



# CITY OF TOPEKA

Budget office  
Department of Administrative & Financial Services  
City Hall, 215 SE 7<sup>th</sup> St., Topeka, KS 66603

[budget@topeka.org](mailto:budget@topeka.org)  
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## Requests.....to illustrate some of our discussion points

By practice the City currently issues 20-year GO bonds. The following are the estimated costs for \$1m and \$2m. For every \$1m of bonds issued, the City expects about \$80,121 in annual debt service expense (for 20 years).

20-year: \$1,000,000

Estimated Rate: 4.75%  
Principle: \$1,000,000  
Interest: \$582,430  
Cost of Issuance: \$20,000  
Annual Cost: \$80,121  
Total Cost: \$1,602,430

20-year: \$2,000,000

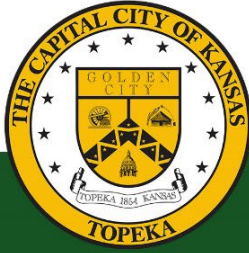
Estimated Rate: 4.75%  
Principle: \$2,000,000  
Interest: \$1,164,859  
Cost of Issuance: \$40,000  
Annual Cost: \$160,243  
Total Cost: \$3,204,859

15-year: \$1,000,000

Estimated Rate: 4.75%  
Principle: \$1,000,000  
Interest: \$429,233  
Cost of Issuance: \$20,000  
Annual Cost: \$96,616  
Total Cost: \$1,449,233

15-year: \$2,000,000

Estimated Rate: 4.75%  
Principle: \$2,000,000  
Interest: \$858,467  
Cost of Issuance: \$40,000  
Annual Cost: \$193,231  
Total Cost: \$2,898,467



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10-year: \$1,000,000

Estimated Rate: 4.75%  
 Principle: \$1,000,000  
 Interest: \$284,957  
 Cost of Issuance: \$20,000  
 Annual Cost: \$130,496  
 Total Cost: \$1,304,496

10-year: \$2,000,000

Estimated Rate: 4.75%  
 Principle: \$2,000,000  
 Interest: \$569,915  
 Cost of Issuance: \$40,000  
 Annual Cost: \$260,991  
 Total Cost: \$2,609,915

5 years back and 5 years forward GO bonded indebtedness and debt service going back to 2018, actual expected for 2023, and expected through 2028.

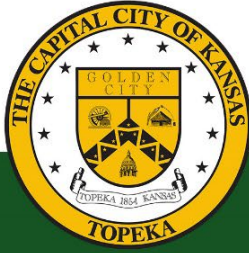
	2018	2019	2020	2021	2022
Indebtedness	\$ 165,550,000	\$ 163,460,000	\$ 166,370,000	\$ 157,348,298	\$ 150,512,173
New GO Debt	\$ 12,510,000	\$ 17,425,000	\$ 6,640,000	\$ 11,770,000	\$ 14,105,000
Debt Service	\$ 19,955,405	\$ 20,325,730	\$ 19,753,134	\$ 19,617,181	\$ 21,065,981

	2023	2024	2025	2026	2027	2028
Estimated Indebtedness	\$ 150,280,098	\$ 140,595,363	\$ 146,161,820	\$ 153,129,826	\$ 157,964,002	\$ 157,059,204
Estimated New GO Debt	\$ 7,000,000	\$ 22,786,421	\$ 24,345,241	\$ 21,360,359	\$ 15,071,934	\$ 10,169,584
Estimated Debt Service	\$ 20,354,293	\$ 20,087,108	\$ 20,513,032	\$ 20,134,616	\$ 20,100,358	\$ 20,047,220

Design/Engineering/Construction Management Fees - Could we get totals, separating Public Works and Utilities, for how much we are contracting out to third parties? If it makes more sense to run this separately for projects under \$1 or 2M and larger, that is fine.

In 2022 we spent \$2,870,413; in 2023 as of right now we have spent \$414,238. The reason we use consultants for projects is because we have been asked to manage approximately \$15M of citywide ½ cent sales tax, select JEDO and GO Bonded project each year. Additionally, we have taken on an additional \$5,000,000 worth of pavement management program projects for 2023 and an additional \$3,500,000 for 2024 and subsequent years. The engineering department is down 4 engineering FTEs, and to fulfill the additional project requests it is essential to engage outside consultants.



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## Questions/Comments

SW Topeka 21st to 29th - shows up \$300K - why can't we use 1/2 Cent Sales Tax?

We are using ½ cent sales tax for the majority of this project. There is additional curb and gutter work that needs to be done that is adding new infrastructure, therefore requiring GO money as well.

ADA Ramps - are we expecting to finish all by the end of 2028?

No, the amount of pedestrian walk ways that are not ADA compliant far exceeds the amount of funds we put into the overall program. Additionally, many of the old ADA improvements made are now out of compliance due to new ADA standards being passed. The first intersections that were selected for ADA ramps were those that could be done with a minimal amount of work. The more complex intersection involving stairs, trees and other obstructions were not selected. We estimated the cost of making the intersection at 2nd and Buchanan fully ADA compliant to be in \$60,000 to \$80,000 range

Sidewalks - the proposal is to continue this program indefinitely past 2025?

The current infill sidewalk program is implementing the Pedestrian Master Plan. By 2025, we should have hit all the priority areas in that plan. Staff plan to update the Pedestrian Plan to identify other priority areas such as Quinton Heights or North Topeka East that were not included in the original plan.

Curb and Gutter - I had asked where we are with the waiting list - Braxton has a reply? Where those are being done without a corresponding street program, is there any tie to street rebuilds or mill and overlays coming within 2-3 years?

Completed	
Total	386
Open	
2019	8
2020	3
2021	3
2022	63
2023	39
Total	116



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When Vince Scheutz inherited the program in September of 2021, there were hundreds of open work orders dating back to as early as 2010. Currently, this is the status of the curb and gutter open work orders. He has been directed to make the 2019-2021 work orders the highest priority. We try to geographically group the projects and we attempt to keep the overall project size small to make them manageable for our DBE and smaller contractors.

On standalone projects, there is no subsidy from the Curb and Gutter Program. The Pavement Management program is sometimes spent repairing curb and gutter for efficiency. If a contractor is already working on mill and overlay or micro surfacing it makes sense from a public works perspective to repair and replace existing assets while they are already on site. This use varies depending on curb and gutter condition, and is negligible in overall spending of the program.

Alleys - Text says are being done by request - Does staff currently a list with all of them rated?

Yes, attached is a list priority list of alleys

DREAMS 1, 2, 3 - A bit scrambled, in text and spreadsheet. Finance staff may need a review with Program staff?

Staff will update the sheets to read more clearly. The following link describes each of the DREAMS programs in more depth.

<https://www.topeka.org/citymanager/neighborhood-association-information/topekadreamsniip/#gsc.tab=0>

What would you expect to be setting as an outcome for a typical street or alley pavement project?

Outcome based budgeting's goal is to look at the overall objective of the City and to allocate resources accordingly. The recent strategic plan listed community appearance as one of the top priorities of focus. One way to measure a street's appearance is its PCI. This would be one way that we would measure the outcome of a street or alley project. Another way is through a scientific citizen survey to get their overall satisfaction with our street system and how it compares to previous years. We look at our infrastructure system as a whole, along with individually. We would also look at efficiency measures such as time to complete, or total cost per lane mile.

What do the Alley ratings mean, exactly?



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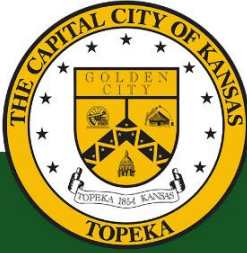
Rating is on a scale with 1 being the worse and 5 being the best. City focuses on latest PCI of alleys which was done in 2022. Below is a list of weighted criteria:

- i. ADA Issues 5% - a 5 would indicate the following: **Surface condition and profile, including: cross-slope, longitudinal slope, trip hazards, and other distresses, is in full compliance with the current ADA requirements at the alley entrance with or without a sidewalk**
- ii. Utility Work 20% - a 5 would indicate the following: **Sewer segment has minor defects - failure unlikely in the foreseeable future (5)**
- iii. Tree Issues 5% - a 5 would indicate the following: **The minimum clearance of any obstructing or overhanging portion of one or more trees or shrubs shall not be less than fourteen (14) feet vertically and alley space (12'-20') horizontally over the entire length of the alley (equivalent to one block) (5).**
- iv. Grade Issues 20% - a 5 would indicate the following: **Alley has the required cross slope and longitudinal slope resulting in excellent drainage throughout the length of the alley (100% block length). Surface is intact and there are no drainage issues at all. (5)**
- v. Occupied 10% - a 5 would indicate the following: **Alley provides access to residential facilities only (housing, garages, residential parking, etc.) (5)**
- vi. Garages 5% - a 5 would indicate the following: **Alley provides access to garages**
- vii. Surface 30% - a 5 would indicate the following: **Alley is newly/recently graded with all defects cut out and adequate gravel or millings added. Alley shows no visible distress. Surface condition and ride is excellent with proper crown resulting in excellent drainage throughout. Dust is controlled evenly under dry conditions. Perform inspection with little or no maintenance required. (5)**
- viii. Type 5% - a 5 would indicate the following:

- 5 = concrete
- 4 = brick
- 3 = asphalt
- 2 = combination of pavement materials ie asphalt over brick
- 1 – gravel or chip

Is there a list of priority alleys that the City feels need attention soon? Or has that list (there was one, at one point) been exhausted now and we really are doing just by request?

The public works director has identified that the alley rating process could be improved. He challenged staff to tweak the model to differentiate the alleys in the same ranking. The updated priority list based on the most recent changes to the model has been attached. By adding PCI to the model, we can now differentiate and rank alleys in the same overall ranking. Note that the modifications to the model are a work in progress.



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I see that you gave me just Central Topeka. I don't need all the others (didn't even know this one existed!)....but how many more blocks of alleys are there in the rest of the City?

The City of Topeka has 92 miles of alleys in which there are 47 miles of paved alleys in total vs. 45 unpaved miles. The alley program in CIP strictly deals with paved alleys. Below is a breakdown of alleys by paved vs. unpaved and the corresponding rating counts for each:

				Paved						Unpaved					
	Paved	Unpaved	Total	1	2	3	4	5	Total	1	2	3	4	5	Total
Central Topeka	348	128	476	4	170	174	0	0	348	1	122	5	0	0	128
Highland Park	4	77	81	0	3	0	1	0	4	0	8	38	31	0	77
Downtown	25	6	31	0	4	17	3	1	25	0	1	4	1	0	6
North Topeka	30	54	84	0	1	16	13	0	30	0	1	27	26	0	54
East Topeka	0	114	114	0	0	0	0	0	0	1	2	57	54	0	114
Oakland	0	111	111	0	0	0	0	0	0	0	1	44	66	0	111
	407	490	897	4	178	207	17	1	407	2	135	175	178	0	490

On the ADA ramps.... Do we have the option, especially if an area is low-traffic and there is a nearby alternate route, to not put in a certain complex expensive ramp like the one in your example? How many (with cost, if we have it) are we holding back

The ADA does not require that every corner have a ramp—only that there is an accessible route to cross the street. Staff weigh all options. In the example cited before, staff chose not to do the physical changes on the north side of 2<sup>nd</sup> Street because the south side of the street had an accessible route along the sidewalk on the north side of the school.

## Capital Improvement Project Summary

<b>Project Name:</b>	Municipal Building and TPAC HVAC	<b>Project Type:</b>	Facilities
<b>Project Number:</b>	131010.00	<b>Council Priority:</b>	Investing in Infrastructure
<b>Department:</b>	Public Works	<b>Project Year(s):</b>	2024-2025
<b>Division:</b>	N/A	<b>Estimated Useful Life:</b>	30 Year(s)
<b>Council District(s):</b>	1	<b>Contact:</b>	Hannah Uhlig
<b>Type:</b>	Repair/Replace	<b>New to CIP?</b>	NO
<b>Primary Funding Source:</b>	G.O. Bonds	<b>If Not New, First Year in CIP:</b>	
<b>Estimated Operating Cost</b>	\$0	<b>2024-2032 \$ Approved in previous CIP</b>	\$9,452,100
<b>Total Project Cost:</b>	\$21,989,343	<b>New money in 2024-2033 CIP:</b>	\$2,866,343
<b>Funds Approved Prior to 2024</b>	\$9,670,900	<b>Total 2024-2033 CIP:</b>	\$12,318,443
		<b>Total 2024-2026 3 year CIB:</b>	\$12,318,443

### Project Description:

The HVAC system for the Topeka Performing Arts Center (TPAC) and City Hall are in dire need of replacement. In 2020, PKMR Engineers checked the HVAC air handling unit of the system and gave it a rating of 1 – the worst score. An updated Bartlett and West assessment identified priorities and gave approximate replacement costs. Based on the recently completed assessment this would secure funding to implement the following:  
 System Option 1 City Hall HVAC Option 1: Roof mounted AHU with VAV Reheat  
 System Option 2: Heating Water Upgrades Option 1: Convert Steam to Hot Water  
 System Option 3: Auditorium HVAC System Option 2: Roof Mounted AHU with VAV Reheat  
 System Option 4: Exhibition HVAC System Option 1: Indoor AHU with VAV Reheat  
 System Option 5: Fan Coil Unit Systems Option 1: Fan Coil Unit Replacement with DOAS  
 System Option 6: South Entrance Vestibule System Option 2: Fan Coil Units

### Project Justification:

The above identified priorities were established by the Public Works Infrastructure Committee to allow the most needed TPAC improvements to be addressed first.

### History:

This project was approved as an amendment for the 2023 CIP in the fall of 2022. Due to uncertainty of funding source at time of prior approval (ARPA vs. General Obligation Bonds), the 2024 CIP includes bond financing compared to the amended 2023 CIP page.

Measures	Asset Condition	Equity and Inclusion	Fiscal Impact	Operating Efficiency	Priority Alignment	Project Urgency	Total Score (0-100)
Score	2.8	1.3	0.0	1.8	2.0	1.8	57

Project Estimates	2024	2025	2026	2027	2028	2029-2033	Total CIP
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction/Service Fees	\$ 8,931,500	\$ 2,700,600	\$ -	\$ -	\$ -	\$ -	\$ 11,632,100
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing Costs (Temp Notes)	\$ 45,474	\$ 8,912	\$ -	\$ -	\$ -	\$ -	\$ 54,386
Cost of Issuance (Rev/GO Bonds)	\$ 417,945	\$ 214,012	\$ -	\$ -	\$ -	\$ -	\$ 631,957
Debt Reserve Fund (Rev Bond)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capitalized Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>\$ 9,394,919</b>	<b>\$ 2,923,524</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,318,443</b>

Financing Sources	2024	2025	2026	2027	2028	2029-2033	Total CIP
G.O. Bonds	\$ 9,394,919	\$ 2,923,524	\$ -	\$ -	\$ -	\$ -	\$ 12,318,443
Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARPA and/or G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund General	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Fleet	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund IT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Wastewater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G.O. Bonds - Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>\$ 9,394,919</b>	<b>\$ 2,923,524</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,318,443</b>

## Capital Improvement Project Summary

<b>Project Name:</b>	Polk Quincy Viaduct - East	<b>Project Type:</b>	Interchange
<b>Project Number:</b>	121041.00	<b>Council Priority:</b>	Investing in Infrastructure
<b>Department:</b>	Public Works	<b>Project Year(s):</b>	2028
<b>Division:</b>	Street	<b>Estimated Useful Life:</b>	30 Year(s)
<b>Council District(s):</b>	1	<b>Contact:</b>	Braxton Copley
<b>Type:</b>	New	<b>New to CIP?</b>	YES
<b>Primary Funding Source:</b>	G.O. Bonds	<b>If Not New, First Year in CIP:</b>	
<b>Estimated Operating Cost</b>	\$ -	<b>2024-2032 \$ Approved in previous CIP</b>	\$ -
<b>Total Project Cost:</b>	\$ 19,033,380	<b>New money in 2024-2033 CIP:</b>	\$ 19,033,380
<b>Funds Approved Prior to 2024</b>	\$ -	<b>Total 2024-2033 CIP:</b>	\$ 19,033,380
		<b>Total 2024-2026 3 year CIB:</b>	\$ -

**Project Description:**  
 Project would require full reconstruction of I-70 from the end of the PQV West project to approximately SE Indiana which would include the bridges over Adams St. and Shunga Creek. KDOT will design the project but the City will be expected to provide funds for construction.

**Project Justification:**  
 KDOT has identified some structural concerns with the bridges over Adams St. and Shunga Creek which may require acceleration of the eastern portion of the Polk Quincy Viaduct project. This project is a 10% match towards the total project cost is which the City's portion is currently estimated at \$18,600,000 without bonding cost issuances.

**History:**  
 NA

Measures	Asset Condition	Equity and Inclusion	Fiscal Impact	Operating Efficiency	Priority Alignment	Project Urgency	Total Score (0-100)
Score	3	2	3	1	3	0	55

Project Estimates	2024	2025	2026	2027	2028	2029-2033	Total CIP
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 18,600,000	\$ -	\$ 18,600,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ 61,380	\$ -	\$ 61,380
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ 372,000	\$ -	\$ 372,000
Debt Reserve Fund (Rev Bond)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capitalized Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ 19,033,380

Financing Sources	2024	2025	2026	2027	2028	2029-2033	Total CIP
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ 19,033,380
Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund General	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Fleet	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund IT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Wastewater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G.O. Bonds - Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ 19,033,380



## Capital Improvement Project Summary

<b>Project Name:</b>	SE Golden : I-470 to 21st Infill Sidewalks	<b>Project Type:</b>	Interchange
<b>Project Number:</b>	241091.00	<b>Council Priority:</b>	Investing in Infrastructure
<b>Department:</b>	Public Works	<b>Project Year(s):</b>	2025
<b>Division:</b>	Street	<b>Estimated Useful Life:</b>	30 Year(s)
<b>Council District(s):</b>	3	<b>Contact:</b>	Braxton Copley
<b>Type:</b>	New	<b>New to CIP?</b>	YES
<b>Primary Funding Source:</b>	G.O. Bonds	<b>If Not New, First Year in CIP:</b>	
<b>Estimated Operating Cost</b>	\$ -	<b>2024-2032 \$ Approved in previous CIP</b>	\$ -
<b>Total Project Cost:</b>	\$ 204,990	<b>New money in 2024-2033 CIP:</b>	\$ 204,990
<b>Funds Approved Prior to 2024</b>	\$ -	<b>Total 2024-2033 CIP:</b>	\$ 204,990
		<b>Total 2024-2026 3 year CIB:</b>	\$ 204,990

### Project Description:

This project will include a land use study, a development plan, a traffic impact analysis, and street and utility extensions to open this area for development.

### Project Justification:

The East Topeka Master Plan is a transformative development project that aims to improve resident mobility and attract new growth and development. The project will look at development opportunities around the northeast portion of the city including SE Golden along 6th street to Highway K-4 and 45th street and Coroco, this project will also help to accommodate potential residents who may drive to the Panasonic Battery facility in De Soto, Kansas.

### History:

NA

Measures	Asset Condition	Equity and Inclusion	Fiscal Impact	Operating Efficiency	Priority Alignment	Project Urgency	Total Score (0-100)
Score	3	2	3	1	3	0	55

Project Estimates	2024	2025	2026	2027	2028	2029-2033	Total CIP
Design/Admin Fees	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction/Service Fees	\$ -	\$ 159,000	\$ -	\$ -	\$ -	\$ -	\$ 159,000
Contingency	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Technology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing Costs (Temp Notes)	\$ -	\$ 990	\$ -	\$ -	\$ -	\$ -	\$ 990
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000
Debt Reserve Fund (Rev Bond)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capitalized Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ 204,990	\$ -	\$ -	\$ -	\$ -	\$ 204,990

Financing Sources	2024	2025	2026	2027	2028	2029-2033	Total CIP
G.O. Bonds	\$ -	\$ 204,990	\$ -	\$ -	\$ -	\$ -	\$ 204,990
Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund General	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Fleet	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund IT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Parking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Wastewater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
G.O. Bonds - Special	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	\$ -	\$ 204,990	\$ -	\$ -	\$ -	\$ -	\$ 204,990