

*Capital Improvements Plan*

# **VALLEY COUNTY**



**Working Draft**

April 2021

# VALLEY COUNTY

## Capital Improvements Plan

Working Draft - April 2021

Prepared for the:  
Valley County Commissioners

Prepared by:



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# EXECUTIVE SUMMARY

One of the main duties of the Valley County Commission is to guide the maintenance and improvement of the County’s capital infrastructure. This includes things such as roads and bridges, parks, buildings, office space, vehicles, solid waste facilities, large equipment, and computers. All of these must be purchased, maintained, and replaced on a timely basis or their value to residents and County employees will diminish. Therefore, the County’s five-year Capital Improvement Plan (CIP) was developed to ensure adequate investment in these assets.

This CIP is meant to be an important planning and budgeting tool for the County Commission. It should be updated annually and subject to change as the County’s needs adjust, evolve, and become more defined. If used appropriately, this plan will provide the County with long-term project identification, evaluation, public discussion, high level cost estimating, and financing ideas. Ultimately it should help ensure that the County is positioned to:

- » Protect and improve its basic infrastructure through construction, rehabilitation, and maintenance.
- » Maximize the useful life of capital investments by scheduling major renovations, rehabilitations, or replacements at the appropriate time in the life-cycle of the facility or equipment.
- » Identify and examine current and future infrastructure and equipment needs and establish priority projects to use available resources efficiently; and
- » Improve financial planning by balancing needs and available resources with potential fiscal implications.
- » Take advantage of funding opportunities as they present themselves.

The County Commission used the planning process to evaluate individual capital projects against the Commission’s long-term objectives and in relationship to each project. This evaluation resulted in the overall project priority list that is found in Table 1 below. This table lists the most important capital improvement priorities for the County as determined by the County Commission.

▼ Table 1 - Overall County Priorities as Determined by the County Commission

Priority	Project Name	Recommended Improvements	Schedule	Cost
1.	Airport Projects - AIP	Varies	2021-2025	\$3.7M (AIP)
2.	Duck Crk. Rd Upgrade - FLAP	Road Improvement	2026+	\$50,000 (\$5M Total)
3.	Update Landfill Assessments		2021	\$5,000
4.	Crush Gravel - Lustre Area	Road Improvement		\$250,000
5.	Crush Gravel - Nashua Area	Road Improvement		\$250,000
6.	Crush Gravel - Glasgow Area	Road Improvement		\$250,000
7.	Crush 50,000 yards Gravel Already Purchased - Copenhaver Pit	Road Improvement		\$200,000
8.	Replace Snake Crk Bridge - North of Hinsdale	Bridge Replacement		\$1M
9.	Fire Dept. Needs - SCBA’s Etc.		2026	\$7,000/Each
10.	Architecture Plan-Court House and Annex	Building		\$10,000

In addition to the ten (10) projects listed above in Table 1, the County Commission and County staff identified many other projects and equipment needs but they are of a lower priority.

# INTRODUCTION



Based on input from County residents, this Capital Improvements Plan (CIP) focuses on evaluating County roads, bridges, solid waste, law enforcement, administrative facilities and equipment, airport, senior centers, fairgrounds, shop facilities, equipment, and public buildings. The CIP describes the level of a recommended upgrade or repair necessary for each asset and the estimated cost. The CIP will also help guide the County Commission in identifying viable funding sources for its infrastructure needs and justify the allocation of funding by state and federal agencies.

## WHAT IS A CAPITAL IMPROVEMENTS PLAN & WHY HAVE ONE?

This Plan (CIP) is a blueprint for identifying the County's capital (infrastructure/equipment) needs, priorities, and estimated costs. The plan also provides viable funding options for these capital projects. The objective of the CIP is to create a logical, transparent, data-driven strategy for investing in the County's infrastructure. The Plan strives to reflect the priorities of County residents and to exemplify sound financial practices.

The CIP process consists of six basic steps:

- » Inventory and evaluation of infrastructure, facilities, and equipment
- » Advice and guidance from residents on priorities
- » Prioritization of needs
- » Identification of funding options to meet the needs
- » Matching funding sources with improvements
- » Formal adoption and use by the County Commission

The process provides an orderly and routine method of identifying and financing capital improvements and makes capital expenditures more responsive to the needs of residents by informing and involving them in the process. Thus, the CIP process should ultimately save money and help the County leverage its resource with state and federal funding.

## KEY ELEMENTS

The development of this CIP required several essential elements, including:

- » **Inventory/Analysis:** Evaluation of County infrastructure, including roads, bridges, solid waste, law enforcement, administrative facilities and equipment, airport, senior centers, fairgrounds, shop facilities, equipment, and

# EXECUTIVE SUMMARY

public buildings. This includes County water and sewer district systems. Based on County staff input, field reviews, previous data reports, and residents' input, the County created an inventory of existing infrastructure.

- » **Prioritization:** Identifying the County's highest priority projects is essential to addressing critical public health and safety needs and avoiding long-term deferred maintenance costs that can result from neglecting infrastructure or equipment for too long.
- » **Cost Estimates:** Preliminary cost estimates for proposed improvements were made using estimated budgetary unit prices. Due to the general nature of the analysis, these cost estimates are not accurate enough to be used as a definitive basis for establishing a specific improvement project's actual cost but are acceptable for budget level estimates. In some cases, not enough information was available to make estimates.
- » **Funding Analysis:** The research and identification of funding sources to finance improvements are vital to making facility and equipment improvements a reality. Due to the fluctuation of available federal and state funding at the completion of this CIP it is only possible to forecast funding availability from current sources.
- » **Resident Involvement/Outreach:** Resident outreach and support of the CIP were among the most important elements of the entire planning process. The input of residents was collected and considered during the preparation and adoption of the CIP. Public outreach methods for the CIP included: a resident survey (in conjunction with Growth Policy update), posting the final draft on the County website, and a public hearing by the County Commission.
- » **Adoption and use of the CIP:** The County Commission has formally adopted the CIP by resolution, and the final document will be utilized during the Commission's annual budgeting process.
- » **Annual CIP Update:** The CIP should be a living document and used annually for budgeting for improvements. Thus, it should be updated on an annual basis as improvements are made, and additional improvements are identified. Cost accounting and reprioritization should occur at this annual update stage and are typically done during the budgeting process.



# VALLEY COUNTY AT A GLANCE

Valley County is in northeastern Montana and is the fourth largest county in Montana. The County contains 3,754,729-acres of land. Of that, 1,474,407-acres are privately owned, and 1,561,153-acres are publicly owned. Ownership of public lands is held primarily by the Bureau of Land Management and the State of Montana. In addition, a significant portion of the County is under the ownership of the Fort Peck Indian Reservation.

Land Ownership in the County (Acres)		
Private Ownership	1,474,407	39%
Federal Lands	1,281,214	34%
State of Montana	218,359	6%
Tribal Lands	719,169	19%
City-County (Exempt)	61,580	2%

In 2018, the County had an estimated population of 7,532 people. The City of Glasgow is the only municipality in the County and serves as the County Seat. The towns of Fort Peak, Nashua, and Opheim are the only incorporated municipalities in the County.

Between 1970 and 1974, the County experienced a small population increase. From 1974 to 2018, the County experienced a decrease in population. The population shrank from 11,533 to 7,437 people, a 36% decrease.

Valley County has a relatively diversified economy. In 2018, the four industry sectors with the largest number of jobs were government (795 jobs), farm (672 jobs), accommodation and food services (426 jobs), and retail trade (418 jobs). From 2001 to 2018, the three sectors that added the most jobs were transportation and warehousing (97 new jobs), real estate and rental and leasing (90 new jobs), and accommodation and food services (88 new jobs).

Demographically, the County's median age of its residents has decreased slightly. In 2010, the median age for County residents was estimated at 45.1 years of age and by 2018 it had decreased to 44.4. The County has seen a very small decline in the number of people aged 35 to 44. This is another trend for the County to keep an eye on and is of concern as this age group represents people in their prime working and earning years.

Another trend that the County should watch closely is the increase in the number of people ages 65 and over. In 2010, the Census estimated this number at 1,483 persons, by 2018 it was approximately 1,632, an increase of 1.5%. Based upon these figures, 22 percent of the County's population in 2018 was 65 years of age or older. An increase in the County's senior population may affect the ability of the County to provide services such as healthcare, transportation, and housing.

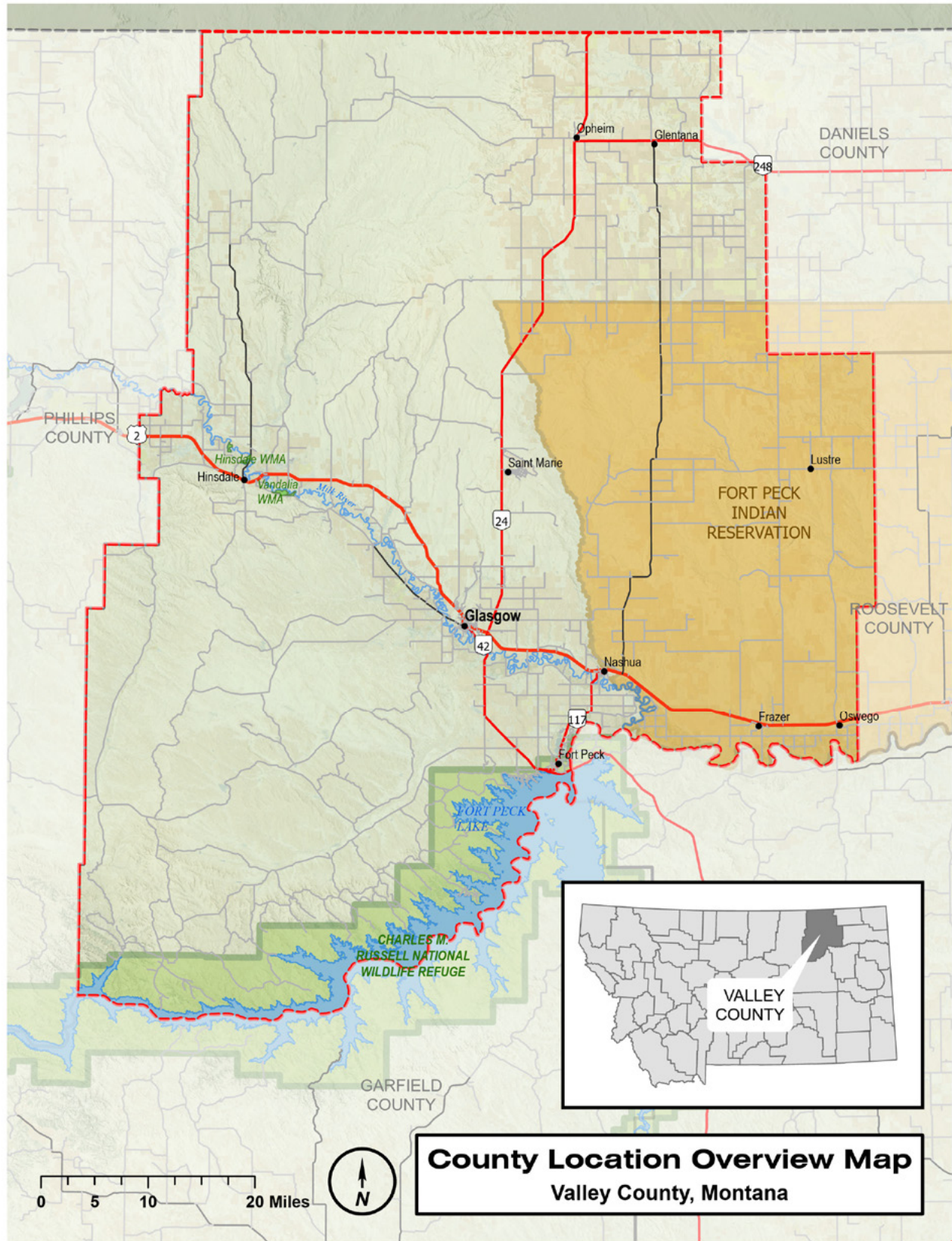
The Median Household Income (MHI) in Valley County in 2018 was estimated at \$55,882. Nine (9) percent of individuals and seven (7) percent of families in the County are identified as being below the poverty line: 19.8 percent of County residents receive Retirement income and 35.1 percent receive Social Security.

With regards to housing, 13.5 percent of residents spend 30 percent or more of their income on housing, and 20.8 percent of renters pay 30 percent or more of their income in rent (Headwaters Economics, Economic Profile System). When income share devoted to housing is above 30 percent of a person's income, it can indicate housing unaffordability. In 2019, the County's unemployment rate was 3.2 percent (Headwaters Economics, Economic Profile System).



# VALLEY COUNTY AT A GLANCE

▼ Figure 1 - Valley County Location and Features



# PREVIOUS PLANNING GUIDANCE

This Capital Improvements Plan (CIP) could be an important tool for implementing the guidance in the County’s updated (2021) Growth Policy. Therefore, it is important for the CIP to examine the new goals in the Growth Policy.

The 2021 Growth Policy discussed capital improvements in several sections and there are several goals in the Growth Policy that are related to capital improvements and capital improvements planning. These include:

Goals	Objectives
Prioritize and maintain County property including buildings, major equipment, roads, and bridges.	<p>Maximize use of Federal and State grants to assist in maintaining and upgrading County infrastructure.</p> <p>Establish and fund capital improvement accounts for each County Department.</p> <p>Support the “4 for 2” conversion of US Highway 2 to a four-lane highway.</p>
Improve the safety of the County’s road system.	Identify, prioritize, and fund road and bridges projects that improve safety i.e., Duck Creek area, Skylark Road, etc.
Adequately maintain the County’s road and bridge system.	Use and annually update the County’s Capital Improvements Plan to prioritize and fund important road and bridge projects.

The following are the implementation strategies identified in the 2021 Growth Policy Action Plan that are meant to achieve the County’s infrastructure goals.

Infrastructure	
Action	Responsibility
Use and annually update the new Capital Improvements Plan to prioritize and fund projects.	County Commission
Use the Capital Improvements Plan to establish capital funds for each County Department for future needs.	County Commission
Continue to pursue Federal Lands Access Program (FLAP) to improve road access to the Fort Peck Cabin and Duck Creek areas.	County Commission
Develop a grant application program to pursue applicable state and federal grants to supplement funding for infrastructure needs including those for unincorporated communities.	Two Rivers Growth, Great Northern Development, County Commission and Municipalities

This new capital improvements plan (CIP) will also serve as the County’s strategy for maintaining infrastructure per the requirements of Montana’s Growth Policy statute 76-1-601, MCA.

# AIRPORT PRIORITIES

The County has three airports that the Federal Aviation Administration recognizes. These include:

- » Wokal Field-Glasgow-Valley County Airport is owned and operated by the County and the City of Glasgow and is comprised of two asphalt runways of over 5,000 feet in length, hangars, repairs, and fuel.
- » Hinsdale Airport is owned by the County and is comprised of three turf runways that are all at or close to 2,000 feet in length.
- » Ophiem Airport is jointly owned by the City and County and is comprised of three turf runways that range from 1,200 feet in length to almost 2,700 feet.

Wokal Field is home to commercial airline services and an air ambulance service. In addition, the field is used by Federal Express as a fly-in point to deliver packages. The Air National Guard also uses the field for pilot training for C-130 transport planes.

Recent improvements to Wokal Field include:

- » Fuel Farm in 2016
- » Reconstructed taxiways in 2016
- » Northeast Montana State Air Ambulance Building in 2016

▼ Table 2 - Wokal Field Airport Priorities

Improvement	Estimated Cost	Schedule
Master Plan AGIS	\$330,334	2021
Pavement Maintenance – crack repair/fog/paint runway 12/30 & 8/26, taxiway C and apron	\$500,000	2022
Electrical Upgrades – design and construct new vault and equipment	\$166,667	2023
EA taxiways relocate	\$110,000	2024
Design taxiways relocate	\$110,000	2025
Taxiways realign / Lighting upgrades	\$2,500,000	2026
<b>Total Approximate Cost: \$3,717,001</b>		

\*Airport improvements primarily funded through FAA-AIP

# BRIDGE PRIORITIES



The County is responsible for maintaining 54 bridges (all major bridges). Bridges in the County identified as major structures (clear spans greater than 20 feet in length) are inspected biennially by the Montana Department of Transportation. There are no documented minor bridges (clear spans less than 20 feet) in the County.

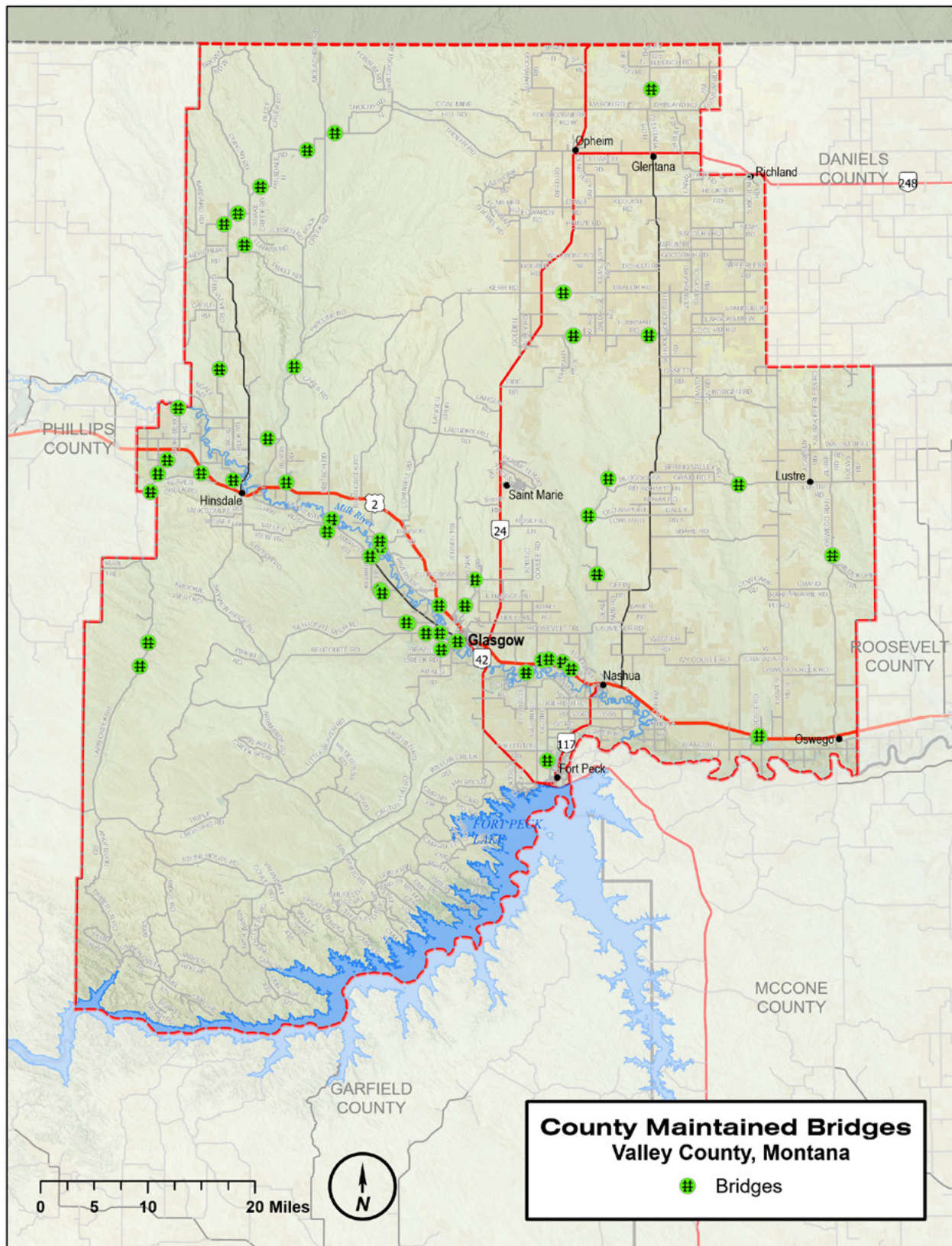
The County has eight bridges with proposed work items. Proposed work items are proposed to be completed between 2021 and 2028 for a total estimated cost of \$4,470,000.

▼ Table 3 - Bridge Priorities

Road /Bridge	Proposed Project	Estimated Cost	Schedule
Sixth Ave	Replace deck	\$25,000	
Bluff Creek, Crow Creek, and Snake Creek	Replace deck	\$25,000	
Old Hwy 2	New Bridge	\$1,000,000	
Beaverton	New Bridge	\$1,000,000	
Snake Creek	New Bridge	\$1,000,000	
Baylor Bridge	New Concrete Bridge	\$800,000	
Dryland Rd	Low Water Crossing	\$20,000	
Fox Farm Rd	Replace Three Highway Bridge Decks	\$600,000	
<b>Approximate Total Cost</b>		<b>\$4,470,000</b>	

# BRIDGE PRIORITIES

▼ Figure 2 - Major Bridges Maintained by Valley County



# BUILDING & EQUIPMENT PRIORITIES

Valley County is responsible for the operation and maintenance of numerous buildings, including the County Courthouse, County shops, and the buildings at the County Fairgrounds. Based on the building evaluations completed by County staff, the table below provides facility priorities, needs, and costs as available.

Each County department owns and maintains a variety of equipment necessary for the efficient provision of services. The tables below identify the current equipment priorities for various County departments

▼ Table 4 - Annex Building Improvements

Department	Schedule	Building Improvement	Estimated Cost
Annex		Carpet	\$52,600
Annex		Run New Wiring	\$213,500
Annex		Facilities Plan to Investigate Major Remodel	\$10,000
			<b>Approximate Total \$276,100</b>

▼ Table 5 - Courthouse Equipment and Building Improvements

Department	Schedule	Equipment Needed	Estimated Cost
Courthouse		Mower with cab heat for snow removal	\$20,000
			<b>Approximate Total \$20,000</b>

Department	Schedule	Building Improvement	Estimated Cost
Courthouse		Fire Alarm Panel	\$10,000
Courthouse		Air handler/chiller system	\$263,00
Courthouse		Ventilation for air conditioning	\$62, 000
Courthouse		Carpet	\$138,500
Courthouse		Develop additional storage for records and books.	\$20,000
Courthouse		District Courtroom Seating (post COVID-19)	\$15,000
			<b>Approximate Total \$508,500</b>

▼ Table 6 - Justice Court Building Improvements

Department	Schedule	Building Improvement	Estimated Cost
Justice Court		Facilities Plan	\$10,000
Justice Court		New Council Tables & Chairs in Courtroom	\$5,000
Justice Court		New Desk for Clerk	\$2,500
			<b>Approximate Total \$17,500</b>

# BUILDING & EQUIPMENT PRIORITIES

▼ Table 7 - Museum Building Improvements

Department	Schedule	Building Improvement	Estimated Cost
Museum		Additional Annunciators for Fire Alarm	\$1,000
Museum		New Roof/Gutters on Museum Main Building	\$71,600
Museum		New Roof/Gutters/Paint Quast House	\$8,500
Museum		Concrete and Gravel in Machine Lot	\$40,000
Museum		Paved Museum Parking Area	\$10,000
<b>Approximate Total</b>			<b>\$131,100</b>

▼ Table 8 - Road Department Equipment and Building Improvements

Department	Schedule	Equipment Needed	Estimated Cost
Road Department		Eight (8) Motor graders	\$3,000,000
Road Department		Eight (8) Blade Pickups	\$200,000
Road Department		Two (2) Gravel Trucks with Belly Dump	\$450,000
Road Department		New Loader Size 966	\$300,000
Road Department		Excavator	\$400,000
Road Department		Skid Steer	\$60,000
Road Department		Flatbed Diesel Pickup	\$65,000
Road Department		Hot Water Pressure Washer	\$10,000
Road Department		MiG Welder	\$4,000
Road Department		Schulte Mower	\$25,000
Road Department		Two (2) 60 Horse Mowers for Side deck Mower	\$125,000
Road Department		Miscellaneous Shop Tools	\$50,000
Road Department		Four (4) Walk N' Roll Graders	\$100,000
Road Department		Bucket Truck	\$75,000
<b>Approximate Total</b>			<b>\$4,864,000</b>

Department	Schedule	Building Improvement	Estimated Cost
Road Dept. Welding Shop		Two Garage Doors for Each Shop	\$40,000
Road Dept. Main Office		New Furnace and Hot Water Heater	\$11,000
Road Dept. Welding Shop		Oil Burning Furnace	\$7,500
Road Dept. Main Office		Oil Burning Furnace	\$7,500
Road Dept. Island		New Gas and Diesel Pumps	\$18,500
Road Dept. Main Shop		Overhead Furnace	\$5,000
Road Dept. Bridge Welding		Overhead Furnace	\$5,000
Road Dept. Main Shop		Rain Gutters	\$15,000
Road Dept. Hinsdale		Storage Shop for Graders	\$250,000
<b>Approximate Total</b>			<b>\$359,500</b>

# BUILDING & EQUIPMENT PRIORITIES

▼ Table 9 - Senior Center/Council on Aging Building

Department	Schedule	Building Improvement	Estimated Cost
Senior Center		Replace Furnace in Big Room	\$27,900
Senior Center		Replace AC Units on Both Sides	\$43,800
Senior Center	2022	Re-do Footcare Bathroom	\$10,000
Senior Center		Sidewalks	\$15,000
<b>Approximate Total</b>			<b>\$96,700</b>

▼ Table 10 - Transit Department Equipment and Buildings

Department	Schedule	Equipment Needed	Estimated Cost
Transit	2021	19 Passenger Bus	\$68,000
Transit	2022	19 Passenger Bus	\$69,000
Transit	2023	Mini Van	\$35,000
Transit	2024	19 Passenger Bus	\$70,000
Transit	2025	19 Passenger Bus	\$71,000
Transit	2026	19 Passenger Bus	\$72,000
Transit	2027	Mini Van-Wheel Chair Accessible	\$47,000
Transit	2027	Two (2) Computers & Printers	\$2,000
<b>Total Approximate</b>			<b>\$434,000</b>

It is important to note that the Transit Department's equipment is funded at 85 percent by state and federal funding sources.

Department	Schedule	Building Improvement	Estimated Cost
Transit	2021	New Roof, Siding, Electric, Generator, Heaters/AC	\$336,700
Transit	2021	Ceiling Insulation and Tiles	\$20,000
Transit	2023	Remove and Consolidate Electrical Panels-circuits	\$10,000
Transit	2021	Gutters and Downspouts	\$10,000
Transit	2021	HAVC Replacement	\$20,000
<b>Approximate Total</b>			<b>\$396,700</b>



# BUILDING & EQUIPMENT PRIORITIES

▼ Table 11 - Weed-Mosquito Department Equipment and Building Improvements

Department	Schedule	Equipment Needed	Estimated Cost
Weed Shop		Two (2) Complete Sprayer Units: Tank, Dosatrons, Pump, Hoses Etc.	\$32,000
Weed Shop		Two (2) Flatbed Pickups	\$110,000
Weed Shop		Two (2) Honda Side by Sides	\$36,000
Weed Shop		Two (2) Slide in Spray Units for Side By Sides	\$11,000
Mosquito Shop		One (1) Honda Side by Side	\$18,000
Mosquito Shop		One (1) Slide in Spray Unit for Side by Side	\$3,000
Mosquito Shop		One (1) Pickup Truck -Used	\$20,000
Mosquito Shop		Two (2) Mosquito Foggers	\$16,000
Mosquito Shop		Two (2) Maruyama MD3000 Duster	\$1,600
Weed-Mosquito Shop		Miscellaneous Tools And Equipment: Pumps, Engine Repairs, Pressure Washer Etc.	\$15,000
<b>Approximate Total</b>			<b>\$262,600</b>

Department	Schedule	Building Improvement	Estimated Cost
Weed-Mosquito Shop		Re-Roof Main Shop (50 x 60 shop)	\$10,000
Weed-Mosquito Shop		Spray Insulate the Main Shop with 3" R21 Density Foam	\$28,500
<b>Approximate Total</b>			<b>\$38,500</b>

# EMERGENCY SERVICES EQUIPMENT AND FACILITY PRIORITIES

▼ Table 12 - Sheriff's Department - Jail Building Improvements

Department	Schedule	Building Improvement	Estimated Cost
County Jail		UPS – Uninterruptible Power Supply	\$22,000
			<b>Approximate Total \$22,000</b>

▼ Table 13 - Fire Department Equipment Priorities

Department	Schedule	Equipment Needed	Estimated Cost
Valley County Fire Department	2021	Cascade Air System	\$2,000 to \$7,000 depending upon complexity
Valley County Fire Department	2022	Extrication Tools	\$20,000 to \$50,000 depending upon complexity
Valley County Fire Department	Every three years	Bunker Gear	\$2,600 for a complete set of gear
Valley County Fire Department	As Needed	Wildland Gear	\$1,100 for a complete set of gear
Valley County Fire Department	2026	Air Packs SCBA	\$5,500 to \$7,000 per set
Valley County Fire Department	2027	Radios	\$1,750 to \$2,500 per set depending upon type
			<b>Approximate Total \$32,950 to \$70,200</b>

▼ Table 14 - Fire Department Building Priorities

Department	Schedule	Building Improvement	Estimated Cost
Valley County Fire Department	2024	Add Insulation and New Tin Exterior Walls on the Original Part of Fire Hall in Glasgow	\$66,000
			<b>Approximate Total \$66,000</b>

▼ Table 15 - Disaster and Emergency Services Equipment Needs

Department	Schedule	Building Improvement	Estimated Cost
DES	2021+	Search & Rescue Boat (29' Twin 300 HP-12 Person) \$100,000 Already Secured. Potential Homeland Security Grant in 2021.	\$200,000
			<b>Approximate Total \$200,000</b>

# FAIRGROUNDS PRIORITIES

The Valley County Fairgrounds in Glasgow hosts the annual Northeast Montana Fair, typically in late July. The fairgrounds also host PRC rodeos, horse shows, high school rodeos, a demolition derby, 4-H, and other events. During the off-season, the fairground buildings are used to store RV's and boats.

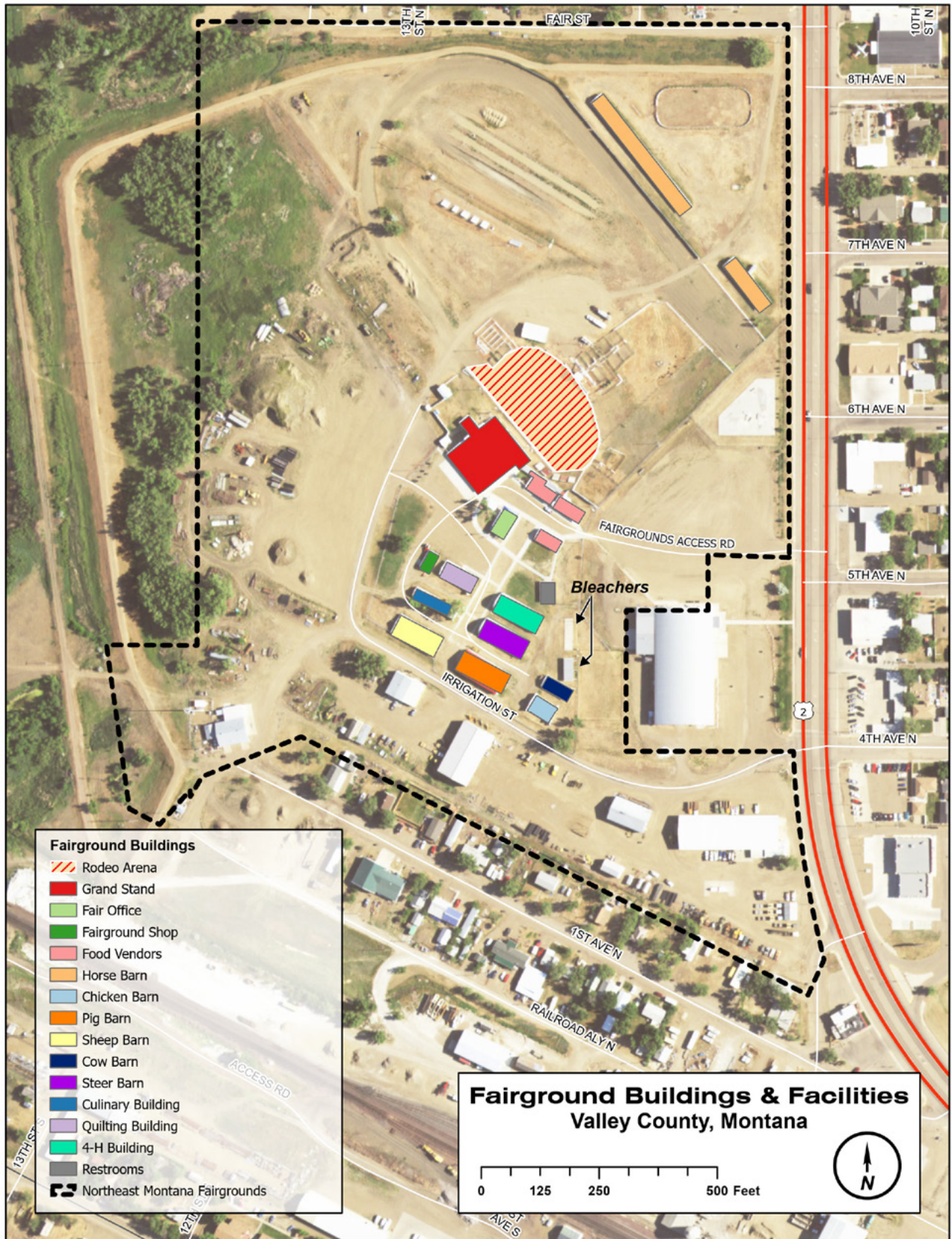
▼ Table 16 - Fairgrounds Building Priorities

Priority	Schedule	Improvement	Estimated Cost
High		New ADA Bathrooms	\$50,000
High		Electrical Upgrades – Phased Approach	\$50,000
		Sound System	\$20,000
		Fencing	\$20,000
		New East End Bleachers	\$100,000
<b>Total Approximate Cost</b>			<b>\$240,000</b>



# FAIRGROUNDS PRIORITIES

▼ Figure 3 - County Fairgrounds Features



# ROAD PRIORITIES

Officially there are approximately 2,220 miles of County-owned roads. As of 2019, the County Road Department regularly maintains approximately 1,700 miles of gravel roads. The County maintains approximately 6 miles of paved road.

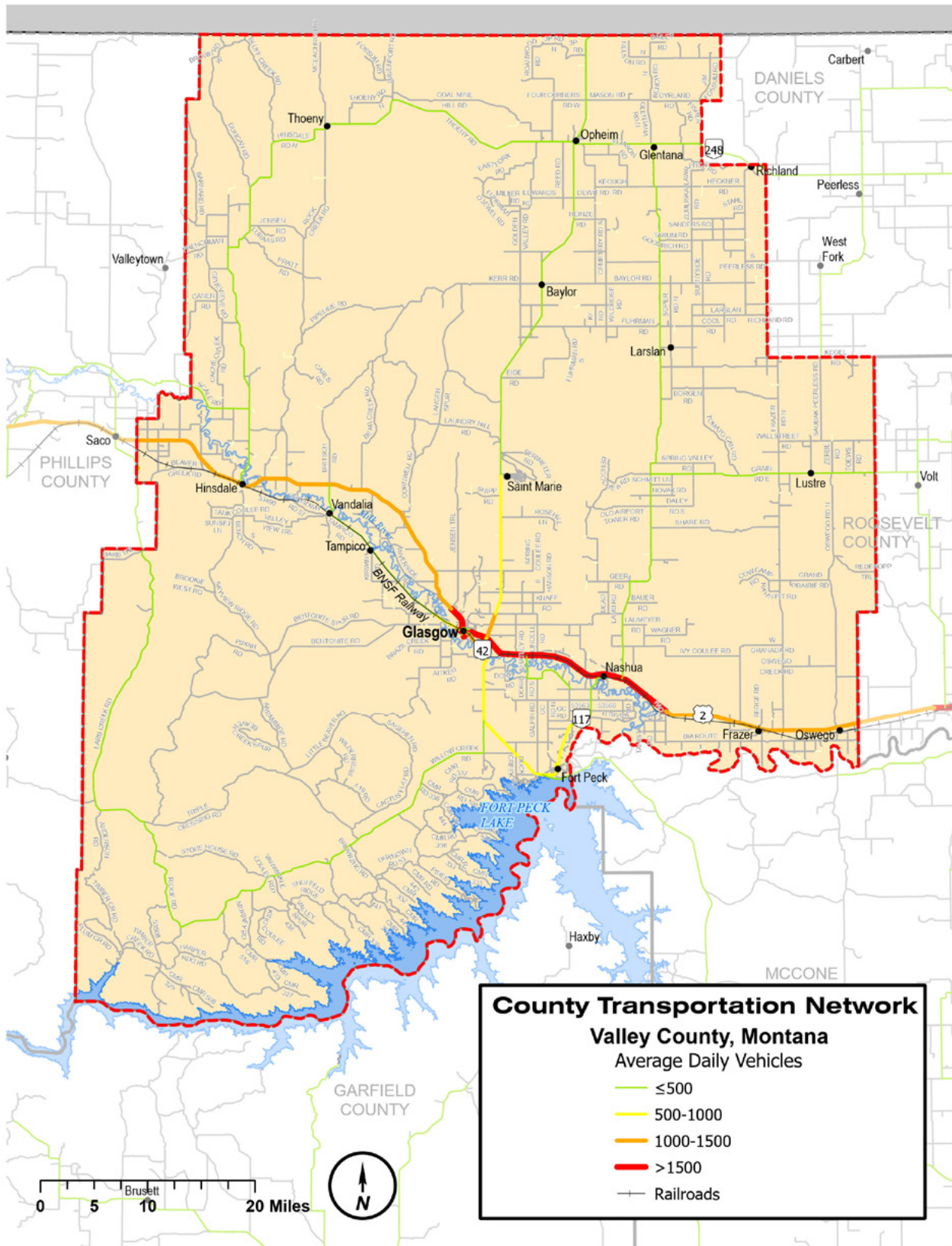
The following table lists the highest priority road projects. This table does not include annual maintenance improvements.

▼ Table 17 - Overall County Road Priorities

Priority	Schedule	Road	Recommended Improvement	Estimated Cost
1.	2026+ (FLAP Grant)	Duck Creek Road	Widening, Straightening, Paving	\$6,000,000
2.		Skylark Road	Pave to Ridge Runners Saddle Club	\$2,000,000
3.		Airport Road	Chip Seal and Crack Seal	\$125,000
4.		Lustre Gravel Pit	Open Gravel Pit and Crush Gravel	\$250,000
5.		Larslan Gravel Pit	Open Gravel Pit and Crush Gravel	\$250,000
6.		McColly and Snake Creek Gravel Pits	Open Gravel Pit and Crush Gravel	\$500,000
7.		North of Hinsdale	Magnesium Chloride for Dust Control	\$20,000
8.		Hinsdale South Hill	Magnesium Chloride for Dust Control	\$10,000
9.		Duck Creek Hill	Magnesium Chloride for Dust Control	\$10,000
10.		Jensen Trail Hill	Magnesium Chloride for Dust Control	\$10,000
TBD		5th Street - St Marie	Repave or Convert to Gravel with Dust Control	\$2,000,000 (paving) \$183,000 (gravel)
<b>Approximate Total Cost:</b>				<b>\$11,358,000</b>

# ROAD PRIORITIES

▼ Figure 4 - Roads in Valley County



# SOLID WASTE

The County’s solid waste system consists of 13 rural collection sites and a sanitary landfill near Glasgow. The County operates the landfill and contracts with T&R Trucking to haul roll-off containers from the rural collection sites to the landfill.



The landfill is very well operated and has significant capacity available. The landfill facility has a No-Migration permit status with the Montana DEQ which exempts it from liner requirements. The County excavates subsequent disposal trenches for daily and final cover. Therefore, the cell construction and final closure projects are done as part of normal operations. The landfill does need to periodically replace the heavy equipment utilized at the facility. In the short term, the landfill compactor and loader require replacement. The County bids the heavy equipment with a buy back option after five years. The costs shown are net with the buyback. The landfill would also like to construct a small storage building for the compactor near the east end of the current facility. Finally, the County would also like to eventually overlay the main County Road from the highway to the landfill.

The rural collection sites were constructed in the late 1980’s and consist of reinforced concrete retaining walls and slabs for deployment of 40 cubic yard roll-off containers. The rural sites are all in good condition and no significant improvements are needed at this time.

The County would like to monitor its rural collection sites with remote cameras but cell phone coverage is spotty. With implementation of a cell phone signal booster it is believed that the Fort Peck site could be monitored. This site would also require a solar panel, weather proof enclosure and pole for mounting the equipment. It is recommended to implement this initially at the Fort Peck site as a test trial. The County could then add cameras at other sites in the future if it was determined that the camera systems add value. With the heavy use and continued growth in the Fort Peck area, the County may also eventually need to add another collection bay at this site. The cost includes the excavation, embankment and concrete for a new bay at the Fort Peck site.

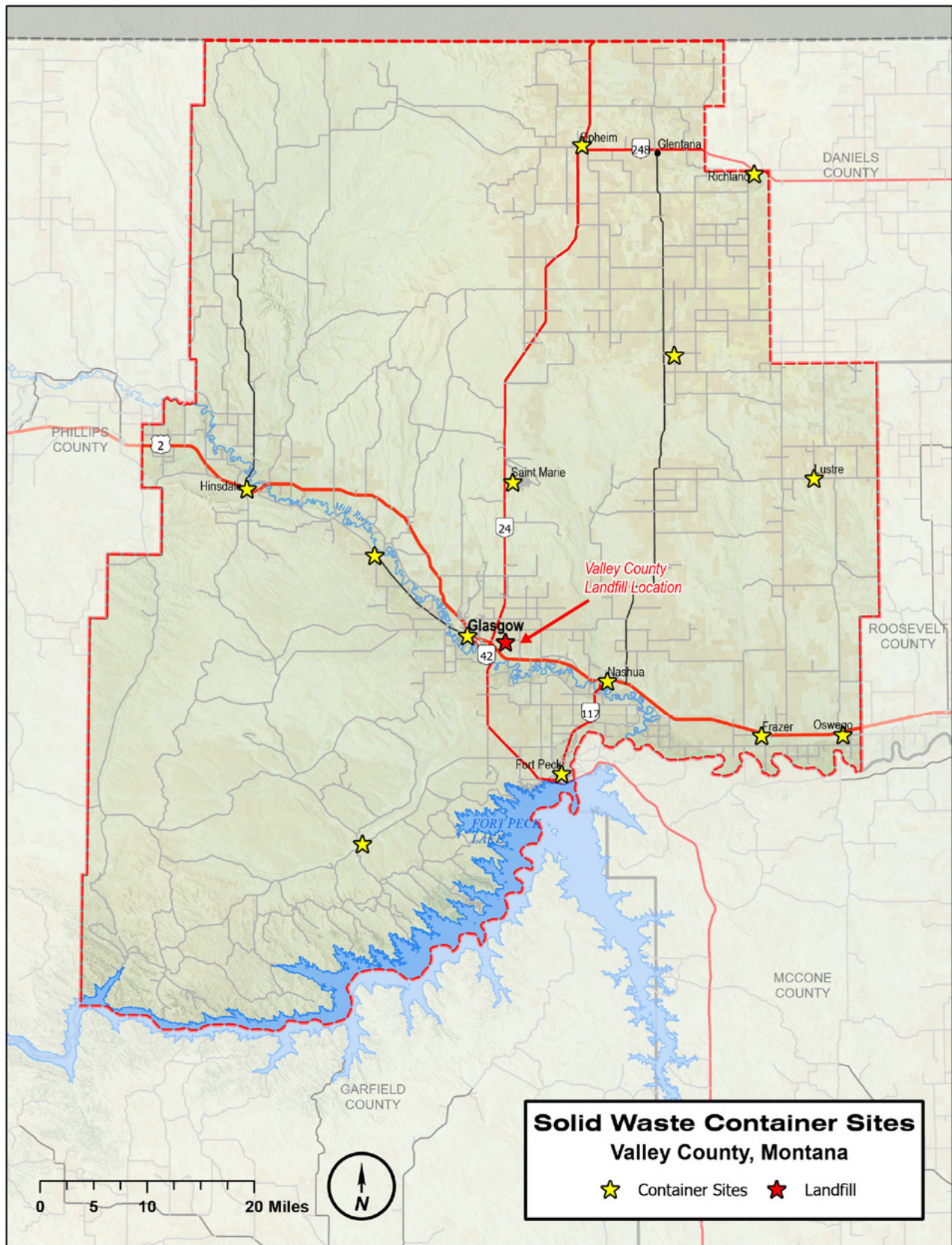
Some of the unfenced sites could have better litter control by simply installing a hog wire fence downwind from the primary wind direction. It is estimated this could be completed for approximately \$1,000 per site.

▼ Table 17 - Overall County Road Priorities

Priority	Schedule	Road	Recommended Improvement	Estimated Cost
1.	2021	Landfill	New compactor	\$300,000
2.	2023	Landfill	New wheel loader	\$250,000
3.	2023	Landfill	Compactor Storage Building	\$175,000
4.	2021	Fort Peck Site	Remote Camera System	\$5,000
5.	2022	Six Rural Collection Sites	Litter Control Fencing	\$6,000
6.	2025	Landfill	Landfill Road (2-inch Overlay)	\$300,000
7.	2025	Fort Peck Site	Add Container Bay	\$40,000
<b>Total Approximate Cost</b>				<b>\$1,076,000</b>

# SOLID WASTE

▼ Figure 5 - Location of Landfill and Solid Waste Container Sites





# RESIDENT OUTREACH

The Valley County Commissioners worked to engage the County residents for input on their ideas and priorities during the development of the CIP and the update of the Growth Policy.

The County used an online/hardcopy survey to allow residents to easily submit comments to the County Planning Board and County Commission. While the survey focused mostly on the Growth Policy, it still provided the Commission with valuable information for the CIP. The survey was marketed through flyers, handouts, and an email listserv. The survey results showed that residents think that County infrastructure was the number three priority compared to healthcare as number one and economic development being number two. The survey also listed seven other topics.

The survey was distributed to residents via the internet and hard copies and was marketed via word of mouth, email addresses, and the County website. One hundred and forty (140) residents responded to the survey. Most of the respondents lived either in the City of Glasgow (64) or in the area surrounding the City (26).

Some of the more notable results of the survey showed the following:

- » Respondents like the County's rural lifestyle, quality of life and safety.
- » The top three issues of importance to respondents were: healthcare, economic development, and infrastructure (roads, etc.)
- » Most respondents did not think there was adequate funding for all the needed services in the County.
- » Some of the most important goals identified by respondents were to attract more jobs and businesses, better maintenance of roads, protect natural resources, better collaboration between the County and City and protecting private property rights.

In addition, Commissioners posted the draft Capital Improvements Plan on the County website for residents to review, and published legal notices in the Glasgow Courier to advertise the date of the Commission's public hearing on [INSERT DATE WHEN KNOWN] at the Valley County Courthouse in Glasgow.



# NEXT STEPS

## FUNDING CONSIDERATIONS

The County Commissioners value the input of residents and each county department's staff regarding their list of critical needs and priorities. This information is invaluable for planning and prioritizing the capital improvements that the County pursues. However, due to Valley County's budgetary constraints, residents and County staff need to understand the County faces financial challenges. This is particularly true when viewed in the context of national and state budget conversations and how they affect the County's overall budget.

Given the uncertain future of federal and state funding, the importance of capital improvements planning is greater than ever. Valley County has established this CIP to determine priorities during their annual budgeting process. The CIP will also allow the County to be more fiscally proactive and resilient. The County has made a significant effort to include department and community input into establishing the priorities listed in this document. While all projects have been identified as needs in Valley County, the Commissioners made the difficult decision on the final priorities based on various impacts to the entire county.

## PRIORITY RECOMMENDATIONS

Valley County has established this Capital Improvements Plan (CIP) with the intended purpose of setting priorities during the budgeting process. The County has taken extensive measures to include department and community input into establishing the priorities listed in this document. While all projects have been identified as needs in the County, the Commissioners made the difficult decision to identify the final priorities. Their prioritizations were based on various impacts to the entire County.

The Valley County Commission met on [INSERT DATE WHEN KNOWN] to discuss how to prioritize projects. The Commissioners prioritized projects depending upon whether a project was already committed to being developed, provides, or supports an essential service, eliminates a threat to public health or safety, or is necessary to meet state of federal regulations such as the Americans with Disabilities Act. The responsibility of prioritizing each project belonged solely to the County Commissioners with input from their department managers, staff, and the public.

Each year, the Commissioners will utilize the CIP as they set the County's overall budget. An annual update will be necessary as projects are completed or priorities change. The County will also identify the capital projects completed and equipment purchases made during the previous year. If applicable, the table should include the state and federal funding obtained to complete the projects and purchases. This information is intended to demonstrate the County's efforts to leverage its resources and maintain public infrastructure and facilities.

## TIMELINE

In general, Valley County will initiate the development of priority projects within one to three years of adoption of the CIP. The Commissioners might commence with the development of lower priority projects sooner if funding becomes available, but the undertaking of many of the less urgent projects will likely not occur within the five-year planning period of this document.

The implementation for all the projects listed in this CIP is contingent on the availability of funding.

## FINANCING IMPROVEMENTS

Determining how to finance a project is one of the most challenging and important parts of completing a capital improvement project. The County's analysis to fund projects is meant to keep user rates and tax rates stable and maximize state and federal loan and grant aid for capital expenditures. Incurring some debt is expected with large capital projects,

# NEXT STEPS

and evaluation will need to balance debt service and operating expenditures while determining the County's available debt capacity and acceptable debt service levels. The goal of this CIP is to plan for improvements that will reduce the overall financial burden of capital improvements on County residents.

The following is a brief description of the most common funding sources used by Montana communities to fund capital improvement projects. Funding options include bonding, creating special improvement districts and capital improvement funds, impacting service charges, and federal, state, and private grant and loan funding. This is not an all-inclusive list of funding opportunities. The method of financing the County selects will depend on the scope and budget of a project. Each option should be carefully evaluated based on the project and needs and capacity of the community.

## ***Bonding***

The different types of bonds authorized under state law have applications and requirements are:

### *A. General Obligation Bonds*

General obligation (G.O) bonds are guaranteed by the full faith and credit of the local government issuing the bonds. By pledging the jurisdiction's full faith and credit, the government undertakes a legally binding pledge to repay the principal and interest by relying upon its taxing authority (7-7-4204, MCA). This obligation must, therefore, be ratified by an affirmative vote of the citizens before the bonds may be issued (7-7-4221, MCA). Due to the relative security of the repayment of G.O. bond principal and interest, and because the interest paid to the bondholders (lenders) may be exempt from state and federal taxes, lenders are usually willing to accept a lower rate of interest. As a result, the cost of the capital project will be somewhat less for the local government and their taxpayers.

### *B. Revenue Bonds*

Revenue bonds are not guaranteed by the taxing authority of the local government entity issuing the bonds, and they are, therefore, somewhat less secure than G.O. bonds. Even though the bondholder's interest earnings on revenue bonds may also be tax exempt, the bond market will usually demand somewhat higher interest rates to attract lenders. Revenue bonds are backed only by the revenues from fees paid by the users of the capital facility, such as a municipal water or wastewater system or Rural Improvement District (RID) for County improvements such a roads and bridges. Because revenue bonds do not involve a pledge of the full faith and credit (taxing authority) of the municipal government, revenue bonds do not require voter approval (7-7-4104 and 7-7-4426, MCA).

## ***Rural Improvement Districts***

Rural Improvement Districts (R.I.D.) may be formed to repay loans and have been used extensively to install water lines, sewer lines, paved streets, curbs, gutters, sidewalks, etc. Certain steps and requirements must be followed, and Title 7, Chapter 12 of Montana Code Annotated should be reviewed and followed.

The steps required to form an R.I.D. are as follows:

- » Define the purpose (construct/reconstruct a road, bridge, water main, sewer main, stormwater management, etc.
- » Define the boundaries – which property owners benefit from the improvement.
- » Determine the costs – engineering, construction, bond counsel, financing.
- » Prepare Resolution of Intent, outlining the above.
- » Conduct a public hearing.
- » Prepare a Resolution to Create the District, and levy the assessment.
- » Send to the county treasurer to put on property tax bills.

# NEXT STEPS

An R.I.D. can be requested either by property owners or by the County Commission. If during the public hearing portion of the process, 51% or more of the property owners protest the issue, it cannot proceed. Timing is important because the “financing” of these types of projects is through the taxation process.

## *Capital Improvement Fund*

Montana budget law provides that municipal governments may appropriate money to a capital improvement fund from any of the several government funds in the amount up to 10 % of the money derived from that fund’s property mill tax levy (7-6-616, MCA). The CIP must be formally adopted by resolution of the governing body and should include a prioritized schedule for replacement of capital equipment or facilities with a minimum \$5,000 value and a five-year life span, as well as the estimated cost of each item.

## *Service Charges*

The most common source of revenue to meet operating and debt service costs of utility systems are by monthly service charges to all users. The service rates should be established to reflect charges to various customer classes or users according to the benefits received.

## *Annual Needs Assessment*

Local governments are encouraged to assess their needs annually. A needs assessment can focus only on public infrastructure, or it can include every service provided by the government. This assessment should occur in the 3rd quarter of the fiscal year before elected officials and department heads begin to prepare their budgets for the next fiscal year.

There are several methods for assessing a community’s needs. Public hearings, online surveys, questionnaires in local newspapers, advisory committees, and preliminary engineering or architectural reports are just a few of the ways Montana communities have assessed their needs. However, as needs are measured, the information must be thoroughly documented and presented to the public. See the section Resident Outreach on page 21 for a description of how Valley County attempted to measure Valley County’s needs for this CIP.

Planning Grants: An important part, and the initial step to addressing capital improvement projects is **ADEQUATE PLANNING**.

Like this CIP, *the County must plan* for specific projects to be **successful** at making improvements.

## *Grant and Loan Funding*

**Department of Commerce Treasure State Endowment Program (TSEP) Grants** can provide up to \$15,000 for preparing Preliminary Engineering Reports and Capital Improvements Plans. These grants require a dollar-for-dollar match.

**Department of Natural Resources and Conservation (DNRC) Renewable Resource Grant and Loan Program (RRGL)** offers planning grants that can be used for the preparation of new PER or Technical Narrative (\$15,000 max) and

# NEXT STEPS

updates to Technical Narratives and PER's, as well as CIP's (\$8,000 max). The planning document must address natural resource concerns.

**Department of Commerce Community Development Block Grant (CDBG) Planning Grants** are available on an annual cycle (up to \$50,000) for planning activities and documents (Growth Policy, CIP, Housing Plans, CEDS, etc.) and preparation of Preliminary Engineering Reports (PER), Preliminary Architectural Reports (PAR). CDBG may consider funding applications for a PER or CIP secondary to other planning priorities due to other available State and Federal Program funds. CDBG planning grants require a 1:3 local match contribution.

**Montana Office of Tourism and Business Development Tourism Grants** are available to Certified Regional Development Corporations (CRDC's), tribal governments, or other economic development organizations not part of a CRDC region, to support economic development planning activities. This program is administered through the Department of Commerce and projects include central business district redevelopment; industrial development; feasibility studies; creation and maintenance of baseline community profiles; matching funds for federal funding; preproduction costs for film or media; and administrative expenses. In general, the Department will award up to \$1 for every \$1 in documented matching funds up to a total of \$25,000 in BSTF funding.

**USDA Rural Development (RD) Special Evaluation Assistance for Rural Communities and Households (SEARCH) Grants** are available for rural areas with populations of 2,500 or less and have a median household income below the poverty line or less than 80 percent of the statewide non-metropolitan median household income. Funds can be used to pay for predevelopment planning costs, including feasibility studies to support applications for funding water or waste disposal projects, preliminary design and engineering analysis, and technical assistance for the development of an application for financial assistance.

Construction Grants and Loans: Once a project is determined and **appropriate planning** has been completed, there is a *variety of grant and loan sources to fund construction* of the capital project.

**Treasure State Endowment Program (TSEP)** is a State funded grant program administered by the Montana Department of Commerce (MDOC). TSEP provides financial assistance to local governments for infrastructure improvements including water, wastewater, storm water, solid waste, and bridge systems. Grants can be obtained from TSEP for up to \$500,000 if the projected user rates are less than 125% of the target rate, \$625,000 if projected user rates are between 125% and 150% of the target rate, and up to \$750,000 if the projected user rates are over 150% of the target rate. TSEP grant recipients are required to match the grant dollar for dollar; however, the match may come from a variety of sources including other grants, loans, or cash contributions.

**Renewable Resource Grant and Loan Program (RRGL)** is funded through interest accrued on the Resource Indemnity Trust Fund and the sale of Coal Severance Tax Bonds. RRGL is a State program administered by the Montana Department of Natural Resources and Conservation (DNRC). RRGL's primary purpose is to conserve, manage, develop, or protect Montana's renewable resources. Grants of up to \$125,000 are available for projects that meet one of more of these objectives.

# NEXT STEPS

**Community Development Block Grant (CDBG)** is a Federally funded program by the US Department of Housing and Urban Development (HUD) and administered through the Montana Department of Commerce. The primary purpose of the CDBG Program is to benefit low to moderate-income (LMI) families. To be eligible for CDBG funding an applicant must have an LMI of 51% or greater. The CDBG grant funds can be applied for in an amount of up to \$450,000 with a limit of \$ 20,000 per LMI household, so a community needs approximately 23 LMI households to apply for the maximum grant funds. The use of CDBG funds requires a 25% local match that can be provided through cash funds, loans, or a combination thereof.

**USDA Rural Development Water and Environmental Program (RD)** provides grant and loan funding to districts, municipalities and counties for infrastructure projects that improve the quality of life and promote economic development in Rural America. Communities with populations less than 10,000 are eligible to apply; however, RD gives the highest priority to projects that serve rural areas with populations equal to or less than 1,000. RD bases grant eligibility and loan interest rates on a community's median household income and user rates. If the area to be served has an MHI that is 80% of Montana non-metropolitan MHI or lower and the project is necessary to alleviate a health and/or sanitation concern, up to 75% of the RD funded project costs are grant eligible. RD generally advises communities not to expect grant awards greater than 25% of the RD funded project costs.

**USDA Rural Development (RD) Community Facilities** provides grant and loan funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and or improve essential community facilities, purchase equipment, and pay for related project expenses. Examples of essential community facilities include health care facilities, public facilities (town halls, courthouses, airport hangars, streets), community support and educational services (childcare centers, community centers, fairgrounds), public safety, educational services, local food systems and food banks. Grant funding is based on population and median household income.

**Drinking Water and Water Pollution Control State Revolving Fund (DWSRF & WPCSRF)** provides low-interest loan funds for water, wastewater, and stormwater projects. Solid waste projects are also eligible if they will protect groundwater. The SRF Program is administered by the Montana Department of Environmental Quality with support from the Montana Department of Natural Resources and Conservation.

**Economic Development Administration (EDA)** provides grant funding for infrastructure projects that will support job creation or job retention by a privately owned business. EDA grants require a dollar-for-dollar match, which must be obligated when the application is submitted.

**Montana Department of Transportation, Transportation Alternatives (TA) Program** is a Federally-funded program that provides funding for programs and projects defined as transportation alternatives. Transportation alternatives include on and off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility. They also include community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to schools projects, and projects for planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. A 13.42% match is required for all off-system projects.



# NEXT STEPS

**National Park Service Rivers, Trails and Conservation Assistance provide Technical Assistance** to community groups, nonprofits, tribes, and state and local governments to design trails and parks, conserve and improve access to rivers, protect special places, and create recreation opportunities.

**National Endowment for the Arts (NEA)** has several assistance programs to fund creative place-making including art into revitalization work, including parks, downtown pathways, plazas, green spaces, wayfinding, and cultural tourism. All programs require a 1:1 Match.

**Department of Health and Human Services - Community Economic Development (CED) Program** works to address the economic needs of individuals and families with low income through the creation of sustainable business development and employment opportunities. CED's projects create employment opportunities.

**Bridge and Road Safety and Accountability Act (BaRSAA)** was passed by Montana's 65th Legislature and provides for graduated increases in the motor fuel tax by fiscal year 2023 (6 cents in gasoline/2 cents in diesel). Each year, 35% or \$9.8 million of the proceeds (whichever is greater) is allocated to the Montana Department of Transportation (MDT) and the remainder (approximately \$21 million by FY 2021) is allocated to local governments. BaRSSA funds can be used by local governments to pay for the construction, reconstruction, maintenance, and repair of rural roads, city or town streets and alleys, bridges, or roads and streets that the city, town, county, or consolidated city-county government has the responsibility to maintain. Capital equipment is not eligible.

Funding can also be used as the match for federal awards. Local governments must match all distributions from the BaRSAA account with a 5% funding match. The projected 2021 distribution amount for Valley County is \$48,022.95, with a local match of \$2,401.15. Local governments can apply for their disbursement through Montana's WebGrants online grants portal through November 1, 2021. The MDT will distribute the requested fund within 30 days of completed requests.

**Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP)** provides funding, via the Montana Department of Transportation (MDT) for the rehabilitation and replacement of deficient bridges. There is funding for both On-System and Off-System bridges:

- 1) **On-System Bridge Replacement and Rehabilitation Program:** The On-System Bridge Program receives funding through the Federal HBRRP. The On-System Bridge Program receives 65% of the HBRRP funds. In general, On-System Bridge projects are funded with 80% federal funds and 20% state funds. Projects eligible for funding under the On-System Bridge Program include all highway bridges on the State system. The funds can be used for either rehabilitation or replacement.
- 2) **Off-System Bridge Replacement and Rehabilitation Program:** The Off-System Bridge program receives 35% of the Federal HBRRP allocation. Off-System Bridge projects are funded with 80% Federal funds and 20% State funds. Projects eligible for funding under the Off-System Bridge Program include all bridges not "on-system," at least 20 feet long in length, and have a sufficiency rating of less than 80.

Procedures for selecting bridges into both programs are based on a ranking system that weights various elements of a structure's condition and considers local priorities. MDT Bridge Bureau personnel conduct a field inventory of off-system bridges on a two-year cycle.

**Federal Land Access Program (FLAP)** was created to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. With 386,833 acres of federal lands, Valley County is an excellent candidate for FLAP funding. Grant awards can be

# NEXT STEPS

substantial; however, the program requires a 13.42% match. The Federal Highway Administration is expected to issue its next call for projects in December 2021.

**FEMA Assistance to Firefighters (AFG)** the goal of the Assistance to Firefighters Grants (AFG) is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience. Grant awards range from a few thousand dollars to hundreds of thousands of dollars. Eligible uses of funds include fire trucks, EMS equipment, personal protective equipment, equipment, and modifying facilities. FEMA also has funds available for fire prevention and safety programs, fire station construction, and staffing for adequate fire and emergency response. The match for jurisdictions that serve 20,000 residents or fewer is 5 percent of the grant awarded.

**Pre-Disaster Mitigation (PDM)** the PDM Program, authorized by Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, is designed to assist States, U.S. Territories, Federally-recognized tribes, and local communities in implementing a sustained pre-disaster natural hazard mitigation program. The goal is to reduce overall risk to the population and structures from future hazard events, while also reducing reliance on Federal funding in future disasters. PDM grants are funded annually by Congressional appropriations and are awarded on a nationally competitive basis. The total amount of funds that will be distributed under the FY 2020 PDM Program is \$90 million. The program requires a 25 percent match. Small, poor communities may be eligible for up to a 90 percent Federal cost share.

FEMA requires state, territorial, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for PDM mitigation projects. For more information on the mitigation plan requirement, visit <https://www.fema.gov/hazard-mitigation-plan-requirement>.

**Private Foundations** can provide funding for various capital improvement projects. Local and national foundations can support community development initiatives and offer unique opportunities to fund capital projects.





# APPENDIX 1: COUNTY BUILDING INVENTORY

Department	Description	Appraised Value	Content Value	Replacement Value	Total Covered Value
Solid Waste-Landfill	Repair Shop/Storage	\$510,667	\$0	\$547,266	\$547,266
Solid Waste-Landfill	Landfill-Security Shack	\$11,496	\$0	\$0	\$0
Solid Waste-Landfill	Landfill-Storage Shed	\$4,359	\$0	\$0	\$0
Solid Waste-Landfill	Scale House & Scales	\$105,532	\$89,869	\$86,207	\$176,076
Solid Waste-Landfill	Metal Shop, Quonset	\$84,690	\$11,095	\$92,321	\$103,416
Solid Waste-Landfill	Landfill Shop	\$77,941	\$0	\$83,781	\$83,781
Weed-Mosquito	Weed Chemical Building	\$33,912	\$0	\$0	\$0
Weed-Mosquito	Weed Pesticide Jug Shelter	\$4,595	\$0	\$0	\$0
Weed-Mosquito	Weed-Mosquito Shop	\$293,570	\$33,284	\$305,284	\$338,568
Law Enforcement	911 Radio Tower on Hinsdale Rd	\$109,167	\$26,739	\$121,213	\$147,952
Law Enforcement	911 Radio Tower on Base Rd.	\$212,865	\$0	\$237,238	\$237,238
Law Enforcement	Sheriff's Office & Jail	\$5,243,418	\$0	\$5,660,040	\$5,660,0440
Law Enforcement	911 Radio Tower on Spring Valley Rd.	\$76,738	\$0	\$85,441	\$85,441
Law Enforcement	911 Radio Tower, Gideon	\$278,456	\$196,817	\$309,647	\$506,464
Senior Center	Senior Center Building	\$773,304	\$137,721	\$819,830	\$957,551
Courthouse	General Storage Shed	\$8,127	\$0	\$0	\$0
Courthouse	County Courts	\$7,324,810	\$1,987,201	\$7,885,659	\$9,872,860
Airport	Admin Building	\$601,987	\$0	\$649,303	\$649,303
Airport	CFR Garage	\$176,393	\$0	\$185,419	\$185,419
Airport	City Hangar	\$437,125	\$0	\$461,127	\$461,127
Airport	Commercial Hangar	\$641,208	\$0	\$653,114	\$653,114
Airport	Hangar, 8 Stall	\$395,880	\$0	\$405,889	\$405,889
Airport	Martin Hangar	\$295,925	\$0	\$309,641	\$309,641
Airport	SRE Building	\$180,435	\$0	\$192,267	\$192,267
Airport	T-Hangar 1979	\$423,973	\$0	\$434,195	\$434,195
Airport	T-Hangar 1993	\$654,055	\$0	\$673,194	\$673,194
Building Maintenance	Courthouse Annex	\$1,448,328	\$170,998	\$1,548,299	\$1,719,297
Building Maintenance	Courthouse - Maintenance Shed	\$29,296	\$0	\$15,000	\$15,000

# APPENDIX 1: COUNTY BUILDING INVENTORY

Department	Description	Appraised Value	Content Value	Replacement Value	Total Covered Value
Education Resource Services	Pioneer Museum	\$1,464,982	\$1,282,897	\$2,120,815	\$3,403,712
Education Resource Service	Pioneer Museum Display-1949 Packard Car	\$0	\$0	\$70,000	\$70,000
Education Resource Service	Pioneer Museum Display-Bakers Jewelry	\$0	\$17,000	\$0	\$17,000
Education Resource Service	Pioneer Museum Display-Machinery Bldg.	\$77,267	\$182,175	\$84,429	\$266,604
Education Resource Service	Pioneer Museum Display-Quast Home	\$141,477	\$5,885	\$150,869	\$156,754
EMT & Ambulance	Ambulance/Shop Garage	\$339,978	\$27,759	\$357,182	\$384,941
Fairgrounds/Event Center	4-H Quonset	\$163,915	\$159,841	\$0	\$159,841
Fairgrounds/Event Center	Announcer Booth	\$20,708	\$0	\$22,929	\$22,929
Fairgrounds/Event Center	Arts & Crafts Building	\$186,956	\$2,774	\$198,613	\$201,387
Fairgrounds/Event Center	Beef Quonset	\$145,949	\$0	\$139,808	\$139,808
Fairgrounds/Event Center	Digital Sign	\$0	\$0	\$35,525	\$35,525
Fairgrounds/Event Center	Donovan Shelter	\$19,452	\$0	\$0	\$0
Fairgrounds/Event Center	Fair Office	\$41,927	\$0	\$25,000	\$25,000
Fairgrounds/Event Center	Garage/Shop	\$67,249	\$17,751	\$71,394	\$89,145
Fairgrounds/Event Center	Grandstand	\$1,006,903	\$160,266	\$1,046,826	\$1,207,092
Fairgrounds/Event Center	Horse Barn – Storage	\$81,722	\$6,657	\$85,351	\$92,008
Fairgrounds/Event Center	Horse Barn-Stables #1	\$97,880	\$0	\$105,820	\$105,820
Fairgrounds/Event Center	Horse Barn-Stables #2	\$212,190	\$0	\$230,712	\$230,712
Fairgrounds/Event Center	Jockey Building	\$59,990	\$0	\$10,000	\$10,000
Fairgrounds/Event Center	Needlework Building	\$193,609	\$0	\$206,709	\$206,709
Fairgrounds/Event Center	Paramutual Building	\$28,170	\$0	\$12,000	\$12,000

# APPENDIX 1: COUNTY BUILDING INVENTORY

Department	Description	Appraised Value	Content Value	Replacement Value	Total Covered Value
Fairgrounds/Event Center	Picnic Shelter	\$43,715	\$0	\$0	\$0
Fairgrounds/Event Center	Restrooms, Large Block	\$154,974	\$0	\$163,301	\$163,301
Fairgrounds/Event Center	Restrooms, Small	\$27,843	\$0	\$29,178	\$29,178
Fairgrounds/Event Center	Rodeo Arena w/ Chutes, Pens & Lights	\$157,292	\$0	\$0	\$0
Fairgrounds/Event Center	Rodeo Picnic Shelter	\$51,287	\$0	\$0	\$0
Fairgrounds/Event Center	Sheep Barn	\$173,823	\$0	\$182,175	\$182,175
Fairgrounds/Event Center	Stage w/ Awning	\$79,474	\$0	\$25,000	\$25,000
Fairgrounds/Event Center	Swine Barn	\$80,000	\$10,000	\$83,636	\$93,636
Fairgrounds/Event Center	Ticket Booth	\$4,139	\$0	\$0	\$0
Fairgrounds/Event Center	Ticket Booth, New	\$6,085	\$0	\$0	\$0
Fairgrounds/Event Center	Fire Hall, Long Run	\$351,102	\$0	\$367,393	\$367,393
Fairgrounds/Event Center	Fire Hall, Long Run Addition	\$0	\$0	\$225,000	\$225,000
Public Works	Road-County Shop	\$1,169,916	\$203,279	\$1,242,947	\$1,446,226
Public Works	Road-Pole Barn/ Equipment Storage	\$375,914	\$0	\$380,162	\$380,162
Public Works	Road-Storage Building	\$36,863	\$0	\$37,347	\$37,347
Public Works	Road-Welding Shop	\$429,678	\$83,212	\$454,119	\$537,331
Public Works	Road Shop	\$437,062	\$31,673	\$463,779	\$495,452
Transit	Road-Fueling Station	\$65,000	\$0	\$0	\$0
Transit	Road-Oil Storage Bldg.	\$72,331	\$0	\$0	\$0
Transit	Transit Garage/Bus Storage	\$876,241	\$2,133	\$865,197	\$867,330

# APPENDIX 2: COUNTY MOBILE EQUIPMENT

Type	Make	Year	Value
Schuttlelift			\$ -
JLG Manlift			\$ -
510 Dresser Model 5200 Loader			\$ -
540 Dresser Loader			\$ -
510 Dresser Loader			\$ -
Link Belt crane Model RTC			\$ -
KutKwik Mower			\$ -
Lorain Crane			\$ -
F Series model 763	Bobcat		\$15,000.00
Forklift	Case	2001	\$ -
Forklift	Case		\$ -
Red Tractor jx85	Case		\$ -
680L Backhoe	Case	1993	\$ -
130G Blade	Caterpillar		\$10,000.00
Track Loader	Caterpillar	1999	\$111,500.00
966F Loader	Caterpillar	1992	\$128,500.00
D7H	Caterpillar	1996	\$200,000.00
627F Scraper	Caterpillar	2001	\$100,000.00
950M Wheel Loader	Caterpillar	2019	\$254,000.00
816F2 Compactor	Caterpillar	2016	\$438,175.00
D8F Push Cat	Caterpillar		\$ -
621 Cat Scraper	Caterpillar		\$ -
M20 Crane	Garwood		\$ -
Forklift	Hystar		\$ -
Plow	Idaho Norland		\$ -
530 Loader W/Snow Blower	International		\$ -
5055 Tractor	John Deere	2012	\$10,000.00
6605	John Deere		\$20,000.00
6605 Mower Tractor	John Deere		\$20,000.00
200 LC Excavator	John Deere	1998	\$88,500.00
410K Backhoe	John Deere	2014	\$125,000.00
Loader	John Deere	2006	\$180,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00

# APPENDIX 2: COUNTY MOBILE EQUIPMENT

Type	Make	Year	Value
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
772G Motor Grader	John Deere	2018	\$250,000.00
1445 Front Mower	John Deere		\$ -
Motor Grader	John Deere	1994	\$ -
401C Backhoe	John Deere		\$ -
4050 Tractor	John Deere	1983	\$ -
Loader 644eh	John Deere		\$ -
5' Mower	John Deere	2012	\$2,000.00
Tractor W/ Loader/Sweeper/ Blade/Mower Attachments	John Deere	1992	\$5,500.00
Z915B Mower	John Deere		\$ -
Forklift	Komatsu		\$ -
Trailer	Layton	1979	\$ -
TV145 Tractor	New Holland		\$70,000.00
T6.165 Tractor	New Holland	2015	\$125,000.00
T6.175	New Holland	2016	\$130,000.00
P-Series Truck W/ 20' Snowplow	Oshkosh		\$10,000.00
H-Series Blower	Oshkosh		\$ -
4-0 Vibrating Roller	Raco Rascal	1973	\$ -
S/P Broom	Rosco	1970	\$ -
Sullair Air Compressor 185DPQ	Sullair	2007	\$ -

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Vehicle		Chevrolet	2T Truck	1967	0.00
Vehicle		Ford	F37	1983	0.00
Vehicle		Ford	F-150	1987	0.00
Vehicle		Ford	F-250	1990	0.00
Vehicle		Chevrolet	Caprice	1991	0.00
Vehicle		Ford	F-350	1993	0.00
Vehicle		Oldsmobile	Cutlass Cruiser	1994	0.00
Buses / Vans		GMC	Vandura	1995	0.00
Vehicle		Ford	F38 4X4	1996	0.00
Vehicle		Honda	ATV	1996	0.00
Vehicle		Chevrolet	3500	1997	0.00
Vehicle		Honda	TRX300 ATV	1999	0.00
Trailer			Utility Trailer	2001	0.00
Vehicle		Ford	F-350	2004	0.00
Trailer		PJ	Trailer	2009	0.00
Vehicle			1/2t Pickup		0.00
Vehicle		Chevrolet			0.00
Vehicle			2.5 Ton		0.00
Vehicle			Parisienne		0.00
Vehicle					0.00
Trailer			Flatbed Trailer		0.00
Vehicle		Chevrolet			0.00
Vehicle			1/2T Pickup		0.00
Vehicle			Cab		0.00
Trailer			Trailer		0.00
Vehicle	Airport	Ford	F600 Refueler (Jet)	1984	80,000.00
Vehicle	Airport	Ford	LNT8000 W/ Broom	1993	10,000.00
Vehicle	Airport	Ford	F-150	2005	0.00
Vehicle	Airport	Ford	F550 SD Jet Fuel Truck	2007	60,000.00
Vehicle	Airport	Chevrolet	Trailblazer	2008	0.00
Vehicle	Airport	GMC	Envoy	2009	0.00
ATV / UTV	Airport	Yamaha	YVR450 Rhino ATV	2009	0.00
Vehicle	Airport	Ford	Fuel Truck Avgas		35,000.00

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Trailer	Airport	Homemade	Fuel Trailer		2,000.00
Vehicle	Airport	Freightliner	F180 14' Snowplow		109,000.00
Vehicle	County Commissioners	Chevrolet	1500	1992	0.00
Vehicle	County Commissioners	Chevrolet	Trailblazer	2006	0.00
Vehicle	County Commissioners	Chevrolet	Trailblazer	2006	19,700.00
Vehicle	County Commissioners	Ford	Explorer	2007	0.00
Vehicle	County Commissioners	Ford	Explorer	2007	0.00
Vehicle	County Commissioners	Ford	Explorer	2009	0.00
Vehicle	County Commissioners	Chevrolet	Tahoe	2009	0.00
Sheriff	County Commissioners	Ford	Expedition	2011	0.00
Vehicle	County Commissioners	Ford	Expedition	2011	0.00
Sheriff	County Commissioners	Ford	Expedition	2011	0.00
Vehicle	County Commissioners	Chevrolet	Equinox	2013	10,000.00
Vehicle	Fairgrounds	Chevrolet	2500	1988	0.00
Vehicle	Fairgrounds	Ford	F-150	2001	0.00
Trailer	Fairgrounds	Road King	Car Trailer		0.00
Vehicle	Fire Department	Chevrolet		1942	0.00
Vehicle	Fire Department	Dodge		1942	0.00
Vehicle	Fire Department	Ford	850	1964	0.00
Vehicle	Fire Department	Ford	F600	1967	0.00
Vehicle	Fire Department	Kaiser	Tender	1968	0.00
Vehicle	Fire Department	Ford	3/4T	1969	0.00
Vehicle	Fire Department		Kaiser Nashua	1975	0.00
Vehicle	Fire Department	Ford	F600	1977	0.00
Vehicle	Fire Department	Ford	F600	1977	0.00
Vehicle	Fire Department	International	1800	1981	0.00
Vehicle	Fire Department	International	Tender	1982	0.00
Vehicle	Fire Department	GMC		1984	15,000.00
Vehicle	Fire Department	Pierce	Engine	1986	0.00
Vehicle	Fire Department	International	1654 4x2	1987	0.00

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Vehicle	Fire Department	Ford	F700	1987	0.00
Vehicle	Fire Department	Oshkosh	Refueler	1989	0.00
Vehicle	Fire Department	Ford	F47 4x2 SD	1990	0.00
Vehicle	Fire Department	GMC/Chevy	K39 Light Duty	1992	0.00
Vehicle	Fire Department	GMC	3500	1994	0.00
Vehicle	Fire Department	Kenworth	T450 6x4	1994	60,000.00
Vehicle	Fire Department	Freightliner	FI-60 4x2	1995	25,000.00
Vehicle	Fire Department	Chevrolet	Suburban	1998	0.00
Trailer	Fire Department		Trailer	1999	0.00
Vehicle	Fire Department	Dodge	3500	2000	25,000.00
Firetruck	Fire Department	Ford	F450 Fire Truck	2000	25,000.00
Vehicle	Fire Department	Freightliner	230-2472	2004	145,000.00
Vehicle	Fire Department	Ford	F450	2005	25,000.00
Vehicle	Fire Department	Ford	F-350 SD 4x4	2006	0.00
Vehicle	Fire Department	Ford	F450 4x4 Sd	2006	30,000.00
Vehicle	Fire Department	Sterling	Acterra	2007	235,000.00
Vehicle	Fire Department	Ford	F350	2007	30,000.00
Vehicle	Fire Department	Ford	F550	2008	25,000.00
Vehicle	Fire Department	Ford	F-550 SD 4x4	2009	50,000.00
Vehicle	Fire Department	Ford	F550 4x4	2011	50,000.00
Vehicle	Fire Department	Ford	F550	2011	50,000.00
Vehicle	Fire Department	Ford	F550 4x4	2013	50,000.00
Vehicle	Fire Department		General Truck		0.00
Vehicle	Landfill / Solid Waste	Ford	F-250 SD	2016	60,030.00
Vehicle	Public Administrator	Oshkosh	Tank Truck		0.00
Vehicle	Road / Surveyor		C50	1967	0.00
Vehicle	Road / Surveyor	Ford	LT8000	1972	0.00
Vehicle	Road / Surveyor	Chevrolet		1973	0.00
Vehicle	Road / Surveyor	Ford	LT9000	1976	0.00
Vehicle	Road / Surveyor	Tymco	Sweeper	1980	0.00
Vehicle	Road / Surveyor	Chevrolet		1983	0.00
Vehicle	Road / Surveyor	Chevrolet		1986	0.00
Vehicle	Road / Surveyor	Ford	F-250	1989	0.00
Vehicle	Road / Surveyor	International	F1954 Heavy Duty Sander	1989	0.00
Vehicle	Road / Surveyor	International	F1954 6x4	1989	0.00
Vehicle	Road / Surveyor	International	4900 6x4	1992	0.00



# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Vehicle	Road / Surveyor	Ford	F800 4x2	1993	0.00
Vehicle	Road / Surveyor	Ford	LNT8000 Sander	1993	0.00
Vehicle	Road / Surveyor	Ford	LNT8000 6x4	1993	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K34 4x4	1993	0.00
Vehicle	Road / Surveyor	Ford	F47 4x2	1993	0.00
Vehicle	Road / Surveyor	Ford	F350 Sd 4x2	1994	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K34 4x4	1994	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K29 4x4	1994	0.00
Vehicle	Road / Surveyor	International	4700 4x2	1994	0.00
Vehicle	Road / Surveyor	Chevrolet		1994	0.00
Vehicle	Road / Surveyor	GMC/Chevy	C6H042 Topkick Kodiak	1995	0.00
Vehicle	Road / Surveyor	Chevrolet	1500	1995	0.00
Vehicle	Road / Surveyor	Dodge	3500	1996	0.00
Vehicle	Road / Surveyor	Mack	CH	1996	0.00
Vehicle	Road / Surveyor	Ford	F-150	1997	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K24 4x4	1997	0.00
Vehicle	Road / Surveyor	GMC/Chevy	533 4x4	1997	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K33 4x4 Light Duty	1997	0.00
Vehicle	Road / Surveyor	Chevrolet	3500	1997	0.00
Vehicle	Road / Surveyor	Chevrolet	1500 EX Cab	1998	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K29 LD 4x4	1998	0.00
Vehicle	Road / Surveyor	Freightliner	FI-70 4x2	1999	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K33 4x4	1999	0.00
Vehicle	Road / Surveyor	Ford	F-350	2001	0.00
Vehicle	Road / Surveyor	GMC/Chevy	K24 4x4	2001	0.00
Vehicle	Road / Surveyor	Ford	F-250 Sd	2003	0.00
Vehicle	Road / Surveyor	Chevrolet	2500	2003	0.00
Vehicle	Road / Surveyor	Ford	F250 Sd 4x4	2004	0.00
Vehicle	Road / Surveyor	Mack	CV713 6x4	2004	0.00
Vehicle	Road / Surveyor	Mack	CV713 6x4	2004	0.00
Firetruck	Road / Surveyor	Freightliner	Heil Dump Truck M2106	2004	0.00
Vehicle	Road / Surveyor	Mack	CV	2007	45,000.00
Vehicle	Road / Surveyor	Mack	CV	2007	45,000.00

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Vehicle	Road / Surveyor	Chevrolet	2500	2009	0.00
Trailer	Road / Surveyor	TNT	Trailer	2010	0.00
Vehicle	Road / Surveyor	Ford	F450 4x4	2012	0.00
Vehicle	Road / Surveyor	Chevrolet	3500	2015	30,000.00
Trailer	Road / Surveyor		Semi Trailer		0.00
Vehicle	Road / Surveyor	Ford	F350		0.00
Vehicle	Road / Surveyor	Freightliner			0.00
Vehicle	Road / Surveyor	Freightliner			0.00
Vehicle	Road / Surveyor	Freightliner			0.00
Vehicle	Road / Surveyor		Drop 35 T		0.00
Trailer	Road / Surveyor		34' Belly Dump Trailer		0.00
Trailer	Road / Surveyor		34' Belly Dump Trailer		0.00
Trailer	Road / Surveyor		Side Dump		0.00
Trailer	Road / Surveyor		Belly Dump		0.00
Trailer	Road / Surveyor		Belly Dump		0.00
Trailer	Road / Surveyor		Two Master Lowboy		0.00
Vehicle	Road / Surveyor		24' F/B		0.00
Trailer	Road / Surveyor		Trailer		0.00
Vehicle	Road / Surveyor	Oshkosh	Truck		0.00
Vehicle	Road / Surveyor	Chevrolet	3/4T Steamer		0.00
Vehicle	Road / Surveyor		Truck W/ Water Tank		0.00
Vehicle	Road / Surveyor		79 General		0.00
Vehicle	Road / Surveyor		79 General		0.00
Trailer	Road / Surveyor		Fuel Trailer		0.00
Trailer	Road / Surveyor		Trailer		0.00
Vehicle	Road / Surveyor	Ford	LT9000		0.00
Watercraft - Trailer	Sheriff	EZ Loader	Boat Trailer For Yellow Mak Boat	1980	0.00
Watercraft	Sheriff	Mak	Boat	1980	0.00
Watercraft	Sheriff	Boston Whaler	Boat	1988	0.00
Sheriff	Sheriff	GMC/Chevy	G31 Stepvan	1993	0.00
Watercraft - Trailer	Sheriff	Owne and Son	Boat Trailer for Boston Whaler Boat	1993	0.00

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Sheriff	Sheriff	Ford	Taurus	1994	0.00
Vehicle	Sheriff	Chevrolet	3/4 Ton	1997	0.00
Sheriff	Sheriff	Chevrolet	Tahoe	2002	34,262.00
Sheriff	Sheriff	Dodge	Caravan	2003	0.00
Trailer	Sheriff	H&H	8x10 Flatbed	2007	0.00
Trailer	Sheriff	H&H	8x10 Flatbed	2007	0.00
Atv / Utv	Sheriff	Yamaha	YXR700 Rhino ATV	2009	0.00
Sheriff	Sheriff	Chevrolet	Tahoe 1500	2011	15,000.00
Sheriff	Sheriff	Ford	Expedition	2013	59,570.00
Sheriff	Sheriff	Ford	Expedition	2013	59,570.00
Sheriff	Sheriff	Ford	Expedition	2014	36,270.00
Vehicle	Sheriff	Ford	Expedition	2015	36,448.00
Vehicle	Sheriff	Hyundai	Sonata	2015	0.00
Sheriff	Sheriff	Ford	Expedition	2017	36,605.00
Vehicle	Sheriff	Ford	Explorer	2018	43,045.00
Sheriff	Sheriff	Ford	Explorer	2018	43,045.00
Trailer	Sheriff	Wells Cargo	Covered Trailer	2018	17,500.00
Sheriff	Sheriff	Ford	F150	2018	34,000.00
Sheriff	Sheriff	Ford	F150	2020	44,050.00
Buses / Vans	Transit Bus	International	Bus 26 Pass	2008	99,691.00
Vehicle	Transit Bus	Ford	E450 SD Commercial Cutaway	2009	32,500.00
Vehicle	Transit Bus	Ford	E450 SD Starcraft	2010	52,700.00
Vehicle	Transit Bus	Ford	E450 SD Cutaway	2010	60,000.00
Vehicle	Transit Bus	Ford	Econoline E450 Commercial Cutaway	2013	61,000.00
Vehicle	Transit Bus	Ford	E450 Commercial Cutaway	2015	64,839.00
Vehicle	Transit Bus	Dodge	Grand Caravan	2016	28,100.00
Vehicle	Transit Bus	Ford	E450 Commercial Cutaway	2017	69,851.00
Vehicle	Transit Bus	Ford	3450 Commercial Cutaway	2017	69,851.00
Vehicle	Transit Bus	Ford	E450SD	2019	68,800.00

# APPENDIX 3: COUNTY ACTIVE VEHICLE REPORT

Type	Department	Make	Model	Year	Value
Vehicle	Transit Bus	Dodge	Grand Caravan	2019	39,825.00
Vehicle	Weed Control	Ford	F-150	1989	0.00
Vehicle	Weed Control	Isuzu		1997	0.00
ATV / UTV	Weed Control	Honda	TRX300 ATV	2000	0.00
ATV / UTV	Weed Control	Honda	TRX300 ATV	2000	0.00
Vehicle	Weed Control	Gmc/Chevy	K24 4x4	2001	0.00
Vehicle	Weed Control	Ford	F-350 SD	2004	15,000.00
ATV / UTV	Weed Control	Honda	ATV	2006	0.00
Trailer	Weed Control	Targ	ATV Trailer	2006	0.00
Trailer	Weed Control	Homemade	10' Trailer	2006	0.00
Vehicle	Weed Control	Ford	F-150	2007	0.00
ATV / UTV	Weed Control	Yamaha	Rhino ATV	2008	0.00
Vehicle	Weed Control	Ford	F-250 SD 4x4	2009	0.00
Vehicle	Weed Control	Ford	F-350 4x4	2011	20,000.00
ATV / UTV	Weed Control	Honda	Rancher	2011	0.00
ATV / UTV	Weed Control	John Deere	Gator XUV 825i UTV	2011	0.00
Trailer	Weed Control		Horse Trailer	2011	0.00
Vehicle	Weed Control	Chevrolet	1500 Silverado	2012	0.00
ATV / UTV	Weed Control	Honda	Rancher 4x4 ATV	2014	0.00
Trailer	Weed Control	Finish Line	Flatbed	2014	0.00
Vehicle	Weed Control	Chevrolet	3500	2016	22,000.00
ATV / UTV	Weed Control	Honda	Pioneer	2019	14,000.00
Trailer	Weed Control		Black Trailer		0.00
Trailer	Weed Control		Trailer		0.00
Trailer	Weed Control		Flatbed Trailer		0.00