ 25,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 25,000 |
| 217 | | Police Dept growth | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 218 | | FFL growth | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 219 | | DPW growth | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 220 | | Transportation Expansion | WAN area, bike sh | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,000,000 | $ 2,000,000 | $ 2,000,000 | $ 2,000,000 | $ 2,000,000 | $ 10,000,000 |
| 221 | | Facilities Growth controls | bldg. software con | $ - | $ 65,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ 365,000 |
| 222 | | Facilities Growth | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 223 | | Parks Facility Relocation | | $ - | $ - | $ 1,182,610 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,182,610 |
| 224 | | Fire Dept. Firetower - training center | | $ - | $ - | $ - | $ - | $ - | $ 1,500,000 | $ - | $ - | $ - | $ - | $ - | $ 1,500,000 |
| 225 | | New sidewalks 4.5 miles new | 3% escalator | $ - | $ 100,000 | $ 515,000 | $ 530,450 | $ 546,364 | $ 562,754 | $ 579,637 | $ 597,026 | $ 614,937 | $ 633,385 | $ 652,387 | $ 5,331,940 |
| 226 | | Accepting new streets | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 227 | | Memorial Auditorium Adaptive reuse | | $ - | $ - | $ 7,500,000 | $ 7,500,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 15,000,000 |
| 228 | | BCA Capital Reinvestment | | $ - | $ 45,000 | $ 50,000 | $ 350,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 445,000 |
| 229 | | **Total Expenditures** | | **$ -** | **$ 360,000** | **$ 12,567,610** | **$ 10,457,950** | **$ 1,333,364** | **$ 3,137,754** | **$ 3,128,637** | **$ 3,034,026** | **$ 2,756,937** | **$ 4,318,385** | **$ 2,662,387** | **$ 43,757,050** |
| 230 | ***Potential Revenue*** | Parks Foundation (Accessible Playground) | | $ - | $ (100,000) | $ (100,000) | $ (100,000) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (300,000) |
| 231 | | Transportation Expansion Funding | Fed or State | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ (1,600,000) | $ (1,600,000) | $ (1,600,000) | $ (1,600,000) | $ (1,600,000) | $ (8,000,000) |
| 232 | | **Total Revenues** | | **$ -** | **$ (100,000)** | **$ (100,000)** | **$ (100,000)** | **$ -** | **$ -** | **$ (1,600,000)** | **$ (1,600,000)** | **$ (1,600,000)** | **$ (1,600,000)** | **$ (1,600,000)** | **$ (8,300,000)** |
| 233 | **GF Expansion New Investment** | | | **$ -** | **$ 260,000** | **$ 12,467,610** | **$ 10,357,950** | **$ 1,333,364** | **$ 3,137,754** | **$ 1,528,637** | **$ 1,434,026** | **$ 1,156,937** | **$ 2,718,385** | **$ 1,062,387** | **$ 35,457,050** |
| 234 | | | | | | | | | | | | | | | |
| 235 | **GF GRAND TOTALS (w/ Expansion Needs)** | | | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 236 | **Total Expenditures with Expansion** | | | **$ 12,366,888** | **$ 13,874,241** | **$ 49,593,565** | **$ 45,356,045** | **$ 22,830,676** | **$ 21,706,808** | **$ 22,171,730** | **$ 20,013,393** | **$ 19,276,511** | **$ 21,390,870** | **$ 18,679,473** | **$ 254,893,311** |
| 237 | **Total Proposed Revenues** | | | **$ (12,366,888)** | **$ (11,408,290)** | **$ (25,392,807)** | **$ (26,033,377)** | **$ (13,688,537)** | **$ (11,998,668)** | **$ (13,780,484)** | **$ (13,538,040)** | **$ (13,715,374)** | **$ (13,463,029)** | **$ (13,647,403)** | **$ (156,666,009)** |
| 238 | **Total Capital Needs Deficit (Surplus) with Expansion Needs** | | | **$ (0)** | **$ 2,465,950** | **$ 24,200,758** | **$ 19,322,668** | **$ 9,142,139** | **$ 9,708,140** | **$ 8,391,246** | **$ 6,475,353** | **$ 5,561,138** | **$ 7,927,841** | **$ 5,032,069** | **$ 98,227,303** |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

## City of Burlington 10 Year Capital Plan (Fiscal Year 2016 - 2025)
## Enterprise Fund Capital Plans

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 239 | | | | | | | | | | | | | | | |
| 240 | **City of Burlington 10 Year Capital Plan (Fiscal Year 2016 - 2025)** | | | | | | | | | | | | | | |
| 241 | **Enterprise Fund Capital Plans** | | | | | | | | | | | | | | |
| 242 | | | | | | | | | | | | | | | |
| 243 | **WATER** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 244 | ***Expenditures*** | Master Lease 2009 | | $ 2,319 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 245 | | Leases | | $ 6,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 246 | | Chase 2011 | | $ 14,879 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 247 | | Water Vehicles | | $ 120,000 | $ 120,000 | $ 150,000 | $ - | $ - | $ - | $ 31,000 | $ 145,000 | $ 139,710 | $ - | $ - | $ 585,710 |
| 248 | | Asset Management | | $ - | $ 25,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 25,000 |
| 249 | | Penny Lane Plant | | $ 50,000 | $ 440,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 1,340,000 |
| 250 | | Reservoir Pump Station | | $ 450,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 251 | | Distribution Capital Program | 3% esc. | $ 230,000 | $ 230,000 | $ 500,000 | $ 750,000 | $ 772,500 | $ 795,675 | $ 819,545 | $ 844,132 | $ 869,456 | $ 895,539 | $ 922,405 | $ 7,399,252 |
| 252 | | Water Meter Replacement program | 3%esc | $ 65,000 | $ 100,000 | $ 100,000 | $ 103,000 | $ 106,090 | $ 109,273 | $ 112,551 | $ 115,927 | $ 119,405 | $ 122,987 | $ 126,677 | $ 1,115,911 |
| 253 | | Capital Improvements Water Buildings EMG | | $ - | $ 15,000 | $344,698 | $72,036 | $10,041 | $164,154 | $175,554 | $11,400 | $0 | $36,980 | $138,114 | $ 967,977 |
| 254 | | **Total Expenditures** | | **$ 938,199** | **$ 930,000** | **$ 1,194,698** | **$ 1,025,036** | **$ 988,631** | **$ 1,169,102** | **$ 1,238,650** | **$ 1,216,459** | **$ 1,228,571** | **$ 1,155,507** | **$ 1,287,196** | **$ 11,433,850** |
| 255 | ***Revenue*** | Capital revenue using FY15 rates | | $ (938,199) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (700,000) | $ (7,000,000) |
| 256 | | **Total Revenues** | | **$ (938,199)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (700,000)** | **$ (7,000,000)** |
| 257 | **Water Total Deficit (Surplus)** | | | **$ (0)** | **$ 230,000** | **$ 494,698** | **$ 325,036** | **$ 288,631** | **$ 469,102** | **$ 538,650** | **$ 516,459** | **$ 528,571** | **$ 455,507** | **$ 587,196** | **$ 4,433,850** |
| 258 | | | | | | | | | | | | | | | |
| 259 | **WASTE WATER** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 260 | ***Expenditures*** | Waste Water Vehicles | | $ 50,000 | $ 50,000 | $ 300,000 | $ 175,000 | $ 40,000 | $ - | $ - | $ 31,500 | $ - | $ - | $ 99,450 | $ 695,950 |
| 261 | | Chase Lease | 2 separate master | $ 7,957 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 262 | | Chase Lease | 2 separate master | $ 109 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 263 | | Main wastewater plant EMG | | $ - | $ 109,398 | $ 5,341 | $ 414,682 | $ 81,144 | $ 18,855 | $ 1,617 | $ - | $ 22,278 | $ 21,537 | $ 21,858 | $ 696,710 |
| 264 | | North & East EMG | | $ - | $ - | $ 206,659 | $ 18,305 | $ 35,304 | $ - | $ 30,347 | $ 5,637 | $ - | $ 138,623 | $ 1,708 | $ 436,583 |
| 265 | | North Plant | | $ 20,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 42,000 | $ 420,000 |
| 266 | | East Plant | | $ 85,850 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 135,000 | $ 1,350,000 |
| 267 | | Pump Stations | | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 500,000 |
| 268 | | Regulatory Capital TMDL Main WW | | $ - | $ 250,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 4,750,000 |
| 269 | | Main Plant | | $ 400,000 | $ 400,000 | $ 150,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 450,000 | $ 4,150,000 |
| 270 | | To next FY | | $ 540,563 | $ 186,174 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 186,174 |
| 271 | | Revenue Bond CWSRF Debt Service | | $ 1,451,755 | $ 1,418,732 | $ 1,412,030 | $ 1,403,260 | $ 1,391,548 | $ 1,376,662 | $ 1,358,421 | $ 1,337,225 | $ 1,313,986 | $ 1,289,197 | $ 1,263,035 | $ 13,564,096 |
| 272 | | **Total Expenditures** | | **$ 2,606,233** | **$ 2,641,304** | **$ 2,801,030** | **$ 3,188,247** | **$ 2,724,996** | **$ 2,572,517** | **$ 2,567,385** | **$ 2,551,362** | **$ 2,513,264** | **$ 2,626,357** | **$ 2,563,051** | **$ 26,749,513** |
| 273 | ***Revenue*** | Capital Outlay from FY15 rates | | $ (754,478) | $ (438,987) | $ (532,341) | $ (427,008) | $ (402,286) | $ (245,855) | $ (258,964) | $ (264,137) | $ (249,278) | $ (387,160) | $ (350,016) | $ (3,556,032) |
| 274 | | From Previous FY | | $ - | $ (540,563) | $ (186,174) | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ (726,737) |
| 275 | | Capital Outlay 480-19 Main Plant | | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (400,000) | $ (4,000,000) |
| 276 | | Revenue for Debt Service | | $ (1,451,755) | $ (1,418,732) | $ (1,412,030) | $ (1,403,260) | $ (1,391,548) | $ (1,376,662) | $ (1,358,421) | $ (1,337,225) | $ (1,313,986) | $ (1,289,197) | $ (1,263,035) | $ (13,564,096) |
| 277 | | **Total Revenues** | | **$ (2,606,233)** | **$ (2,798,282)** | **$ (2,530,545)** | **$ (2,230,268)** | **$ (2,193,834)** | **$ (2,022,517)** | **$ (2,017,385)** | **$ (2,001,362)** | **$ (1,963,264)** | **$ (2,076,357)** | **$ (2,013,051)** | **$ (21,846,865)** |
| 278 | **Waste Water Total Deficit (Surplus)** | | | **$ 0** | **$ (156,978)** | **$ 270,485** | **$ 957,979** | **$ 531,162** | **$ 550,000** | **$ 550,000** | **$ 550,000** | **$ 550,000** | **$ 550,000** | **$ 550,000** | **$ 4,902,648** |
| 279 | | | | | | | | | | | | | | | |
| 280 | **STORMWATER** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 281 | ***Expenditures*** | Vehicles | | $ 15,043 | $ - | $ - | $ - | $ - | $ 300,000 | $ - | $ 25,500 | $ - | $ - | $ - | $ 325,500 |
| 282 | | Chase Lease | | $ 9,542 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 283 | | General Capital (Existing Collection System) | | $ 250,684 | $ 185,000 | $ 180,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 1,565,000 |
| 284 | | Regulatory Capital (Retrofits re TMDL/FRPs) | | $ - | $ - | $ 130,000 | $ 200,000 | $ 250,000 | $ 250,000 | $ 700,000 | $ 800,000 | $ 950,000 | $ 1,000,000 | $ 1,000,000 | $ 5,280,000 |
| 285 | | Special Capital Projects (existing system) | | $ - | $ 350,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 350,000 |
| 286 | | ARRA Debt Service | | $ 24,345 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 26,274 | $ 262,740 |
| 287 | | CWSRF Debt Services | | $ - | $ - | $ 70,551 | $ 285,657 | $ 285,657 | $ 285,657 | $ 285,657 | $ 285,657 | $ 285,657 | $ 285,657 | $ 285,657 | $ 2,355,807 |
| 288 | | To Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 289 | | **Total Expenditures** | | **$ 299,614** | **$ 561,274** | **$ 406,825** | **$ 661,931** | **$ 711,931** | **$ 1,011,931** | **$ 1,161,931** | **$ 1,287,431** | **$ 1,411,931** | **$ 1,461,931** | **$ 1,461,931** | **$ 10,139,047** |
| 290 | ***Revenue*** | Capital Revenue (using FY 15 rates) | | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (299,614) | $ (2,996,140) |
| 291 | | from Reserves | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 292 | | Grants (Design, Implementation) | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 293 | | **Total Revenues** | | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (299,614)** | **$ (2,996,140)** |
| 294 | **Stormwater Total Deficit (Surplus)** | | | **$ 0** | **$ 261,660** | **$ 107,211** | **$ 362,317** | **$ 412,317** | **$ 712,317** | **$ 862,317** | **$ 987,817** | **$ 1,112,317** | **$ 1,162,317** | **$ 1,162,317** | **$ 7,142,907** |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 295 | | | | | | | | | | | | | | | |
| 296 | **TRAFFIC** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 297 | ***Expenditures*** | Master Lease 2005 - Elevator Traffic College St | | $ 25,611 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 298 | | Master Lease 2007 - Elevator Lakeview | | $ 12,379 | $ 12,379 | $ 12,379 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 24,758 |
| 299 | | Master Lease 2009 | | $ 146 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 300 | | 2013 Ideal Lease-Signals | | $ 28,649 | $ 28,649 | $ 28,649 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 57,299 |
| 301 | | Lease ROW Chase | | $ 5,338 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 302 | | Smart Meter Lease 2014 Principal | | $ 26,931 | $ 37,499 | $ 39,402 | $ 41,401 | $ 43,502 | $ 11,216 | $ - | $ - | $ - | $ - | $ - | $ 173,019 |
| 303 | | Smart Meter Lease Interest | | $ 6,996 | $ 7,737 | $ 5,834 | $ 3,835 | $ 1,734 | $ 93 | $ - | $ - | $ - | $ - | $ - | $ 19,232 |
| 304 | | Smart meter program | | $ - | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ 800,000 |
| 305 | | Lease ROW Chase 2011 | | $ 4,708 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 306 | | Vehicles | | $ 30,000 | $ 60,000 | $ 35,000 | $ 55,000 | $ 7,000 | $ 30,000 | $ 7,500 | $ 41,250 | $ - | $ - | $ - | $ 235,750 |
| 307 | | Garage Capital Improvements | | $ 1,574,250 | $ 7,068,640 | $ 2,223,000 | $ - | $ - | $ - | $ - | $ - | $ 100,000 | $ 100,000 | $ - | $ 9,491,640 |
| 308 | | Surface Lot Work | | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 25,000 | $ 250,000 |
| 309 | | Signals | | $ 132,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 219,000 | $ 2,190,000 |
| 310 | | **Total Expenditures** | | **$ 1,872,009** | **$ 7,658,904** | **$ 2,788,264** | **$ 544,236** | **$ 496,236** | **$ 285,309** | **$ 251,500** | **$ 285,250** | **$ 344,000** | **$ 344,000** | **$ 244,000** | **$ 13,241,699** |
| 311 | ***Revenue*** | Traffic GL 264-19 | | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 312 | | Impact Fees | | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (99,859) | $ (998,593) |
| 313 | | **Total Revenues** | | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (99,859)** | **$ (998,593)** |
| 314 | **Traffic Total Deficit (Surplus)** | | | **$ 1,772,150** | **$ 7,559,045** | **$ 2,688,405** | **$ 444,376** | **$ 396,376** | **$ 185,450** | **$ 151,641** | **$ 185,391** | **$ 244,141** | **$ 244,141** | **$ 144,141** | **$ 12,243,106** |
| 315 | | | | | | | | | | | | | | | |
| 316 | **BURLINGTON ELECTRIC DEPARTMENT** | **Item** | **NOTES** | **FY2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 317 | ***Expenditures*** | McNeil Plant (50% Share) | | $ 950,244 | $ 1,884,250 | $ 1,539,500 | $ 3,136,000 | $ 1,500,000 | $ 2,222,000 | $ 2,244,200 | $ 2,266,642 | $ 3,289,308 | $ 2,312,201 | $ - | $ 20,394,101 |
| 318 | ***Generation*** | Gas Turbine Plant | | $ 60,000 | $ 1,000,000 | $ 60,000 | $ 65,000 | $ 64,946 | $ 65,000 | $ 342,570 | $ 70,000 | $ 70,300 | $ 70,000 | $ - | $ 1,807,815 |
| 319 | | Winooski One | | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ 200,000 | $ - | $ 1,800,000 |
| 320 | | Airport Solar | | $ 1,591,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 321 | | Distributed Generation | | $ - | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ 300,000 | $ - | $ 2,700,000 |
| 322 | ***Distribution*** | Overhead Reconstruction | | $ 424,318 | $ 873,000 | $ 556,170 | $ 152,000 | $ 178,000 | $ 592,000 | $ 1,302,020 | $ 610,341 | $ 150,000 | $ 200,000 | $ - | $ 4,613,531 |
| 323 | | Underground Reconstruction | | $ 1,016,633 | $ 643,000 | $ 1,304,388 | $ 2,050,600 | $ 1,953,000 | $ 1,236,364 | $ 892,400 | $ 1,464,185 | $ 1,350,410 | $ 1,230,700 | $ - | $ 12,125,047 |
| 324 | | System Automation | | $ 946,921 | $ 350,000 | $ 364,851 | $ 130,310 | $ 68,000 | $ 92,036 | $ 78,640 | $ - | $ 434,000 | $ 442,000 | $ - | $ 1,959,837 |
| 325 | | Routine Maintenance & System Upgrades | | $ 1,318,273 | $ 1,691,002 | $ 1,249,041 | $ 1,230,381 | $ 1,257,028 | $ 1,311,987 | $ 1,284,265 | $ 1,306,867 | $ 1,379,802 | $ 1,404,075 | $ - | $ 12,114,448 |
| 326 | | Other | | $ 36,880 | $ 125,000 | $ 12,000 | $ 75,000 | $ 50,000 | $ - | $ - | $ 75,000 | $ 20,000 | $ 60,000 | $ - | $ 417,000 |
| 327 | | Transmission Investment (VELCO) | | $ 1,815,000 | $ - | $ 3,631,000 | $ 2,042,000 | $ 1,554,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ 1,500,000 | $ - | $ 14,727,000 |
| 328 | | Information Technology | | $ 725,073 | $ 950,000 | $ 850,000 | $ 850,000 | $ 650,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ 600,000 | $ - | $ 6,300,000 |
| 329 | | General Plant | | $ 722,009 | $ 740,750 | $ 522,000 | $ 420,000 | $ 342,400 | $ 463,600 | $ 447,000 | $ 316,600 | $ 478,000 | $ 214,000 | $ - | $ 3,944,350 |
| 330 | | **Total Expenditures** | | **$ 9,806,351** | **$ 8,757,002** | **$ 10,588,950** | **$ 10,651,291** | **$ 8,117,374** | **$ 8,582,987** | **$ 9,191,094** | **$ 8,709,635** | **$ 9,771,820** | **$ 8,532,976** | **$ -** | **$ 82,903,129** |
| 331 | ***Revenue*** | GOB | | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ (3,000,000) | $ - | $ (27,000,000) |
| 332 | | From Reserves | | $ (7,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ (6,000,000) | $ - | $ (54,000,000) |
| 333 | | **Total Revenues** | | **$ (10,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ (9,000,000)** | **$ -** | **$ (81,000,000)** |
| 334 | **Burlington Electric Department** | **Total Deficit (Surplus)** | | **$ (193,649)** | **$ (242,998)** | **$ 1,588,950** | **$ 1,651,291** | **$ (882,626)** | **$ (417,013)** | **$ 191,094** | **$ (290,365)** | **$ 771,820** | **$ (467,024)** | **$ -** | **$ 1,903,129** |
| 335 | | | | | | | | | | | | | | | |
| 336 | **CAPEX SUMMARY** | | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | **TOTAL FY16 - 25** |
| 337 | **Includes current borrowing** | Total General Fund | | $ (0) | $ 2,205,950 | $ 11,733,148 | $ 8,964,718 | $ 7,808,775 | $ 6,570,386 | $ 6,862,609 | $ 5,041,327 | $ 4,404,201 | $ 5,209,456 | $ 3,969,683 | $ 62,770,253 |
| 338 | | Total Expansion Needs | | $ - | $ 260,000 | $ 12,467,610 | $ 10,357,950 | $ 1,333,364 | $ 3,137,754 | $ 1,528,637 | $ 1,434,026 | $ 1,156,937 | $ 2,718,385 | $ 1,062,387 | $ 35,457,050 |
| 339 | | Total Water | | $ (0) | $ 230,000 | $ 494,698 | $ 325,036 | $ 288,631 | $ 469,102 | $ 538,650 | $ 516,459 | $ 528,571 | $ 455,507 | $ 587,196 | $ 4,433,850 |
| 340 | | Total Wastewater | | $ 0 | $ (156,978) | $ 270,485 | $ 957,979 | $ 531,162 | $ 550,000 | $ 550,000 | $ 550,000 | $ 550,000 | $ 550,000 | $ 550,000 | $ 4,902,648 |
| 341 | | Total Traffic | | $ 1,772,150 | $ 7,559,045 | $ 2,688,405 | $ 444,376 | $ 396,376 | $ 185,450 | $ 151,641 | $ 185,391 | $ 244,141 | $ 244,141 | $ 144,141 | $ 12,243,106 |
| 342 | | Total Stormwater | | $ 0 | $ 261,660 | $ 107,211 | $ 362,317 | $ 412,317 | $ 712,317 | $ 862,317 | $ 987,817 | $ 1,112,317 | $ 1,162,317 | $ 1,162,317 | $ 7,142,907 |
| 343 | | Total BED | | $ (193,649) | $ (242,998) | $ 1,588,950 | $ 1,651,291 | $ (882,626) | $ (417,013) | $ 191,094 | $ (290,365) | $ 771,820 | $ (467,024) | $ - | $ 1,903,129 |
| 344 | | **Grand Total** | | **$ 1,578,501** | **$ 10,116,679** | **$ 29,350,507** | **$ 23,063,667** | **$ 9,887,999** | **$ 11,207,996** | **$ 10,684,948** | **$ 8,424,655** | **$ 8,767,986** | **$ 9,872,782** | **$ 7,475,723** | **$ 128,852,942** |
| 345 | | | | | | | | | | | | | | | |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**

## City of Burlington 10 Year Capital Plan (Fiscal Year 2016 - 2025)

## TIF Projects & Funding

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 356 | **W'FRONT TIF DEBT SERVICE** | **Item** | **NOTES** | **FY 2015** | **FY 2016** | **FY 2017** | **FY 2018** | **FY 2019** | **FY 2020** | **FY 2021** | **FY 2022** | **FY 2023** | **FY 2024** | **FY 2025** | |
| 357 | | TIF 1 Revenue (existing) | | $ (3,730,887) | $ (2,613,939) | $ (2,779,676) | $ (2,893,102) | $ (3,011,981) | $ (3,067,670) | $ (3,128,371) | $ (3,190,290) | $ (3,253,453) | $ (3,317,883) | $ (3,383,607) | |
| 358 | | TIF 1 Debt Structure (expense) | | $ 1,317,789 | $ 3,005,384 | $ 2,983,376 | $ 3,150,620 | $ 3,006,163 | $ 2,575,021 | $ 2,556,928 | $ 2,501,650 | $ 2,482,127 | $ 2,454,825 | $ 2,430,503 | |
| 359 | | Carryforward | | $ - | $ (1,691,111) | $ (1,199,665) | $ (845,966) | $ (438,448) | $ (319,266) | $ (811,915) | $ (1,383,359) | $ (2,071,999) | $ (2,843,325) | $ (3,706,383) | |
| 360 | | Admin Expenses | | $ 721,987 | $ 100,000 | $ 150,000 | $ 150,000 | $ 125,000 | $ - | $ - | $ - | $ - | $ - | $ - | |
| 361 | | **Borrowing Capacity Waterfront TIF** | | **$ (1,691,111)** | **$ (1,199,665)** | **$ (845,966)** | **$ (438,448)** | **$ (319,266)** | **$ (811,915)** | **$ (1,383,359)** | **$ (2,071,999)** | **$ (2,843,325)** | **$ (3,706,383)** | **$ (4,659,486)** | |
| 362 | | | | | | | | | | | | | | | |
| 363 | **WATERFRONT TIF PROJECTS** | **Item** | **NOTES** | | | | | | | | | | | | |
| 364 | ***Bonded Items*** | WAN | | $ 3,427,500 | | | | | | | | | | | |
| 365 | | Sailing Center - in WAN project bringing to 3.9 | | $ 500,000 | | | | | | | | | | | |
| 366 | | Waterfront park | | $ 800,000 | | | | | | | | | | | |
| 367 | | Bike Path Rehabilitation | | $ 1,000,000 | | | | | | | | | | | |
| 368 | | Bike Path relocation | | $ 1,572,500 | | | | | | | | | | | |
| 369 | | Environmental remediation | | $ 500,000 | | | | | | | | | | | |
| 370 | | **Existing Project Loan Total** | | | **$ 7,800,000** | Jul-14 | | | | | | | | | |
| 371 | | Sec 108 Moran loan TIF revenues not bonded | | $ 2,091,000 | | | | | | | | | | | |
| 372 | | Related Costs | | $ 559,000 | **$ 2,650,000** | **Project loan, not bonded - Sec. 108 loan** | | | | | | | | | |
| 373 | ***To Be Bonded*** | Harbor Marina | | $ 500,000 | | | | | | | | | | | |
| 374 | ***Voter-Approved TIF Projects*** | Moran Plant | | $ 4,200,000 | | | | | | | | | | | |
| 375 | ***9.6MM approved*** | ECHO | | $ 500,000 | | | | | | | | | | | |
| 376 | | **Future TIF Loan Total** | | | **$ 5,200,000** | | | | | | | | | | |
| 377 | | | | | **$ 15,650,000** | **City Council approved (9.6MM 2014 & 6.05MM 2012)** | | | | | | | | | |
| 378 | ***Future Phase W'Front TIF Possible Projects*** | Marina | | $ 5,000,000 | | | | | | | | | | | |
| 379 | | Southern Harbor | | $ 1,000,000 | | | | | | | | | | | |
| 380 | | Cherry Street | | $ 2,700,000 | | | | | | | | | | | |
| 381 | | BTC | | Conceptual | | | | | | | | | | | |
| 382 | | **Total Possible TIF** | | | **$ 8,700,000** | | | | | | | | | | |
| 383 | | | | | | | | | | | | | | | |
| 384 | ***Previously Bonded*** | Lakeview Garage | | $ 5,500,000 | | | | | | | | | | | |
| 385 | | Lake Street Housing | | $ 495,000 | | | | | | | | | | | |
| 386 | | Lake Street Reconstruction | | $ 1,110,133 | | | | | | | | | | | |
| 387 | | | | | | | | | | | | | | | |
| 388 | **DOWNTOWN TIF** | **Item** | **NOTES** | | | | | | | | | | | | |
| 389 | ***Phase 1A*** | Main - St Paul to Church | | $ 1,387,500 | | | | | | | | | | | |
| 390 | | Main - St Paul to Pine | | $ 1,862,500 | | | | | | | | | | | |
| 391 | | St Paul - Main to King | | $ 1,537,500 | | | | | | | | | | | |
| 392 | | St Paul - King to Maple w/underground | | $ 2,528,500 | | | | | | | | | | | |
| 393 | | Storm water north side Main Street | | $ 500,000 | | | | | | | | | | | |
| 394 | | CSMP garage updates | | $ 1,000,000 | | | | | | | | | | | |
| 395 | | Browns Court Parking remediation | | $ 937,500 | | | | | | | | | | | |
| 396 | | Related Costs | | $ 246,500 | | | | | | | | | | | |
| 397 | | **Total Proposed Bond** | | | **$ 10,000,000** | **City Council approved 1-12-15** | | | | | | | | | |
| 398 | ***Phase 1B*** | CSMP Garage Updates | | $ 2,333,570 | | | | | | | | | | | |
| 399 | | Main - Church to S Winooski | | $ 1,593,000 | | | | | | | | | | | |
| 400 | | Main - S Winooski to S Union | | $ 1,944,000 | | | | | | | | | | | |
| 401 | | S Winooski - College to Main | | $ 1,944,000 | | | | | | | | | | | |
| 402 | | Related Costs | | $ 592,430 | | | | | | | | | | | |
| 403 | | S Winooski - Main to King | | $ 1,593,000 | | | | | | | | | | | |
| 404 | | **Total Proposed Bond** | | | **$ 10,000,000** | | | | | | | | | | |
| 405 | **Downtown TIF Phase 1 Total** | | | | **$ 20,000,000** | | | | | | | | | | |
| 406 | | | | | | | | | | | | | | | |
| 407 | **DOWNTOWN TIF FUTURE PHASES** | **Item** | **NOTES** | | | | | | | | | | | | |
| 408 | | Structured Parking | | $ 4,200,000 | | | | | | | | | | | |
| 409 | | Hood Plant Sewer Line | | $ 280,000 | | | | | | | | | | | |
| 410 | | Streetscape future phase | | $ 1,946,000 | | | | | | | | | | | |
| 411 | **Downtown TIF Future Phases Total** | | | | **$ 6,426,000** | | | | | | | | | | |
| 412 | | | | | | | | | | | | | | | |
| 413 | **TOTAL PROPOSED DOWNTOWN TIF** | | | | **$ 26,426,000** | | | | | | | | | | |

**This is a City of Burlington working document and planning tool, not a budget or commitment to spending**